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RACING REVIEW

2025



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On behalf of FR2SD, LLC, Tod Quiring and our entire staff at Huset's Speedway, welcome to the 2025 racing season and the fifth full season of racing at Huset's Speedway since 2016. The track was carved from a soybean field by farmer / businessman Til Huset in 1953. The track opened in 1954 and ran in 1955 before he shut it down for 1956 and 1957. The track reopened in July 1958 after Huset sold the track to the Sioux Falls Stock Car Association. The association was formed by drivers who were boycotting the nearby Soo Speedway track. The track began running sprint cars weekly in 1980. The World of Outlaws ran at the track in April 1983 and it was won by Sammy Swindell. The association ran the races until it sold the track in 1988 to Clarence Rubin and

his sons Greg and Steve. The Rubin family built a very successful weekly Sunday night program over the years and decided to sell the track to Chuck Brennan at the end of the 2015 season. The track was again sold in mid-July 2020 to Tod Quiring, the owner of the Jackson (MN) Motorplex; he announced an August reopening date as well as restoring historic Huset's name to the track. The first race at the track was a \$20,000-to-win All Star Circuit of Champions race on August 2, 2020. The All-Stars circuit returned for the first time since 2014 and the 5th time overall. Five total races were run in 2020 including a return visit from the World of Outlaws and one Monster Truck event.

Staff and construction crews have been busy making improvements to the speedway all off-season which include a 70-site campground just at the base of the North hill for fans to utilize during the season. New decks were added at the beginning of 2021 to the 16 VIP suites for fans to enjoy the outdoor experience of the races along with the luxury of indoors. The catch fence was extended off of turn 2 along with a viewing platform for race teams to watch the races from while pitting out back. A devastating tornado on Memorial Day 2022 destroyed the VIP suite building. We have spent the entire off-season re-building that structure while moving our scorers and announcers into a new area on the 4th level. A new state of the art fence was installed to replace the old wooden fence along the highway behind the grandstands over the off-season. Each year we plan to make several new upgrades to the facility to make Huset's Speedway one of THE top facilities in the country.

You don't have to be an avid race fan to enjoy the experience. Dirt Track Racing across the country is seeing a huge spike in attendance versus other sports. We encourage kids to get involved in our Pizza Ranch Kids Club on the midway before

races and we will have several contests throughout the season for kids 12 & under as well. Race fans also have the opportunity to upgrade their general admission ticket to the air-conditioned comfort of the Turn One Suite Tower each and every night if they wish. Enjoy our three different concession areas along with the Pizza Ranch stand on the midway.

Our goal is to give you the BEST service, the BEST experience and most fun you have ever had!

The staff of Huset's Speedway is here for you and ready to assist at every moment. While in the area, we hope you find time visit all the great businesses in the Brandon and Sioux Falls area. Enjoy a round of golf at the Brandon Golf Course, enjoy a day on the trails at one of the many county or state parks, or stop in for a bite to eat at one of the many great restaurants in the area.

So, while you are here as our GUEST, make sure you have a Great time, make Great memories with family and friends and enjoy the racing action each and every night.

Doug Johnson
General Manager



WELCOME

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WELCOME



WELCOME TO RAPID SPEEDWAY!

The team at Rapid Speedway is excited for the return of Friday night racing in the area! After the disaster last season, we are

extra motivated to make this year awesome! Rapid Speedway is a 3/8 mile dirt oval and is located on the famed Lyon

County fairgrounds in Rock Rapids, Iowa. With a racing surface that is 80-feet wide, this place breeds three to even four wide racing.

We will be starting the "Rocky Rookies" kids fan club this year. Be sure to be on the lookout for those opportunities. We are also in the very early stages of starting the Rapid Speedway Hall of Fame.

Our season opener is scheduled for May 9. Some highlighted specials are the USRA iron man stock cars, tied in with the Bob DeBoer Memorial on June 6. July 4 features the MSTs 410 sprint cars tied into our Veterans and First Responders night. July 22 we have the annual Fair races with 360 and 305 sprint cars,

along with the David Kruger Memorial Late Model Street Stocks will be on the docket. Aug. 1 is our annual Dave Mulder B-mod Memorial. Championship night is Aug. 22, and the return of the Rapid Nationals will be Sept. 12-13.

All of us as a staff, along with the Lyon County Fair board, strive to bring racing fans the best experience possible. You will notice obvious changes and upgrades to the facility that will no doubt continue through the season. We would also like to thank the MANY volunteers that have helped along the way in getting racing back! Let's make 2025 the best year to date!

Thanks,
Darrin Korthals

Darrin Korthals raced for several years at Rapid Speedway. He took over as the track's promoter in 2023

Submitted

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Gary Brown Jr.....	36
Masur Crash	38





2025 SCHEDULE

GATES OPEN AT 5:30 PM
RACES START AT 7:00 PM

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MAY 9	SEASON OPENER 305 SPRINTS + REGULAR CLASSES
MAY 16	FILL THE FOOD BANK 305 SPRINTS + REGULAR CLASSES
MAY 23	TRI-STATE LATE MODELS + HOBBY STOCK SPECIAL + REGULAR CLASSES
MAY 30	LADIES NIGHT 305 SPRINTS + REGULAR CLASSES
JUN 6	BOB DEBOER MEMORIAL IRON MAN STOCK CARS + REGULAR CLASSES
JUN 13	305 SPRINTS + REGULAR CLASSES
JUN 20	KIDS BOX CAR RACES LMSS + REGULAR CLASSES
JUN 27	GREAT BIKE GIVEAWAY 305 SPRINTS + REGULAR CLASSES
JUL 4	VETERANS & FIRST RESPONDERS 410 SPRINTS + STOCK CARS + B-MODS + HOBBY STOCKS
JUL 11	TRI-STATE LATE MODELS SPORTSMAN SPECIAL + REGULAR CLASSES
JUL 18	CHRISTMAS IN JULY 305 SPRINTS + REGULAR CLASSES
JUL 22	LYON CO. FAIR RACE (PRESENTED BY FOLKENS BROTHERS TRUCKING) LMSS + 305 SPRINTS + 360 SPRINTS
JUL 25	MEET & GREET / DRIVERS AUTOGRAPH SESSION (FREE ADMISSION) MINI-MODS + RAPID SPEEDWAY CLASSES
AUG 1	DAVE MULDER MEMORIAL B-MOD SPECIAL + REGULAR CLASSES
AUG 8	FRIDAY NIGHT LIGHTS 305 SPRINTS + REGULAR CLASSES
AUG 15	BACK TO SCHOOL DRIVE LMSS + REGULAR CLASSES
AUG 22	CHAMPIONSHIP NIGHT 305 SPRINTS + REGULAR CLASSES
SEP 12	RAPID NATIONALS SPORTSMAN + HOBBY STOCKS + STOCK CARS + 305 SPRINTS
SEP 13	RAPID NATIONALS SPORTSMANS + B-MODS + LMSS + 305 SPRINTS

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TOD QUIRING

Quiring putting a shine on Huset's; sprint car racing

Tom A. Savage
Contributing writer

Huset's Speedway has seen massive growth since opening its doors in May of 1954. Once Tod Quiring bought the venue in 2020, the growth has been monumental.

And it all started as a youngster growing up in Winom, Minn. Like many in the area, Quiring's love of motorsports grew while attending races every Saturday night at the Jackson VFW Speedway in Jackson, Minn. That track is now known as the Jackson Motorplex, a race track that Quiring also owns.

After Chuck Brennan closed Huset's (known then as Badlands Motor Speedway for one season

in 2016) in the spring of 2017, it obviously piqued Quiring's interest. The larger Sioux Falls marketplace seemed like a good opportunity to expand his motorsports footprint.

In July of 2020, Quiring and Brennan struck a deal, and life was renewed at the 3/8-mile oval. Following Brennan's closure of the track in May of 2017, it sat empty for the remainder of that year, 2018 and 2019. Quiring hosted a race in August of 2020 for the reopening.

Along with acquiring the track, Quiring moved a large portion of his business from Windom to Brandon.

"The purchase of the track made good sense for our operation," Quiring said. "Businesses in South Dakota are pretty favorable to operate. I love the Brandon community and the entire Sioux Falls area."

Brennan stuck more than \$10 million into the race track in 2015 and 2016, bringing it up to today's modern standards. With that infrastructure in place, Quiring has taken it to another level.

"It's hard to do everything in one year because you'd have to shut down part of the race season," he said.

—Tod Quiring, Track Owner



Tod Quiring (right) with his son Taylor (left) and team driver David Gravel after winning a World of Outlaws event last year at Volusia Speedway in Florida.

PHOTOS: SUBMITTED

His goal, he said, is to do something additional to the venue every year. So far, he's done that.

"It's hard to do everything in one year because you'd have to shut down part of the race

season," he said. "We do a lot in the spring and fall, and if we get nice winters, we try to get things done then too."

Fans this year will notice additional concrete in several driving areas in the parking lots.

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"We pride ourselves for our sponsors, the appearance of the racetrack. We really work hard on that."

– Tod Quiring

A new fence runs along Highway 11 on top of the grandstands, a much-needed improvement. There's also a new spring-loaded pit gate on the back stretch, making it easier for cars to get on-and-off the racing surface. And obviously, the new race shop and offices along Highway 11 above Turn 4 is an eye-catcher for commuters on that stretch of road.

"We're constantly trying to make the facility look better," Quiring

said. "We pride ourselves for our sponsors, the appearance of the racetrack. We really work hard on that."

Along with putting a shine on the race track, Quiring is also a longtime 410 sprint car team owner. Last season, his car driven by David Gravel became the first South Dakota-based team to win a coveted World of Outlaws championship.

Despite the championship, the 55-year-old Quiring said he only slowly let it sink in.

"Yea, it's exciting, but I always look at what can we continue to do better," he said. "That's probably one of my downfalls.

I should take a little time to soak it all in instead of figuring out what we are going to do next to make it better. But it's pretty cool to take a local car, and a regional race track in Huset's, to a national level."

That championship car is hard to miss. A vibrant orange HUSSET'S SPEEDWAY is on the wing and hood. Billion Automotive is one – if not only – outside corporate partners on the car. Quiring said he likes to market his car with his own brands.

"I really feel like our events at Huset's are still growing, nationwide," he said. "Obviously people knew about Huset's, but more and more people are starting to understand what Huset's is. I'm not saying we are

a Knoxville or Eldora, yet at this point, but I think we're heading in that direction and you see we're marketing nationally on our race car across the country and I think it's really helping."

And speaking of marketing, Quiring said it's a massive corporate response from Brandon and the surrounding area that's helped with the track's growth.

"Growing up, I was always amazed, and still amazed, at how passionate the Sioux Falls and Brandon fan base is, compared to a smaller community like Jackson," he

said. "The fan base and business support out of this market is one thing that positively surprises me, but I always knew

"Growing up, I was always amazed, and still amazed, at how passionate the Sioux Falls and Brandon fan base is..." – Tod Quiring

it was there. We just worked on enhancing that with all the new amenities we put in."

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NATIONALS



Tom A. Savage

Brandon Valley Journal

Last season's Huset's Highbank Nationals opened with a bang as Indianapolis native Tyler Courtney claimed the opening night feature event. He assumed the lead on lap 28 of the 35-lap event after World of Outlaws regular Sheldon Haudenschild blew a right rear tire. Courtney claimed \$20,000 in the process.

It was a great start to the World of Outlaws-sanctioned four-day event as 55 sprint cars attempted to win Night 1. Among those 55 included some

Highbank Nationals

After 2024 flooding, Huset's looks forward to Highbank Nationals

of the top sprint car drivers in the world. Names such as Carson Macedo, Rico Abreu, Michael Kofoed, Donny Schatz and Kasey Kahne took to the 3/8-mile oval to challenge Courtney.

Then, Mother Nature took over.

After receiving eight inches of rain over the next several days, the speedway was forced to cancel the remaining three days of the Nationals. But that was the least of their problems.

When Splitrock Creek was finally overwhelmed and waters began to encompass the speedway, the Minnehaha County Sheriff's Department and Minnehaha County Emergency Management personnel began

rescuing stranded campers behind Turn 2 by boat and delivering them to higher ground.

Needless to say, it was a damper for the highly-anticipated sprint car event for fans all over the world.

But Huset's responded, and actually held a regular race just two weeks later.

Because of the flooding damage, Huset's General Manager Doug Johnson and his staff had to scramble to get things ready.

The biggest repair was to the fencing that surrounds the pit area behind the backstretch. That chain link fence took the brunt of Splitrock's power as massive sections were knocked

over.

"The water completely flattened the fence and the posts," Johnson said. "We were able to reuse some of the fencing. But pulling things out of the fence was probably the biggest project that took the longest."

Like last year, the campgrounds for this year's Highbanks are sold out. But Huset's has taken additional precautions in case another flooding event occurs. The roads and driveways leading to the campground both Turns 2 and 3 have been built up with red rock and gravel.

Sheldon Haudenschild (17) tries to hold off Tyler Courtney for the lead in last season's Highbank Nationals opening night as part of the Huset's Hustle.

JEFF BYLSMA



“It just goes to show that we have good people around us and good people in place to make this happen. – Doug Johnson, Huset’s General Manager

“It just gives it more stability,” Johnson said. “A lot of those driveways out there were just dirt and when it got all muddy, it just made a mess. We hauled in several loads of red rock. That was a huge expense, probably should have been done beforehand, but you never know.”

As far as the format for the Highbanks, things will remain the same as last year with \$250,000 going to the winner

of Saturday night’s feature event. The first two days on June 18-19 are called the Huset’s Hustle. The Highbank Nationals are scheduled for June 20-21.

It’s the largest paying sprint car race in the country in 2025.

“It’s really cool,” Johnson said of Huset’s holding such a title. “It just goes to show that we have good people around us and good people in place to make this happen. It takes a small army to put an event like this on. Sometimes you can’t control Mother Nature and last year set us back some in some of the things we wanted to do. But we’re full steam ahead moving forward for this year.”



Tyler Courtney of Indianapolis won Night 1 at last year’s Huset’s Highbank Nationals on June 19, 2024.

JEFF BYLSMA



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NATIONALS



Tom A. Savage

Brandon Valley Journal

Although Huset's cemented itself as one of the country's top Sprint Car tracks, the full-bodied Late Models have been making an impact as of late.

This summer, the Lucas Oil Late Models Series invades Huset's for the third straight season for the Silver Dollar Nationals July 17-19. The series features the top late model drivers in the country and races nearly year-round from February to October

Silver Dollar Nationals

Lucas Oil Late Models return to Huset's for Silver Dollar Nationals

with stops from coast-to-coast.

This year's 15th Annual Silver Dollar Nationals is a big financial boost to the winner. Over the past two seasons, it was \$53,000 to the winner. This year, that number has been bumped to \$75,000 making it one of the bigger Late Model races in the country.

The annual event used to be held at I-80 Speedway in Greenwood, Neb. However, that racetrack closed for good in January of 2023 with Huset's being the beneficiary of the massive Late Model event.

The race at Huset's this year is scheduled to be held just one

month following the Huset's Highbanks, the highest paying Sprint Car race in the country in 2025.

It marks back-to-back huge multi-day events this summer at Huset's.

"It takes a lot of planning," Huset's General Manager Doug Johnson of being able to pull off such big events so close on the calendar. "We plan year-round for those two events more than anything. We want to make them better and make the fan experience better. It's something we're really focusing on."

Along with the changes in the payout, the format will be different this year. All three nights will be complete shows for the Lucas Oil cars. The Thursday and Friday nights shows, which pay \$10,000 each, will have no bearing on Saturday night's event that pays \$75,000 to the winner.

The week of full-bodied cars actually starts on Wednesday, July 16 when the Tri-State Late Models will race for \$6,000 to the winner in the Ben Nothdurft Memorial. Nothdurft was a long-time team owner and was

Ohio's Devin Moran drove his Lucas Oil Late Model to victory lane in last year's Silver Dollar Nationals at Huset's.

JEFF BYLSMA



inducted into the Huset's Speedway Hall of Fame in 2014.

The Late Model Street Stock class, which races weekly at Huset's, is the support class for the Lucas Oil Late Model events. The SLMR Late Models will join the Lucas Oil cars on Thursday and Friday, which will fill the infield with Late Models.

Johnson said last year's event drew in big crowds from the Watertown, Huron and Aberdeen fan bases, along with several from the Omaha and Council Bluffs area. Those areas have a large area of Late Model fans and Johnson said he expects similar results this summer.

Devin Moran of Dresden, Ohio led all 80 laps in last year's Silver Dollar feature for the \$53,000-pay day. It was the biggest payday of his career.



Devin Moran celebrates in Victory Lane following last year's Silver Dollar Nationals victory.

JEFF BYLSMA



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RAPID REBUILD

After devastating floods, Rapid Speedway is back for 2025

Tom A. Savage

Brandon Valley Journal

You could forgive Rapid Speedway track manager Darrin Korthals for keeping an eyeball on the sky this summer.

The 3/8-mile oval was overwhelmed last year when the Rock River that runs outside Turns 3 and 4 busted through its banks. The flooding caused extensive damage throughout northwestern Iowa with Rock

“They could be in St. Louis for all we know...” Darrin Korthals, Rapid Speedway Track Manager

Rapids taking a direct hit.

It was a trying year in 2024 in Rock Rapids. Prior to Korthals being forced to cancel the entire season because of the flooding that took place in June, they had a tough time even getting a single show in. In the first seven race weekends, four of them were rained out.

Then, the floods came, cancelling the entire season as the race track suffered heavy damage throughout the grounds of the Lyon County Fairgrounds.

Needless to say, it's been a busy off-season for Korthals and his staff to get the venue back into race shape for 2025. The track was originally built as a one-half mile horse racing venue. It hosted its first automobile race



Water flooding the track cancelling the entire season (above). Rapid Speedway track conditions after the water receded (below).

RAPID SPEEDWAY



in 1914 and was converted to its current configuration in 1953. The track has been crowning points champions since the late 1960s.

However, because of last year's cancellation to the season, no track champion was crowned. If things go as planned in 2025, Korthals and his crew will have a complete season and champions will once again be crowned.

"It looks a lot different," Korthals said. "We've done a ton of cleaning. We lost a lot of stuff." The outside perimeter steel fence that was erected at the track decades ago was completely lost. Other items that were located under the historic grandstand were also destroyed. Korthals said there are some freezers used in their concessions that have never been found.

"They could be in St. Louis for all we know," he said with a chuckle, referring to the freezers being taken down the Rock River and eventually dumped into the Mississippi River as a tributary with the heavy flows.

The track was able to save all of its rolling equipment as they evacuated much of it because of the flood warnings. Financially, they were able to recoup some losses at the Heritage Day street dance where they sold merchandise and some of the food they were able to salvage.

They are still working with FEMA, but Korthals said it will likely be some time yet before they know what kind of financial assistance they'll get from the Federal government. However, the Lyon County Fair Association did receive a grant from the Lyon County Riverboat

Foundation, part of the Grand Falls Casino & Golf Resort in Larchwood.

In November of last year, the Foundation awarded \$1.2 million to 22 organizations in Northwest Iowa, Southeast South Dakota and Southwest Minnesota. Through a press release from the Foundation, the "largest amount was awarded to the Lyon County Fair Association in Rock Rapids."

The track is scheduled to open on May 9 with 19 race weekends on the calendar, culminating on Sept. 13.

"I'm anxious, more than anything. I'm going to take a big sigh of relief when the first night takes off," Korthals said. "But last year



The new signage in the pit area has been rebuilt after last year's flooding at Rapid Speedway (above). The view of Rapid Speedway down the front stretch with a brand new fence around the outside of Turns 1 and 2 that was destroyed by flooding in June of 2024 (below).

TOM A. SAVAGE



Fast Facts:

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The date of First Race:
June 4th 1967

First Jr Dragster Race:
1993

First NHRA World Championship
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Fastest Car:
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Funny Car driven by
George Hadebeck in 1978
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Quickest Pass:
Aggi Hendricks in the "Odyssey"
Jet Dragster at 287 MPH
in 1982

Thunder Valley Dragways
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DRAG RACING

RACING - CAR SHOW - CAMPING

- April
Sat. 26 Test & Tune and Annual Tech Inspection
Sun. 27 Test & Tune and Annual Tech Inspection
- May
Sat. 3 Ladies Only Race
& No Box, Box & Trophy Street Car Shoot Outs
Sun. 4 Pro, Super Pro, Pro Bike, Sportsman & Super Trophy
Fri. 9 Friday Night Street Legals and Test & Tune
Sat. 10 Buick-Olds-Pontiac, Ford-Lincoln-Mercury, Mopar,
Limited Small Tire, No Box, Box & Trophy Street Car Shoot Outs
Sat. 24 Fast Kids Power Wheels, Jr. Dragster,
No Box, Box & Trophy Street Car Shoot Outs
Sun. 25 Jr. Dragster, Pro, Super Pro, Pro Bike, Sportsman
Super Trophy & Special Shoot Outs
Mon. 26 Pro, Super Pro, Pro Bike, Sportsman & Super Trophy
- June
Sat. 7 High School, Jr. Street, Midwest Class Racers Stock & Super Stock Combo,
No Box, Box & Trophy Street Car Shoot Outs
Sun. 8 Midwest Class Racers Stock & Super Stock Combo,
Pro, Super Pro, Pro Bike, Sportsman & Super Trophy
12 - 14 Those Guys ABATE - Rally At The Valley by J&L Harley
Fri. 20 Friday Night Street Legals and Test & Tune
Sat. 21 High School, Jr. Street, Jr. Dragster,
Buick-Olds-Pontiac, Ford-Lincoln-Mercury, Mopar,
No Box, Box & Trophy Street Car Shoot Outs
Sun. 22 Jr. Dragster, Pro, Super Pro, Pro Bike, Sportsman & Super Trophy
- July
Fri. 4 High School, Jr. Street, Jr. Dragster, Mopar, Buick-Olds-Pontiac,
Ford-Lincoln-Mercury, No Box, Box & Trophy Street Car Shoot Outs
Sat. 5 Jr. Dragster, Pro, Super Pro, Pro Bike, Sportsman & Super Trophy,
Over the Hill Jr. Dragster, Legends Race, Special Shoot Outs
& Trophy Street Car Shoot Outs
Sun. 6 Pro, Super Pro, Pro Bike, Sportsman & Super Trophy
Fri. 18 Competition Cycles Bike Night
Friday Night Street Legals and Test & Tune
Sat. 19 Fast Kids Power Wheels, High School, Jr. Street, Jr. Dragster,
Fallen Motorcyclist Shoot Out, No Box, Box & Trophy Street Car Shoot Outs
Sun. 20 Jr. Dragster, Pro, Super Pro, Pro Bike, Sportsman & Super Trophy
- August
Sat. 2 Jr. Dragster Jackpot, Limited Small Tire, No Box, Box
& Trophy Street Car Shoot Outs
Sun. 3 Jr. Dragster, Pro, Super Pro, Pro Bike, Sportsman
& Super Trophy - Bruce Dvoracek Memorial Event
Fri. 8 Friday Night Street Legals and Test & Tune
Sat. 9 Ladies Only Shoot Out, No Box, Box & Trophy Street Car Shoot Outs
Sun. 10 Pro, Super Pro, Pro Bike, Sportsman & Super Trophy
Sat. 30 Jr. Dragster, Buick-Olds-Pontiac, Ford-Lincoln-Mercury, Mopar,
No Box, Box & Trophy Street Car Shoot Outs
Sun. 31 Jr. Dragster, Pro, Super Pro, Pro Bike, Sportsman & Super Trophy,
Special Shoot Outs & Trophy Street Car Shoot Out
- September
Mon. 1 Pro, Super Pro, Pro Bike, Sportsman & Super Trophy,
Fri. 19 Friday Night Street Legals and Test & Tune
Sat. 20 Make-A-Wish Events: Fast Kids Power Wheels Race
Midwest Class Racers Stock & Super Stock,
No Box, Box & Trophy Street Car Shoot Outs
Sun. 21 Midwest Class Racers Stock & Super Stock,
Pro, Super Pro, Motorcycle, Sportsman & Super Trophy



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Adrenaline abounds at Thunder Valley Dragways

Tom A. Savage

Brandon Valley Journal

Thunder Valley Dragways in Marion is getting set for their 58th year of competition this summer. The venue opened in 1967, and they've been tearing down the strip every year since without an interruption.

Track Manager Cherrie Engbrecht enters her 21st season at Thunder Valley, and she said car counts have continued to climb. On a typical Saturday and Sunday, Engbrecht said there are anywhere from 180-230 cars.

Those races are the highlight of the season at Thunder Valley, but the raceway also rolls out other events that attract both spectators and participants. Once a month on Friday nights, Thunder Valley hosts Street Legal racing.

"It's an effort of trying to get the street racers off the streets

and into a safe environment," she said.

On top of the Street Legals on Friday, and the regular races on Saturday and Sunday, Thunder Valley also hosts races for younger participants. Junior Dragsters, which look like mini-Top Fuel machines, are a family affair with kids ages 8-18 behind the wheel. The Junior Street program allows unlicensed drivers ages 13-16 to race a shortened eighth-mile with a licensed co-pilot in the passenger seat. There's also a high school program for ages 16-18 where participants can race an actual dragster against other high schoolers.

That's how things got started for the soon-to-be 20-year-old Jake Dearduff. The Dell Rapids native has been racing at Thunder Valley since his sophomore year, and he's back at it again this summer.

If you're at Thunder Valley this summer for one of the regular races, Dearduff is hard to miss. He races a bright orange 1982 Chevy Camaro, a car his father purchased in the 1990s. Dearduff's mother actually raced the car at that time.

When Dearduff first started tearing down Thunder Valley's drag strip, the Camaro had a 377 small block engine. Now that he's graduated to the speedway's top class, he and his father have tweaked the engine and given the machine 200 more horsepower.

"It's a more refined race car now," Dearduff said, who last year hit a best time of 11.07 seconds on the quarter mile traveling at 124 miles per hour. "It's a knock-you-out-of-your-seat feeling."

Although Dearduff has won several rounds at Thunder Valley, he's never claimed a weekend title. He's advanced to the semifinals, but the win eludes him.

That's something, obviously, he'd like to change. But even if

he can't grab a win, it's a rush when the lights (or Christmas tree) hit green for Dearduff each weekend.

"It's the most surreal experience I've ever felt," he said. "It's hard to explain, but it really does feel like the whole world slows down on you for a second. Once the green goes and your car is moving – it's exhilarating. You can feel it in your whole body and it moves through you. You and the car become one."

Although Thunder Valley is considered a sportsman race track, meaning it is an entry level circuit without professional ultra, high-powered machines, it has been a proving ground for many for nearly six decades, Dearduff included.

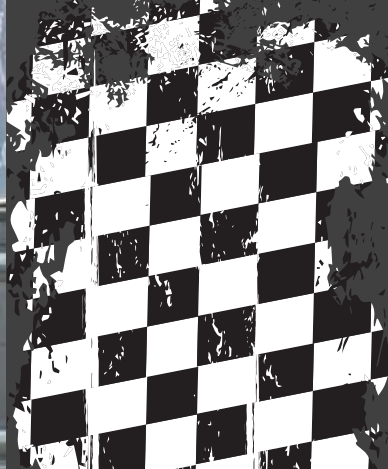
"I've always loved the idea of racing," he said. "I'll take it as far as the world will let me take it."

Dell Rapids native Jake Dearduff tears down the strip at Thunder Valley Dragways last season.

WAYNE FUCHS



THUNDER VALLEY



SIoux Valley CYCLE CLUB

Sioux Valley Cycle Club hosts racing events; day passes for all

Tom A. Savage

Brandon Valley Journal

The Sioux Valley Cycle Club is nestled in the rolling hills to the north between Brandon and Sioux Falls.

The SVCC actually began in 1931 in a parking lot at the corner of 11th Street and Spring Avenue in Sioux Falls. In 1945, the club moved to the east side of Sioux Falls and was located where the current HyVee grocery store sits on East 10th street.

The current 160-acre site, located three miles northeast of where Interstate 229 and Interstate 90 meet, will again host multiple events this summer, including motorcycles and four wheelers on both a flat track oval and motocross circuit.

Although the circuit is open to fans and competitors for organized events and races, SVCC also offers day passes for anyone to ride. It's something the venue has offered in the past, but it required a rider to take part only if they went with a member. However, 2025 marks the second year anyone can purchase a \$40-day pass and take the circuit on their own after receiving a digital code that grants them access to the tracks.

"We're always trying to build the fan base, and get more riders and racers," said SVCC Board member Taj Rieck. "As long as there's not a race event going on, you are allowed to ride."

That's a unique approach. It's not like race fans can get a digital code at a local automobile race track and have-at-it in their own car. But that's encouraged at SVCC, and making it easier by getting a code and paying Venmo has proven to be successful.

Board member Zach Jorgensen, who along with Rieck, has focused on selling day passes electronically, said last year he sold 60 online.

"The world's gone technological, and we need to step up our game," Jorgensen said. "They've been doing day passes for as long as I can remember, but you always had to have a member. Not anymore, and people like it."

Along with the day passes that encourage the public to enjoy the experience, the SVCC continues to host motocross and flat track competitive races.

A big one on the flat track for four wheelers is July 11-13 when the Midwest Extreme Dirt Track Series comes to town. That event draws riders from all over the country.

The track has also undergone upgrades during the offseason. The entire west end of the short track was given a boost with 500 loads of clay and rebuilt. The Board also installed \$16,000 worth of lights and built a new wall to keep the track away from the pit area.

Jorgensen said they're not done yet with upgrades.

No doubt since the SVCC was formed nearly 100 years ago,



Taj Rieck is 23 years old and has been racing at Sioux Valley Cycle Club for 15 years.

MICHELLE KUIK

there have been changes and upgrades. But for certain, it's clearly been a family affair for many.

Dayna Everetts graduated from Brandon Valley High School in 2021. Her uncle, Dan Everetts, was a pit crew member of a popular sprint car driver in the area, Darryl Dawley. Dawley drove a No. 25 sprint car, the same number Dayna carries on her motorcycle. Dayna's father, John, also raced at SVCC in the 1980s and 90s, and also raced No. 25.

Dayna began racing at SVCC at the age of 12. She's won three championships at the track, and has amassed an injury or two along the way.

"You just need to learn to clear your mind and focus," she said. "But when you're out on the track and just racing, it's the only thing that's on your mind and it's a lot of fun."

Brandon Valley graduate Dayna Everetts is a three-time motocross champion at Sioux Valley Cycle Club.

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Progress continues for potential Huset's Hall of Fame building

Tom A. Savage

Brandon Valley Journal

The Huset's Hall of Fame began in 1998 with the induction of five members – Til Huset, Jim Matthews, Marshall Gardner, Paul Stogsdill and Fred Buckmiller.

Now in its 27th year, the Hall has 129 members with five more scheduled to go in during the Huset's Hall of Fame night this year on July 13.

The speedway opened in 1954. Needless to say, there's a load of memorabilia in the area with over six decades of racing in Brandon. However, to this point, there's been nowhere to store all of the memorabilia that has been collected in 60-plus years.

That's why the current Huset's Hall of Fame Board is working towards raising the funds to build a permanent structure to display the speedway's past and for fans to soak in the history.

The group used to meet quarterly to discuss nominations and the selection process for each year's new class. Now that talks have ramped up in regards to a Huset's Hall of Fame building, Board Chair Rod Pattison said they're now meeting monthly.

"We have a lot of ideas that we bounce off each other," he said. "Our focus is to eventually have a physical presence as opposed to just virtual."

There is indeed a Huset's Hall of Fame website page with photos and bios of each inductee. There's also a large billboard in the grandstand area at the track. However, a building still eludes the Hall.



A mural on the main concourse at Huset's Speedway honors the members of the Hall of Fame.

TOM A. SAVAGE

Pattison said they've toured other facilities in the area that have both a racing museum and Hall of Fame. Discussions continue with different tracks around the country who've

to potential partners," he said. "We've all come to the realization that a stand-alone museum with a Huset's Hall of Fame in it would not be feasible. So we are in the process of

Pattison said. "Frankly, we're at a fork in the road. We weren't sure which direction to go, and I think we have a much better direction now. Hopefully within the next few months, we'll have a lot more answers."

Money will clearly have to be raised to take the next step. The Hall of Fame is a 501C3, a tax-exempt contribution model.

"That helps a ton," Pattison said. "I know there's people out there that have the ability to do a lot. There are also others who want to do a lot, but don't have the ability, so that's going to be another thing we're going to develop a way everybody can be involved. Whether that be a donation brick, or a name plate, or something like that. We want to make sure we get everybody involved and that it's a fan museum."

"We have a lot of ideas that we bounce off each other," he said. "Our focus is to eventually have a physical presence as opposed to just virtual." - Rod Pattison

already successfully built a museum and Hall of Fame.

Pattison said the Huset's Board has been in talks with an individual to serve as a Development Director and grant writer.

"We have a lot of things we've accomplished, but we have so many more that we need to finalize before we start talking

trying to strategize to find a partner, or partners, to discuss how we can develop this further."

The cost of constructing a new building, obviously, is one obstacle the Hall has to address. Staffing a museum year-round is also an issue.

"That's why we want to try and incorporate some other entities,"



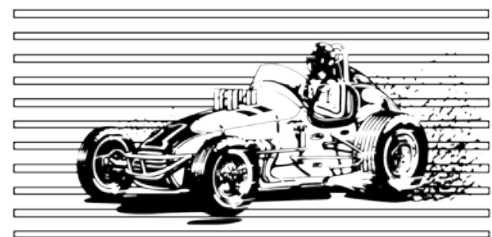


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National Sprint Car Hall of Fame & Museum worth the trip to Knoxville

Tom A. Savage

Brandon Valley Journal

Huset's opened its doors in 1954. It hosted sprint cars for the first time in 1980.

Although sprint cars didn't debut at Huset's until then, the sport was wildly popular around the country long before.

Fans of the popular motorsport can head to Knoxville, Iowa to soak it all in. Not only is Knoxville Raceway, located 40 miles southeast of Des Moines, the 'Sprint Car Capital of the World', it's also home to the National Sprint Car Hall of Fame & Museum.

Upon arrival, sprint car fans could easily spend a full day perusing the museum, which now consists of six buildings, full of restored cars, historical documents, used uniforms, helmets and other souvenirs from coast-to-coast.

The Foundation to start the Hall of Fame and Museum was launched in 1986. The Museum's first building, located behind Turn 2, officially opened in 1992.

"It's really good to see the sprint car community and the fraternity of fans and owners and drivers all come together to allow us to expand the museum like we have," said Executive Director Bob Baker, who's been in the position since 2008. "We just completed our sixth building. It's come a long way."

The newest building is the Dennis Albaugh Suite Tower, which hosts 12 suites overlooking the raceway in Turn 2. That building is a near replica

of the Bryan Clauson Suite Tower, opened in 2018 and located on the backstretch of the famed half-mile oval.

There is also a two-story, 11,000 square foot building two blocks north of the race track that is home to the world's largest library of printed racing

Turn 2 that stretch around the track and down the back stretch is a jaw-dropper for fans watching the famed Knoxville Nationals from the front stretch.

There's still plenty of real estate around the race track to expand the venue. But clearly, it takes time, and continued fundraising

efforts. The Bryan Clauson Suite Tower was completed for \$4 million eight years ago. The recently completed Dennis Albaugh Suite Tower is similar in size, and

cost \$6.2 million

"There's so many different directions it could go," Baker said of the Museum's expansion.

"The Hall of Fame and Museum really is a hidden treasure. When people come here from out of town, the first thing they do is pop out of their car and take a picture taken in front of the

building. They tell us it's been on their bucket list to visit."

The four-day Knoxville Nationals in August of each year is obviously the biggest four days for the Hall of Fame and Museum. Annually, 11,000 people visit the Museum. Over the four days in August, the Museum store does 60 percent of its business.

"We have extra cash registers, extra volunteers so we can get everybody taken care of on a timely manner during those four days," Baker said. "We couldn't do it without extra ticket sellers and cashiers for those four days to help us."

The National Sprint Car Hall of Fame & Museum is home to several sprint cars on display.

SUBMITTED

"We just completed our sixth building. It's come a long way." – Executive Director Bob Baker

materials. The National Sprint Car Hall of Fame and Museum recently surpassed the International Motor Racing Research Center in Watkins Glen, N.Y., for that distinction.

Obviously, Baker has seen tremendous growth since his arrival 17 years ago. The imposing buildings starting in



KNOXVILLE
HALL OF FAME

ROB CAHO JR

Former Huset's driver taking a crack at USAC Silver Crown

Tom A. Savage

Brandon Valley Journal

Rob Caho Jr., is from Rush City, Minn., about 80 miles south of Duluth.

Northern Minnesota certainly isn't known as a hotbed of wingless sprint car racing, or any form of USAC racing. But in 2025, the 46-year-old Caho is going to make a run at USAC's Silver Crown division.

Caho comes from a racing family. His father, Rob Caho, Sr., raced with the World of Outlaws in the early 1980s. He also raced in an open-wheel midget in his native Illinois.

When Caho Jr., was 12 years old, the family moved to Rush City. Although he was now in the heart of winged sprint car racing, the non-wing itch was ingrained. He's been in a USAC non-wing sprint car, but never

a Silver Crown car, which is similar to a sprint car but slightly larger and races on tracks that are one mile or longer.

He was scheduled to make his Silver Crown debut on April 13 at the famed Terre Haute Action

"I grew up going to the Indy 500..."
– Rob Caho Jr.

Track in Indiana for the Sumar Classic. The USAC Silver Crown series races primarily in the Midwest with a large concentration in Indiana. But a busted engine forced Caho to withdraw from Terre Haute. Instead, he raced his wingless sprint car at Circle City Raceway in Indianapolis where he finished 12th after starting 20th. Most of the drivers and teams that compete in USAC's Silver

Rob Caho Jr. raced at Huset's Speedway in 2016.

JEFF BYLSMA





Rob Caho Jr. races his wingless sprint car at Circle City Speedway in Indianapolis on April 11.

BRANDON LONG PHOTOGRAPHY

Crown series are based in-and-around Indianapolis. Caho's trek from Rush City will be amongst one of the longest for any competitor this season. However, another driver from Minnesota did the same thing in the 1970s. Roger Rager was based in the Twin Cities and raced regularly with USAC, qualifying 10th for the 1977 Indianapolis 500.

That accomplishment to open wheel's pinnacle event isn't lost on Caho.

"I grew up going to the Indy 500," he

"I've always been around sprint cars, and I really enjoyed the non-wing. Ever since I was little, I wanted to race a Silver Crown car."

– Rob Caho Jr

said. "I've always been around sprint cars, and I really enjoyed the non-wing. Ever since I was little, I wanted to race a Silver Crown car."

Much like around this part of the country, USAC sprint cars, midgets and the Silver Crown series race on dirt. But they also race part of their schedule on asphalt, a different type of discipline for many drivers in this area.

But Caho said he likes the asphalt, and has shown his diversity on both surfaces. He's been in a stock car on asphalt at Indianapolis Raceway Park.

While he was still focused on his 410 winged sprint car effort, Caho came

to Huset's multiple times in 2016. He raced in the Gold Cup, which featured both winged and non-winged sprint cars. He was one of only a handful of drivers to attempt both disciplines.

Although his focus is now USAC and the Silver Crown series, Caho said he loved racing at Huset's and would like to come back.

"If the right opportunity came up, for sure," he said.



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Local ties to the 2025 Chili Bowl

Tom A. Savage

Brandon Valley Journal

There likely isn't another form of motorsports that's seen such big swings in both fan interest and car counts than that of midget racing. Midgets look similar to the popular sprint cars in this area, just smaller, without wings, and a lower horsepower output.

The sport got its start in the Chicago area in the early 1930s. Following World War II, midget racing was wildly popular, oftentimes with events at Soldier Field, home of the NFL's Chicago Bears.

Interest waned in the 1970s, 80s and 90s. It had become a very territorial form of

motorsports with pockets in Indiana, Illinois, Ohio and California that flourished. Outside of that, the sport was nearly dead.

But in 1987, Lanny Edwards and Emmett Hahn introduced the Chili Bowl Nationals, named after a local company who sponsored the first event. That year, the event played host to 40 cars.

At this year's event, held Jan. 12-18 at the Tulsa Expo Center, there were nearly 400 cars in attendance.

Four of those nearly 400 were from South Dakota, a rarity given there isn't a weekly form of midget racing for several hundreds of miles. However,

Brant O'Banion of Worthing, Cole Garner of Sioux Falls, Donovan Peterson of Brookings, and Ryan Bickett of Ramona, all have midgets in their racing stable, and they took them to Tulsa earlier this year for a crack at midget racing's biggest event.

"The event is like the Knoxville Nationals of midget racing," Bickett said. "It's a spectacle. The guys who make the A main on the final night put on a heck of a show."

The venue itself is a wonder. The Tulsa Expo Center is a massive building that accommodates hundreds of race cars, bleachers for 15,000 fans, and a trade show all under

South Dakotans at the 2025 Chili Bowl, Tulsa, OK

Brant O'Banion

Worthing - 12th I Main

Cole Garner

Sioux Falls - 12th L Main

Donovan Peterson

Brookings - Won O Main;
13th N Main

Ryan Bickett

Ramona - 9th P Main

The Jody Rosenboom car driven by Frank Flud moments before taking the grid for the A feature at the 2025 Chili Bowl Nationals in Tulsa.

SUBMITTED



“It’s a spectacle. The guys who make the A main on the final night put on a heck of a show.” - Ryan Bickett

one roof. It’s estimated that this year’s event brought in 40,000 fans over the week.

Another midget car with local ties was that owned by Jody Rosenboom of Rock Rapids, Iowa. Rosenboom has been a fixture at Huset’s over the years, both as a competitor and crew chief.

His midget at his shop in Iowa also made the trek to Tulsa with Frank Flud of Pryor, Okla., behind the wheel. After a long week of qualifying and securing points, Flud and the Rosenboom car found itself in Saturday night’s A feature. An amazing feat considering nearly 400 were aiming to get into the 24-car main event. Flud started

23rd and finished 16th.

“It’s one of the biggest events in the world,” Rosenboom said. “It is grass roots to perfection. It’s the guy with one car who has a dream of racing at the Chili Bowl, all the way up to some owners with 16 cars there.”

The midgets last raced in this area in 2022 under the United States Auto Club banner at the USAC Nationals at Huset’s.

“It’s great racing,” Rosenboom said. “It’s one of those racing sports where you never hear anybody say, ‘You know, that was really a ho-hum midget race.’”





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LEVI VANDER WEIDE

Vander Weide saw championship slip away when flood waters came

Tom A. Savage

Brandon Valley Journal

Before the heavens opened last year and Rapid Speedway lost its season due to excessive flooding at the Lyon County Fairgrounds in Rock Rapids, Brandon native Levi Vander Weide had a grip on the USRA Stock Car championship.

The race track was forced to cancel the 2024 season after the Rock River in northwest Iowa broke through its banks in early June. On June 28, track manager Darin Korthals announced that the season was over.

That was a gut punch for Vander Weide. He was leading the championship points battle when the season was canceled. For the first time since Rapid Speedway began crowning track champions in the late

“I felt like we could have definitely had a really good shot,” – Levi Vander Weide

1060s, there were none in 2024 because of the destruction at the track.

Actually, the track only had three races last year through the first seven weeks. Four of the first seven were canceled because of rain.

But in that short span, Vander Weide was rolling. He finished

third in both the first two weeks. He won the feature on the last race at Rapid last year

before the flooding occurred.

“I felt like we could have definitely had a really good

shot,” he said of winning the title. “What a bummer.”

He’s never won a track title – anywhere – making last year’s solid start even more of a stinger. He’s been in the mix, and nearly won the Hobby Stock title at Rapid in 2021 but had a mechanical failure with two weeks to go, taking him out of a battle he was in with Dustin Gulbrandson and Tyler Schlumbohm.

Jamie Hoefert,
Jaime Laine Photography



The 2013 Brandon Valley High School grad began racing in 2018, and he's done it with his own car with his own financing. His father, Rick, won eight feature events at Huset's in the early 2000s. Clearly, the racing bug bit Levi early.

"I don't think having my daughter has changed my driving style. What's changed is age and experience. I like to run the bottom more now."
– Levi Vander Weide

"But my dad told me he wasn't going to ever buy me a car because no one ever bought him one," said Levi, who relies heavily on sponsors. "So I went to USD, graduated, got a job, and the first thing I did was buy a house. The second thing I bought was a race car."

Levi also has a 2-year-old daughter. Oftentimes, when race car drivers put a child in the mix, their driving styles change. Suddenly, there's something much more worth losing, and driving styles get more conservative.

For 30-year-old Levi, he said that aggressiveness behind the wheel was tempered years before.

"My first few years, if there was a wall, I'd slap the right rear against it," he said. "I don't think having my daughter has changed my driving style. What's changed is age and experience. I like to run the bottom more now."

So there's a good chance you'll see Vander Weide running the bottom again this year at Rapid, gunning for his first championship.

"I always want to win one, but my dad told me you can't focus on that or else you're going to drive differently," he said of making a 2025 track championship a goal. "If it's in my reach within a couple weeks – or month – to go in the season, I'll go for it. You never know how it goes."

Levi Vander Weide celebrates in Rapid Speedway Victory Lane with his daughter, Lainey, on June 14, 2024.

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TYLER SCHLUMBOHM

'It's where we need to be'

Tyler Schlumbohm back after three-year hiatus

Tom A. Savage

Brandon Valley Journal

Sioux Falls native Tyler Schlumbohm was the USRA Hobby Stock track champion at Rapid Speedway in Rock Rapids in 2018 and 2021.

Then, he disappeared from the racing scene.

The 27-year-old took a break following his 2021 championship season, stepping away to continue his education,

and to "get my life a little more in order."

He's back this season, looking for another track title at Rapid. He'll also be racing weekly at I-90 Speedway in Hartford.

"We had planned to come back last year but everything was just so expensive and it didn't work out for me and my family," he said. "We're a lot more organized and ready to hit it hard this year."

Schlumbohm obviously made a name for himself, claiming two track titles in four years in his early 20s. But his last name likely rings a bell with many in the area. His father, Lee, was a longtime racer in the Late Model Street Stock division. He won 22 feature events at Huset's during his career, 21 of those in the LMSS division, where he was also crowned track champion in 2004. The 21 wins is also ninth all-time in the

division at Huset's, tied with Hall of Famer Ray Feltman (2016).

Lee was also a crew chief for current drivers Cory Yeigh, Craig Hanisch and eight-time USRA National Hobby Stock champion Dustin Gulbrandson.

Needless to say, the racing circles in the area know the Schlumbohm name.

Tyler Schlumbohm (left) and his father, Lee, pose with their new car on Saturday, April 11.

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That racing itch rubbed off on Tyler, who watched his dad race as a youngster. Lee's cars always had the name of Tyler and his twin brother – Cole – at the bottom of the car.

"It was our rule, and he always came through," Tyler said of the names on their dad's race cars. "That meant a lot to both of us."

Tyler graduated from Sioux Falls Lincoln in 2016 where he played football and basketball, but it

didn't take long for him to get behind the wheel of a race car. He raced that summer and two years later claimed a track title at Rapid.

This year, Tyler won't have any excuses, and he knows it. Over the winter, Lee bought the same car that Gulbrandson raced to a national championship in 2024.

Tyler raced just once in 2022. So when the familiar

Schlumbohm black and white No. X rolls out this season, it'll understandably have nerves behind the wheel.

"I played a lot of sports growing up, but racing is the only sport I truly get nervous for every single night," Schlumbohm said. "I have a lot of pressure on myself this year just because people expect you to be as you were when you last raced, and everyone's gotten a lot better

so I put a lot of pressure on myself."

No doubt there will be nerves, but those might be masked by excitement as well for the Schlumbohm family to be back at a race track in 2025.

"If it was a 1-10 scale, my excitement is at a 12," Tyler said. "I've missed it a ton over the last couple of years and I know it's where me and my dad belong. It's the life we've built

things around and it's where we need to be."

Tyler Schlumbohm will be driving the familiar No. X this season at Rapid and I-90 Speedway. Schlumbohm took three years off after winning track titles in 2018 and 2021.

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LUNSTRA MOTORSPORTS

Lunstra Motorsports back with two cars, full schedule

Tom A. Savage

Brandon Valley Journal

The familiar Lunstra Motorsports No. 3 will be back in action this summer with California's Tim Kaeding behind the wheel.

The Brandon-based team owned by Dave Lunstra, whose shop is located between Brandon and Renner, has been ready for months, filled with eight new chassis to compete with the World of Outlaws.

The team isn't planning to race the entire World of Outlaws schedule, but Lunstra said they'll be running the WoO

schedule in the upper Midwest. That includes Huset's when the traveling series is scheduled to visit Brandon for the four-day Huset's Highbanks in mid-June. The World of Outlaws are also scheduled to return for a two-day season finale on Aug. 30-31. Lunstra also fields a second car for Valley Springs resident Blaine Stegenga. Lunstra and Stegenga teamed up when he was still racing the lower-class 305 sprint car. This season will be his first in a 410 on a weekly basis at Huset's. He raced sparingly in that car last season.

"I've kind of created my own monster," Lunstra said with a laugh. "A 305 isn't all that expensive, the motor can last you two years. But he quickly graduated out of that and now here we are, I'm stuck with two teams. It's a challenge finding the funding for two teams. It can be tough."

Although this is Stegenga's first full year in a 410, he's not completely foreign to the discipline at Huset's.

Lunstra said they had him race in that class last year with

a 360 engine, clearly inferior to the 410 displacement run by everyone else.

"I told him he needed to get laps," Lunstra said.

That certainly seems to have paid off. At a 360 race at Rapid Speedway last year, Stegenga in the familiar No. 96 finished second.

Lunstra said he asked him if the laps at Huset's helped in that effort.

Tim Kaeding pilots the Lunstra Motorsports car at last year's Highbank Nationals at Huset's Speedway.

JEFF BYLSMA



"I was so comfortable," Stegenga told his car owner. "That worked out well."

Having two cars this year is a far cry from where Lunstra was just eight years ago. After winning multiple track championships at Huset's with Mark Dobmeier at the wheel, Lunstra retired in 2017 and sold his entire motorsports operation except for one chassis and one engine. He said he retired because he was missing too much of his children's extracurriculars on the weekends.

"I was missing out on all of that," Lunstra said. "I decided to sell everything to devote time to them, and within one year both of my kids looked at me and said, 'Dad, we miss racing.'" He returned for a handful of races in 2018. In 2019, the racing team sat silent and did not

compete once. In 2020, the Lunstra Motorsports car ran 10 times with sporadic appearances from 2021-24.

This year, along with Stegenga scheduled to be at Huset's every Sunday, the main car driven by Kaeding is scheduled to appear at 36 different World of Outlaws shows.

Kaeding has 21 career wins with the World of Outlaws. The team also announced on April 15 that WoO veteran Dary Pittman will drive the No. 3 Lunstra Motorsports car at this year's Knoxville Nationals.

The Lunstra Motorsports garage is filled with 410 sprint cars earlier this spring in preparation for the 2025 season.

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BRENDEN MULLEN

Mullen back for another crack at Huset's victory, track title

Tom A. Savage

Brandon Valley Journal

He's never won a feature at Huset's, but sprint car driver Brenden Mullen came on strong last season. The Grand Forks, N.D., driver finished third in championship points using a steady dose of consistency to keep him towards the top.

And consistency was obviously key last season. The track

champion, Kaleb Johnson, and second place finisher, Mark Dobmeier, also went without a win in 2024. At the season-opener on May 19, Mullen actually failed to even qualify for the A feature. But his growth was steady throughout the rest of the summer.

Mullen will be at it again this year at Huset's, hoping for a track title, and at the very least,

a victory at the storied track in Brandon. His best finish last year at Huset's was fourth on July 28.

"It's an itch I desperately want to scratch," the 22-year old said about getting a feature win at Huset's. "Everytime there's a sprint car on track at Huset's, we'll be there."

But it's not like Mullen isn't accustomed to running up

front. As an 18-year-old, he won the Northern Outlaw Sprint Series (NOSA) title. He finished second in last year's Midwest Sprint Touring Series (MSTS) championship.

He also managed to come through the B feature last year

Brendan Mullen of Grand Forks finished third in last year's 410 sprint car championship

JEFF BYLSMA





Brendan Mullen celebrates a win at a NOSA race in Devil's Lake Speedway in North Dakota in 2021.

SUBMITTED

at Huset's on several occasions, passing cars in bunches in the process and keeping his nose clean enabling him to finish third overall in the championship race.

Still, a win at Huset's eludes him, and he's been there ever since the track reopened under its current name in 2020 after it was rebranded Badlands Motor Speedway in 2016. Do the math, and Mullen has been at this for a while.

This season marks his eighth in a 410 sprint car, first strapping in as a 14-year-old.

Although North Dakota is home, Mullen's lineage runs deep at Huset's. His grandfather, Bob Mullen, and current Huset's competition director Tom VanAnne were childhood friends. Bob's first job was selling popcorn at Huset's.

After the family moved to Grand Forks, Bob got involved at River Cities Speedway. He eventually sponsored

the sprint car driven by Wade Nygaard, a 10-time NOSA champion. Nygaard also won the famed Cheater's Day race at Huset's in 2016.

Although River Cities and Huset's have similarities in regard to size, Mullen said there are nuances to both.

"Huset's is definitely harder to pass. It's a tricky place," he said. "The competition is much stronger, but it's my favorite place to race."

Despite the trickiness, Mullen said he'll be back this year with a track title in his crosshairs. He said he'll also race at Jackson Motorplex, also owned by Huset's owner Tod Quiring and managed by Doug Johnson, when Saturday nights allow it.

"We're going to continue to support NOSA up here, but whenever there's a race at Jackson and we can support it, we will," he said. "Doug and everyone down there make it so awesome for us."

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DUSTY ZOMER

Brandon native Dusty Zomer taking a step back in 2025

Tom A. Savage

Brandon Valley Journal

The two-year experiment between Jeremiah Jordahl and Dusty Zomer has come to an end.

The duo launched a new 410 sprint car team in 2023 with big goals. New equipment, cars and motors were purchased in

Dusty Zomer drove for Jeremiah Jordahl in 2023 and 2024. He's stepping aside this season to focus on family.

JEFF BYLSMA

hopes of competing with some of the top racing teams in the country.

Zomer, the 2015 sprint car champion at Huset's in the 410 class, made a splash when he announced he was returning in 2023 with Jordahl. The Brandon native had previously semi-retired in 2018, racing just a handful of times over a five-year span that ended in 2022.

So when the partnership with a fully-funded Jordahl surfaced

two years ago, anticipation was high.

But as it goes for many of us, life got in the way. Zomer's son, 6-year-old Luken, has taken an understandable front seat in Zomer's life. Between focusing on his son, and the 410 sprint car team dissolving with Jordahl, Zomer said he likely won't be

in a race car this summer very often.

"We had a long-term goal of building a high-powered team,"

"I was given the best opportunity when I was a kid, and I'm going to do the same for my kid." – Dusty Zomer

Zomer said of his partnership with Jordahl. "As a team we have



no regrets about anything. We're still good friends and we just both agreed to dissolve the partnership so we could focus on our kids and business."

Although the 410 portion of Jordahl's team has ceased operations, they still have a 305 sprint car that Jordahl's son, Jeridan, will race in 2025.

Despite the 410 team coming to an end, Zomer said there's a small chance he could return in 2025, but it would be on a limited basis.

"If I do, it will more than likely be in my own equipment at some big shows nearby," he said.

Zomer said his focus now is squarely on Luken, who he hopes will start competing in sports. Dusty is a 2004 Brandon Valley High School graduate and competed in basketball and cross country.

"I was given the best opportunity when I was a kid, and I'm going to do the same for my kid," he said. "I just don't have time to do all the racing stuff and running a business as well."

The Jordahl/Zomer team made an immediate impact in 2023. Having just formed a team, they dove head first into the deep end, competing with the ultra-competitive High Limit Sprint

Car Series owned by Brad Sweet and Kyle Larson. Zomer finished ninth in points in that series, and later went on to win a feature event at Huset's on July 16. Zomer also qualified for the A Main in the famed Knoxville Nationals, finishing 17th.

In 2024, Zomer won a feature at Knoxville Raceway in Iowa on May 11, snapping a nine-year drought at the famed speedway.

"So, there was a lot of success. We really ran strong at a lot of events. There's nothing to hang our heads about. We're just both at different chapters in our life," Zomer said. "We jumped in with both feet, and we were happy about how competitive were at a high level of competition."

Although he's stepping back, this likely isn't the end for Zomer when it comes to wheeling a sprint car.

The 39-year-old said that time may come again, but for now, he's focused on Luken.

"I want to enjoy him while he's still six years old," he said. "I have a passion for racing. But it's a very time consuming and enduring sport where it takes time to do it. I'm just looking forward to doing stuff with my kid."



Dusty Zomer won a feature event at Huset's in 2023. He celebrated in victory lane with son, Luken.

JEFF BYLSMA

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GARY BROWN JR.

22 in the family

Tom A. Savage

Brandon Valley Journal

Gary Brown Jr., is a Huset's Hall of Famer. The soon-to-be 49-year-old was inducted last season and currently has the second most feature wins in speedway history with 75.

But he hasn't raced on a weekly basis at Huset's since 2014, so that career victory number would have assuredly grown since then.

But just because the Brandon native isn't at Huset's every

week, he's still wheeling a race car. Brown competed in the Late Model Street Stock division at Huset's for many years. Following the 2014 season, he made the switch to a Late Model, a series that doesn't race consistently at Huset's.

Brown now competes with the Tri-State Late Models, a sanctioning racing series that competes 22 times throughout the season, once this summer at Huset's on July 16 during the Ben Nothdurft Memorial Race.

Although Brown won't be at Huset's on a weekly basis, he'll still be racing his recognizable No. 22 in the area. Early in his career, he chose that number in honor of his favorite driver growing up, World of Outlaws regular Jac Haudenschild.

So, when his daughter, Katie, came home from freshmen soccer practice four years ago and announced that she was given No. 22 as her jersey number, it was more than ironic that the 22 was running in the family.

"It happened by accident," Gary said. "It just happened, but it was cool."

Katie has carried the number all four years of her high school soccer career at Brandon Valley. The first two years, she said, it happened by chance. But by her junior season, she made the special request for the number.

Gary Brown Jr., competes at Huset's Speedway in his No. 22 Late Model on July 17, 2024.

JEFF BYLSMA



However, she said she didn't realize why her dad had 22 on the side of his race car. She said she likes to go to the races to watch her dad, but isn't into the sport as much as you'd think.

"I've never heard of him," she said in reference to Haudenschild and the original No. 22. "I guess I didn't know about the influence he had on my dad."

The senior, who's set to graduate in May, also played on Brandon Valley's state runner-up basketball team last season. She wore No. 50.

"There was a 22 available and I was going to ask for it, but it was a medium, and that wasn't going to work," she said. "They gave me 50 and I kept it, but I did want 22."

But just like her dad, she's going to continue the 22 in the family. She's headed to Dakota State in Madison in the fall to play

soccer for the Trojans. This is the inaugural season for soccer at Dakota State, and Katie said she made the request for 22 early in the recruiting process.

Numbers 0-99 were available at Dakota State. Katie said she jumped at 22.

Fans now have the chance to continue to watch the Browns and the 22s competing in 2025, both at area race tracks and soccer fields dotting the upper Midwest.

Brandon Valley's Katie Brown competes in jersey No. 22 for the Lynx last season.

TOM A. SAVAGE



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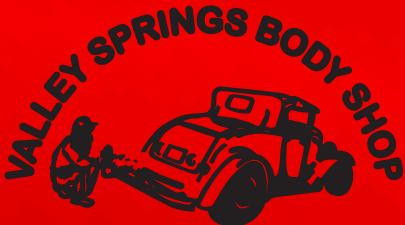
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Masur relies on team he trained to help after crash

Tom A. Savage

Brandon Valley Journal

Irony was on display last year at the Jackson Motorplex.

Jay Masur, the owner and founder of the renowned MedStar Dirt Track Race Rescue team, was in need of those who he's trained over the years.

Three years ago, at the age of 59, Masur decided to jump into a RaceSaver sprint car, one of the many classes of cars whose drivers he's protected for decades. The Brandon-based MedStar Dirt Track Race Rescue is widely considered one of the top rescue teams in the country as they provide emergency services from coast-to-coast, including a number of World of Outlaws and High Limit Series shows each year.

Masur joined his daughter, Gracyn, who also began racing a RaceSaver sprint car in 2022 as a junior at Brandon Valley High School. For Jay, the time behind the wheel became more than an experiment.

The racing bug hooked him and he set his sights on racing fulltime in the series in 2023, and continued that mission last year. That was until Aug. 17, when things took a change when he rode out a series of bone crushing flips in Turn 1 during the Jackson Nationals. He started on the outside of the fourth row in his heat race, and after winning his first ever race at Huset's five weeks earlier, Masur said he was feeling confident about his abilities to get to the front early in his heat at Jackson.

But when the green flag dropped, his attempt to make a run on the outside of the field in front of him went terribly wrong. Once above the racing groove, he got on the gas in hopes of powering out of his car getting sucked closer to the wall.

"So I did," he said. "I hit the gas, and all it did was got me into the wall quicker."

He hit the imposing wall, which started a series of flips. It was his first experience of being inside a crashing race car instead of rescuing the driver inside it. This time, he was the driver needing assistance.

He broke his left tibia bone, and that was just the start. The incident was such a long one, that Masur said midway through the crash, he thought it was over.

"I heard 'red, red, red' in my helmet," he said of the in-car communication that all drivers have. "I thought I hit someone after I hit the wall, and that's what the red (flag) was for. After I hit the wall, it felt like an eternity when the car hit again, and it hit hard. I thought, 'Damn, it's me their calling the red for.'"

When he landed, a tremendous amount of fuel dumped on Masur as he was still strapped inside. He was able to get out with the assistance of Jackson's emergency team before the fuel ignited.

"I didn't know how bad my leg was until I got about 15 feet away from the fuel," Masur said. "And then that son-of-a-bitch went from a three to a 15-out-of-10 in a hurry. I'm not kidding."

Five days later, while still recovering, Masur was back at the race track, this time in his traditional role of serving on the MedStar rescue team at the World of Outlaws event in Fargo.

Despite last year's scare, both Gracyn and Jay will be back behind the wheel of RaceSaver sprint cars this year. They've partnered with longtime RaceSaver veteran John Lambertz for their 2025 campaign.



The inside of Jay Masur's RaceSaver sprint car shows a broken drive shaft and fuel pump. Masur suffered a broken left tibia in the crash at Jackson Motorplex in August.

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