

## **2016**

**Driver: Ray Bult**

**Driver: Ray Feltman Jr.**

**Driver: Butch Hanssen**

**Driver: Jake Peters**

**Infield Worker: Elmer Peterson**

### **RAY BULT – Driver**

Ray Bult starting racing in June of 1958 at the old Soo Speedway on the eastern edge of Sioux Falls. Later that summer, Soo Speedway closed and Bult, along with many other drivers, bought shares in the Sioux Falls Stock Car Association, which purchased Huset's Speedway from owner Tilman Huset. Bult continued racing at Huset's every Sunday night for the next nine years.

He built his first racecar in 1958 with a 37 Chevy Sedan powered by a 6-cylinder power plant. The car was painted white with a black #31. He was co-owner of the car with Roy Mettler and they raced together for the next three years.

In 1961, Bult sold his portion of the No. 31 to Mettler and Bult started racing for George Christian. During the next six years, they raced a 1939 Chevy coupe with a powerful 350 engine under the hood. This car was white as well, flying the number 34 on the side.

Bult won a number of features and trophy dashes in his career, including the mid-season championship in July of 1964. He registered two career feature wins at Huset's.

### **RAY FELTMAN, JR – Driver**

There were three life-changing moments in Ray Feltman, Jr.'s life from 1985 to 1986. He married his high school sweetheart Bobbi, had their only child Ashley, and began his racing career. Needless to say, he was very successful at all three.

Ray's first car was built in Hall-of-Famer Ed Stutzman's shop with parts he purchased from Hall-of-Famer Marty Barber. With Stutzman's and Barber's mentoring, Feltman grabbed Rookie of the Year honors, along with finishing eighth in points and picking up a feature win in the process at Huset's.

He raced his own Street Stocks until 1989, and in 1990, he decided to try the Limited Sprint division. After finishing seventh in points and although he won a Sprint Car feature, he made the decision to go back to Street Stocks. He raced the 1991 season in his own car before Hall-of-Famer Howard Baartman and his wife Beverly asked him to join their team beginning with the 1992 season.

This became a very successful partnership as Feltman won the Huset's Street Stock championship in 1994, and the 1996 championship at both Huset's and Lake County Speedway in Madison. Along with the success in the Street Stock class, Baartman gave Feltman the

opportunity to race Modifieds and in 1997, they won championships at Huset's and Rapid Speedway in Rock Rapids, IA. After the Modified class was dropped at both tracks, it was back to the Street Stocks.

Feltman built all his own cars except his Sprint Car and his first Modified. Working at D & R Welding, he was able to use the tubing bender and other tools to build and repair his cars. During one calendar year, Feltman built 14 cars at the shop, some of which were street stocks, others were sportsmans cars. Feltman was also one of the first to build a chrome moly chassis that sent the class in the direction of lighter weight cars. Cars that used to weigh 2900 pounds were now weighing in at 2500 pounds.

### **BUTCH HANSSEN – Driver**

Butch Hanssen grew up on a farm north of Watertown. It wasn't until he left the farm for college at South Dakota State University before he would catch the racing bug.

He was part of a group in 1982 that built University Plains Speedway in Brookings. Hanssen got his first laps of any kind on that track and raced there regularly from 1982 to 1985. Along with his racing in Brookings, he also made stops during the winter months each year to run indoor shows in Minneapolis, Omaha and Des Moines.

By the end of the 1985 season, Hanssen decided to change his number 8 - a number he would use his entire career - from a go-kart into a Sprint Car. He contacted legendary car-builder Bob Trostle and bought a car, but it wasn't just any car. This was a Trostle car that had raced only one time. That one time was a WIN at the Knoxville Nationals in 1985 in the "Race of States" by Australian Max Dumesny.

1986 was Hanssen's rookie season, and it got off to a rough start. In just his second circuit of hot laps, he crashed, causing excessive damage. Needless to say, Hanssen had a lot of work to do to put that car back on the track.

He drove the car that he owned from 1986 to 1996 when Rocky Fey bought the car from him. 1996 is when Hanssen moved to Rapid City, but the Fey-owned and Hanssen-driven car would find tremendous success. As Hanssen drove from Rapid City each weekend, he would pilot the Sprint Car from 1997 through 1999.

1999 was a defining season for Hanssen and Fey, as the duo won track championships at Huset's, Rapid Speedway in Rock Rapids, IA and Hartford Speedway in Hartford, SD. That season would also be the last of the Fey owned race team.

Into the picture entered Don Kempf. Kempf had numerous drivers and considered getting out of the sport after very little success. Hanssen and Kempf discussed racing together for one year. 10 years later, the Kempf-owned and Hanssen-driven Sprint Car was one of the toughest cars to beat anywhere.

Hanssen won championships in at Huset's in 1999 and 2003 with 12 360 and three 410 feature wins. In 1988, 1999 and 2006 he had 16 wins at Hartford and in 1999, 2003 and 2004; he had 37 wins at Rapid Speedway in Rock Rapids, Iowa. He also added a win at the South Dakota State Fair, which he had to be airlifted to because he was working out of town. All told, he amassed eight track championships and 69 career wins in both his 360 and 410 Sprint Car. From 1989-2010, his crew was mostly the same people, which created a lot of consistency and runs to the front.

### **JAKE PETERS – Driver**

When Jake Peters began his racing career, he could have never imagined the success he would have on the track and the lifelong friendships he would make off the track along his stellar 20-year career.

Peters started racing in 1992 in a Stock Car, co-owned with Glen DeWald of Tripp. In just his second season behind the wheel in 1993, Peters finished runner-up in points at Huset's Speedway in the Late Model Stock Car division, finishing second to Hall-of-Famer Marty Barber.

Peters decided to put his talents into a Sprint Car and he quickly made an impact. He raced a partial season because of a broken collarbone in the 360 Sprint Car division in 1994, then won the 360 Sprint Car crown at Huset's Speedway a year later. Following the 1995 championship, Peters moved up to the 410 Sprint Car Class and the success kept coming.

He raced sparingly in 1996, but in 1997 he won his first of two championships in the 410 Sprint Car class at Huset's. He won his second in 2006.

Peters was not content on racing just a few tracks in the upper Midwest. With the name Jake Peters becoming a well-known entity in Sprint Car racing, he decided to venture out and run his familiar No. 57x against some of the top talent in the country. The 57x was always a formidable foe when it towed into the pit area.

In 2002, Peters started his own race team and over the next 10 years, but he also had stints with nine different car owners, racing in the 360 and 410 divisions, most notably Doug DeWall and Mark Burch.

During his 18 years in a Sprint Car, he compiled a racing resume that is tough to top. To go with his 1995 360 Championship and his 1997 & 2006 410 Championships at Huset's, Peters pulled the three-peat, garnering the 2004, 2005 & 2006 360 Championships at Knoxville. Racing on over 60 different speedways in 15 different states, there were many wins along the way. Wins that included different regional and national series such as ASCS National, ASCS Midwest Region, ASCS Rocky Mountain Region, the Interstate Racing Association, IMCA, WISSOTA, NMRA, Sprint Invaders Association, Jackson Sprint Touring Series and the Nebraska Sprint Car Association.

### **ELMER PETERSON – Infield Worker**

Despite the fact that he never strapped himself into a race car, there are very few people who meant more to Huset's Speedway and its drivers than Elmer Peterson.

"Pete the Welder" as he was widely known, worked full time at John Morrell, but worked almost as many hours at his shop on nights and weekends on North Indiana in Sioux Falls, Pete's Welding. Being such a dedicated fan since the track re-opened in 1958, you could always find him fixing and welding something at the Speedway. If it wasn't fixing broken parts on cars to get them back into action, he, along with Jim Clark, would be there repairing guard rails, bleachers, signs, anything that was broken. His dedication to Huset's was unmatched as he would not accept payment for his work.

Peterson was not just a repair specialist. He built cars for some of the best in the Midwest, including Hall of Famers like Jim Matthews, Harold Petree, Bill Mellenberndt, Roger Larson, Glen Anderson and Marlyn Hanten. Peterson was an innovator in his designs, being one of the first to utilize cross leaf springs and a rocker box to adjust weight in the car. He had a unique way of building winning racecars while entertaining the shop with some of his "colorful" sayings.

Peterson not only helped keep the drivers racing, he gave so much time and effort to keep the race track safe and enjoyable. Pete's Welding was a big supporter of Mellenberndt, Petree and Hall of Famer Gil Haugan as well. He let teams he supported use his shop to work on their cars and it was customary to have Peterson disappear for a short time after the races, then bring the team soda, water, bread, sandwich meat and other food and drink for the team.

With each arc coming from Pete's welder, he was building steps into the Huset's Speedway Hall of Fame. Peterson will forever be known as one of the biggest fans and supporters in the track's storied history.