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The team at Rapid Speedway is excited to bring Friday night racing to the area! Rapid Speedway features a 3/8-mile dirt oval and is located at the famed Lyon County Fairgrounds in Rock Rapids, Iowa. With a racing surface that is 80 feet wide, this place breeds three-wide racing!

Some of the upcoming highlights for this season include a ladies night on Mother's Day weekend with vendors in the climate-controlled 4-H building. We have a "Fill the Food Bank" night on May 19, kids box car races on June 16, Veterans and First Responders night on July 7, free admission on July 21, Friday Night Lights on August 11, and Back to School Drive on August 18. We have two Tuesday nights on the schedule this season: the USRA Summit Shootout on June 20, and the Lyon County Fair races are July 18!

This is the first year for Michelle and I as we work with the staff and Lyon County Fair Board to bring racing fans the best experience possible. As you may notice throughout the year, we are making some updates at the track. We ask for your patience as our team prepares the grounds for some long-term projects that will improve the fans' experience as they enjoy their favorite sport!

More event information is available at rockrapidsspeedway.com. We hope you can join us often!

Thanks,
Darrin Korthals



2023 SCHEDULE

MAY 5	SEASON OPENER
MAY 12	LADIES NIGHT & 305 SPRINTS
MAY 19	FILL THE FOODBANK & TRI-STATE LATE MODELS
MAY 26	HOBBY STOCK SPECIAL & LMSS
JUN 2	RAPID SPEEDWAY CLASSES & 305 SPRINTS
JUN 9	RAPID SPEEDWAY CLASSES, MSTs & MIDWEST POWER SERIES SPRINTS
JUN 16	SPORTSMAN SPECIAL & KIDS BOX CAR RACES
JUN 20	USRA SPECIAL & SPORTSMAN
JUNE 30	RAPID SPEEDWAY CLASSES & TR-STATE LATE MODELS
JUL 7	VETERANS/FIRST RESPONDERS NIGHT & BOB DEBOER MEMORIAL
JUL 14	CHRISTMAS IN JULY & BMOD SPECIAL
JUL 18	LYON COUNTY FAIR RACE, LMSS, 305 SPRINGS, & MSTs 360S
JUL 21	FAN APPRECIATION NIGHT-FREE GRANDSTAND ADMISSION
JUL 28	RAPID SPEEDWAY CLASSES & TRI-STATE LATE MODELS
AUG 4	DAVE MULDER MEMORIAL
AUG 11	FRIDAY NIGHT LIGHTS RAPID SPEEDWAY CLASSES & 305 SPRINTS
AUG 18	SEASON CHAMPIONSHIP, BACK TO SCHOOL DRIVE & LMSS

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Longtime driver Darrin Korthals takes over as track manager at Rock Rapids

Tom A. Savage
Brandon Valley Journal

The long history of automobile racing at Rapid Speedway in Rock Rapids continues in 2023. The track will host 17 races beginning May 5 and will feature USRA Hobby Stocks, USRA Stock Cars, USRA B-Mods and a Sportsman class.

Automobile racing began at the facility in 1914 on a refurbished one-half mile horse racing track. Weekly Stock Car racing began in 1953 and the track was later shortened to a its current 3/8-mile oval surface.

This year, the track is under new management as longtime driver and Rock Rapids resident Darrin Korthals takes over. Korthals' wife, Michelle, will run the business office at the facility.

"The first time I was there was with my mom, I wasn't even a year old," Korthals said when asked if he feels a sense of responsibility taking over the reins. "I guess I've been there my whole life. I love the place.

I want to see it keep going in the right direction. I don't ever want to see it go away."

Rapid is widely considered one of USRA's top tracks in the country. The USRA hosts races at 53 tracks around the country, and car counts at Rapid are some of the strongest.

USRA technical director Darlo Mulder said the group's president – Todd Staley – is always "flabbergasted" at how many cars Rapid gets each week on a Friday night.

"It's a great place," Mulder said. "We have a lot of tracks all over the country and there are some tracks that flourish. Rock Rapids is one of those. In today's racing environment, it's just hard to get car counts. But Rock Rapids does very, very well and everybody's really happy with it."

For as solid as the USRA weekly show is at Rapid, Korthals said he's excited about the Lyon County Fair race on Tuesday, July 18. That show will feature



Longtime driver Darrin Korthals with his wife, Michelle, on the front stretch at Rapid Speedway.

the MSTS (Midwest Sprint Touring Series) 360 Sprint Cars, IMCA RaceSaver Sprint Cars, and the Late Model Street Stock series.

The MSTS Sprint Car show on that night will no doubt be a big one for Rapid. Folkens Brothers Trucking – a long time financial booster to the sport of racing – is sponsoring the event. Korthals said with that influx of support, he's hoping to get the winning amount to \$3,500 for the MSTS winner.

that's going to be bigger than it ever has been," Korthals said. "It's going to pack the grandstands."

Another big night on the 2023 schedule is Tuesday, June 20 when the track hosts a Summit USRA Shootout race. Rapid will be one of five tracks hosting USRA Stock Cars, USRA B-Mods and USRA Hobby Stocks for the Summer Shootout. Stock Car and B-Mod drivers can win as much as \$13,000 and one Hobby Stock driver will win at least \$7,000.

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



Brandon Valley Journal

The Summer Shootout features tracks up and down the I-90 corridor in Southern Minnesota and Northern Iowa.

Teams will be competing:

- June 22 -Fairmont Raceway - Fairmont, Minn.
- June 23 - Rapid Speedway - Rock Rapids, Iowa
- June 24 - Sports Park Raceway - Fort Dodge, Iowa
- June 25 - Hamilton County

Speedway - Webster City, Iowa

- June 26 - Mason City Motor Speedway - Mason City, Iowa

“Our two biggest nights are on a Tuesday,” Korthals said. “That’s unique, and will both be big shows.”

He’s got a pair of big races on the calendar and a weekly USRA show that’s amongst the tops in the country, but Korthals said

he’s also got future plans for the venue.

Updating the grounds that include a new scorers and media tower are on his list. As is the formation of a Rapid Speedway Hall of Fame.

Until then, he said he’s focused on keeping things steady and moving forward with the current racing format.

“We’re not going to rock the boat this first year,” he said. “There’s some other stuff I’d like to do, but I have to learn the ins and outs of everything first. I’ve already learned a lot. It’s exciting and we’re going to be good. There’s a lot of work in the offseason, like new billboards, old ones that need to be redone, licenses, insurance, equipment lined up. There’s a lot to it.”

Leon Mulder still going strong 50 years after his first race at Rapid Speedway

Tom A. Savage

Brandon Valley Journal

Fifty years ago this summer, Leon Mulder took the green flag for the first time at Rapid Speedway in Rock Rapids.

Over the course of both successful and tragic years, he won two track championships at the speedway, in 1986 and 1998. He also won two more at Park Jefferson near Sioux City in 1988 and 1993.

Racing is obviously a difficult hobby to shake. The 71-year-old raced four times last year in a stock car, three times at Rapid Speedway and once at Park Jefferson.

Even if he’s not in a car this year, the Doon, Iowa, native is still entrenched in the sport as

he helps his two grandsons – Austin, 26, and Jackson, 25.

“It’s the only thing that keeps me sane,” he said with a laugh. “It’s a blast. I’m in the race shop quite a bit.”

Jackson is the son of Leon’s son, Dave, who raced a Hobby Stock and Stock Car at Rapid Speedway in the late 1990s and early 2000s. Dave died of leukemia in 2017 at the age of 37.

Leon raced at Rapid Speedway from 1973-78 before taking a seven-year hiatus because his career as a long-distance truck driver kept him busy in the summer. He took the sport back up in 1985. The father son duo of Leon and Dave raced together through the 2001 season, but both sat out 2002 after Leon’s

oldest son, Dan, died in Arizona from Valley Fever, a disease caused by a fungus that grows in the soil and dirt in some areas in the southwestern United States. He was only 28 years old.

“Neither one of us felt like racing that year,” Leon said following Dan’s death.

In 2003, Leon raced a full schedule in his USRA B Modified. He did it again in 2012 and raced it six times in 2013. He then underwent heart surgery, and gave up racing a full schedule throughout the summer.

“It’s hard to get it out of your system,” he said. “It’s a hard habit to break, to get out of the car.”

After losing two sons, his focus is now squarely set on grandsons Austin and Jackson

Austin, son of Leon’s daughter, Amy King, races a USRA and IMCA stock car. They’re scheduled to be at Rapid Speedway, as is Jackson, who will be racing an A Mod and B Mod. The cousins will likely pit together when the two series they compete in collide at Rapid.

“It’s good that we’ll be together at some of the races this year,” Leon said. “With the way the schedules are looking, we’ll get to run together a lot more.”

Leon’s company, AWS (Automated Waste Systems LLC) is also a track sponsor at Rapid Speedway.

“Rock Rapids is pretty special to us,” he said.

LEON MULDER





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Welcome back to I-90 Speedway for another exciting year of dirt track racing. We are proud to be a part of bringing our fans, sponsors, racers and employees back together for another fu- filled, action packed year of auto racing.

This season, the Saturday Night Event will start with Hot Laps at 6:30 p.m. with racing beginning at 7 p.m. The RPM

Racing Series will run Saturday nights with Spielman Excavating RaceSaver Sprint Cars, First Interstate Bank Late Model Street Stocks, Reaves Buildings USRA B-Modifieds, and Lawn & Snow USRA Hobby Stocks. Each night of racing will include edge-of-your-seat drama that you won't want to miss!

Make sure you check our racing schedule on our web

page at www.i90speedway.com and mark your calendars for the BIG SPECIAL EVENTS for the summer.

- NOSA 410 Sprint Cars ARE BACK! We have TWO nights of the BIG IRON on May 27 and July 22!
- MSTS 360 Sprint Series race at the speedway June 10 and July 15!
- Jackrabbit Challenge! Challenge race with five Sprint Cars, five Late Model Street Stocks, five B-mods, and five Hobby Stocks RACING AT THE SAME TIME! All classes of cars will have a different number of laps to complete, so there will be an overall winner and each class winner for this challenge race.
- Many Special Events are scheduled throughout the season providing a professional level of competition here at I-90 Speedway.

Our staff is committed to providing you with the best racing entertainment available in the area. Please feel free to

make yourselves at home, and enjoy all the unique and exciting promotions we have available. Make a trip to the concessions stand and enjoy a few new items again this year. Also, notice all of our sponsors that we at I-90 appreciate for all of their outstanding support and loyalty to help make dirt track racing successful! Finally, check out our web page, i90speedway.com for race results, news, sponsor links and the latest racing information.

On behalf of all the racers, advertisers, sponsors, and employees of I-90 Speedway, we want to thank you for your support. None of this would be possible without YOU!

Enjoy the show and feel free to let us know what we can do to make your time with us more enjoyable.

LET'S GO RACING!!!

**No. 54
Dustin Gulbranson of Sioux Falls competes in a Late Model Street Stock at I-90 Speedway in 2022.**

Photo: Calvin Kroger, Dirtshotz.com



MAY 6



SEASON OPENER

MAY 13



MAY 20



MAY 27



NOSA 410 OUTLAW SPRINTS



JUNE 3



JUNE 10



MSTS SPRINT SERIES



JUNE 17



HARTFORD NIGHT



JUNE 24

KIDS NIGHT



FRIDAY JUNE 30

SPRINT SPECIAL

(Draw/ReDraw)



JULY 1



SPRINT SPECIAL

(Draw/ReDraw)



FIREWORKS SHOW

JULY 8

DRIVER MEET & GREET



JULY 15



MSTS SPRINT SERIES



JULY 22



NOSA 410 OUTLAW SPRINTS

- Racesaver Sprints
- USRA BMODS
- USRA Hobby Stocks

JULY 29

JACK RABBIT CHALLENGE



2023

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Hot Laps Start @6:30pm



HOBBY KING OF THE HILL



AUGUST 12

LMSS PITSTOP CHALLENGE



AUGUST 19



POWDERPUFF



AUGUST 26



LMSS KING OF THE HILL



SEPTEMBER 2



PITSTOP CHALLENGE / LMSS WingDing / USRA Bmods

SEPTEMBER 9

SEASON CHAMPIONSHIP



*TENTATIVE SCHEDULE

HISTORY

Long racing history continues in 2023 at I-90 Speedway in Hartford

Tom A. Savage

Brandon Valley Journal

The roar will be back in Hartford on Saturday nights as I-90 Speedway will be hosting 20 nights of racing beginning on May 6.

I-90 will be another hot spot for IMCA RaceSaver Sprint Cars, USRA Hobby Stocks, USRA B Modifieds and Late Model Street stocks competing for championship point titles.

The track is also scheduled to host the Northern Outlaw Sprint Association (NOSA) Sprint Cars on May 27 and July 22. NOSA is a popular 410 Sprint Car touring series that races in North Dakota, South Dakota and

biggest crowd I've ever had. I think this year should be the same."

The MSTs (Midwest Sprint Touring Series) 360 Sprint Cars are also scheduled to make special appearances on June 10 and July 18.

For race fans in the area, having I-90 open again for another season is a relief. Following the 2015 season, Howey was hired by Chuck Brennan, owner of Huset's Speedway – known then as Badlands Motor Speedway – to become assistant General Manager at the track in Brandon.

Howey also signed an agreement with Brennan to not run races at I-90 in 2016, 2017 and 2018. Saturday nights were quiet in Hartford for three straight years. As it turned out, they were quiet in Brandon as well after Brennan put Huset's on the market following the 2016 season as his multi-million dollar renovation fizzled.

"It was weird," Howey said of the three years the facility sat quiet. "It was hard to close, but at that time it was a financial decision."

Howey bought I-90 in 2006 and it ran consecutively until it closed for the three years under the agreement with Brennan. After a nudge from friends in the racing community, Howey reopened the speedway in 2019 after partnering with his friend and experienced racing driver and team owner Dale Furby. Rod Pattison, Shawn Neisteadt and Terry Kjergaard joined the team to help run the facility.

Furby remains the track's

competition director.

"We needed racing back," Furby said. "I tried everything I could to get him to reopen."

Howey said he actually focused on turning the facility into a campground in 2017 and 2018 before Furby approached him about getting it reopened.

The reopening was met with great enthusiasm for Sioux Falls area racing fans as both I-90 and Huset's had sat empty in 2017 and 2018. However, Mother Nature had other plans and I-90 was only able to race six times in 2019.

COVID hit in 2020, but that didn't stop fans from coming to the race track at I-90.

"Things are going well. The last few years have been the best I've had financially, and COVID was the best year we ever had," Howey said. "The only thing people could do was outside, so the racetrack was packed."

Prior to Howey purchasing the track 17 years ago, the speedway operated under several names with several different owners. It was built in 1976 while the sport of Sprint Car racing grew in popularity. Super Modified cars were giving way to Sprint Car's growth.

Huset's was a popular Sunday night spot playing host to large crowds and large car counts. However, Huset's promoter Fred Buckmiller was hesitant to change the racing format to include more expensive Sprint Cars.

With the market clamoring for Sprint Car racing in the area, Walt Zirpel formed a racing

association to build and operate a new track near Hartford. In 1976, a one-half mile oval opened under the name Hartford Speedway.

Several popular drivers who made the switch to Sprint Cars also made the switch to Hartford over Huset's as Hartford went head-to-head against the track in Brandon on Sunday nights. Doug Wolfgang, Roger Larson, Bill Mellenberndt, Dave Engebretson, Darryl Dawley, Don Reiners, Roger Mulder, among others, all made the Huset's-to-Hartford switch.

Hartford also hosted the popular World of Outlaws Sprint Cars and USAC Midgets in the late 1970s. However, on July 7, 1979, a Sprint Car crash at Knoxville Raceway near Des Moines took the lives of Larson and Dawley, two very popular drivers at Hartford.

Attendance waned following that crash, but racing continued. However, things never got back to late 1970s numbers, and in 1983, Hartford Speedway closed. The track remained silent until the property was purchased in 1988 by brothers Bill and Jerry Leesch. The track was shortened to its current configuration of a 3/8 mile oval and renamed Red Devil Speedway.

The Leesch brothers sold the track to Sioux Falls businessman Don Elliot following the 1997 season. He renamed it I-90 Speedway and sold the business and leased the land to Terry Cameron and Rick Wibeto in 2004. Howey bought the entire operation two years later from Elliot, Cameron and Wibeto.



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Submitted

An advertisement for the 1978 racing season at the old half-mile Hartford Speedway.

Minnesota. They're also scheduled to be at Huset's Speedway in Brandon on May 28-29.

"Both of those should be really good shows," said I-90 owner Lyle Howey. "We did a 410 show two years ago and it was the



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DUSTIN KRUSE

Brandon's Dustin Kruse dominates '22 season at Rock Rapids, I-90 tracks

Tom A. Savage

Brandon Valley Journal

Brandon native Dustin Kruse had the field covered last year in the B-Mod class at Rapid Speedway in Rock Rapids. The USRA B-Mods raced at Rapid 13 times in 2022 with Kruse winning seven of them.

His efforts also netted him a sixth-place finish in USRA National Points after Kruse finished second in championship points at I-90 Speedway in Hartford.

The 2005 Brandon Valley grad also has nine career B-Mod victories at Huset's Speedway in Brandon.

Kruse has also made his presence known at Deer Creek Speedway in Spring Valley, Minn. He was the 2017 B-Mod points champion at Deer Creek, a real commitment traveling three hours each way with a wife and a newborn.

"We did that for six straight years, drove back and forth, and it was hell," he said. "So last year we decided to stick around home."

That's because Kruse's second daughter was born in May of

last year. A six-hour round trip with a pair of little girls under the age of five was too much.

But sticking around worked with a championship at Rapid and runner-up at I-90. This summer will be Kruse's 15th in a B-Mod after starting his career in a go-cart at the age of eight.

His success last year at Rapid actually came as a surprise to the 36-year old. Prior to his dominance in 2022, he had registered just two career victories in Rock Rapids.

"Up until last year, I've always kind of struggled there," he said. "Every once in a while, we'd hit on it. But in 2022, it really came around for me."

It's doubtful he'll be back fulltime to defend his Rapid Speedway title.

But, who knows?

He said they're planning on racing a three-day Memorial Day Weekend race at Deer Creek, which would take him away from Rapid. Missing even one race makes things obviously more difficult to win a points title.

"Nothing is set in stone," he said. "But we'll for sure hit 90



Dustin Kruse celebrates his B-Mod Championship at Rapid Speedway with daughter, Bryn.

percent of the races in Rock Rapids."

As far as I-90, he said he'll also be in Hartford for most of the season. He finished second to Miah Christensen of Sioux Falls last season.

He'll likely pick up more hardware over the course of his career, but Kruse said he's planning on calling it quits in 10 more years. At that time, he said he'll turn the reins over to his daughter, Bryn, who will be 14.

It's already a family affair for Kruse and his wife, Katie. Kruse said Bryn has been asking all year if it's race day yet. She's been with mom and dad at nearly every race in her first four years, and now one-year old Allie will be bouncing between

Rock Rapids and Hartford, too.

"Usually by feature time they're zonked out anyway," Kruse said. "We set them up in a car seat in the side-by-side and cover them up with a blanket so they don't get covered in dirt."

Kruse was childhood friends with Dusty Zomer, a 13-time winner at Huset's and former Outlaw Sprint Car champion at the track.

Asked if he'd like to make a run in a Sprint Car, Kruse was quick to answer.

"No, absolutely not," he said with a laugh. "My wife will not let me get in one. Plus, it's a little too much out of my price range."

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Zach Olivier set to defend Late Model Street Stock title

Tom A. Savage

Brandon Valley Journal

There are good seasons in automobile racing, and then there's the season Zach Olivier had in the Late Model Street Stock Class (LMSS) in 2022. Olivier dominated the class last season and won the LMSS Touring Series championship and in the process won the points title at both I-90 Speedway and Huset's Speedway.

Along with feature wins at Huset's and I-90, he also won an LMSS feature event at Murray County Speedway in Slayton, Minn., and he came from the back to finish second at Raceway Park in Jefferson, S.D.

"Couple more laps and we would have a shot at that one, too," he said of his Raceway Park run. "I'd say the last three seasons we've been really good. The Late Model Street Stock right now is the most difficult class we've been in. To win all three championships is great. So yeah, it's among the best seasons we've had."

As successful as 2022 was, the 34-year old Sioux Falls native is hoping for more in 2023. He's

bringing his LMSS car back to defend his titles, but he's also rolling out a new stock car that will be compatible to compete in both USRA and IMCA sanctioned events.

To win an LMSS feature event, the payout is typically around \$600. For some stock car events, the winner receives up to \$3,000.

"We'll run both cars, but we're planning on racing some of those bigger shows in a stock car, too," Olivier said. "I really don't have a ton of long-term goals. It's more just short term and having fun with it this year and see where it goes. I'm looking forward to running some of those big paying shows and seeing if we can run with some of the best guys in the country who show up at some of these races."

The LMSS car and the stock car will look identical in terms of the wrap on the car. The familiar Olivier No. 71 – the same number his father, Dave, drove – will both be at the five races where LMSS and stock cars are on the schedule. That happens three times at Rapid Speedway, once at Murray County



Dirtshotz

Zach Olivier won the Late Model Street Stock Touring Series championship in 2022. In the process, he also won the points championship at I-90 Speedway and Huset's Speedway.

"I think that would be really, really cool that my dad and I both race on the same night, but that's a ways away. He and I can argue about it between now and then as to who races what."

Speedway and once at Raceway Park.

Olivier said it's possible that he'll race both cars on the same night, but it's also possible his father could jump in one as well.

"I think that would be really, really cool that my dad and I both race on the same night," Zach said. "But that's a ways away. He and I can argue about it between now and then as to who races what."

The sport has been relatively safe for Olivier as well. He's been

racing for 14 years and has suffered just one concussion and a fractured finger.

"It's not that there's no danger there, I just think the safety equipment has come a long way. These cars are heavy – 3,000 pound cars. They don't tend to flip or roll a lot, and if they do they don't tend to get a lot of air. Hitting the wall and coming to a sudden stop seems to be the most dangerous," he said. "But if you get one minor injury every seven years, I can live with that."

ZACH OLIVIER

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SHANE FICK

After a year off, Fick plans return in RaceSaver Sprint Car

Tom A. Savage

Brandon Valley Journal

Sometimes jobs and responsibilities get in the way of the real fun. For Luverne, Minn.'s, Shane Fick, that was certainly the case last year.

After coming through the ranks in a Micro Sprint Car and transitioning into a RaceSaver Sprint Car, Fick shelved the race car and raced only one time last year, a 15th place finish at Rapid Speedway in Rock Rapids.

But that's about to change. He won't be racing a full schedule in 2023, but he'll be back in his RaceSaver Sprint Car close to 10 times including three times at Rapid Speedway when the RaceSaver Sprint Cars are scheduled for May 12, June 2 and July 18. He's also planning on racing several of the Minnesota IMCA Sprint Series races this summer.

Fick took a step back after the 2021 season where he finished fourth in RaceSaver championship points at Huset's Speedway in Brandon. Following that summer, he took on more responsibilities on the family farm around Luverne and Hardwick, Minn.

"In 2021 when we were racing for points at Huset's, it just wears a guy out," he said. "It's all you can work on and all you think about. I was worn out, but I did miss the racing towards the end of last season, which is why we got the car out for this year."

Fick comes from a long line of racers in the family. His uncle, Ron, was inducted into the Huset's Hall of Fame in 2022. He was part owner of the popular Foley, Fick & Reiners Sprint Car chassis that was popular in the late 1970s and 1980s. Ron Fick was also a car builder of mini-sprint cars and in 1982 he started Fick Racing Enterprises.

From 1982-88, he built more than 22 mini-sprint cars. That form of Sprint Car slowly morphed into a class called Micro Sprint Cars, and that's where Shane flourished.

In 2016 at Huset's Speedway – known then as Badlands Motor Speedway – Shane set a record that still stands for winning seven consecutive feature events at the track.

In 2017, he got his first taste of a bigger RaceSaver Sprint Car when he landed a ride with North Dakota-based Ryan and



Shane Fick's dog, Rayce, sits in the Fick Motorsports race shop this winter as the team prepares for the 2023 season.

I was worn out, but I did miss the racing towards the end of last season, which is why we got the car out for this year."

Jennie Grinde. That ownership group also owned the Outlaw Sprint Car driven by Mark Dobmeier.

Fick raced for the Grinde group three years before buying all their equipment and starting his own RaceSaver team. He was a heavy RaceSaver competitor in his own car in 2020 and 2021 before taking the step back last year. Over his RaceSaver career, he has four victories – two at I-90 Speedway in Hartford, one at Wagner and one at Slayton, Minn.

Although he's not planning on racing a full schedule, he's got two race-ready Sprint Cars in the race shop for 2023. It's been a long winter, but the snow and cool temps have given him a chance to prep for a racing season again.

His father, Jim, and Uncle Ron, own the farm where Shane's taken on more responsibility and ownership. That will clearly be the focus again in 2023, but the familiar white and blue No. 7 will be slinging mud again several times this year.

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Clark inducted into South Dakota Sports Hall of Fame

Tom A. Savage

Brandon Valley Journal

Longtime flagman Doug Clark was inducted into the South Dakota Sports Hall of Fame in 2022, becoming just the second inductee from the motorsports world to join the Hall.

The other is Clark's childhood friend, Doug Wolfgang, who was inducted in 2007. There are a total of 336 inductees.

Clark is easily recognized as one of the most respected dirt track officials in the country. He was a flagman for 48 years, including 30 at Huset's Speedway and almost 40 at the center of the sprint car world Knoxville Raceway in central Iowa.

His first race was in 1976 when he was given the tall task of flagging a World of Outlaws race at Hartford Speedway (now I-90 Speedway). Over his career, he flagged in 19 different states and Hartford served as his bookend as he flagged his final race at I-90 Speedway on Aug. 20, 2022.

He was inducted into the National Sprint Car Hall of fame in Knoxville in 2016. That Hall is arguably the paramount of

automobile racing royalty with other inductees such as A.J. Foyt, Mario Andretti and Parnelli Jones.

Although Clark's career was clearly a successful one, he had higher aspirations as he worked his way up through the industry. At one point, he said he had hoped to one day flag the Indianapolis 500. That never happened, but he got a taste.

Duane Sweeney was the flagman and starter at the 500 from 1980-96. He was also a sprint car fan and attended the Knoxville Nationals several times during that stretch. He and Clark became friends, obviously sharing a similar career path.

During Sweeney's run at the 500, Clark was flagging a World of Outlaws race at the Indiana State Fairgrounds in Indianapolis. Former Knoxville Raceway flagman Gary Johnson was in attendance and the two headed to the Indianapolis Motor Speedway during 500 practicing in the month of May.

Clark met with Sweeney while on the 500 grounds, and was able to join him in the flag stand for practice.



National Sprint Car Hall of Fame Archives
Lifelong friends Doug Clark (left) and Doug Wolfgang pose for a photo at Huset's Speedway early in Wolfgang's career. Clark and Wolfgang are the only two inductees from the motorsports world in the South Dakota Sports Hall of Fame.

That was it, but Clark made it to the flag stand of the hallowed Indianapolis Motor Speedway grounds.

"Those cars just came flying by," Clark said. "It was different being up there, but it was neat."

Although he's no longer on the Huset's or I-90 perch, he's still involved on Saturday in Knoxville and Sunday at Huset's as he's a corner flagman at both venues. His son, Justin, is now the head flagman at both tracks.

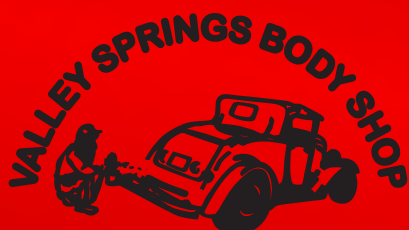
"The people really respect him for the job that he's done," Clark said. "I think he learned quite a bit from me. I'm not trying to take credit, but he does a good job and everybody respects him as far as I can tell."

For Justin, the flagging career seemed like a natural fit with his father doing it for so long. But it was the chance just to be with his dad that helped steer him the flagging direction. For nearly two decades, Justin was his dad's assistant in the flag stand, and they spent countless hours traveling from track to track.

"Growing up, we were never really in the same places on the weekends all my life," he said. "We drove up and down the road together for years, thousands of miles. A lot of times there wasn't a lot of talk, but we were together both doing the same thing we love to do."

Continued on page 36

DOUG CLARK



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WELCOME TO HUSET'S SPEEDWAY!

On behalf of FR2SD, LLC, Tod Quiring and our entire staff at Huset's Speedway, welcome to the 2023 racing season and the third 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 (Minn.) 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 15th 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 rebuilding that structure while moving our scorers and announcers into a new area on the fourth level. 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.

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

Doug Johnson
General Manager



WELCOME

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HISTORY OF HUSET'S

The history of Huset's Speedway and its famed dirt oval track

Tom A. Savage

Brandon Valley Journal

South Dakota soybean farmer Til Huset had a vision in 1953.

Huset owned a gas station and bar on Highway 11 on Brandon's southern tip. Along with farming and operating his gas station, Huset also raced IMCA 'big cars' in the area, and his passion for the sport was set.

The course of auto racing in the area took a dramatic and historic turn when Huset towed his racecar to Riverside Speedway in Sioux City, Iowa for a night of racing that summer. What he witnessed was huge crowds to watch the evening's events, and he knew it was time to bring that form of entertainment to the Brandon area.

On a piece of his soybean property near his gas station, a steep hill bordered one of his vast fields nestled next to Split Rock Creek. Huset saw a natural setting for a racetrack where fans could set blankets on the hillside to view the races.

Towards the end of the summer in 1953, Huset dropped a blade on the hill behind Turn 4 to bring dirt to the current racing surface. He slowly worked the surface into an oval. It took time, and repetitive effort, but eventually, Huset's Speedway was born. The first race took place the following spring on May 23, 1954.

Over the past 69 years, Huset's has become one of the premier short tracks in the country. It's one of the few tracks remaining that hosts a winged 410-sprint car event each week, and it has

hosted many big names in the racing world over the last several years.

But it wasn't always that way, as the speedway has transformed over the years. The inaugural season featured the growing class of stock car racing. Big car and midget racing, powered by the famed Offenhauser engines and popular in other parts of the country, was an expensive form of racing, but stock cars were plentiful in the Sioux Falls area.

Huset's was a primitive track when it opened with no grandstands, no lights, no concession stands. Fans did the best they could to get comfortable on the hill, and they battled the dust as all races were run during the day.

The crowds were good and the car count was solid early in the speedway's first season, but the incredible amount of dust began to take its toll on fan participation. The speedway was in trouble by the end of 1954, but Huset added lights and reconfigured the 3/8-mile oval racing surface.

Along with adding the lights, Huset also shortened the already modest size of the track, and the 1955 season opened with the speedway shaped like a perfect circle. There were no straightaways as the third turn began in what is the present-day midpoint of the backstretch. The fourth turn was where the present-day flag stand hovers over the speedway.

However, the lights and reconfiguration didn't work, and Huset closed the doors on his

speedway following the 1955 season. It sat dormant for two years, and the racing surface began to make the natural morphing back into a soybean field, overrun with weeds, brush and a handful of old cars and trucks from Huset's personal stable.

Six miles to the speedway's west, another racetrack was in its infancy stages as well. While Huset's sat dormant in 1956 and 1957, Soo Speedway was wildly popular, also opening its doors in 1954. But as is the case with many racing programs around the country, there was unrest with the drivers. The drivers were requesting a \$1,000 nightly purse. The speedway didn't oblige, and the drivers boycotted Soo.

The following Monday, those same drivers met at the downtown YMCA building in Sioux Falls where they formed the Sioux Falls Stock Car Association. They agreed to buy Huset's from Til Huset, and they immediately began modifications. Two weeks after making the purchase, Huset's reopened to new paint, buildings and the original

configuration of a 3/8-mile oval. Soo Speedway folded in July of 1958. Huset's was reborn, and its legendary status took the racing community by storm.

After sitting quiet in 1956 and 1957, Huset's Speedway popularity grew tremendously under the leadership of Fred Buckmiller. Buckmiller was resistant at first, but as race cars continued to evolve, he finally allowed a super modified class at Huset's, which would eventually become the modern-day Sprint Car.

Buckmiller ran the show at Huset's for the Sioux Falls Stock Car Association from 1958 until his death in 1982, but he was around long enough to see true sprint cars race at Huset's, which were introduced in 1980.

Bill Leesch and Ed Flowers were co-promoters at Huset's Speedway before the Sioux Falls Stock Car Association sold the facility to Clarence Rubin and his two sons, Steve and Greg, in 1989. The Sioux Falls Stock Car Association was dissolved following the sale.

Under the Rubin leadership, the facility underwent major improvements. The Turn 1 suite



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WHAT'S IN A NAME

building was added, along with making the concrete crash wall higher around the track, and widening the back-pit gate to ease traffic flow.

The Rubin family ran the racetrack for 26 years before selling it to Chuck Brennan, owner and founder of Dollar Loan Center. The Sioux Falls native changed the name of the track to Badlands Motor Speedway, which coincided with his Badlands Entertainment Group venture in Sioux Falls.

Under Brennan's leadership, the facility underwent an \$11 million upgrade that included two new suite buildings – on top of the grandstands and outside the fourth turn. New

infrastructure was put in that included a better drainage system to limit rain cancellations, new stadium lighting and sound systems, new grandstands, new parking accommodations, new concession stands, two 14 x 48 high-definition video boards on the backstretch, and a new paved infield.

However, the Brennan experiment didn't work. After voters capped interest rates on his Dollar Loan Center model, Brennan put all of his South Dakota properties on the market, including the speedway, which ran only one season in 2016 under his leadership and the Badlands Motor Speedway name.

Brennan ran one race in 2017 before eventually calling it quits. The track sat empty for the remainder of 2017 and all of 2018 and 2019.

In July of 2020, the track was purchased by Tod Quiring, owner of the Jackson (Minn.) Motorplex. Quiring restored the Huset's name and on Aug. 2 of 2020 – just a month after Quiring's purchase – the All Star Circuit of Champions raced at the speedway, bringing the roar of the racing world back to Brandon.

Today, Huset's is an annual stop for the World of Outlaws and the All Star Circuit of Champions in the Sprint Car world, and this year will host

the Lucas Oil Late Model Dirt Series. Quiring has also brought the Huset's High Bank Nationals to the speedway, one of the highest-paying sprint car races in the world with a \$250,000 payday to the winner.

The hillside is still there, but bleachers, concessions and suites have replaced the vast grassland that used to be covered in blankets. The daytime races have been replaced by Sunday night events, as the speedway is a beacon in the night with its bright lights. The creek is still flows beside it, and it's busted its banks more than once over nearly seven decades, causing its fair share of cancellations.

What's in a name? Is Huset's correct?

Tom A. Savage
Brandon Valley Journal

Since its opening in 1954, Huset's Speedway has grown in popularity. In regards to amenities and the on-track product, the speedway is arguably one of the top short tracks in the country.

The term "Huset's" is immediately recognizable in the racing world, and anytime it's said from Indianapolis to Daytona and all racing points in between, visions go quickly to Brandon.

Huset's signage can be found all around Brandon, on billboards, advertisements,

websites and official speedway literature from business cards to letterheads.

But is that actually the correct name?

Obviously, it is from a business standpoint. But when Brandon resident Til Huset opened the speedway in 1954, it can be argued that he intended for it to be called Huset Speedway, not Huset's.

Several race programs and point sheets from the late 1950s and early 1960s refer to the speedway as Huset, not Huset's.

There was a time when neither Huset Speedway or Huset's Speedway was the correct name. The venue was also known as the Huset's Speed Bowl in the late 1950s.

Racing historian and fellow Hall of Famer Tom Savage visited Huset in 1954 when he was working on building the facility. At the time, he said he

asked Huset what he was going to call the track.

Savage said he recalled Huset saying, "I'm just going to call it Huset's."

The track has also been referred to as Husets, with no apostrophe. That, clearly, is grammatically incorrect and was used in error several times over the speedway's history. To this day, it is still referred to incorrectly at some spots. Hotels.com offers hotel rooms nearby 'Husets Speedway' on their website.

In the end, Huset Speedway, Huset's Speedway or Huset's Speed Bowl doesn't really matter as the 3/8-mile bullring offers some of the best short track racing in America.

But for those who have an obsession for proper grammar and a thirst for origins, the Huset vs. Huset's debate is a good start.

One thing is for certain: The switch from Huset's Speedway to Badlands Motor Speedway in 2016 under the ownership of owner Chuck Brennan was met with angst and frustration from those that knew it as Huset, Huset's, or even Husets.

CAR	NAME	ADDRESS	POINTS
01	Bob Lukes	Sioux Falls	1225
4	Gil Haugan	Sioux Falls	1105
11	Arnie Himmerfroh	Avoca, Minn.	1050
45	Dave Splachritson	Sioux Falls	910
1	Dick Reiter	Sioux Falls	895
2	Harlan Terwee	Sioux Falls	825
01	Marlyn Hanten	Sioux Falls	755
5	Earl Thomas	Sioux Falls	725
44	Jim Klasse	Westbrook, Minn.	705
32	Jim Matthews	Mitchell, S.D.	640
12	Robin Damp	Sioux Falls	625
48	Ron Kaufman	Spencer, Ia.	540
46	Bonnie Clark	Sioux Falls	490
51	John Martens	Pipestone, Minn.	470
14	Kenny Otason	Sioux Falls	450
8	Bus Standy	Currie, Minn.	420
50	Ken Thompson	Wentworth, S.D.	420
6	Bud Burger	Sioux Falls	410
19	Owen Desanauer	Sioux Falls	405
10	Jack Peterson	Salem, S.D.	385
65	Diane Lund	Sioux Falls	350
3	Gls Bohman	Sioux Falls	345
70	Rodney Hahn	Sioux Falls	345
31	Jr. Daggitt	Sioux Falls	330
49	Bob Hixson	Sioux Falls	340
13	Ivan Tokle	Wilford, Ia.	330
20	Joe Volisch	Brandon	330
7	Bill Murray	Sioux Falls	325
61	Jay Egge	Sioux Falls	305
35	Dale Grayson	Madison, S.D.	310
0	Herwin Hanten	Sioux Falls	300
90	Bob Fink	Sioux Falls	295
96	Elton Ristevind	Madison, S.D.	285
42	Eub Nelson	Madison, S.D.	280
34	Dick Beaver	Sambors, Ia.	275
75	Ray Bull	Sioux Falls	275
47	Iss Smoot	Rock Rapids, Ia.	270
90	Paul Lawrence	Sioux Falls	260
41	Kenny Olson	Sioux Falls	250
41	Jim Branson	Sioux Falls	240
87	Bob Joffers	Sioux Falls	230
87	Deby Heise	Sioux Falls	225



Huset's Hall of Fame celebrates 25 years of racing legends

Tom A. Savage
Brandon Valley Journal

This summer, the Huset's Speedway Hall of Fame will celebrate its 25th year by inducting five new members. It's an annual event that has grown tremendously since the first class was inducted in 1998.

The Hall of Fame was the brainchild of longtime automobile racing writer Tom Savage. Savage grew up in the Indianapolis area, but his family moved to Sioux Falls when he was a senior in high school. He said he was worried about leaving Indiana – a hotbed of racing – in exchange for South Dakota.

However, things worked out for Savage on the racing front. As a teenager in South Dakota, he visited Tilman Huset in 1954 when he heard the soybean farmer and gas station owner was building a new race track near Brandon. Savage was at the first race on May 23, 1954, and over the next several decades, he rarely missed another.

Savage would begin each racing season with a new

“steno-style” notebook, taking notes at every racing event he attended. Many of those notes remain as the only documentation of some of local racing's early days.

He said he first got the idea of a Huset's Hall of Fame in 1979 when the speedway celebrated its 25-year anniversary. He approached Huset's promoter Fred Buckmiller with the idea.

“He said, ‘No way,’” Savage recalls. “He told me, ‘You'll have somebody mad at you all the time because they're not in there.’ And that's true.”

So, Savage said he tabled the idea, but it continued to stew over the next several years. Savage was a founding voting member of the National Sprint Car Hall of Fame in Knoxville, Iowa. That Hall of Fame was created in 1990 and Savage said he saw how that model worked, and decided it was time to bring it to Huset's.

He handpicked a group who he said he knew would take it seriously and would work hard. In 1997, Savage along with his newly formed board of Jay Egge, Don Jones, Harold Petree

Class of 1998

Til Huset
Jim Matthews
Marshall Gardner
Fred Buckmiller
Paul Stogsdill

1999

Al Fiedler
Arnie Nimmerfroh
Bill Mellenberndt
Harold Petree
Harry Torgerson

2000

Gerald Bruggeman
Dave Engebretson
Harold Krull
Gil Haugan
Alenn Anderson
2001
Leland VanEmmerik
John Stevenson
Oliver Fokken
Jay Egge
Earl Thomas

2002

Bob Lukes
Bud Berger
Marv DeWall
Mel DeYoung
Roger Larson

2003

Bill Leesch
Pat Masur
Dave Dedrick
Jerry Ross
Terry Taggart

2004

Bill Krueger
Elmer Steifel
Rick Midden
John Underberg
George Boom

2005

Bob Klostebuer
Larry Chase
Ed Stutzman
Verdeen Rath
Tom Winters

2006

Gary Bott
Denny Oviatt
Marlo Egge
Marlyn Hanten

2007

Lyle DeVries
Bob Schriever
Gib Bohlman
Tom Meehan
Jack Mader

2008

Clarence Rubin
Doug Wolfgang
Tom Savage

2009

Darryl Dawley
Marty Barber
Swede Koepke

2010

Art Nordstrom
Bill Weinkauff
Bruce Conley
Don Jones
Loren Woodke

2011

Vern Haugan
Bill Rook
Roger Swenson
Tom Van Anne
Jim Haney

2012

Doug Clark
Bill Smith
Chuck McGillivray
David Kruger
Gary DeWall

2013

Randy Rosenboom
Fran Bruns
Randy Droescher
John Trigg
Rich Giadone

2014

Robin Dump
Ben Nothdurft
Gary Zitterich
Howard Baartman
Kevin Kjergaard

2015

Larry Molzen
Kenny Hansen
Matt Richard
Roger Mulder
Shorty Richmond

2016

Ray Feltman Jr.
Ray Bult
Jake Peters
Elmer Peterson
Butch Hanssen

2017

Loren Fick
Dan Jensen
Marlon Jones
Jim Krueger
Dave Ekern

2018

Don Brady
Jerry Cunningham
Guy Forbrook
Terry Reilly
Ivan Tokle

2019

Gene Brudigan
Chuck Fee
Keith Frantsen
Chad Meyer
Rob Ristesund

2020

Larry Lape
Herb Hawkey
Leland Goering
Shady Boulis
Red Hartford

2021

Rick Dump
Jim Lindberg
John Miller
Junior Brunick
Mike Haugan

2022

Cliff Koidahl
Jay Masur
Steve Rubin
Ron Fick
Jon Barger

FIRST RACE

and Argus Leader sports editor Bruce Conley met at the restaurant on the corner of 10th & Minnesota in Sioux Falls, which is now Sioux Falls Smiles dental office.

They formed the parameters of the induction process and named the first five into the Hall of Fame that included speedway founder Til Huset, Buckmiller, and drivers Jim Matthews, Marshall Gardner and Paul Stogsdill, who won the first race in speedway history in 1954.

Years later, Savage, now 84 and living in Brandon, passed the reins of the Hall of Fame over to Rod Pattison, who has been a fixture on the board since 2000.

Pattison, whose father was the flagman at Huset's in 1975-76, continues to chair the board

and will lead the charge to induct the Hall's newest members this summer.

"It is an absolute honor," Pattison said. "I think one of the most gratifying things is growing up and watching guys like Bud Berger (Class of 2002) and Jim Lindberg (Class of 2021) and all of these great big, tough, dirty, grimy, greasy, would rather kick-your-ass-than-look-at-you guys when we were growing up, and then having the chance to talk to them and tell them they've been inducted into the Hall of Fame. To see the emotion that comes over them. To see a guy that used to wrestle race cars who now wrestles emotions with tears rolling down his face, it's pretty powerful stuff."

Pattison said he hopes the Hall



Photo: Tom A. Savage

A large mural with all of the Huset's Speedway Hall of Fame inductees can be found on the south end of the midway outside of Turn 1.

continues to grow with a brick and mortar building on the speedway grounds in the future. That's still a dream, but Pattison said they've had talks with current owner Tod Quiring and General Manager Doug Johnson about such a goal.

In the meantime, a large mural hangs on the south end of the

track on the midway with names of the 125 people enshrined.

"I'm proud of what it's grown into," Savage said. "It recognizes the people who were part of the growth of the speedway."

Brandon resident Tom Savage is a longtime racing writer and historian. He's been inducted into the Hall of Fame at several regional race tracks, including the Huset's Hall of Fame, which he founded in 1998.

He attended the first race in Huset's Speedway history on May 23, 1954 at the age of 16. Here is his recount of that memorable day:

Memories of Huset's Speedway's first race

Sunday, May 23rd, 1954 according to the Argus Leader there were 1,194 spectators that attended and sat under the shade of oak trees that covered the hillside. There were no bleachers and only a few concrete blocks upended with planks across. There was no

guardrail except for right in front of the hillside front stretch, no sound system but a Sunbeam bread truck with speakers mounted on the roof that nobody could hear or see as the dust kept most of the race cars hidden. The event started and on the first lap in the first turn of the first race ever held at Huset's Speedway, two cars got tangled, and with banking in the corner serving as a ramp, both cars shot off the track and rolled over several times to land in the present-day parking lot. One of the cars was a 1939 Chevrolet sedan number 39 painted purple and owned by Dewey Dirkson and driven by Lucky Jordan (whose real name was John Puckett). The other car was a 1938 Ford coupe No. 69 and driven by some guy from



Submitted from the Tom Savage collection

Paul Stogsdill (right) won the first feature event in Huset's Speedway history on May 23, 1954. He is standing with sixth place finisher Red Hartford.

Mitchell named Jim Matthews, who 14 years later would win the modified track championship. Both drivers walked away with very minor injuries and the race was restarted and won by Verdeen Rath from Pipestone, Minn., and

earned the honor of winning the first race ever held at Huset's Speedway. Paul Stogsdill won the feature with his brother Leonard second, followed by Rath, Bucky Wagner, Marshall Gardner, Joe Volsch and Red Hartford.



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LUCAS OIL

Lucas Oil Late Models invade Huset's for Silver Dollar Nationals in July

Tom A. Savage

Brandon Valley Journal

The Lucas Oil Late Models Series features the top drivers in the country. They start in Georgia at Golden Isles Speedway in February and race through the summer before completing their season at Eldora Speedway in Rossburg, Ohio in October.

There are some big events each year for the 80-horsepower full-bodied cars including the Winter Nationals in Florida at East Bay Raceway Park, the Show-Me 100 at Lucas Oil Speedway in Missouri, and the Knoxville Late Model Nationals at the Famed Knoxville Raceway south of Des Moines.

Now, Huset's Speedway can be added to that list as the series is coming to Brandon July 21-22 for the 13th Annual Silver Dollar Nationals. It's the first time the series will be at Huset's. The \$53,000-to-win event was held previously at I-80 Speedway in Greenwood, Neb. That racetrack located between Lincoln and Omaha closed for good in January.

"It's a huge deal," Huset's General Manager Doug Johnson said. "They're the best drivers in the country in that class."

The World of Outlaws began in 1978 as a Sprint Car series. In 1988, they added Late Models to their brand. Over the years, the WoO and Lucas Oil Late Models have battled for top drivers. Although technically

Chris Anderson photos

competing against each other, the two series have worked together not to schedule on top of each other.

For example, there will be no WoO Late Model race on July 21-22 this year when the Lucas Oil Late Models are at Huset's. Two weeks later, the WoO Late Models race the Prairie Dirt Classic in Illinois for a \$50,000-to-win payout. The Lucas Oil Late Models are not scheduled to race that weekend.

"Your traditional big money races, they typically don't schedule on top of each other," Johnson said. "I think that's been an understanding agreement they've had for a number of years."

Since there isn't weekly late model racing in the area, car counts aren't huge in the Sioux Falls area. There is a smaller series, the Tri-State Late Models, who tour the region and are scheduled to be at Huset's twice, on May 29 and they'll also be part of the Silver Dollar Nationals in July. The Tri-State Late Models will also be at Rapid Speedway in Rock Rapids on May 19, June 30 and July 28.

But there is one local driver who's already competed against the Lucas Oil series this season. Renner's Blair Nothdurft made the trek to Florida and Georgia to start the season earlier this year.

It's a difficult task for Nothdurft and his team to compete against professionals who race the Late Models for a living. After the Florida/Georgia swing, Nothdurft said they return home and only race against Lucas Oil or WoO Late Models if they're within a seven-hour drive. Obviously, he'll be at Huset's in July.

"When you show up with those guys, you have to be on your A game," Nothdurft said. "They have no flaws. They know the inside and out of their race car and I'm just a weekend warrior out there trying to do my best."

Nothdurft held his own at the Winter Nationals qualifying 10th fastest in his group on Jan. 29 at Bubba Raceway Park in Ocala, Fla. At the DirtCar Nationals at Volusia Speedway Park in Florida on Feb. 16, Nothdurft topped the 51-car field in time trials when he put down a lap of 15.601 seconds.

"We can qualify with them, but when it comes to the heat race, we struggle but we can transfer into

Brandon Valley Journal the A main," he said. "But then when we race the A main, we struggle even worse and then we end up falling back."

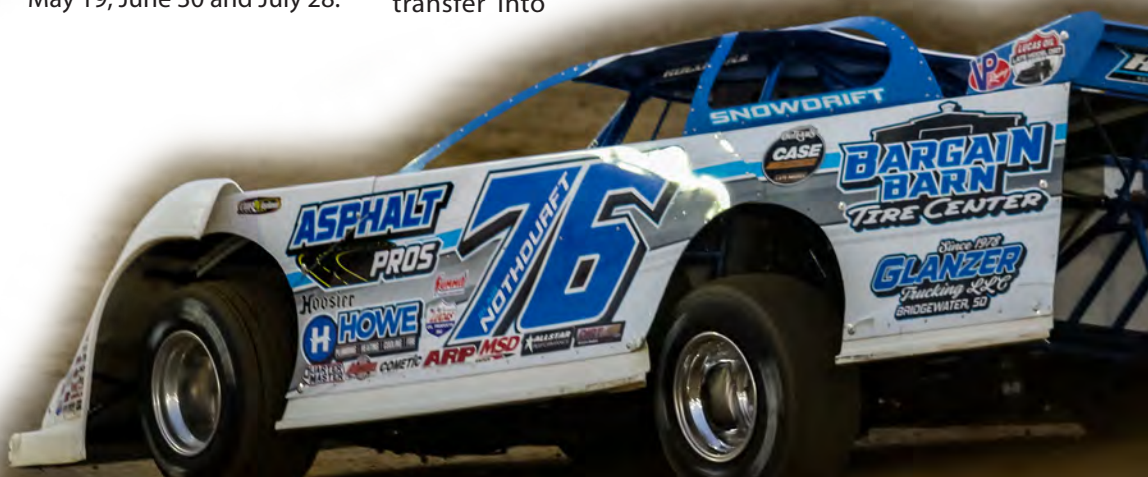
To put it in perspective, 20-time NASCAR Cup Series winner and 2021 NASCAR Cup Series champion Kyle Larson won the Lucas Oil Late Model race at Golden Isles on Jan. 27. Three weeks later, he led the Daytona 500 before falling back late and finishing 18th.

Nothdurft failed to qualify for the A feature the night Larson competed with the series. He finished 11th in the B feature.

"I don't really get nervous anymore because I know who I'm racing against," he said. "You know what to expect going into these races. You have to be confident that you can compete with these guys."

"I don't really get nervous anymore because I know who I'm racing against," he said. "You know what to expect going into these races. You have to be confident that you can compete with these guys."

The 22-year old carries the No. 76 on his car, the same number his father, Troy, raced with at Huset's for several years. Troy won three career feature events at Huset's in the Late Model Street Stock class.



High Bank Nationals is highest paying event in World of Outlaws history

Tom A. Savage

Brandon Valley Journal

When Tod Quiring purchased Huset's Speedway in 2020, he said he wanted to bring a high-paying Sprint Car race to the venue.

Check.

In June of last year, Huset's officials announced that this summer's World of Outlaws High Bank Nationals June 21-24 will pay \$250,000 to the winner. The entire purse for the event is \$750,000. The finale pays \$50,000 for second, \$25,000 for third, \$15,000 for fourth and \$10,000 for fifth. The main event pays \$5,000 to start.

The runner up during each preliminary night secures \$10,000, which is a standard World of Outlaws payout for the winner.

When Huset's announced the high-paying race, it was the largest payout at the time in winged Sprint Car history. However in December, former NASCAR and IndyCar star Tony Stewart, who also raced a Sprint

Car before the national spotlight, is the owner of Eldora Speedway in Rossburg, Ohio. He announced a million-to-win Sprint Car race scheduled for July 12-13.

Although the Eldora Million obviously exceeds the payout scheduled for Huset's this year, the Highbank Nationals continues to be the highest paying World of Outlaws event in history.

"It's really cool to have two race track owners who are both so very passionate about the sport and just want to see it grow," said Huset's General Manager Doug Johnson.

Huset's held the inaugural High Bank Nationals last year where World of Outlaws regular Sheldon Haudenschild came away with the \$100,000 payday. If this year's event is anything like last year, fans are in for a treat. Haudenschild was third with one lap to go before passing both James McFadden and Buddy Kofoid in a gutsy move on the outside of Turn 1.



Johnson said ticket sales for this year's 2nd Annual High Bank Nationals are "through the roof."

"Our pre-sales have been exceptional," he said. "To have the highest paying World of Outlaws Sprint Car race in history at Huset's Speedway, I think is pretty darn cool."

By comparison, the famed 62nd annual Knoxville Nationals near Des Moines is scheduled to pay \$185,000 to the winner this year. Roy Robbins won the first Knoxville Nationals in 1961, pocketing \$1,280 for his efforts.

The sport and payouts have obviously grown since then, but Johnson said these monster

payouts are long overdue.

"Just looking at the overall costs of what it costs to race one of these cars now," he said. "I'm excited about the High Bank because it's definitely putting Huset's on the map. I've been fielding calls from as far as Florida up to Canada."

Johnson said the venue is hoping to add additional camping sites in the area behind Turn 3. There are currently 72 sites on the grounds and they are sold out for the High Bank.

"I think it's good for the area," he said of the four-day event. "It's good for the track and I think it's good for the race teams."

HIGH BANK NATIONALS



RYAN TIMMS

'The fans there are awesome' OKC's Timms took Huset's racers by storm in 2022

Tom A. Savage

Brandon Valley Journal

Huset's Speedway has seen its share of rough and tumble figures since opening its doors in 1954.

But last summer, a freckle-faced 15-year-old from Oklahoma City stole the show more than once.

Ryan Timms came to Huset's for the first time on May 15 where he finished 10th. From there, he clearly figured things out in a hurry. He came to Huset's 10 times last year, winning five of them and finishing in the Top 5 on seven different occasions. With only 10 visits to the track, he still finished 10th overall in points out of a total of 93 competitors.

He also won the crowd in Brandon as his hauler was swarmed with fans who wanted to either just talk to him, or were in line to purchase some of his merchandise after the races were over.

"I kind of noticed it," he said when asked if he knew how popular he was in Brandon. "Huset's is probably my favorite track. It's great racing and the fans there are awesome. Even now, we still get people messaging us saying they're fans in South Dakota who are buying shirts and they want to see me race again."

Unfortunately for fans in this area, they're only going to get a handful of opportunities to see him this summer.

Timms is racing the entire United States Auto Club (USAC) Midget series with Indianapolis-based Keith Kunz Motorsports in 2023. He's taking over the famous No. 67 KKM car that last year was driven by two-time USAC midget champion Buddy Koifoid. The team has also had NASCAR drivers Kyle Larson and Christopher Bell in the seat.

Koifoid won 13 races in the car last year. While he was hopping around the country in his Sprint Car, Timms also took a crack at the Midget last year and actually won two USAC features after he had just turned 15.

But the majority of his time last year was in his winged 410 Outlaw Sprint Car. After he won a feature event at Huset's on June 19, he was asked in victory lane if he would be competing with the World of Outlaws at the speedway when they were scheduled to visit Brandon just three days later.

He said he'd love to, but he couldn't. A World of Outlaws rule requires participants to be at least 16 years of age to compete.

However, on his 16th birthday, Aug. 26, 2022, Timms and his team took the red and white No. 5T to Grand Forks, N.D., where he competed in a World of Outlaws event. He started 16th, an amazing feat in itself at 16, and finished ninth where he received the Hard-Charger award for the night. The



Tylan Ponrath

Ryan Timms in Victory Lane last year at Huset's Speedway on July 31, 2022.

following night, in just his second start ever in a WoO event, Timms passed four-time champion Brad Sweet in the waning laps to finish second. That result made Timms the youngest podium finisher in WoO history.

For as much as it might sting for Huset's fans that Timms won't be in the area as much in 2023, he'll still make a visit to the 3/8-mile oval in Brandon. Timms is planning on racing at the 360 and 410 Knoxville Nationals, and will be in Brandon for the \$250,000-to-win High Bank Nationals June 21-24.

Timms actually cut his racing teeth at I44 Riverside Speedway in southwest Oklahoma City. He said he quit after one year, but returned to the seat at age 10.

"I've stuck with it ever since," he said.

That decision has clearly paid off and the future seems bright for the youngster who took Huset's by storm last year. As to what that future may look like, Timms said he's just taking it all in.

"I've still got a lot of time. I'm just trying to win as many races as I can and get as many opportunities as I can," he said. "I don't know where this KKM deal is going to go. I don't know where this Sprint Car deal is going to go. I'm just going with the flow right now and seeing what opportunities are going to present themselves."

He's a junior in high school, but hasn't sat in a classroom since the eighth grade. His racing travels have kept him on the road since that time, and he's completing his education online. That means no football, basketball, soccer, and limited time hanging with friends like a traditional 16-year old might do.

"There are some things I don't get to do," he said. "But I'd rather miss out on all that and be able to do what I do versus just being a normal kid."

Although his visits in 2023 will be limited, there's a fairly good chance fans of this area will see him on their television screens in years to come. The goal for

Continued on page 36

Masur racing duo kicking into high gear in 2023 season

Tom A. Savage

Brandon Valley Journal

Graduation is a special time filled with hopes, dreams, anticipation, anxiety and excitement.

For Brandon Valley High School senior Gracy Masur, graduation day on May 14 is all of those things, and then some. She's scheduled to graduate at 2 p.m., then hustle to Huset's Speedway to race a RaceSaver Sprint Car for opening night, and then return to the high school for the senior graduation party that runs deep into the night.

"That's going to be a really funky day for me," she said.

It will be a start to a busy summer for Masur, who is going to compete in the RaceSaver class at Huset's and Rock Rapids. The 18-year old is planning on attending Grand Canyon University in Phoenix this fall, but in the meantime, she'll have her hands full of Sprint Car for the next few months.

She finished 17th at Huset's last year in her rookie season. She said she learned a lot from the 2022 experience and is eager to get back into the car.

"Words can't even describe how much I learned," she said. "I can't wait to correct some of the mistakes I made. Last year I had to understand and get to know my car and get a feeling for what I should do, what I shouldn't do."

She said the goal this year is to just gain more experience, and push the car out of her comfort zone.

"I can't wait to get back and hit the throttle and push a little more," she said.

"I'm not hoping for a win, I'm just hoping to get more experience and get more laps in order to better myself as a driver and for my team."

She gained experience last year and valuable advice. Fellow drivers and team owners like Dale Furby, Dusty Ballenger and John Lambert told her to "trust your car, push the throttle."

She said she was also surprised by the advice given by Brooke Tatnell. Tatnell ended up winning the Outlaw Sprint Car championship last year at Huset's and is a longtime Sprint Car veteran from Australia.

"He helped me a ton and gave me good advice," Masur said. "I



Submitted photo

Gracy Masur (28) leads her father, Jay (62) down the back stretch at Huset's Speedway in 2022.

didn't know him before and it was really cool because he was someone I had looked up to as a little kid."

She also got some encouragement last year on the track from her father, Jay.

Since 1978, Jay has been by the side of a disabled race car as it came to rest after an accident. His MED-Star dirt track race rescue team has served tracks from California to Florida over the past several decades.

It was founded by Masur's father, Pat, in 1976. When Jay turned 16 two years later, he joined his father with the race rescue team, and he's been there ever since.

However, last year he got a taste of being inside a RaceSaver Sprint Car, and the racing bug bit him.

He raced a handful of times last year with Gracy on the track as well. In 2023, he'll be back in the series full time, racing for a points championship.

"I had so much fun in that car last year," he said.

For the 60-year old Masur, racing is a sideline hobby. He said should a driver crash in a race he's competing in, that he'd disqualify himself by getting out of his own car to assist if needed.

Continued on page 36

GRACYN MASUR



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CLAUSON'S HEART

Seven years later, Clauson's heart beats stronger than ever

Tom A. Savage

Brandon Valley Journal

The Indianapolis 500 is the unofficial gateway to summer, held every Memorial Day weekend. The event is broadcast from coast-to-coast and is often background noise on the television or radio at family get-togethers and picnics.

On May 29, 2016, some of the world's best open wheel drivers gathered for the 100th running of the tradition-filled event. One of those 33 was Bryan Clauson of Noblesville, Ind.

The 500-miler screamed through televisions and radios around the country that May, and it was no different for Dan Alexander of Papillion, Neb.

Alexander wasn't a big race fan in 2016. He actually had little interest in the 500 while it droned in the background, but his ears perked up when he heard the announcers say that Clauson was now the race leader at the Greatest Spectacle in Racing.

A guy from Indiana, he thought for a fleeting moment, leading the Indianapolis 500.

Pretty cool.

73 days later, Alexander would have Clauson's heart. Literally.

Impact on Brandon

The summer of 2016 was a special one for Clauson. Along with competing in the 500, Clauson embarked on a self-described "Circular Insanity" tour where he planned on racing 200 times in the calendar year.

He was considered one of the top Sprint Car and Midget drivers in the country, and was a fan-favorite at the 500 for short track racing fans. He was one of only two of the 33 drivers who made the 500 with Sprint Car and Midget roots. The other, Ed Carpenter, hadn't been in a Sprint Car in over a decade.

One of Clauson's stops on his Circular Insanity Tour was at Huset's on July 31, 2016. Just two months removed from racing in the Indianapolis 500, Clauson was in Brandon, making a run at another Sprint Car victory.

It was an ASCS National tour stop at Huset's when Clauson's familiar No. 17 team hauler made its way through the north entrance. Clauson was a three-time starter in the Indianapolis 500, and also competed with the United States Auto Club (USAC), the NASCAR Nationwide

Series and the famed World of Outlaws. No doubt he brought a racing pedigree to Brandon that would pose a challenge to anyone.

Clauson started the race at Huset's in the inside of the second row. Right in front of him on the pole position was Brandon native Tommy Barber.

"I was nervous from the moment I found out I was on the pole and he was right behind me," Barber said. "I was more nervous than normal because the guy was good at anything he drove."

But Barber held his own, and increased his lead over Clauson throughout the first few laps. However, on lap nine, Barber hit a stalled car in Turn No. 2 and was eliminated from the race. Clauson inherited the lead and went on to win.

"I could have definitely used the money, but to beat him would have been a whole other level," Barber said.

Following the race, Barber saw Clauson as the two met friends at the 212° The Boiling Point restaurant in Brandon. Barber had never met Clauson, but approached him and told him he was the No. 75 car he was

chasing for the lead.

"He was cool. He didn't act like he was better than anyone else," Barber said. "He said, 'It sucks what happened. It would have been nice to race it out.'"

It was Clauson's final Sprint Car victory.

Just seven days after the win in Brandon and the post-race conversation with Barber, Clauson was fatally injured in a USAC Midget crash in Belleville, Kansas.

Saving Lives

Alexander suffered a heart attack in 2013 and was put on a heart transplant waiting list. For three years, he used a Left Ventricular Assist Device (LVAD). That device served him well, but he was in need of a transplant in order to survive much longer.

His doctor called him at home and told him they had a new, strong heart that would be a perfect match for a transplant. On Aug. 9, just two days after Clauson died in a Lincoln, Neb., hospital, Alexander was given Clauson's heart. In all, Clauson's organs saved five lives.

Because of transplant rules, Alexander could not know who his heart donor was for several

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months. The communication remains anonymous between the organ recipient and donor's family until both have agreed to meet.

"When I finally found out who it was, I thought to myself, 'that's the name I heard on the Indianapolis 500 broadcast,'" Alexander said.

'My health is very good'

Now seven years later, Alexander said things are going well and he's in good spirits. There are things he has to deal with, but are corrected by three pills taken every day.

"My health is very good," said. "There've been various small hiccups along the way that I knew would happen as a result of the meds. It's a case of getting a new heart, new life and dealing with some things, or do you stay tethered to an electric battery for the rest of your life, which would be short. So really not much of a decision there."

His life has clearly been extended because of the heart transplant. It's something he says he's grateful for every waking moment.

"I think about it every day. Every morning when I wake up, I thank Bryan and God for another day," he said. "It's another day I probably shouldn't have had. I always look at it as a miracle that I'm alive right now, and Brian had a key role in that."

Clauson's fatal crash was a violent one in Turn 3 at Belleville. After his car orchestrated a series of violent flips, he suffered a tremendous impact by another car, who hit him as the flip was coming to an end.

It's a difficult video to watch, and it's no different for Alexander.

"It took me about a year before I could watch it. When I did watch it, I felt like my heart was gutted," he said. "To see that crash is a sad moment for me. Bryan was a young man, and he seemed to have the world ahead of him. It's just very sad to see him die at such a young age. And now that I know his family so well, it does make me sad."

Alexander and Clauson's family have indeed shared a bond. They don't meet as often as they'd like being 700 miles apart, but with the racing season upon us, they're scheduled to meet at least twice this summer.

Alexander will join the Clauson family at the Knoxville Nationals in August and will attend the USAC Midget race in Clauson's honor at the Indianapolis Motor Speedway in September.

"I think about it every day. Every morning when I wake up, I thank Bryan and God for another day."



Bryan Clauson won his final Sprint Car feature at Huset's Speedway on July 7, 2016. He was fatally injured seven days later.

Dave Eggen photo

FAMOUS DRIVERS

The legendary drivers that have tamed the high banks at area speedways

Tom A. Savage

Brandon Valley Journal

Huset's Speedway, I-90 Speedway and Rapid Speedway have a rich history in automobile racing. There have been countless drivers over the years who have tried to tame the high banks in this area.

That list includes some drivers who have made an impact on the national racing level as well. Below is a list of drivers who have raced at Huset's, I-90 or Rock Rapids that have also competed in IndyCar or NASCAR. We've also included participants on the national level who competed at the Sioux Empire Fairgrounds in Sioux Falls and at Soo Speedway located between Brandon and Sioux Falls.

No doubt, we've missed someone, and if so, we'd love to know. But for now, here's a comprehensive list of drivers who've made a national impact that have also visited these parts in a race car.

Rico Abreu - Raced at Huset's in several World of Outlaws (WoO) events and has also competed in 26 NASCAR Truck Series races with five Top 10 finishes.

Gary Bettenhausen - Raced at I-90 Speedway in Hartford in 1977 during a USAC midget event and also raced in 21 Indianapolis 500s, including a best finish of third in 1980 after starting second-to-last in the 33-car field.

Tony Bettenhausen - Raced at Hartford in 1977 and also

raced in 11 Indianapolis 500s, including a best finish of seventh in 1981.

Dave Blaney - Raced at Huset's and Hartford in several WoO events and also had 473 NASCAR Cup starts, including a near victory in the 2017 Daytona 500.

Jimmy Bryan - Raced at the Sioux Empire Fairgrounds at a AAA Sprint Car race in 1953. Bryan started nine Indianapolis 500s and won the event in 1958.

Duane Carter - Raced in a AAA Sprint Car race at the Sioux Empire Fairgrounds in 1953 and also raced in 11 Indianapolis 500s, including a best finish of third in 1953, the same year he raced in Sioux Falls.

P.J. Chesson - Raced at Huset's in several WoO events and also qualified 20th for the Indianapolis 500 in 2006 before finishing 33rd.

Bryan Clauson - Won an ASCS Sprint Car feature at Huset's in 2016 and also raced in three Indianapolis 500s including a 23rd place finish in 2016.

Erin Crocker - Raced at Huset's during various WoO events. Crocker eventually married NASCAR team owner Ray Evernham but also competed in 10 Xfinity NASCAR races and 29 NASCAR truck events.

Craig Dollansky - Raced at Huset's during several WoO events and also raced at the 2003 Freedom 100 at the Indianapolis Motor Speedway in the Indy Lights Series.

Jeff Gordon - Raced at the Sioux Empire Fairgrounds in 1985 in a sprint car and later

went on to become one of NASCAR's most celebrated drivers. In 25 years at NASCAR's top level, Gordon won four championships and had three Daytona 500 wins in 1997, 1999 and 2005.

David Gravel - Raced at several WoO events at Huset's and also competed in NASCAR's truck series where he finished 10th in the at Michigan in 2020.

Bobby Grim - Raced at Rapid Speedway in an IMCA sprint car and also started in 10 consecutive Indianapolis 500s from 1959-1968.

Jack Hewitt - Won the 1989 Cheater's Day race at the Sioux Empire Fairgrounds and later went on to finish 12th in the 1998 Indianapolis 500.

Tommy Hinnerschitz - Raced in a AAA sprint car race at the Sioux Empire Fairgrounds in 1953 and also raced in three Indianapolis 500s, including a best finish of ninth in 1948.

Kenny Irwin Jr. - Won a USAC midget feature at Huset's in 1996, which was his final victory on dirt. Irwin Jr. later raced in 87 NASCAR events at the top level over four years including three pole positions.

Kasey Kahne - Raced at several WoO events at Huset's and also had 529 NASCAR Cup starts with 18 career wins.

Keith Kauffman - Raced at several WoO events at Huset's. He also won the 1982 Nazareth 100 and is one of the more obscure drivers to be credited



Steve Kinser is one of several drivers who've competed at area race tracks and also in NASCAR and IndyCar. He's also one of only two drivers to compete in both the Indianapolis 500 and Huset's in the same year. Bryan Clauson is the other.

with a Championship Car victory.

Mel Kenyon - Raced a USAC Midget race in Hartford in 1976 and 1977 and also raced in eight Indianapolis 500s with a best finish of third in 1968.

Kraig Kinser - Raced at multiple WoO events at Huset's and also has 31 starts in NASCAR's truck series with a career-best ninth-place finish in Las Vegas in 2006.

Steve Kinser - Raced at Huset's and Hartford in several WoO events and also finished 14th in the 1997 Indianapolis 500 and 40th in the 1995 Daytona 500. Kinser also won the International Race of Champions (IROC) race at Talladega SuperSpeedway in 1996.

Lee Kunzman - Raced at Hartford in 1977 during a USAC midget event and also raced in four Indianapolis 500s, including a best finish of seventh in 1973 and 1977.

Kyle Larson - Raced at Huset's in 2013 and 2020 and has 300 starts in the NASCAR Cup Series with a total of 19 victories and the 2021 NASCAR Championship.

Tiny Lund - A native of Harlan, Iowa, Lund raced in 1955 at the now defunct Soo Speedway located near Willow Run Golf

Course in Eastern Sioux Falls. Lund later went on to have 303 career NASCAR Cup starts and won the 1963 Daytona 500.

Jan Opperman - Raced at Huset's for the 1969 Cheater's Day race and later raced at Hartford in 1980. Opperman also raced in two Indianapolis 500s with a best finish of 32nd in 1974.

Johnnie Parsons - The father of Indianapolis 500 starter Johnny Parsons, Johnnie raced in a AAA sprint car race at the Sioux Empire Fairgrounds in 1953 and also raced in 10 Indianapolis 500s and won the event in 1950. His is the only name misspelled on the Borg-Warner trophy given to the winner of the Indianapolis 500.

Johnny Parsons - The son of Indianapolis 500 winner Johnnie Parsons, Parsons raced at Hartford in 1977 during a USAC midget event and also raced in 12 Indianapolis 500s, including a best finish of fifth in 1977 and 1985.

Lee Petty - The father of legendary Richard Petty, Lee Petty raced in 427 NASCAR races over 16 years. He also raced once at Rapid Speedway in the early 1950s.

Roger Rager - A native of Lincoln, Neb., Rager raced at Huset's and Hartford. He later raced in 23 Champ Car events,

including a 10th place finish at the 1980 Indianapolis 500.

Shawna Robinson - Became the first woman to win a NASCAR Touring Series event when she won a Great American Truck race at Huset's in 1988. Robinson also raced in two NASCAR Cup races, including the 2002 Daytona 500.

Joe Saldana - Won the 1969 Cheater's Day race at Huset's and also raced in 10 Champ Car events, including two Indianapolis 500s in 1978 and 1979. His career best Champ Car finish was sixth in 1979 in Atlanta.

Ken Schrader - Raced a USAC Midget race at Hartford in 1976 and 1977. Schrader also raced at Huset's in 2010 in the United States Modified Touring Series. Over a 28-year NASCAR career, Schrader raced in 744 Sprint Cup events, 116 Nationwide events and 99 NASCAR truck events. He won the 1988 Talladega 500.

Bob Scott - Won the 1953 AAA sprint car race at the Sioux Empire Fairgrounds and also raced in three Indianapolis 500s, including a best finish of 18th in 1954.

Ron Shuman - Raced at Hartford during a WoO event and also finished 11th in his one-and-only CART race at Ontario (CA) Speedway in 1980.

Tony Stewart - Raced at Huset's Speedway for a WoO event in 2013. Stewart is a five-time Indianapolis 500 starter and he won the pole in 1996. He is an 18-year NASCAR veteran, three-time NASCAR Cup champion and two-time winner of the Brickyard 400 in Indianapolis.

Bob Sweikert - Raced a AAA sprint car race at the Sioux Empire Fairgrounds in 1953 and also started five Indianapolis 500s and won the event in 1955.

Kevin Swindell - The son of three-time WoO champion Sammy Swindell, Kevin raced at Huset's during WoO events and also raced in the NASCAR Cup division at Loudon, N.H. in 2013.

Sammy Swindell - Raced at Huset's and Hartford in multiple WoO events and also raced the 1991 Daytona 500 finishing 41st, and the 1985 Atlanta 500 finishing 30th.

Brad Sweet - Raced at multiple WoO events at Huset's and also has 18 NASCAR truck series starts with a best finish of 8th at Indianapolis Raceway Park in 2010.

Al Unser Jr. - Raced at Hartford in 1980 during a WoO event and later had 20 Indianapolis 500 starts with two victories in 1992 and 1994. Unser Jr. competed 25 years in IndyCar

and won the championship in 1990 and 1994.

Robby Unser - Raced WoO events at Huset's and was also a two-year starter in the Indianapolis 500, including a career best 5th place finish in 1998.

Rich Vogler - Raced at Hartford in 1977 during a USAC midget event and also raced in five Indianapolis 500s, including a best finish of eighth in 1989.

Tyler Walker - Raced at Huset's in a WoO event and has nine NASCAR truck series starts with a best finish of eighth at Martinsville, Virg., in 2007.

Kenny Wallace - Raced at Huset's in 2010 in the United States Modified Touring Series. Over an 18-year NASCAR career, Wallace raced in 344 NASCAR Cup events, 547 Nationwide events and 13 NASCAR truck events.

Chris Windom - Raced at Huset's in 2016 - then known as Badlands Motor Speedway - at the Gold Cup when the USAC sprint cars made a visit. Windom has also has one NASCAR Cup Series start where he finished 33rd at Bristol in 2021.

Did we miss anyone?

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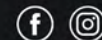
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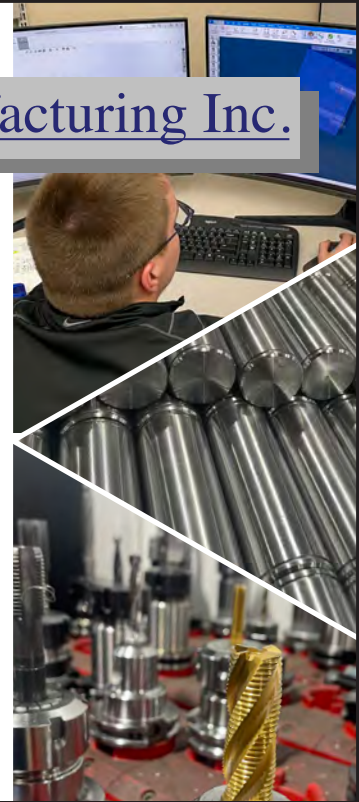
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MSTS 360 sprint car series continues rapid growth

MSTS will race at Huset's, I-90 and Rapid Speedway in 2023

Tom A. Savage

Brandon Valley Journal

The Midwest Sprint Touring Series (MSTS) features some of the area's top 360 sprint car teams and drivers. The series is at it again in 2023 as they'll be making stops at Rapid Speedway, I-90 Speedway and Huset's.

The MSTS will be in Rock Rapids June 9 and July 18, in Hartford on June 10 and July 15, and at Huset's for the season-ending Bull Haulers Brawl on Sept. 2 and 3.

The 360 sprint car series has been strong in other parts of the country, but showed some weakness in this area as car counts dwindled 10 years ago. The American Sprint Car Series (ASCS) is a traveling 360 sprint car series that's been around since 1992. There are other strong 360 sprint car classes on the west coast, but car counts dipped to as low as 10 per night in this area in the 2014 season.

Dale Furby started the MSTS to help keep the sport of 360 sprint car racing alive, and it's clearly worked. At last year's season finale at Huset's, 27 MSTS sprint cars competed.

"I guess it's how you define success," Furby said when asked if things have indeed been successful since starting the series eight years ago. "I didn't do it for personal success. I did it to save racing. I've always been about proving points. I just push, push, push. I've been around racing a long time."

The big money payouts in sprint car racing traditionally come with the 410 Outlaw sprint cars. But the MSTS has bolstered its purses over the years and Furby said an average race night in 2023 pays \$2,000 to the winner. The season-ender at Huset's will pay \$3,000 on the first night and \$5,000 on the second. At last year's finale at Huset's the MSTS A Feature race was arguably the best of the

night, topping what the 410 Outlaw sprint cars showed. Tea's Justin Henderson won the event.

"That was a huge show. As far as quality-of-show, the 360 show made the 410 show look ridiculous," Furby said. "It's unfortunate that people view sprint car racing as 360s and 410s because the quality of the driver is just as good."

Part of the model that's worked for Furby and the MSTS is co-sanctioning with other similar series to help strengthen car counts. That's exactly what they're doing at the end of the season at Eagle Raceway in Nebraska as the MSTS is partnering with the Malvern Bank 360 sprints. Furby said by co-sanctioning the one-day show, they're hoping for more than 40 cars.

A 360 sprint car is a step below a 410 Outlaw sprint car in terms of horsepower. It's a step up from the RaceSaver sprint car,

which has a 305 cubic inch capacity. The 305 sprint cars will also be racing at Huset's, I-90 and Rapid Speedway in 2023.

Furby said he's hoping more 305 drivers will transition into a 360 car as they continue to gain experience.

"I want to see the series grow," Furby said. "It's a natural step to move into a 410 after being in a 360. I think it's too big of a step driver wise, equipment wise, knowledge and money to go from a 305 to a 410. It's just a boatload of money."

Car counts will undoubtedly continue to grow as the MSTS has shown that the 360 model can work. It nearly didn't, and the sport was in jeopardy a decade ago.

"Oh hell yea," Furby said if he thought the creation of MSTS saved the sport. "If it wouldn't have been for us starting MSTS, we would not have local 360 racing anymore. So, I definitely feel like we saved it."

Eric Lutz of Sioux Falls takes the checkered flag during an MSTS race at I-90 Speedway in 2022.

Credit: Calvin Kroger, Dirtshotz.com



'Working on it since day one'

Massive additions, along with yearly maintenance, keeps track officials busy

Tom A. Savage

Brandon Valley Journal

The maintenance and construction at a racing facility is a never-ending operation. Each year after Mother Nature puts a smackdown on outdoor venues, the work to get things race ready for May is always a challenge.

Despite tightening up a fence and building a few new billboards, Huset's has undergone massive changes over the years. When it first opened in 1954, there was simple a 3/8-mile oval in the middle of a field. Spectators sat on blankets laid out on the hillside. There was no wall, no PA system, no concessions, nothing.

The Sioux Falls Stock Car Association purchased the track from Til Huset in 1958 and improvements slowly took shape. But it wasn't until 1988 when Clarence Rubin and his two sons, Steve and Greg, purchased the facility that things began to really modernize.

The Rubins built the Turn 1 suite that is still used today. They also made the concrete crash wall higher around the track, widened the back pit gate to ease traffic flow, and added

suites and a scoring tower to the top of the grandstands, to name a few.

When Chuck Brennan bought the track in 2015, mammoth changes came to the track. The suite buildings and scoring tower built by the Rubins at the top of the grandstands were replaced with a new building, and the new suite tower in Turn 4 was built. New catch fencing was added, as were the new billboards down the back stretch and turns. The massive video board on the back stretch was constructed and the entire grandstand was refurbished with seats from NASCAR's Daytona International Speedway and Charlotte Motor Speedway.

Brennan opened the facility for just one season in 2016 before putting it on the market. In 2020, Jackson Motorplex owner Tod Quiring bought the facility, and his current team has also made major upgrades in the last three years.

The suites at the top of the grandstands that were built in 2016 had obvious setbacks. The windows weren't nearly large enough for spectators even in the second row in each individual suite to see the racing surface.

"One of the first things we did in 2021 is added decks to those suites," current Huset's Speedway General Manager Doug Johnson said. "All new doors and windows have been added to those suites as well."

The new doors and suites came about after the building suffered significant damage in May of last year after high winds swept through the area. Several buildings in Sioux Falls and Brandon were damaged.

Huset's officials spent the better part of last summer working on that particular building. A new scoring room was built on top of the suite building, making the vantage point for announcers and scorers much better.

"I think we're going to have one of the most unique views in all of motorsports," said longtime Huset's public address announcer Shawn Neisteadt. "To be that high above the race track is going to be a completely new angle and I'm looking forward to it."

To the south of that scorer's room are eight new separate open-air rooftop decks that are being rented out by the season and individually for each event. Six of the eight have already been rented for the \$250,000-to-

win High Bank Nationals in July.

Another big addition to the track since 2020 is the campground facility built behind Turn 3. There are 72 electrical spots available and Johnson said they're trying to add another 20 before the High Bank Nationals in July.

"There is such a demand for it. We see it more and more every year," Johnson said. "We've got a waiting list for the campgrounds, but we're sold out, both for the High Bank Nationals and for the (Lucas Oil Stock Car Series) Silver Dollar Nationals."

For as much damage as the derecho wind storm caused at Huset's, I-90 Speedway in Hartford also took a direct hit. Owner Dawn Howey said although it was all minimal damage to their facility, there was a lot of it.

"We had light poles down, fences down, billboards down and the storm took out the top side windows," she said. "It also wrecked a lot of our equipment. That's what probably took the biggest hit. But thank goodness we didn't have any buildings down."

I-90 also features a play area for youngsters. That play set

was wiped out twice last year due to weather.

Howey said the biggest upgrade the track in Hartford has undergone is the electrical.

"It's a huge expense," she said. "It's hundreds of thousands of dollars that we've had to invest in because it all needed to be updated because it was a disaster. There's still more that needs to be done."

Howey said updating the race track that was built in 1976 is an on-going process.

"We're always adding things. We've basically had to rebuild the infrastructure, and nobody sees that," she said. "Sewer and redoing water. Things like that. We've been working on stuff like that since day one."

In Rock Rapids, first year Rapid Speedway track manager and promoter Darrin Korthals said he's going to take 2023 and soak in as much knowledge as he can in his new role.

He said he'd eventually like to build a new scorer's tower at the facility along with starting a Rapid Speedway Hall of Fame. Automobile racing started at Rapid Speedway in 1914 and a weekly racing show began in the early 1950s.



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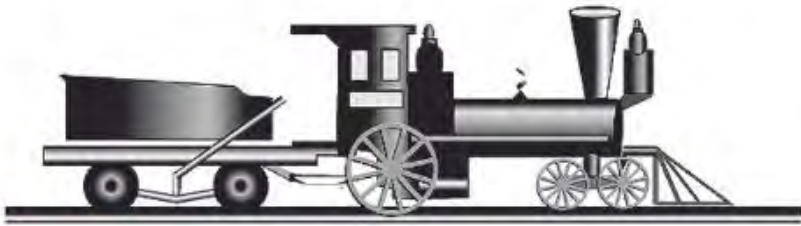


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Getting tracks ready for race nights is a long process

Tom A. Savage

Brandon Valley Journal

A night out at the race track can't come without a hot dog, soda, beer or pretzel. Those may seem like afterthoughts for the casual fan strolling the venue throughout the night, but putting that entire operation together each week is a challenge.

I-90 Speedway owner Dawn Howey said the process to put the concession stand together begins long before the season begins. The biggest challenge, she said, is pricing and inventory. For example, to price out a walking taco, Howey said she has to incorporate the cost of the bag of chips, the cost of the cheese, meat, lettuce, and sour cream.

"Every single item, you have to cost out," she said. "You have to cover the cost of the product, the cost of the employee and then have enough profit leftover to run your operation."

She said she works on the costs for an entire week to come up with I-90's concession menu. A massive spreadsheet helps her break everything down regarding costs per serving.

Regarding inventory, Howey said since the COVID 19

pandemic, it's been harder to find certain products using various distributors. Two years ago, she said it was difficult to find hot dogs and plastic spoons and forks. This year, it's nacho cheese.

"Not everybody has everything," she said. "Nacho cheese has doubled in price."

The concessions footprint at Huset's is obviously a lot larger with four points of sale, not including the suites. General Manager Doug Johnson said this year at Huset's, each location will have something unique. Walking tacos, foot-long corn dogs are examples of what Huset's patrons could see this year.

"A lot of it is just seeing what the demand is," he said. "It's trial by error to see what people want."

Sioux Falls-based Fat Kid Philly's will be the featured vendor in the Turn 1 location near the box office.

Food and drinks at racetracks play such an important role that Pizza Ranch in Rock Rapids is one of Rapid Speedway's title sponsors. It's the same at Huset's where Pizza Ranch has been a staple for years on the main midway.

For first year Rapid Speedway track manager Darrin Korthals, the concession side of the operation has been a winter-long production. And he said that hasn't surprised him.

"I figured it would be," he said with a chuckle. "But it's coming together for us. I think people are going to be happy."

Huset's is in for a test in June when the track hosts the High Bank Nationals. Johnson said ticket sales have already been strong for that massive event. It's four straight days with expected large crowds, making for the restocking an overnight challenge.

He said they are going to potentially add additional walk-in coolers for soda and beer outside the Turn 4 suite in the commons area.

"It's a full-time job just stocking that after each event," he said.

Race day comes with food prep, and more. Howey said she and husband Lyle show up to I-90 every Saturday between 7-8 a.m. By the time the green flag finally drops on Saturday night, the duo has already put in a 12-hour day.

Like I-90, Johnson said a group arrives at Huset's every Sunday

around noon to start with food prep. Track officials slowly make their way to the track as the afternoon progresses.

Dawn Howey said she begins setting up the entire facility beginning at 8 a.m. That includes putting up flags around the facility, filling trash bag liners, making sure the front gate has all the supplies employees will need for the night, setting up the top side buildings to be sure everything is plugged in and working properly.

She said there are always projects to work on during the week, but those are never done on race day.

"There is enough to do to get everything ready for the race that night," she said. "It's a lot of work."

Korthals said just getting ready for the season has already been exhausting. Finding sponsors, getting billboards made, making sure equipment is available when it's needed has kept him busy this winter and spring.

"There are a lot of insurance hoops to jump through," he said. "A lot of miles. I've put a lot of miles traveling around already."

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Justin is now in his third season flagging at Huset's and Knoxville, and he said he does indeed feel the pressure and responsibility to uphold the standard his father set before him.

"I'm never going to say that I want to be better than my dad, but he definitely set the standard of what to live by if you want to be a flagman in dirt track racing," he said.

'The fans there are awesome' OKC's Timms took Huset's racers by storm in 2022

most sprint car drivers is to make the ultimate leap to NASCAR. Some, but not many, have Indianapolis and the 500 on their radar.

For Timms, it's something different.

"This is a long shot, but if I really had to pick anything that I was guaranteed to do, I'd pick Formula 1," he said.

He shocked many in this area last year. Perhaps a shock around the globe is in his future.

Masur racing duo kicking into high gear in 2023 season

"If it's something where I see they need my help, I'd get out as fast as I could," he said. "Racing is secondary to people getting hurt. If somebody gets hurt, I'll get out and help them. I'll push my car into the infield for the night, that's fine."

To get in more practice track time, the father/daughter duo went to Huset's in the fall after the season was over. Jay said he told Gracyn to stay on her own side of the track and they'd practice at the same time without interfering with each other.

"And then she comes zipping by me, and I was like 'hell no, that ain't happening,'" he said. "I got behind her and chased her, but I didn't catch her."

No doubt the pass around dad put a smile on Gracyn's face.

"I love him dearly. He is my dad," she said. "But on that track he is another racer and I will do whatever I need to do to beat his butt."

And the practice pass. Does she remember it?

"Oh gosh, of course I do," she said.



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SUN, JULY 9

BIKE NIGHT PRESENTED BY SIOUX FALLS INDIAN MOTORCYCLE

CRESSMAN 410 OUTLAW SPRINT CARS, WYFFELS HYBRIDS RACESAVER SPRINT CAR SERIES, NORDSTROM'S LATE MODEL STREET STOCKS

SUN, JULY 16

HUSET'S SPEEDWAY

CRESSMAN 410 OUTLAW SPRINT CARS, WYFFELS HYBRIDS RACESAVER SPRINT CAR SERIES, NORDSTROM'S LATE MODEL STREET STOCKS

WED-SAT, JULY 19-22

SILVER DOLLAR NATIONALS

WED, JULY 19

TRI-STATE LATE MODELS, WYFFELS HYBRIDS RACESAVER SPRINT CAR SERIES, IMCA STOCK CAR

THURS, JULY 20

LUCAS OIL LATE MODEL DIRT SERIES PRESENTED BY HEIMAN FIRE EQUIPMENT NORDSTROM'S LATE MODEL STREET STOCKS

FRI, JULY 21

LUCAS OIL LATE MODEL DIRT SERIES NORDSTROM'S LATE MODEL STREET STOCKS MALVERN BANK SLMR SERIES

SAT, JULY 22

\$53,000 TO WIN LUCAS OIL LATE MODEL DIRT SERIES MALVERN BANK SLMR SERIES

SUN, JULY 30

NORDSTROM'S AUTOMOTIVE NIGHT

CRESSMAN 410 OUTLAW SPRINT CARS, WYFFELS HYBRIDS RACESAVER SPRINT CAR SERIES, NORDSTROM'S LATE MODEL STREET STOCKS



TUES, AUG 15

HIGH LIMIT SPRINT CAR SERIES

CRESSMAN 410 OUTLAW SPRINT CARS, NORDSTROM'S LATE MODEL STREET STOCKS

SUN, AUG 27

ROYAL RIVER CASINO NIGHT

CRESSMAN 410 OUTLAW SPRINT CARS, WYFFELS HYBRIDS RACESAVER SPRINT CAR SERIES, NORDSTROM'S LATE MODEL STREET STOCKS

SAT & SUN, SEPT 2 & 3

BULL HAULERS BRAWL

PRESENTED BY FOLKENS BROTHERS TRUCKING MSTs 360 MIDWEST SPRINT TOURING SERIES, CRESSMAN 410 OUTLAW SPRINT CARS



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