

LATE MODEL DIGEST

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BEANE ON THE SCENE AT WARD MEMORIAL

Two first-time winners and one redeemed superstar in Wisconsin • SEST champ finally wins • Florida • Missouri • Arizona • Ontario

JIM CARSON PHOTO

Plenty of green for visiting star Beane

By Jim Carson
Late Model Digest editor

WILLIAMSTON, S.C. (May 31) —

Thomas Beane hadn't competed at Anderson Motor Speedway since 2013, the last visit by the old UARA STARS Late Model Stock Car tour. The racing surface at the 3/8-mile oval hadn't changed much, and Beane knew what his strategy would be for his return and the Marty Ward Memorial event.

Beane led early in this 97-lap main event - a number chosen in honor of the Upstate legend Ward, who suffered a fatal heart attack here during a race night last October. During the middle stages Beane let polesitter Riley Gentry and local points leader Taylor Satterfield battle it out for first place. Then Beane pounced and regained the top spot with 18 laps remaining and drove on to the \$10,000 top prize in the richest oval race ever held at Anderson.

"I was expecting there to be less grip than even I remember. They seemed to be pretty similar; it's the same place but just a different year," said Beane, from Hudson, N.C. "I knew I needed to probably ride a little bit. When (Gentry) got by me I really didn't have the pace to keep up. I wanted to keep them in sight but still run my own race. The worst-case scenario was that you don't win, and third pays \$1,500 which is as good as winning most nights. I wanted to try to make the car as fast as I could at the end of the race, and I knew that if that played out then I'd have an opportunity to win."

It played out perfectly for Beane, a past LMSC champion at both his home-



Jim Carson

Thomas Beane and car owner Jody Chandler enjoy the top prize for the inaugural Marty Ward Memorial.

town track, Tri-County Speedway, and nearby Hickory Motor Speedway. He now has two different car owners; this victory came with Jody Chandler signing the checks. Chandler's company LeapFrog Landscaping has had a billboard on Anderson's backstretch for a full year, and he was eagerly anticipating this event.

"This is the first year I've driven this car. We've run Hickory, Caraway, Tri-County and now Anderson," Beane said. "Joey's a big sponsor at Tri-County and hangs around there, and he thought I did a good job once and asked me to drive his car by the end of the year. As long as Johnny Price was OK with it, I was fine, so we kinda worked out a

deal."

This #01, a PRW chassis also supported by Mission Health, Mountain Area Medical Air Lift and Price Roofing, did need to be taken down to Limited Late Model specs for this race. That really only necessitated a change to a two-barrel carburetor; the Limited and LMSC classes both run on Hoosier F45 tires.

"Everything else is pretty much the same as Late Model Stocks," Beane said. "The top three all had Harrington Enforcer engines."

The top three also enjoyed a full straightaway on fourth-place Luke Sorrow and the rest of the pack. The lead trio showed a variety of colors: Gentry in all black, Satterfield in mostly royal blue - and Beane in white with plenty of green accents. With LeapFrog that color's a natural, but that goes against a superstition which many oval racers believe.

"Before I was driving for Jody, if any of my guys wore green to the track, we'd make 'em buy another T-shirt," he said. "If you had a sticker that had green on it, it wasn't going on the car."

Marty Ward Memorial presented by Upstate Structures: 1. Thomas Beane; 2. Taylor Satterfield; 3. Riley Gentry; 4. Luke Sorrow; 5. Magnum Tate; 6. Lee Tissot; 7. Ralph Carnes; 8. Coy Beard; 9. Tristan McKee; 10. Austin Northcutt; 11. Kaeden Ballos; 12. Gary Greenwood Jr.; 13. David Roberts; 14. Tony Black; 15. Austin Somero; 16. Justin Southerlin; 17. Landon Huffman; 18. J.D. Woodward; 19. Jeremy Draughn; 20. Jason Scruggs; 21. Ryan Howard; 22. Randy Porter; 23. Charlie Watson; 24. John Gallman; 25. Tanner Carter; 26. Chandler Gallman.

Lap leaders: Beane 1-9, Gentry 10-50, Satterfield 51-79, Beane 80-97 • Cautions: 5 • Red flag: 1 • Fast qualifier: Gentry, 15.595 seconds



Jim Carson

Thomas Beane (01) and Riley Gentry battle on an early restart in the richest Late Model race in the history of Anderson Motor Speedway.



Jim Carson

Magnum Tate (36), Luke Sorrow (9) and Coy Beard race for fourth place in the late stages at the 3/8-mile oval near Williamston, S.C.

Weary from road trip, Allman wins one

From staff and track reports

WINTER HAVEN, Fla. (June 1) — Competing at Auburndale Speedway, and scoring his second Super Late Model feature win of the year, may have seemed like the easy part of Colin Allman's racing weekend. The previous 24 hours - not so much.

Allman's focus began with the Allen Turner Pro Late Model race at Five Flags Speedway. That wasn't his best night, as he finished 12th and was lapped once. He didn't get much sleep, but that wasn't because of the handling of that #67 machine. It's well over a seven-hour haul from Pensacola to his home in Plant City, Fla., but winning the nightcap of the United Super Late Model Challenge event at his home bullring made the trip worthwhile.

"We had a rain delay at Pensacola, so that took a couple hours," Allman said. "By the time we got out of there it was 12:30 Pensacola time. My dad drove the first part of the trip home, then he woke me up at 4 a.m. and said, 'Can you drive?' Fortunately the Super was already prepared; all we had to do was



Chad Allman practices his Super Late Model at Auburndale Speedway. Allman won the second of two features, one night after a rain-delayed Pro Late Model show over seven hours away.

swap cars in the hauler, swap the shocks over because we run the same shocks at both tracks. We have seats in each car; we didn't used to, and we used to have to take the seat out of a sportsman car and put it in the Super or vice versa, and that was no fun."

Practice at Auburndale started just after noon, and Allman was there. It

took him a bit to get a handle on the quarter-mile for the night, and that was evident when he fell from the lead to fifth place during the first 50.

A five-car inversion put Allman back on the pole for the second race, and he held his ground for the entire distance. He finished the early-carnage-marred event - early-evening winner

Cody Stickler was taken out after an incident with Adam Briggs - with a one-second edge over Brey Holmes.

"It was definitely a good turnaround from Pensacola. We were not good at Pensacola, for whatever reason," said Allman, whose Super is a Lefthander chassis with Progressive power and support from RaceCar Engineering, Lansky Law Group and Graham Custom Fabricating. "We've done two races in one day before - we used to go to Citrus and Bronson - but nothing like this kind of haul."

Twin I: 1. Cody Stickler; 2. Nick Neri; 3. Jesse Dutilly; 4. Brey Holmes; 5. Colin Allman; 6. Adam Briggs; 7. Jared Irvan; 8. Cody Durham; 9. Chase Lovelady; 10. Derek Pugh; 11. Scott Grossenbacher; 12. A.J. Waller; 13. Cody Brinson; 14. Ron Lofquist; 15. Jonathan Guy; 16. Colton Bettis; 17. Richard Elkins Jr.; 18. Bryton Horner; 19. Patrick Staropoli; 20. Shane Sawyer.

Lap leaders: Allman 1, Guy 2-3, Dutilly 4-42, Stickler 43-50 • Cautions: 4 • Fast qualifier: Guy, 13.275 seconds

Twin II: 1. Colin Allman; 2. Brey Holmes; 3. Chase Lovelady; 4. Nick Neri; 5. Jesse Dutilly; 6. Cody Durham; 7. Jonathan Guy; 8. Richard Elkins Jr.; 9. Colton Bettis; 10. Adam Briggs; 11. Derek Pugh; 12. A.J. Waller; 13. Cody Stickler; 14. Scott Grossenbacher; 15. Jared Irvan; 16. Patrick Staropoli; 17. Cody Brinson.

Lap leader: Allman 1-50 • Cautions: 4 • Red flag: 1

Sunbelt • New Smyrna Speedway

Doubleheader sweep for repeat champ

From track and staff reports

SAMSULA, Fla. (June 1) — New Smyrna Speedway has elected to make most of its in-season Super Late Model races held in twin-feature formats. That can add to the enjoyment for the fans and the competitors in the historic half-mile's top division, named after the late multi-time track champion David Rogers.

Twin-50s can add to the fun, especially for winner and six-time Super track champion Brad May. But they can also make it more frustrating, par-

ticularly in the eyes of double runner-up Bobby Good. May slipped past Good in the middle stages of both features.

"I know he was running pretty hard to stay ahead of me," said May, from Oviedo, Fla. "I was hanging back to save my tires, especially in the first race because we had all that left to go."

May climbed from fourth in the opening race. The inversion between 50s came up eight - the norm for a racetrack that's under the NASCAR Advance Auto Parts Weekly Series banner - but the cream rose to

the top again. Good and George Gorham Jr. matched their second- and third-place results in both features.

The trio also left with the top three positions in the points. There isn't much breathing room at the top for May, in a Fury chassis with Progressive power and support from R.K. Edwards Drywall and Pro System Brakes, heading into the next Sunbelt date July 20.

Twin I: 1. Brad May; 2. Bobby Good; 3. George Gorham Jr.; 4. Daniel Webster; 5. Blaise Rutherford; 6. Bobby Gordon; 7. John Coffman; 8. Trenton Henick; 9. Steve Weaver; 10. Dylan LeBeau; 11. Randy Anderson.



Michael Fettig file

Brad May swept a pair of Sunbelt Super Late Model features at the half-mile oval just west of New Smyrna Beach, Fla.

Lap leaders: Good 1-31, May 32-50 • Cautions: 1 • Fast qualifier (of 12 drivers): May, 17.675 seconds

Twin II: 1. Brad May; 2. Bobby Good; 3. George Gorham Jr.; 4. Randy Anderson; 5.

Bobby Gordon; 6. Dylan LeBeau; 7. Trenton Henick; 8. Steve Weaver; 9. Blaise Rutherford; 10. Daniel Webster. DQ-9: John Coffman.

Lap leaders: Henick 1, Gordon 2-4, Good 5-28, May 29-50 • Cautions: 2 • Red flag: 1

Sommers rebounds from DNF in April

From staff and track reports

WISCONSIN DELLS, Wis. (June 1) —

Dells Raceway Park has been one of Gabe Sommers' best racetracks, both in Super Late Models and dating back to the late-2010s in the Midwest Truck Series. Sommers' successes here include a 2019 TUNDRA win and the ASA Midwest Tour's Jim Sauter Classic in 2022.

The third-mile oval's 2024 lidlifter left a bad taste in his mouth. Sommers endured an engine issue while running fourth in the Icebreaker here in April, and he couldn't wait to get back to redeem himself.

That mission was accomplished. Sommers dominated the action in the year's second Alive for Five event, a 99-lap race named in memory of the late upper-Midwest racing icon Dick Trickle.

"That was much-needed," said Sommers, from Plover, Wis. "I thought we had a really good car here in the spring. That was a brand new motor then. We just had a piston failure; there's not much you can do about that."

This time the 2023 Midwest Tour champion had a PME powerplant under the hood of his #15 (the previous week at Slinger Super Speedway he had one from MEP). That powered Sommers from fifth on the grid and into the lead by lap 20.

From there Sommers didn't get many threats. Former track champion Casey Johnson and Icebreaker winner Ty Fredrickson battled for second, with Fredrickson clearing him in the final six laps. Sommers kept him at a comfortable distance until the end en route to a \$5,000 payday.

"I don't know if I battled side by



Gabe Sommers emerges from his Super Late Model at Dells Raceway Park. This was his second victory and seventh podium finish in 11 visits to the Dells in the last two calendar years.

Kim Kemperman

side with anybody for more than two or three laps," said Sommers, whose Fury Race Car is sponsored by Meristem Crop Performance, Farmer's Promise, Kwik Trip, the Wysocki Family of Companies, DeKalb Asgrow Seed, Allied Co-operative, PFC Brakes, Wehrs Machine & Racing Products, FK Rod Ends, Prem Meats & Catering, Lanier Farms & Ag Service, Bushman Electric Crane & Sign, Rex Rossier 21, Dave's White Rock and

Patriot Media & Marketing Services. "I'd say this car was just a little bit better than (the Sauter Classic-winning car from 2022). I knew right away, from the heat and in the warmup for the feature, that it was gonna be."

Trickle 99 presented by Wegner Automotive, O'Reilly Auto Parts, Quality Freight Rate and Lefthander Performance:
1. Gabe Sommers; 2. Ty Fredrickson; 3. Max Kahler; 4.

Casey Johnson; 5. Tristan Swanson; 6. Ryan Farrell; 7. Bryce Miller; 8. Jordan DeVoy; 9. Jeff Storm; 10. Jesse Bernhagen; 11. Braden Berge; 12. James Lynch; 13. Michael Bilderback; 14. Eddie Hoffman; 15. Riley Stenjem; 16. Dalton Zehr; 17. Nick Egan; 18. James Storey; 19. Kody King; 20. Mitch Haver; 21. Steve Lichtfeld; 22. Mahlon Borntrager; 23. Rayce Haase; 24. Brandon Reichenberger; 25. Bobby Kendall; 26. Levon VanDerGeest.

Lap leaders: Berge 1-19, Sommers 20-99 • Cautions: 7
• Fast qualifier (of 28 drivers): Farrell, 13.338 seconds • Dash winners: Lynch, VanDerGeest • Heat: Zehr • B-main: Storm



Kim Kemperman

Ty Fredrickson (36) and Max Kahler (17) work the inside line against early leader Braden Berge. Fredrickson finished second and left with the Alive for Five points lead.



Roy Ophime Photography **Ryan Farrell**, who set fast time for the Trickle 99, is joined by his daughter Ingrid and son Jack. They were at a Green Bay kids club event earlier in the day at the Packers' practice facility.

One winless run ends on Thursday . . .

From staff and track reports

KAUKAUNA, Wis. (May 30) — For nine years Taylor Vandermoss has competed in Super Late Model races on Thursday nights at Wisconsin International Raceway, driving the same #3 car. From 2016-23 he went without a victory, but last season was tougher than the others.

In December of 2022 Vandermoss, from nearby Appleton, Wis., lost his father Rob. The weekly Fox River Racing Club grind wasn't the same without him, and that mediocre motivation led to him going the whole year without a top-five finish under the lights.

"Me and my dad were always doing it together," Taylor said about Rob, who is in WIR's Circle of Fame for his efforts in support divisions. "This was my first year running without him, and we didn't have a great year. After going that long, it was kinda like 'Eh.' I didn't know I was gonna be able to do it without him. He did a lot of the work load since he retired - little things that he could get done while I was at work. I'm glad we stuck with it. It's too bad we couldn't get one when he was here."

His eyes were opened at this oppor-

tunity, on the second night of 2024 FRRC action. Qualifying and heat races put Vandermoss on the front row, and he stayed out front for all 35 laps. This race proved that an older car would be effective at the half-mile D-shaped oval; the #3 is a Lefthander which has had one new clip on each end since he started in it as a Super almost a decade ago.

"I ran it one year as a (Limited Late Model), but we had to put on two new stubs before the halfway point," Vandermoss said about the 2014 season. "We parked it the rest of the year, then took 2015 off to rebuild and get our ducks in a row to run with Super Late Models."

Several multi-time race winners weren't too far behind Vandermoss at the finish, led by runner-up Grant Griesbach. It might have helped him to have the same driver in second each lap.

"He was pretty much glued to my bumper up until the checkered flag," he said. "He'd look inside of me but he couldn't get enough of a run. His car wasn't the best on the bottom where he could get to my door. I was waiting for him to give me not too much room and move me out of the way, but he ran me clean and we never touched. All the fans

were glued to the edge of their seats."

Family was certainly on the mind of Vandermoss, powered by Advanced Engine Concepts and sponsored by Best Exteriors, Emerald Electric, Ken's Sports, Fox City Towing, Gruett's Power Center, Monday & Associates, Steve Stumpf Landscaping, Jeanne's Bar & Grill, Luigi's Frozen Pizza, Prestige Auto Sales, 920 Wraps & Shirts, Precision Powdercoating, Jim's Auto Body, Amsoil, When Seconds Count Fire & Rescue, Stumpf Water Jet & Machining, Beth Wise Realty, the Floor Smith, On a Whim Sweet Treats and Happy Thursday Spiked Refreshers. A few relatives were on his crew, but his mom and his wife had to miss the feature, and his sister Kylee, who races in WIR's sport truck class, was also absent this time.

Outside the family, among those happiest was 2023 track champion Sawyer Effertz. He's been a key boost to the #3 effort since Rob passed away.

"He stops by our shop to help us wrap up loose ends, finish up scaling, help me load up, and put the car back together when we wreck," Vandermoss said. "And drink my beer."

Bergstrom Chevrolet-Cadillac Night: 1. Taylor Vandermoss; 2. Grant Griesbach; 3. Chad Butz; 4. Maxwell Schultz; 5. Jeff VanOudenhoven; 6. Riley Stenjem; 7. Sawyer Effertz; 8. Travis Rodewald; 9. Lowell Bennett; 10. J.J. Vanderloop; 11. Brent Strelka; 12. Andy Monday; 13. Josh Butler; 14. Pete Vandermolen Jr.; 15. Corey Manders; 16. Randy Schuler; 17. Trevor Vandermolen; 18. Mike Anthony; 19. Tim Springstroh.

Lap leader: Vandermoss 1-35 • Cautions: 2 • Fast qualifier (of 20 drivers): Schultz, 19.243 seconds • Heat race winners: Vanderloop, Rodewald • Dash: Butz



DanLewisphoto.net
Taylor Vandermoss captured his first feature win in his nine-year Super Late Model career at Kaukauna, Wis.

Slinger Super Speedway

. . . then another stops three days later

From staff and track reports

SLINGER, Wis. (June 2) — In nine years of racing in the Limited Late Model class, Tyler Hromadka has piloted three different cars. The one that's basically a hand-me-down led the 24-year-old to his first feature win at Slinger Super Speedway.

"This is my dad's old Super Late Model from right before he stopped racing," Tyler said about his father Tommy Hromadka, who never won in a Super but triumphed several times in the Limited class which was called sportsman in the 1990s. "I was traveling with it last year in the Big 8 Series. About the middle of the season we were disappointed with our Slinger car, so at the end of the year we decided to sell it and put this one back together, converted into this Late Model."

The 2024 opener was encouraging, even though the #3H was involved in a late tangle. For this event, the second time out for this class at the historic

quarter-mile, Hromadka stayed out of any such incidents, largely because the qualifying and heat procedure put him on the front row.

Some cautions made things tense for Hromadka, from Colgate, Wis. Former track champion Ryan Gutknecht nosed ahead after two of the restarts, but he had the advice from spotter Scott Koch, who's also his engine builder at NVR Racing.

"I want to say there were six restarts; I could've used maybe one of them," he said. "I definitely had to stay calm on the radio. It still doesn't feel real, but it's definitely nice to get the monkey off our backs."

The do-it-yourselfer is also in one of the oldest cars in the class. Hromadka, sponsored by Fireplace Ltd., Pioneer Bowl, Mobile Repair Guys and Weimer Bearing, drives a car originally built by Rich Lofy in 2000.

"It's got #6 or #12 or something like that on the frame," Hromadka said. "It's a low number; I know he didn't make that many of 'em."

Graduation Celebration presented by Uptown Motors:

1. Tyler Hromadka; 2. Jon Reynolds Jr.; 3. Ryan Craine; 4. Ryan Gutknecht; 5. Zach Prunty; 6. Robbie Rucks; 7. Drew Bernhagen; 8. Simon Seyfert; 9. Mike Held; 10. Billy Braun; 11. Rick Redig-Tackman; 12. Alan Shierling Jr.; 13. Nolan Woods; 14. Mitch DelCamp; 15. Penn Sauter; 16. Nick Lemberger; 17. Tom Berens; 18. Kendrick Kreyer; 19. Matt Urban; 20. Jerry Eckhardt.

Lap leaders: Hromadka 1-19, Gutknecht 20-22, Hromadka 23-30, Gutknecht 31-34, Hromadka 35-50 • Cautions: 4 • Red flag: 1 • Fast qualifier: Reynolds, 12.15 seconds • Heat race winners: Tackman, Braun



Jeremy Libick Racing Photography
Tyler Hromadka scored his first win in the Limited Late Model class at Slinger, Wis.

No photo finish for Pollard this time

From staff and track reports

GOEBURN, Va. (June 1) — In 2022 Chase Pollard was the champion of the Limited Late Model division with the Southeast Super Truck Series. He pulled off that crown without winning a feature.

After dominating the latest SEST event at Lonesome Pine Motorsports Park, Pollard wasn't thinking about that statistical anomaly. He came in search of redemption from a visit to "the Pine" in April, when he lost in a photo finish to first-time winner Chandler Gallman.

"I almost got that one, but I was a little bit short," said Pollard, from Taylorsville, N.C. "We got the car a little bit better, and I guess it shows because we had 'em covered. That was pretty cool to go back and kinda redeem yourself."

Fast qualifier Josh Gobble's inversion draw put Pollard and Lance Gatlin on the front row. Gatlin led early, but once the son of LP Gear founder

Larry Pollard took control he had no more trouble.

"On a restart we got on the high side and took off and just kinda checked out," Pollard said. "It wasn't much of a race to watch."

His runner-up finish here in the spring was his third career second-place result with SEST. This was the breakthrough which Pollard, in a Townsend chassis with Harrington power and support from Muscle Car Accessories, Heintz Bros. Performance, Siemer Grading and OK Tire, was seeking.

"You can still make 'em work if you get it right," he said about his older car.

Honey Hush Boutique Night presented by Double Aught Injury Lawyers: 1. Chase Pollard; 2. Lance Gatlin; 3. Eugene Norton Jr.; 4. Austin Peters; 5. Terry Smith; 6. Joe White; 7. Tristen Barnes; 8. Tyler Worley; 9. Chandler Gallman; 10. Brayden Goddard; 11. Dustin Cooper; 12. Josh Gobble.

Lap leaders: Gatlin 1-8, Pollard 9-75 • Cautions: 1 • Fast qualifier: Gobble, 16.729 seconds



Randall Perry/RPMracingphotos.com

Chase Pollard (98) edges ahead of Lance Gatlin (52) and others in SEST Limited Late Model action at Lonesome Pine.

Lebanon I-44 Speedway

Laughs and checkered flags for Bates

From staff and track reports

LEBANON, Mo. (June 1) — Dylan Bates could have been a punch line to one of comedian John Crist's jokes, after a chance encounter at Nashville Fairgrounds Speedway. Instead, what Bates

is doing at the reopened Lebanon I-44 Speedway is no joke.

Bates, from Fair Grove, Mo., scored his fifth Super Late Model win to start the season at his home track. His day job is building dirt modifieds for a number of customers, but lately he has had

another side interest in addition to his fast pavement car: following Crist to several stops on his latest comedy tour.

"He lives just a mile or so from Nashville Fairgrounds. He heard the cars one night and that piqued his interest," Bates said. "He got there in the middle of the Late Model feature. He picked out the car that was running the best which had the least amount of sponsors."

Now Crist is one of Bates' biggest supporters, and they talk several times a week. He has attended races at Salem and Winchester Speedways in Indiana when Bates ran with the Jegs CRA All-Stars Tour.

"He's become a huge race fan," Bates said. "He goes to some NASCAR races, and he was at his first Indy 500."

If Crist ever makes it to Lebanon for a race, Bates can only hope to perform as well as he did here. New I-44 promoter and former local division driver Aaron Douglas put in a handicapping system, so Bates has started at the rear of every feature since the second week.

This latest race was probably the fa-

vorite for Bates, in car with a Hamke center section, Port City front and rear clips, MEP Equalizer power and additional backing from the Sentinel Foundation. Veteran Joe Ross, Bates' teammate and car owner, made a late pass on Terry Limberopoulos for second place, his best of the year.

"I've driven for him for almost four years ago. I started at I-44 in a Limited Late Model that was mine, then ran a year for someone else. (After the pandemic) I got hooked up with Joe," Bates said. "I'm ready to get back on the road. I think we'd like to try to run the North-South 100 at Nashville or the Redbud 400 at Anderson."

There's a future at Lebanon as well. Douglas, who recently agreed to operate the track in 2025, has a 75-lap Larry Phillips Memorial set for Sept. 14.

Howard Nichols Memorial: 1. Dylan Bates; 2. Joe Ross; 3. Terry Limberopoulos; 4. Joey Strode; 5. Justin Blake; 6. Steve Holt; 7. Nick Cherry; 8. Jimmy John; 9. Trenton Masters.

Lap leaders: Fohn 1-12, Strode 13-14, Bates 15-30 • Cautions: 1 • Heat race winners (of 10 drivers): Bates, Holt



Michael Marsden

Dylan Bates holds a crewman's daughter after his fifth straight win at Lebanon, Mo.

Tucson Speedway

Colorado collector: Two wins at Tucson

From staff reports and raceface.tv

TUCSON, Ariz. (June 1) — Car counts for regular Tucson Speedway Super Late Model races this spring have usually been in the single digits. The Icebreaker is one of the signature summer events here, and it brought an increase in the field.

The bump meant more obstacles for Cassidy Hinds, who won a regular show at Tucson in April. The 20-year-old from Arvada, Colo., leaped over that hurdle and completed a sweep of the 50-lappers.

The first race began with a six-car inversion, which turned out to be a pretty good warmup for Hinds who had the lead well before halfway. Then came a full-field inversion for the nightcap.

"It's tough when they do that," she said. "They had the slower guys on the front row. But it worked out in the end."

Her charge was even more impressive in the second race, as she had the

point before lap 10. The race ended with a long green-flag stretch, and she put well over six seconds on runner-up and former track champion Dylan Jones.

This marked her fourth career win in Tucson's top division, dating back to November of 2022. She's still looking for her first Super Late Model victory at her similarly-sized home track, Colorado National Speedway, but the #3 team seems to have the setup dialed in at Tucson.

"I don't know - the car's just good there," she said. "For whatever reason, we just find the groove and run it."

This VanDoorn chassis was acquired from Colorado racer Eric Meisner, but its first driver was California star Buddy Shepherd. Her supporters include Frontier Restoration, Leary's Shock Shop, Commit 2 Fitness, Matco Tools, Pineapple Pump Project, Fort Worth Screen Printing, Puzzle Effects, Buckeye Welding, 5280 Pit Lighting and the Friends of

Jaelyn Foundation.

These wins were also special because of the memory of one of her longtime fans. Pat Baumgard's funeral was actually held on the day of the event.

"Grandpa Pat meant so much to racing and I appreciated his support so much," Hinds said. "I knew he would want me to race. He was definitely with me. We were bad-fast; that's as close to a perfect night as a driver can ever have."

Twin I: 1. Cassidy Hinds; 2. Dylan Jones; 3. David Levitt; 4. Bob Cramb; 5. Ron Norman; 6. Joe Paladenic; 7. Curtis Lansing; 8. John Lashley; 9. Jen Hall; 10. Andre Prescott; 11. Dustin Jones.

Lap leaders: Hall 1-11, Hinds 12-50 • Cautions: 2 • Fast qualifier (of 12 drivers): Hinds, 15.195 seconds

Twin II: 1. Cassidy Hinds; 2. Dylan Jones; 3. Joe Paladenic; 4. Dustin Jones; 5. Ron Norman; 6. Curtis Lansing; 7. Jen Hall; 8. David Levitt; 9. Bob Cramb; 10. John Lashley; 11. Andre Prescott.

Lap leaders: Hall 1-2, Paladenic 3-5, Hinds 6-50 • Cautions: 1 • Red flag: 1



Race Face Brand Development
Cassidy Hinds shows off the trophies for her two 50-lap Super Late Model feature wins on Icebreaker Night at Tucson Speedway.

Ontario Outlaw • Sunset International Speedway

Car changes no issue for Chenoweth

From staff and series reports

INNISFIL, Ontario (June 1) — The Ontario Outlaw Late Model Series season opener at Sunset Speedway marked the first time behind the wheel of an Outlaw-bodied car for Shawn Chenoweth in more than six years. But the veteran from Ayr, Ont., was as comfortable with this #89 car as any he has driven.

This machine, built by Jeff Hanley in the late-2010s, was converted into an open-wheeled vehicle. Chenoweth racked up a number of wins in it, mostly in the OSCAR Modified Series. In 2023 he split the driving duties in the modified with Andy Kamrath, and Kamrath went 6-for-6 in various races and Chenoweth went unbeaten in three appearances.

Now the wheels are covered, and Chenoweth won this 75-lap feature in his comeback to the class.

"I made the mistake of going to Sunset and watching the Outlaws at the end of last year. It's like a disease," he said. "We converted it back. This car has endless amounts of grip. I've tried to copy that in every car we've built since then - it's been on three different compounds of tires, with modified and Super engines and 602 crates, and it still has grip to no end. We're not on the same page as 90 percent of everybody; we don't run bump stops."

Chenoweth drove into the lead on lap 23 in this main

event after front-row starters Chase Wilson and Glenn Watson collided with each other. The young fast qualifier and the multi-time series champion made it back up to second and third.

"We had a restart with 15 to go, and Chase hounded me pretty good for five or six laps," said Chenoweth, sponsored by London Recreational Pools & Spas, Waycred Automotive Products, Route 19 Auto Parts, True Performance & Fabrication, VP Fuels and KR Communications. "Then I got back out to seven or eight car lengths, and Glenn was another 15 back."

Despite this early success, the Outlaw won't be Chenoweth's primary focus this year. He'll probably run a few more races and may hand the reins over to Kamrath again on occasion, but his racing priority is the APC United Late Model Series. He was one of the pioneers of the Pro Late Model circuit and won three times in its first two seasons in 2015-16, but he hasn't won in APC action since then.

"If anything changes with APC, then I'd probably jump ship, but not for now," Chenoweth said.

Showdown in Simcoe County: 1. Shawn Chenoweth; 2. Chase Wilson; 3. Glenn Watson; 4. Dario Capirchio; 5. Brandon Passer; 6. Marlie Owen; 7. Todd Campbell; 8. Mike Miller; 9. Rob Bickle; 10. Adrian Foster; 11. Thayne Hallyburton; 12. Ethan Courneyea; 13. J.R. Fitzpatrick.

Lap leaders: Wilson 1-19, Watson 20-21, Wilson 22, Chenoweth 23-75 • Cautions: 3 • Fast qualifier: Wilson, 13.901 seconds



Danielle McPherson Photography & Writing
Shawn Chenoweth won for the first time in the Ontario Outlaw Late Model Series presented by Hoosier Racing Tires. The tour formed in 2018; Chenoweth followed the old OSCAR Outlaw circuit for much of the previous decade.