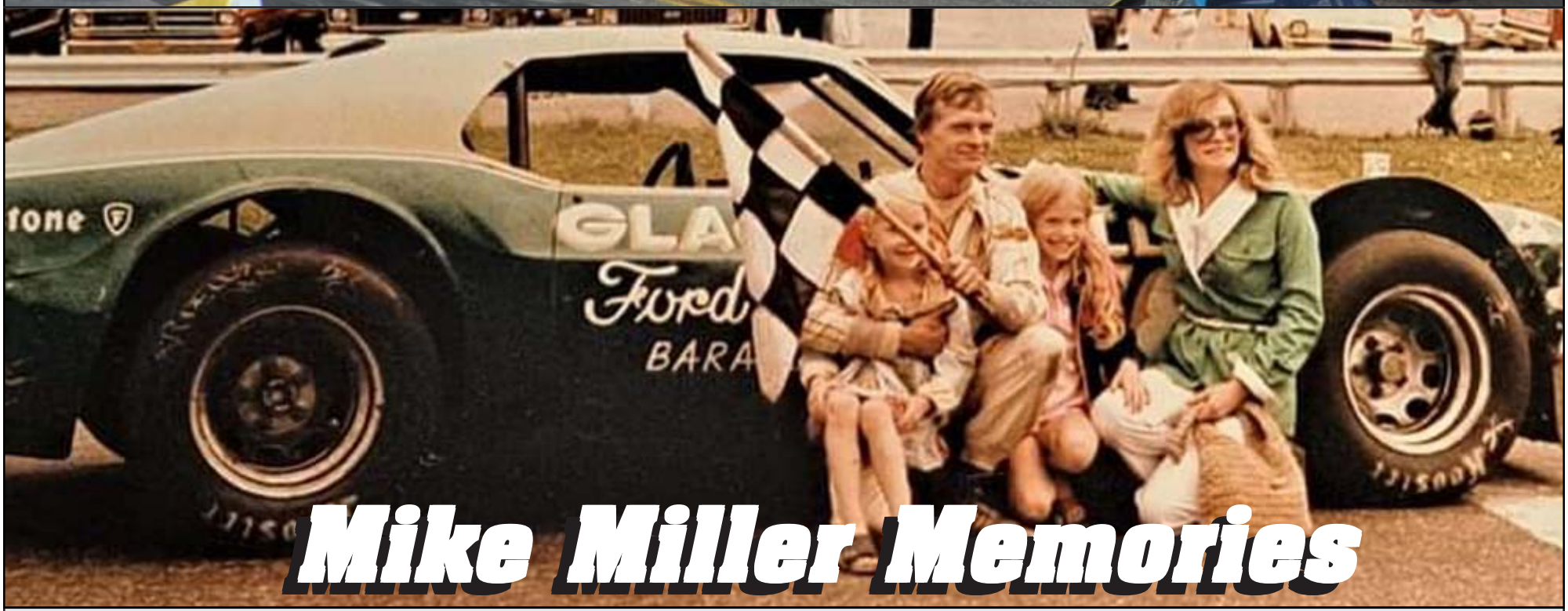
THE MIDWEST RACING CONNECTION

www.theracingconnection.com

THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY



The Season Winds Down



Mike Miller Memories

November 2026

Inside...



Florida Swing



Modified Chaos

PIRTEK

WE'LL KEEP YOU OPERATING



PIRTEK Upper Midwest RENEGADES SPRINT CAR SERIES

Proud Sponsor of the UMSS

PIRTEK Upper Midwest RENEGADES SPRINT CAR SERIES

PIRTEK

WE'LL KEEP YOU OPERATING

Publisher's Note
Racing According to Plan



Dan Plan

While many fans dread the end of the racing season, I look forward to it. The season ending events in the upper-Midwest are second to none. While there are many events I would like to attend, there are only so many weekends available during the months of September and October. My first season ending even I had penciled in was the annual Legendary 100 at Cedar Lake Speedway. Unfortunately, Mother Nature did not cooperate this year and they were only able to get the Thursday night show in. While the Thursday night show of this year's format mainly feature what many would consider support divisions, it was a fantastic short track show.

Next up was the 46th Annual Punky Manor Challenge of Champions at Red Cedar Speedway. I've only missed a handful of these through the years, and this year's event was one for the record books. Jesse Glenz had lead the majority of the race, only to give up his lead with a late race

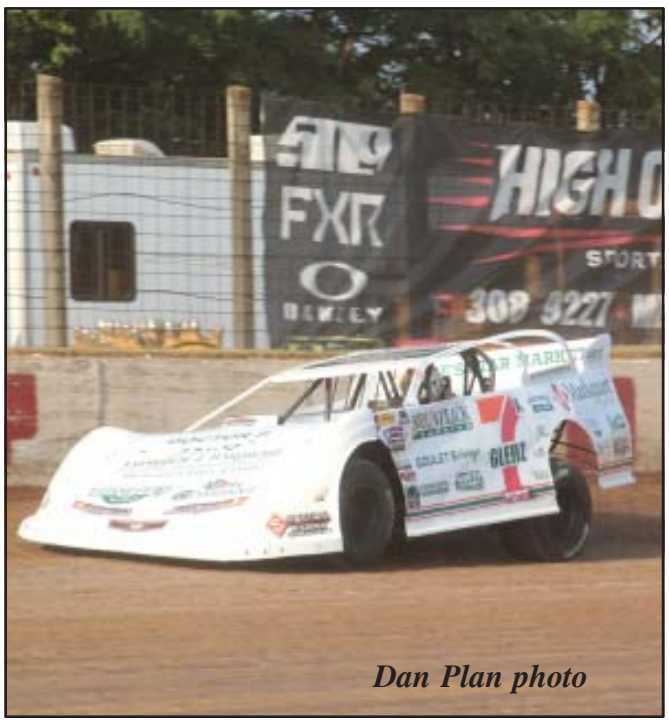
Season Ending Special Events

caution. On a predominately bottom groove track, Ashley Anderson got by Glenz on the restart and took command of the event. Glenz followed in his tracks trying several moves to no avail. On the last lap, Glenz threw it up on the high-side and got back by Anderson on the last lap. This is the kind of stuff you can't make up.

Next up on my agenda was the first of two Fall Fun Days at Cedar Lake Speedway. Once again, Mother Nature did not play well, and this one rained out. On the plus side, they were able to get all of the Vintage Cars on the track for their heat races. The last heat race was cut short, but it was entertaining to see these guys drive a couple laps on a slick track in the rain.

The following weekend (or week) for many race

Publisher's Note continued on page 4



Dan Plan photo

The Midwest **RACING** *Connection*
November 2026

P.O. Box 101
Roberts, WI 54023
651-451-4036
www.theracingconnection.com

Publisher
Dan Plan

Contributing Writers
Dale P. Danielski
Dan Margetta
PJ "Jacklyn" Nuttleman
Jason Searcy
Charlie Spry

Contributing Photographers
Martin DeFries
Kim Kemperman
Doug Hornickel
Nuttleman Kids
John Luethard
Roy Ophime
Vince Peterson
Shawn Swanstrom
Mark Zeidler

The Midwest Racing Connection **is published six times during the summer racing season by The Plan Company, Inc.**
All material is copyrighted 2026 and may not be reprinted without permission 651-451-4036.

Cover photos by: Kurt Luoma, PJ Nuttleman and Dan Plan

THE MIDWEST RACING CONNECTION



Publisher's Note continued from page 3

fans was Oktoberfest at LaCrosse Fairgrounds Speedway in West Salem, WI. For the second year in a row, they had fantastic weather for early October in this part of the country. As is always the case, the on track action was fantastic each and every night. The highlight for me was getting the opportunity to visit with Mark Martin a couple of times throughout the weekend. I was about 10 years old when Mark started making his name known in the short track racing world in 1977. The first time I met Mark in person was when he made an appearance at US Bank Stadium in 2017. At that time, he seemed generally enthused about talking about short track/ASA/ARTGO stuff. After talking with him at Oktoberfest, I think he still has the same enthusiasm for short track racing.



Dan Plan photo

What has been an "off-weekend" or a weekend with long travel typically in the past is the weekend following Oktoberfest. Thise year, Cedar Lake added a second Fall Fun day. This program featured 4 of the regular racing divisions for a regular racing program. There was a good number of cars on hand with 2 or 3 heat races in all divisions. The thing I liked best about this event was the show only took 2.5 hours to complete and was done at 8:30pm. Fantastic event in my books.



Dan Plan photo

What was scheduled to be my annual final event this days the Falloween at Dell's Raceway Park. This another must attend event for short track fans in the area. A four-division show, with four champions being crowned is a good way to wrap things up. As an extra bonus, Jerry hustled things along, even without weather being an issue. The whole thing wrapped up early enough for all of the Badger State residents to get home in time to watch the Brewers World Series game.

After Falloween, I decided to add one more weekend to my 2026 schedule. I've only been to Nashville, TN for a couple of connecting flight layovers about 30 years ago when my daytime job had me travelling quite a bit. With the uncertainty of Nashville Fairgrounds Speedway these days, I figured I need to get there before it's gone. I talked my wife into making a visit to Nashville this year, but I didn't lie this time. I told her there was a race track and I would be going there at least one night. She was OK with that. I actually ended up going two nights. I found out the town of Nashville is a great place to visit and Nashville Fairgrounds Speedway is truly one of the historic race tracks to visit in person. The visit to Nashville pushed my career total track attendance to 149. I'll have to find a new one to visit in 2027 to get my total to an even 150.



Going in Circles

The Season Winds Down



Charlie Spry

As the season wound down, I started hitting up some of the post-season shows. The first of these was the annual "National Short Track Championships" now held at the Dells Raceway Park. This event had always been at the famed Rockford Speedway, but with that track now gone, another venue was needed. The Dells track seems to fit in just fine.

The Friday show featured several divisions. The CWRA late models had their final points race as well on this night. The two features were excellent, with CWRA rookie Trevor Robinson taking what he said was his first ever late model feature win. He did a nice job of taking advantage of a situation where the two leaders made contact, bobbled, and hesitated enough to let Trevor jump on the chance. He had a very strong car anyway and might have won without the bobble.

Coming from a racing family where many siblings and cousins also race make for plenty of knowledge. Trevor's Dad is John Robinson, who raced for many, many years with much success. In talking with John about racing in the CWRA, he noted, "We can't afford to run as much as some of them do. We only have the Last Lap Bar as a sponsor, and they have been with us forever. Other than that, we are pretty much all self-funded. This saves so much on tire cost."

Trevor also noted the same, saying, "We only ran the four Dells races this year. We got four tires at the start of the year, and they are still on there. We had one spare in case something happened, but that is all."

Also of note is the fact that this team still hauls the car on an open trailer. In an era where Bandolero's and four cylinder race cars are using enclosed trailers; it is refreshing to see this done by a late model team.

The second feature was also a good one, with another CWRA rookie Chris Skrede jumping out to a huge lead and taking the win. Corey Jankowski finally broke loose from the pack and chased him down, but Chris would have none of that. Chris would then gain the official title of the Rookie-Of-The-Year.

Veteran Jeff Weinfurter took the title of CWRA champion for 2026. He usually was able to find himself at the front of the pack in most feature races. If he didn't win, he would still be near the front.

It is always nice to talk to veteran Mark Mackesy. I usually saw Mark at the old State Park Speedway near Wausau, his home track for many years. Don't see him as often now.

Mark had a very bad crash at LaCrosse for their fair race, which resulted in a completely totaled race car. "I didn't think that I was going that fast when it happened, but I guess I was." said Mark. LaCrosse is a large track with plenty of speed gained. Just glad that Mark was OK after. He had to press his Brother, Wayne's car into service the rest of the year. It is never the same as racing your own car. Mark is another one that always uses an open trailer to haul race cars.

So, as you can see, there are not very many highly funded teams racing in the CWRA. The use of used tires saves the racers a great deal of money. Car counts have been improving as well, as racers get sick of the tire bills.

The Bandit division brought forth a huge amount of cars from various tracks, just like when the NSTC was at Rockford, maybe even more so. The feature was another one that was very exciting. Mason Wilcott had led from the start, but Rebecca Kruschke broke away and chased him down. I did not think she would have time to get alongside Mason, but she did. The last lap and last turn was a side by side affair with a little paint trading. Kruschke narrowly took the win with Wilcott inches behind on the low side, even spinning at the end. A person cannot ask for better racing.

The Sixer class had a huge field. I think it was 39 cars that timed in. Another reminder of Rockford Speedway, as they regularly had fields with these numbers in this class. Drivers from all over came to compete on this night, with Gracie Flanagan adding another trophy to the case, She has already won a few championships and is considered a threat wherever she races. She also competed in a Bandit car on this night.

The modifieds had a smaller field than sometimes, but still decent. Jason Stark was pretty dominant in the Marthaler ride and took the win.

Hobby Stocks are always fun to watch, and tonight was no different. Shane Strothmann took the win over Matt Cleveland. Plenty of dicing for position in this class, and some attrition, as track champion and top contender Waylon Robinson had car issues and dropped out early.

Races were run off in quick fashion. No down-time between races. Well done show. I would rate this one of the top shows I have seen this year. It keeps getting better every year. I enjoyed every show that I took in at this track all year. Wish that it was closer. I was not able to make it back for the Saturday show but left a happy person.

A few weeks later I took in the annual Bahama Brackets at the Grundy County Speedway. Hard to believe, but this was the 35th annual running of this show that began at the Rockford Speedway. I am proud to say that I have attended every one of these, even in its continuation now at Grundy.

It is so much fun to watch various types of racing vehicles competing against one another and the clock. It also gives me a chance to see many drivers that I seldom or never see race during the regular season from varied tracks and locales. Jim Gilbert usually makes the trip from Georgia to race this show, and many others come from the Upper Peninsula of Michigan, lower Michigan, Missouri, Indiana, Minnesota, Iowa, Wisconsin, and others along with the home state Illinois racers.

Danny Deutsch took the year off from racing this season at Sycamore to spend more time with family but made this show once again. He is so much fun to watch race, and his car just has that very cool dirt car vibe about it. Back when this show was at Rockford, announcer Eric Huenefeld dubbed Danny "The next great American folk hero" for his all-out



Charlie Spry photo

Going In Circles continued on page 6

Going In Circles continued from page 5

racing style. Not only that, but he and his crew and family are really great people.

Aaron Wilke made the long haul from Missouri to race his '74 Dodge Dart. Unfortunately, his car did not comply, as the engine suffered from a broken crankshaft in qualifying. He raced this event a few times when it was held at Rockford.

Longtime bracket competitor Jeremy Clement was present but handed the driving chores of a modified to Austin Paul. Both hail from Iowa, with Austin being a former IMCA national champion on the dirt. "I have always raced on the dirt," Said Austin. "The last time that I raced on pavement was back when I was nine years old in go karts. It is definitely different from what I am used to. You definitely have to be smooth," Noted Austin. He has raced a mod/B-mod at places such as Adams County Speedway and other Iowa tracks. He also noted that he did some late model racing at Cedar Lake for another owner. He was moving up in the pack during his feature race but unfortunately got caught up in a wreck which ended his day.

Tom Gille brought his sharp looking vintage John Knaus tribute car to race, and James Swan had his Alan Kulwicki tribute car there. Swan finished a strong second in his feature, and Gille drove easy and finished the race in the top ten. I like what one of Gille's crew told me, "If something gets wrecked, we can fix it. It's a race car." Nothing got wrecked.



Dan Plan photo


Charlie Spry photo

I had a chance to talk to local driver Jeffrey Turner, who races here at Grundy in the pure stock (4 cyl.) division. I had seen him race before and seen him interacting with others and he just seemed like a real sportsman, so I sought him out to chat.

Jeffrey is now in his third year of racing. "He became interested from family member involvement in the sport, which included hauling the race car of Zakary Chanda to the track. "I just thought that it was the coolest thing ever and became interested. My first car was an old Dodge Neon, but then it just went from there," Said Jeffrey. "My current car is a Mark Sontag built car, my best yet,"

Jeffrey has a short drive to the track, as he is right from Morris, where the track is. Most of his racing career has been at this track, although he did venture once to Slinger in Wisconsin.

While he has not won a feature as of yet, he talked of being close, saying, "I have won a heat race, but never a feature. Three times I have been running in second place in features, only to break out." (the track has a "breakout" rule in the division). "I have had quite a bit of bad luck. It seems like I get in a wreck, something breaks, or have a real good finish, one or the other."

One of his favorite things that he has done in a race car involves another family member. "I got my little Brother in a car. (Jason Turner) Unfortunately, we got together the first night out he cut a tire. No damage, but still not what we wanted to do." Now, Jason also has a car and is doing some racing with his Brother. It is contagious.

At any rate, you can see from the smile on his face that he is having fun, the main objective. I have never seen him in a bad mood or blame others or any such thing. Even on bad nights he keeps an even disposition and shows good sportsmanship. I think he summed it up best, saying, "I just love racing the four cylinders."

As for the racing itself, Iowa racer Nathan Ballard took the win in the 'A" bracket feature for the fastest cars. He was racing an asphalt mod that was raced at Hawkeye Downs.

As for the "AA" class, it was Joshua Trammell from lower Michigan taking the feature win. After wrecking hard the previous night they spent much time getting the car back together once again with quite a bit of help from fellow racers. Trevor Robinson drove a smart race to finish second, and Grundy regular Wesley Dennis took home third place.

The "AAA" bracket Saw another Iowa driver take the win, as Jeremy Floyd took the win in his dirt car. Breakouts ended the day for a couple of leaders throughout.

For the four cylinder cars, Ryan Lagastee took the win in the "B" bracket for the fastest cars. Bart Brockmann was gaining on him but had to settle for second. I think Lagastee had several cars on the premises for various classes, so he was very busy. Definitely one of the top drivers at this track week in and week out.

The "BB" bracket was very interesting. I always preach to fans that you never leave before the show is completed, as Elijah Atkinson took the win when the two top cars got together, with one being eliminated and the other going to the rear. You just never know what is going to happen in racing, and this race proved that. Stay until the end, always.

Overall, it was a great racing show. Car counts were up and there were quite a few first timers to the show. Well done by all.

The very next Saturday I returned to the Dells Raceway Park for their annual Falloween race. It was nice to see a pit area packed with cars, and a packed grandstand as well. The absolutely fantastic weather for late October certainly helped as well.

Four divisions were on hand to arrive at four

Going In Circles continued on page 7

Going In Circles continued from page 6

championships. The super lates had a great car count, with the championship tally coming down to Casey Johnson and Luke Fenhaus, with Johnson holding a slim points lead going in. He managed to work his way up to fifth spot, while Fenhaus struggled late to a ninth place finish, with Johnson therefore gaining the title. There was no stopping Ty Majeski, as he took the lead early and cruised to the win. I was impressed with the driving of Jevin Guralski, who made strong but steady laps the whole race to grab a third place finish.

The Midwest Truck series had Tristan Swanson leading the points over Eugene Gregorich III going in, and Swanson's third place finish in the feature assured him the title, while Gregorich could only manage an eighth place finish after starting deep in the field. Grant Griesbach took the win.

In the 602 outlaw late models, Pete Moore looked strong early but had Nick Schneider on his tail, before he made his move to the lead and win. Tanner Berge came in with a slim points lead over Schneider, and his third place finish was enough to secure the title. I was immediately impressed with Tanner back when he first started racing this type of car and figured that he would be a champion.

The Midwest Dash series had a close points race going in between Phil Malouf, Tim Anderson and Mark Dewey. While Matt Berger dominated the race, all eyes were for second place back, with Justin Schelitzche scrambling for second and Malouf third in a skirmish at the end with those from second on back. Everyone was basically going for it at the end. Anderson dropped back to finish sixth after the jumble. After all was said and done, it was Malouf with the points title. Definitely all-out racing here in this division.

In the stands I was introduced to former racer Steve Moll. A very enjoyable conversation on racing in the past and present. I really enjoy talking to those that raced in the past and their memories. Steve finished third in the 1981 NSTC at Rockford Speedway, behind Junior Hanley and Joe Shear, a race in which I was present and remembered, so it was fun to relive that. He also had a friend present who was involved in racing with Buck Linhart, back in the 1960's and 1970's. This was a name that I have heard but probably never saw race, but he had an old photo of him at Griffith Park which was very cool.

All in all, it was a great way to end the 2026 racing season.

Dan Plan photos







The Midwest Racing Connection Directory Page

LG Trucking INC.
"Providing one Awesome Dump at a time"
612-328-1261

SELLNER PLUMBING LLC
Licensed, Bonded, and Insured
Dillon Sellner
sellnerplumbing@gmail.com
612-599-9162
Residential, New Construction, Remodels, and Service

FOREIGN & DOMESTIC REPAIR SINCE 1957
MAREK'S TOWING & REPAIR, INC.
Repair Shop Mon-Fri 7:00-5:30
Impound Lot Mon-Fri 7:00-5:30 Sat & Sun 10:00-12:00
Office: 952.469.3182
Fax: 952.469.7724
20152 Kenrick Avenue - Lakeville, MN 55044
www.MAREKSTOWINGANDREPAIR.com

Turtle's BAR & GRILL
Downtown Shakopee
952-445-9668

CLUB LAMARK
Where cold beer & good friends meet
1525 N.Stoughton Rd.
Madison WI 53704
608.244.4004
Weekday Lunch specials
Breakfast
Saturday & Sunday

WILSON RACE FUELS
Red Wing, MN
SUNOCO RACE FUELS
1-800-634-9666
www.wilsonoilcompany.com

DCA RaceFab
Racing Parts • Custom Metal Fabrication
La Crosse, WI
www.dcaracefab.com
Daniel Navrestad
Tel: 608.781.3929

GORDON EPPING, LLC
A Certified Public Accounting Firm
Gordon R. Epping, CPA
Phone (319) 361-0046
Fax (319) 826-3170
PO Box 2064
Cedar Rapids, IA 52406-2064
gordon@gordoneppingllc.com

J & L COLLECTIBLES
SPECIALIZING IN DIE-CAST COLLECTIBLES SINCE 1996
JAMIE HURD
CELL # 612-701-6701
HOME # 763-205-3101
218BUSCHFAN@Q.COM

LTN Radio EST. 1985

R & R
Complete Automotive Service
NAPA AUTOCARE CENTER
Minneapolis, MN
612-721-4210
ASE CERTIFIED
randrautomotiveonline.com

Racing History

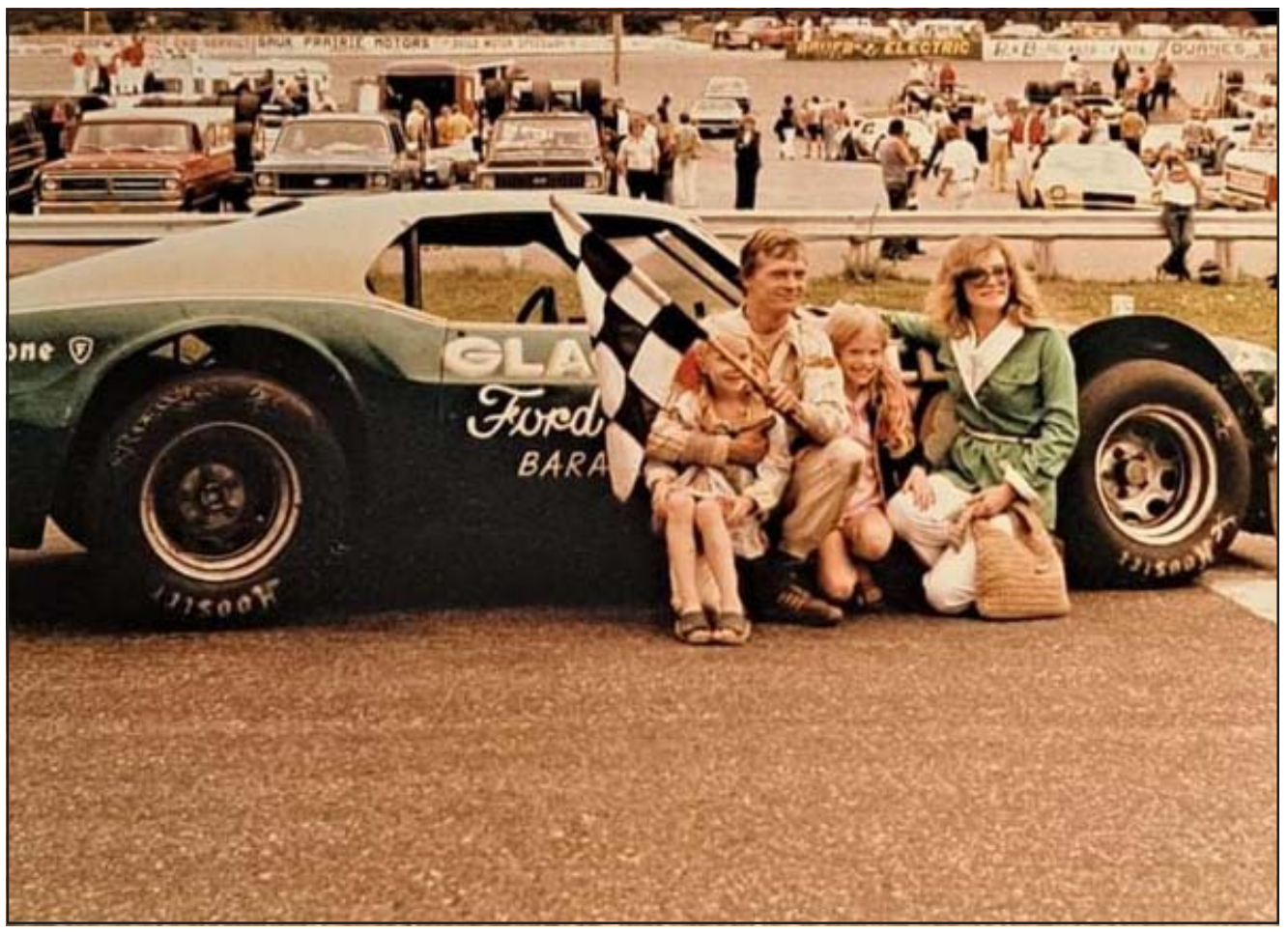
Historic Values

HISTORY THAT NO LONGER REPEATS ITSELF

Mike Miller Memories



Dale P. Danielski



Sad to hear of the passing of Mike Miller here recently. Mike back in the early 1970s became a member of the Central Wisconsin Racing gang even though he originally raced out of Minnesota, which wasn't always favorable among the Wisconsin group. Even Dick Trickle after Mike had moved to Wisconsin Rapids, WI., told Miller from New Prague, MN., racer, "You're a Wisconsin guy now Mike." That kind of acceptance was hard to come by and it meant you earned the respect of fellow racers. Another of our heroes is gone and it becomes tougher and tougher to realize the racing World as we knew and witnessed, will never be the same. We'll now try our best to highlight the career of Mike Miller.

My first experience seeing Mike Miller race was in 1973 as he was traveling from Minnesota on a regular basis to race in Wisconsin. We were all wondering who this short guy was, and he turned out to be a fast guy from the Gopher State. Dick Trickle was already thinking he was going to be a good one as according to Dick, "Short guys make better racers as the distance between their head to the gas petal is shorter, so their reaction time is better" I think Mike was just a quick study and before long was winning features. A career launching one was winning the National Short Track Championship 200 lap main at the Rockford Illinois Speedway that year, perhaps the most prestigious short track event in the Country. Terry Bivins provided a huge assist in getting Mike the win. "He told me if I changed tires (At the mid-race break) I could win the race. I was reluctant to with the cost and all, but I did and it was the difference and I won."



Driving Ford Products Miller continued to improve, although admitting it took awhile to get comfortable in the drivers seat. "It took me awhile to develop that seat of the pants feel that you have to have in the race car to be successful. Getting the car to handle contributed to that as faster meant better performance." Miller notched three main event wins in 1973, four in 1974, three in 1975 and two in 1976. "The best competition was right here in Wisconsin, that's why I moved here. Trying to beat Dick Trickle, Marv Marzofka, Tom Reffner, Jim Back and those guys was tough. But I learned from it and kept getting better."

With head engineer, Bob Uhlir on board, Miller had a break out season in 1977, winning 17 main events. Uhlir, a fellow Minnesotan, proved a huge difference in the regularity of Miller winning. "Bob was a huge asset. He had so much design and techni-

Hisoric Values continued on page 10

Racing History from page 9

cal expertise, that between us we came up with combinations that worked. We were still racing Ford Products that year and things clicked reasonably well." Miller's biggest wins on the year were in 100 lap events at Dells Motor Speedway, Wis. Dells, WI., New Paris Speedway, New Paris, IN., and Baer Field Raceway, Ft. Wayne, IN. According to Mike, that was the last year running Ford though. "Dick and I were both having so many problems with Ford engines we switched over to GM. Bob and I put an Olds Cutlass body on one of my Mustang Chassis' for 1978 while we were building a new car also with a Cutlass body which was done by mid-summer." It was a double whammy for competition that season as Miller went on to win 26 Features, highlighted by 100 lap wins at Grundy County Speedway, Morris, IL., Dells Motor Speedway, a 100 lap preliminary win at the Minnesota State Fair. and a 150 lap victory at Golden Sands Speedway, Plover, WI. It got better with late season travels garnering Miller big dollar wins at Mesa Marin Speedway, Bakersfield, CA., and Craig Road Speedway, Las Vegas, NV. Miller tested out Florida racing by winning an event at New Smyrna Speedway, New Smyrna Beach, FL. With that success, came more of the same for 1979, as Miller racked up 33 feature race wins piloting a pair of Olds Cutlasses. With a crew of Steve Moll, "Woody" Dennis Strasburg and other drop in help, the team was tough to beat wherever they went. The year started out in Florida for Speedweeks with Miller conquering New Smyrna Speedway 3 times on the way to the World Series of Asphalt Racing Championship. While in Florida, Miller also took two main event wins at Orlando Speed World. Best runs for the year were at Lake Geneva Raceway, Lake Geneva, WI., in a 100 lapper and a century grind win at Grundy County Speedway. The season culminated with a win at Western Speedway, of Victoria, British Columbia. 1980 saw another 19 wins with the biggest, a 100 lapper at Golden Sands Speedway.







A new Uhl-Lir engineering, Average Joe BEMCO car was built for 1981 with Camaro livery that Miller claims was his fastest car. " That car was fast, I wish I would have kept it." A win in the 300 lap finale of the prestigious Minnesota State Fair event was the highlight of that year which Miller dedicated to good friend, the late Larry Detjens who had died in a racing accident earlier that season. "I know Larry was riding with me that day, it was a very emotional win for me."

Leaning toward ASA competition found Miller winning 3 times in 1982 including a 125 lap race at the Minnesota State Fair. 1983 found Miller winning a 300 lap event at the Huntsville, Alabama Speedway. A respite from racing with a return in 1991 found Miller winning a 250 lap event at Lanier Raceway of Braselton, GA. ASA competition was where Miller did the balance of his racing the rest of his career and wins came at I-70 Speedway, Odessa, MO., Minnesota State Fair, Jennerstown Speedway, Jennerstown, PA., Southern National Speedway, La Crosse Fairgrounds Speedway, Salem, IN., Speedway, Peach State Speedway, Langley Speedway, Hampton, VA., Tri-City Speedway, Auburn, MI., Nashville Speedway, Nashville, TN., Berlin Raceway, Marne, MI., Anderson Indiana Speedway and Montgomery Speedway, Montgomery, AL., covering the years 1991 thru 2000. A great racing career anyway you look at it. When all was said and done Miller had won 133 main events in 15 states and Canada.

Even with all the racing and the following of Miller, through the years, I think my fondest memories are of the last 15 years or so when I was able to have him and his wife Judi as special guests, at my racing reunion, along with honoring him at an event at Wausau's State Park Speedway. Also getting together for Portesi Pizza supper in Wisconsin Rapids with other racing greats and rehashing the fun times we were all a part of back in the day. One particular outing stands out as Mike and Marv Marzofka were discussing a gentleman's agreement that was in place while racing the CWRA circuit. Mike explains, '"We raced each other all week and it was agreed we wouldn't buy new tires at La Crosse, on Wednesday for the night's racing. It was used tires and then when we raced Thursday we'd buy new ones which got us through the week which was three more night's racing." Marv Marzofka piped in, I bought new tires at La Crosse for qualifying and then I'd take them off for racing. Mike responds, 'I didn't know that, you cheater, none of us bought tires there." Marv's deal was to make a few extra dollars through qualifying and let the chips fall where they may for the rest of the night's racing on old tires to include a dash, heats and the feature. Those were all special occasions and to be cherished forever. We can't live forever, but it's sad nonetheless that most of our heroes are now gone.



Racing History continued on page 11

Racing History from page 10

All the more reason to appreciate things when they happen, because history won't repeat, they are never coming back

And back in history, on May 12th, 1973, it was Mike Miller winning the 30 lap feature at Raceway Park, Shakopee, MN. On June 26th, 1974, Mike Miller won the 50 lap feature at Columbus 151 Speedway, Columbus, WI. On August 16th, 1975 it was Miller winning the 30 lap feature at Minnesota National Speedway, Elko, MN. In 1976, Mike Miller won two 30 lap features in a row, May 11th, and 18th, at Golden Sands Speedway, Plover, WI. Mike Miller won the 50 lap feature on August 12th, 1977, at State Park Speedway, Wausau, WI. On June 9th, 1978, Mike Miller won the 30 lap feature at Capital Speedway, Oregon, WI. On July 27th, 1079, Mike miller won the 100 lap main at Evergreen Speedway, Monroe, WA. On April 30th, 1980, Mike Miller won the 20 lap feature at La Crosse Interstate Speedway, West Salem, WI. On August 6th, 1981, Mike Miller debuted his new Uhl-Iir Engineering, Average Joe Bemco Camaro at State Park Speedway, winning the 30 lap feature. On May 31st, 1982, Mike Miller won his 113th career late model feature at Capital Speedway. Mike Miller took his final victory lap, on September 29th, 2026. Mike was 81 years old, the reverse of his racing number.

Mystery photo from last column, the #9 of Tom Jensen, who competed with his extended wheel base full size Ford Torino against the Pony car set. And this column's mystery photo is the #18 and #25 in track action.





Photos by Rodney Dykeman, Kurt Luoma, Dale P. Danielski. #18 Mike Miller Torino Late Model on C-Lind sponsored hauler. #18 Mike Miller early Mustang on hauler. #18 Mike Miller gold and green Mustang #18 Miller Glacier Valley Ford Mustang, Mike and family. #18 Mike Miller gold and green Mustang. #18 Mike Miller posing by Glacier Valley Ford Mustang. Mike Miller and Bob Uhlir working on an Olds Cutlass. #18 Miller Cutlass after big Golden Sands Speedway win. Mike Miller wild Camaro in Florida. #18 Mil-Lir Engineering Average Joe Bemco Camaro. #18 Mike Miller at WIR, Kaukauna, WI. #18 #25 action the mystery photo.

Questions, comments, opinions and other information should now be directed to Starmaker Multimedia 314 3rd Avenue South, Onalaska, WI. 54650. 608-518-2478 or to dale@starmakermultimedia.com

The Twin Ports Reports



Grayson See

At thirteen years old, while most kids my age were buying grandstand tickets, I walked into Gondik Law Speedway with official credentials, a milestone most people in the industry don't achieve until their late twenties or thirties or even older than that. The first time I got to do that it was such a cool feeling to see that I'm getting somewhere in photography while other kids my age are watching in the grandstands. It's really cool that I get the opportunity to go down to the middle. It feels like a whole different experience than doing photography on the outside of the track. It feels like every car seems like it's going way faster than the outside and being that close to the action is a really cool way to watch the races.

Racing Nuggets



PJ "Jacklyn" Nuttleman

Florida Swing

In my regular day job, I've had a lot of customers ask me if racing season was winding down for my husband, Toby. Nope. Not one bit. This time of year, it gets even busier for him and the team. Partially because the races are so much further away from the midwest and that creates a whole new wrinkle to get multiple cars ready for multiple races with Ty Majeski.

The original schedule with Majeski featured a stop in Nashville for the All-American 400 race weekend with the ASA (soon to be CARS) STARS National Tour. However, equipment (and race car) logistics created a challenge to have a car ready for that race and then a tight window to get it turned around to head south two days later for the Florida swing.



People (crew help) can also be a challenge. Despite assumptions that Majeski is a "big team," the only full-time person to work on the cars is Toby. And one guy can't do everything on race day. Most of the guys that usually help only have so many days available for vacation and they generally save them for the Florida swing.

So alas, Nashville didn't happen. The change-up also afforded Majeski more focus for the Homestead-Miami NASCAR Truck Series finale. While he wasn't in contention for the championship this year, it was very paramount for him to finish in the top 5 of points on the season to deliver a significant share of the prize money to his team, ThorSport.



With Nashville off the original schedule, that left only 19 races on Majeski's itinerary. He was committed to run 20 super late races through his sponsorship with Menards. The STARS National Tour finale at New Smyrna Speedway on November 15th was already one of those 20 races, as was the Bigley Memorial at the Freedom Factory on November 28th.

Where would he find another race to complete the promised 20 races?

Yep. The ol' Snowball Derby. At the end of the day, as Majeski shared on social media, "Racers race." So, despite the heartbreak after a dominating performance at last year's Snowball Derby and the ensuing judgement call that black flagged him seven laps after the final restart—for jumping said restart—Majeski and team will be venturing back to 5 Flags Speedway to make another run for a third Derby Championship.

If you were to ask Toby, he'd tell you they could have won four or five titles by now, had it not been for unfortunate issues. It's one thing to be in contention to win the Snowball Derby and an entirely different thing to actually win it. I can remember them leading the race back when they still did live pit stops for the Derby. They would come in leading and after the cheese-curd eating, beer-bellied, midwest rag-tag crew completed the pit stop against NASCAR pit crews hired by other teams, Majeski would repeatedly come out of the pits, losing many positions.

Probably the biggest heart-break was when Majeski was leading the race in 2019 and yet again, another restart issue occurred when his rear wheels were lifted off the ground and he was effectively turned in front of the entire field coming for the green flag and completely demolished his car. That was a long-ass ride back to Wisconsin that year. Last year was an equally long ride home after having the win snatched away again by a restart issue.

I have to say, the Delaware Double-file Restarts look a helluva lot more attractive to me after all the shenanigans that have happened on restarts at the Derby, but I don't know if they will ever adopt that. What's the old saying? You can shit in one hand and wish in the other…

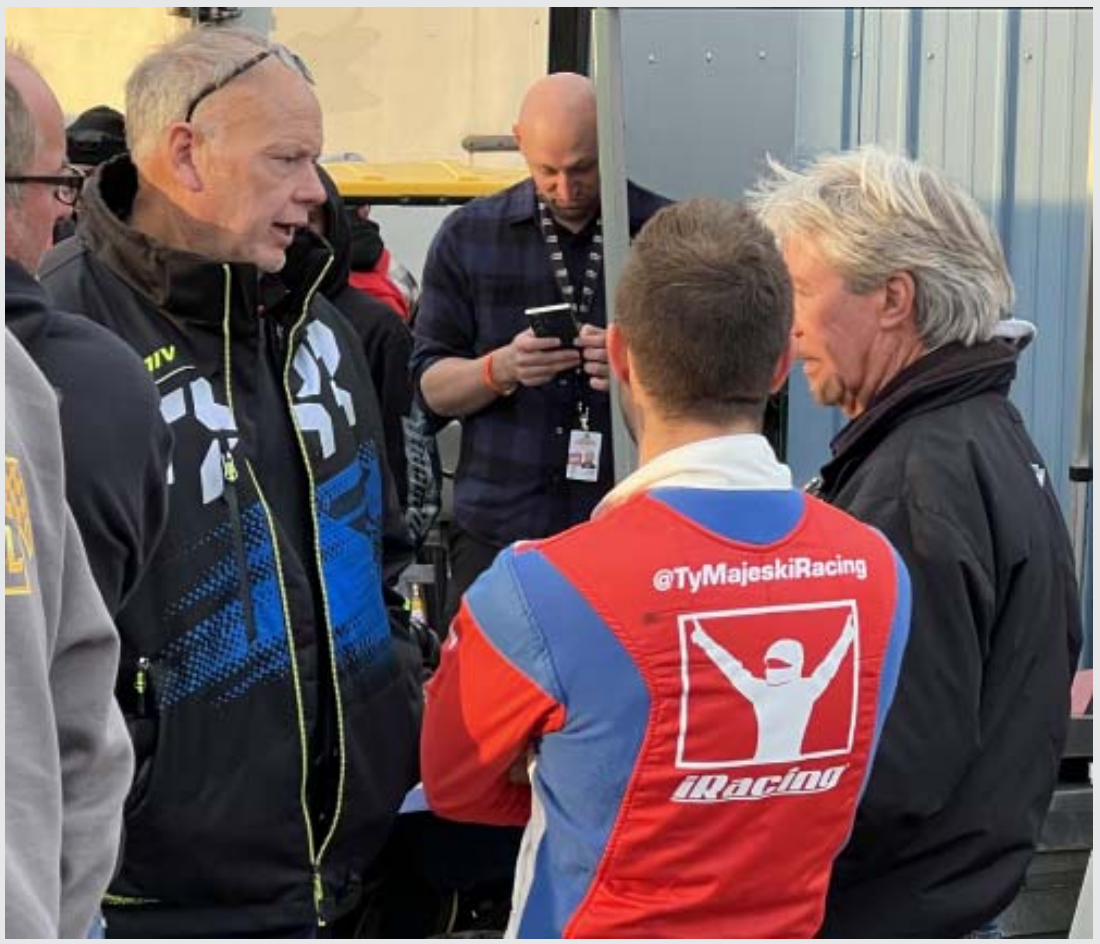
Regardless, the team will indeed be making a three-race run to end the season in Florida, with the

Racing Nuggets continued on page 14

Racing Nuggets from page 14

the late call to black flag Majeski, he continued to race, crossing the line WAY ahead of second place. Toby had no idea that they stopped scoring his driver. As the laps wound down, I walked up to him, and he had the biggest grin on his face as he planted a kiss on my lips. I had to deliver the news to him that Ty was black-flagged, and they were not going to win this race. It was a massive punch to the gut for all of us. Believe me when I tell you, nobody wants to be the one to deliver bad news to Toby. And then I had to drive a vehicle all the way back to Wisconsin with him; trapped with an irritable bear.

I'm praying this year goes better. Expecting the worst and hoping for the best is an awful way to approach the biggest race of the year, but here we are. Finger crossed.



Madison INT'L SPEEDWAY OREGON, WI

OWNED & OPERATED BY THE MCKARNS Family SINCE 2015

CONGRATULATIONS TO OUR CHAMPIONS



LATE MODELS - BRENT EDMUNDS



DAVE'S WHITE ROCK MISFITZ - NICK SCHNEIDER


ROTO ROOTER 6SHOOTERS - DYLAN KLINGER



SLATER RACING LEGENDS - LINCOLN CAIN



FINISHLINE TOWING HSRA - GRACIE FLANAGAN

See you in 2027! misracing.com Dr Pepper Budweiser

DELLS RACEWAY PARK EST. 1962

WEGNER AUTOMOTIVE

Alive for 5 DELLS RACEWAY PARK

2027 SCHEDULE

ALIVE FOR 5 SERIES

APRIL 10 — ICEBREAKER 100*

JUNE 5 — Trickle 99

JUNE 26 — Dairyland 100

AUGUST 7 — DETJENS 125

OCTOBER 23 — FALLOWEEN 100*

*CO-SANCTIONED WITH THE WISCONSIN CHALLENGE SERIES

WISCONSIN CHALLENGE SERIES — SUPER LATE MODELS

Talkin' Racin' with Jason



Jason D. Searcy

2027 Season Recap

The 2026 race season at Elko Speedway was the 61st year of racing and the second full year under the MEGA ownership group.

A different schedule this year as 8 of the 16 events were the traditional Eve of Destruction nights. The other 8 events were "racing only," including a new Opening Day, the usual ARCA night and racing only nights for the Behrens memorial and Thunderstruck but also four INEX race days that included Legend Cars, Bando's, High School Racing Association and the new Crown Vic division. The Midwest Dash series raced once as well.

The ARCA race had a really good crowd and 16 year old Max Reaves driving for Joe Gibbs became the first ever ARCA two-time winner at ELKO. Ty Fredrickson gave the local fans a thrill by finishing 3rd. The Thunderstruck93 event is now back to a Late Model race and 33 cars showed up to compete, Randy Sargent travelled all the way from Illinois to take home the prize guitar trophy. Veteran driver Donny Reuvers had a great run for second place. The annual Dwain Behrens Late Model race was won by Grant Brown.

Chris Marek won his second consecutive NASCAR Late Model Championship at ELKO, it was a great battle all year long with Chad Walen finishing runner up. 48 different drivers competed, up from 30 in 2025. 18 feature races and 10 different winners. Marek had 6 wins, Michael Ostdiek 3, Grant Brown 2 and one each for Bryan Wrolstad, Billy Mohn, Jeremy Wolff, Colin Stocker, Hunter Paine, Joel Theisen and Randy Sargent.

Dillon Sellner won his second Thunder Car title. 33 different drivers competed, up from 28 in 2025. 18 feature races and 33 different drivers this year. 9 drivers went to victory lane: Sellner had 4 wins and so did Dusty Mann, Brent Kane 3 wins, Todd Kamish 2 wins, Ben Gannon, Eric Montour, Tom Sorem, Allen Royle and Grant Brown each had one win in the Thunder Cars for 2026.

The Power stock title was won by Mike Stoer for the second consecutive year. 18 features and 28 different drivers, up from 20 in 2025, 5 individuals won a feature event. Jimmie Jorgenson had 8 wins, Mike Stoer 4, Clayton Dorner had 3, Jesse Fischer 2 and Nick Oxborough won on opening day.

The INEX Legend Cars had 16 features and 37 different drivers, down from 41 in 2025. 10 year old Frank Jirik stunned all in attendance with his driving skill at that age scoring seven wins and winning the Championship. 5 drivers won races including Jirik's 7, Tristan Swanson had 4, Ayrton Brockhouse with 3, Robby Carter and Ty Fredrickson each had one win.

The Bando division had 16 features and 25 different drivers scoring track points, 24 competed in 2025. Roman Crow won his first Bando Championship. 5 different drivers went to victory lane in 2026 led by Christopher Flynn with an impressive 10 wins, Roman Crow had 3, Adriana Hawes, Caleb Hawes and Rev Heitkamp each had one win on the flat ¼ mile inside Bando track at ELKO.

The new stock car Crown Vic division had 9 features and a total of 15 different drivers. Doug Brown won the title after not having raced in about a decade. Brown scored 4 wins, two wins each for Tom Doten and Danny Mann and one win for Michael Ostdiek.

Kennedy Krueger won the HSRA division at Elko Speedway in 2026. The last two scheduled nights getting rained out and postponed to an added Championship night for the beginning of October was not ideal but nothing can be done about the weather.

It was my 14th year announcing at Elko Speedway and it was truly a pleasure working with my good friend Dean Reller again as we collaborated on the big invitational race nights. Also it was wonderful to have my wife Rebecca playing the DJ and teenager Jensen Vadnais offered some great color commentary when we worked the INEX races together, he is a rising talent for sure. 2026 was a memorable year in many ways, I hope to see everyone at the track in 2027.

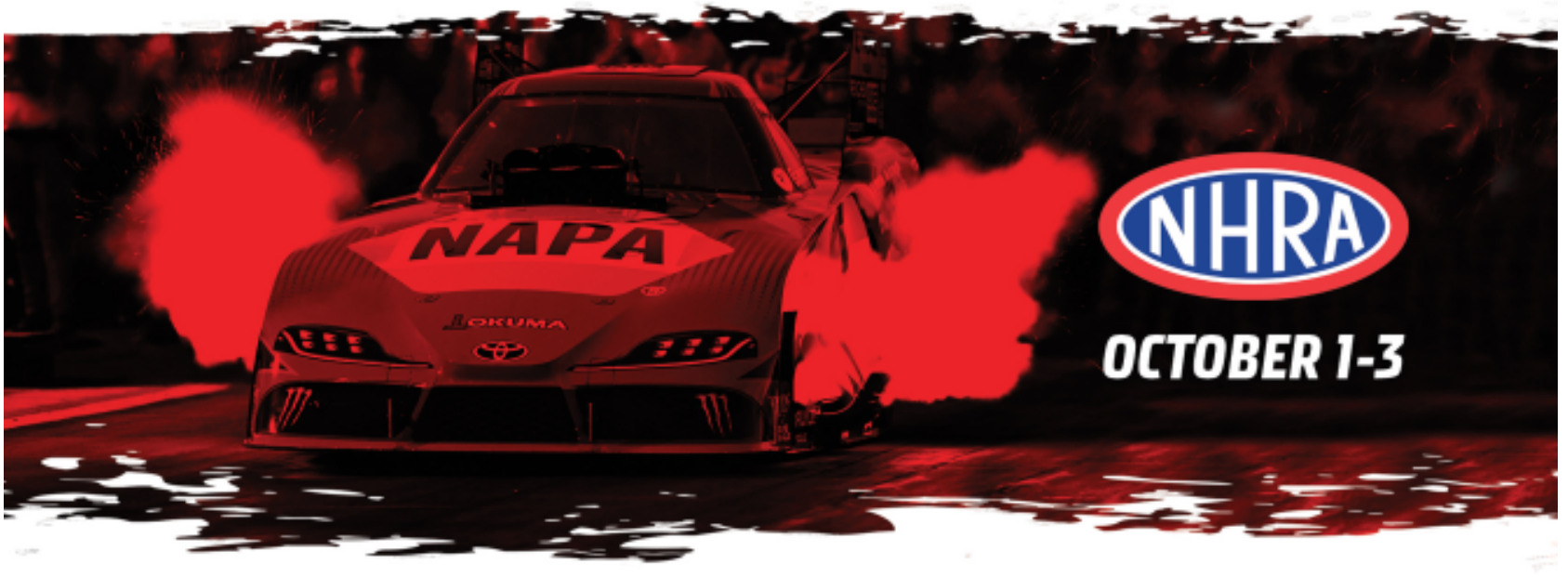


GET READY FOR THE 2027 SEASON!

World Wide Technology RACEWAY







VISIT US AT WWTRACEWAY.COM

THE MIDWEST
RACING CONNECTION

Modified Choas Photo Gallery

During the second Fall Fun Day at Cedar Lake Speedway, the first Modified heat race looked to be off to a good start. Things quickly changed following the green flag. Dustin Sorensen narrowly avoided the chaos to pick up the win. Sorensen would go on to win the main event.











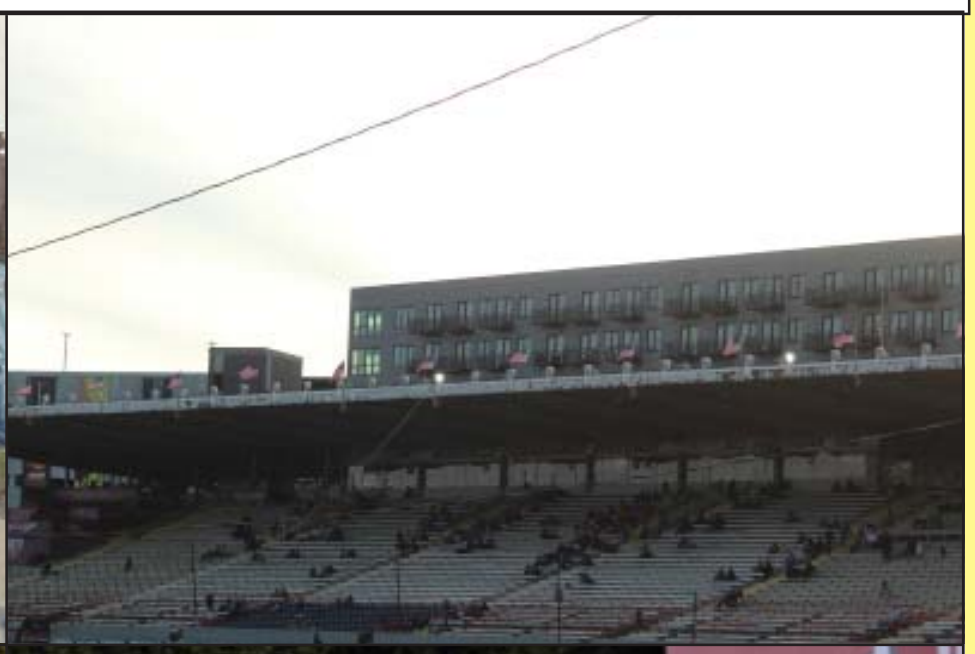


THE MIDWEST
RACING CONNECTION

Nashville Photo Gallery

Nashville Fairgrounds Speedway has been in existance for 122 years. To close out their 2026 season, the track hosted the 41st annual All American 400. While the long term future of the facility may be in question, they have released the 2027 schedule.













ALL NATURAL PRODUCT

PRODUCT OF THE USA

Anderson's

PURE MAPLE SYRUP

PURE QUALITY FOR OVER 90 YEARS

MADE IN THE USA

Breakfast Never Tasted So Good!

www.AndersonsMapleSyrup.com

AMERICA'S BRAND FOR QUALITY

JUSTICE BROS.
JB
Quality

JUSTICE BROTHERS

Care Care Products



ON SALE HERE!

1-800-533-7492

WWW.JUSTICEBROTHERS.COM