

# LATE MODEL DIGEST

October 31, 2025



## Special and spooky moments at Cordele

Midwest flavor at World Crown • Marketing man Suggs • Tennessee veteran Teague • Virginia newcomer Waltrip

TYLER SONTAG/SPEEDRACER PHOTOS



# closerlook: Self-promotion for Suggs in Tri-County double duty ... by Jim Carson

Many people in short-track racing have driving backgrounds, but they show up at area bullrings most weekends in street clothes. Most in that group find themselves turning wrenches on race cars or moving equipment in the pits, and their duties keep them from considering getting back in the seat.

Brett Suggs is usually in street clothes at a racetrack every Saturday and a few Fridays. He runs a company which produces videos, social media content and other promotional materials for aspiring oval drivers and teams.

There's plenty of seat time in the 24-year-old Suggs' past. He grew up in central Florida and spent many seasons in quarter-midgets.

Since moving to Mooresville, N.C., he followed the Southeast Super Truck Series for two seasons. After the pandemic year, most of Suggs' time in full-sized race cars came in 2023. That season he ran seven CARS Pro Late Model Tour races plus SpeedFest at Cordele Motor Speedway, all for the TH Motorsports operation owned by Georgian and former NASCAR Busch Series car chief Kyle Hood.

The next year he refocused on his Brett Suggs Racing Marketing clients. In the past year and a half his only start was with TH for the 2024 CARS Throwback summer show at Hickory Motor Speedway. The only other time he put on his firesuit in that span was when he

tested a TH car in a midweek session.

His only client in action for the 2025 season finale at Tri-County Speedway was Landon Huffman, and Huffman wanted an additional subject for his late-October YouTube video. Huffman, who finished second to Late Model Stock Car track champion Graham Hollar in that division, had a teammate of sorts in the Limited Late Model race on the same night.

"Landon has a Limited car that had been sitting in the shop collecting dust," Suggs said. "He went, 'You need an opportunity to drive this thing,' but about every single weekend I'm busy and it's hard to make that happen. We took a look at the schedule ... and said, 'Let's try to plan something around that.' He was running for the Late Model Stock championship, but he still knocked the cobwebs off this car and had me hop in for the race."

Suggs finished where he started in that 50-lapper, sponsored by Unified Electrical Services, and pulled off a minor shocker by topping qualifying. But that wasn't his only action behind the wheel on the night.

The first-year South Atlantic Pro Late Model Series had about half the car count as what was on the first Limited practice sheet, but it was still a great chance for Suggs. He piloted a car out of the stable of Kyle Campbell, who has two wins in both the CARS Pro circuit and the Carolina Pro Late Model Series.



Philip Goodman

**Brett Suggs** chats with his good friend and Late Model Stock Car standout Landon Huffman, who let Suggs run his Limited car.



Allison Suggs (above), Philip Goodman (below)

**Brett Suggs** drove this #03 car to the pole and runner-up honors in the South Atlantic Pro Late Model Series season finale. Later on UES Night at Tri-County Speedway near Hudson, N.C., Suggs piloted this #75 Limited Late Model to a fifth-place finish.



And he earned the fast time bonus from Detail Dynamics, then came within a car length of upsetting winner and Joe Gibbs Racing standout Max Reaves.

"We were in the top five most of the race, then we ended up pitting with 30 to go to make some adjustments 'cause it got super-tight as the first run went on," Suggs said. "The car came to life after the pit stop and we picked 'em off. We came around for a four-lap shootout and the leaders were bouncing off one another. I did everything I could to win the race but keep it clean at the same time, and we ended up two or three feet short at the line.

"I've never won in a Late Model, and this was shaping up to be potentially the first one. This isn't my car, and even if it was I wasn't gonna knock someone out of the way like the leaders were doing. It was an awesome run and great to have a good finish. I've replayed the video so many times thinking what I could've done differently and still keep it clean."

His Pro ride, supported by Millbridge Paint Shop, Battle Scrapped Outdoors, Deep Cove Taxidermy, Core Race Products and WAR Shocks, was a Left-hander car which Campbell had crashed in practice at one point. The #03 effort

was a four-man outing: Suggs and his dad Dan, plus Campbell and his dad Kevin Campbell, who ran Late Models and other cars in his native Vermont around the turn of the century. He knew less about his Limited mount, quite a way for him to drive a perimeter-framed Late Model for the first time.

"It's one from the history books," Suggs said. "The center section is a 1991 KLB - I'd never heard of that - then the rear clip was put on in 2011 by Landon's dad (multi-time NASCAR Goody's Dash Series champion and two-time Hickory Late Model titlist Robert Huffman) and a front clip from PRW in 2017. It shows the old car can still get the job done. Landon ran it at Franklin County Speedway (in a special at the end of August)."

Two top-fives weren't the only highlights of his night. BSRM also picked up a new client in Case James, the Pro Late Model rookie and son of Texas transplant and multi-time crate-engine touring series race winner Colt James. The 13-year-old finished seventh in the SAP season finale.

"I was thankful to have my wife Allison there," Suggs said. "She normally just does photos for me, but I talked her into running a video camera as well."



## closerlook: Teague's tease: 77-year-old close to Kingsport win ... by Jim Carson



Randall Perry/RPM Racing Photos  
**Brad Teague** is joined by one of his former NASCAR upper-echelon car owners, Jimmy Means (left), before the King Cobra 150 two weeks ago at Kingsport, Tenn. Teague finished sixth; he placed better than that in 12 of 22 points races at the track in 2025.

**K**ingsport Speedway was the springboard for Brad Teague as he broke into big-time racing. The experience was mutual in a way, as Teague was one of the first from the Tri-Cities area to make a serious national mark on the sport.

The 3/8-mile oval nicknamed the "Concrete Jungle" opened in 1967. It was the site of Teague's biggest win in his Late Model Sportsman days, a 300-lap race in 1980. A few years later Teague became a NASCAR Busch Grand National regular competitor. He earned his only win in the national ranks in 1987 at Martinsville Speedway driving for southwest Virginia icon Charlie Henderson who owned the Food Country USA regional grocery chain.

Teague, from Johnson City, Tenn., continued to find part-time Busch rides even into 2015 and the first year of the series' Xfinity naming rights. Then for a few years he seemed to disappear from the scene.

In 2022 he showed up again, with a firesuit displaying sponsor JD Metals which has backed his efforts at Bristol Motor Speedway since the turn of the century. He rejoined the weekly wars at Kingsport, and has crept closer to a Late Model victory each season. Teague was even second once in 2025, quite the accomplishment for someone age 77.

"I was hoping we could win one," said Teague, in a Reynolds Racing Chassis also backed by JD subsidiary FastFrame Steel Structures, Doors Unlimited and Blue Ridge Paint & Body Shop. "We had a new car built and never could hit the combination of that car. The last race we ran was the best combination we had. Qualifying's killed me; we never could get the car to react to qualifying, so I'd be starting eighth or so and it's so hard to pass. We've tried three different setups, and the last one we done was the best one. In the last race (the King Cobra 150 October 19) I was trying not to push people and wreck people who were holding me up. If I could ever get clear of two or three cars, I think I could've run with the leaders."

Since his return he has received some help from area setup aces Wade Day and Dinky Torbett, and he also learned from a test with Chase Dixon Motorsports. It's mostly a do-it-yourself operation; Teague keeps the #3 in his shop at B&B Auto Repair, a service shop which he co-owns with Brownie King, who was in the first-ever Daytona 500 in 1959.

He's a great example for the variably-aged drivers at the facility every Friday. He has some amazing stories, including one where he made payments to buy one of Dale Earnhardt's cars after "the Intimidator" signed his first contract with a major team. But his presence is also an experience for the others on the grid.

"Zeke Shell (who won 13 of 24 Kingsport features in 2025) came up to me about halfway through the season and shook my hand," Teague said. "He said, 'Brad, I hope I can drive a car like you do at your age.' There ain't many people who can."

He'd love a Kingsport championship before he retires. There have been two second-place points finishes at his home track over the years, but this would be a big hill to climb. One goal would be to make it to every race; he had to miss one twinbill night early in 2025, but after that the #3 stayed in one piece all year.

"And two years ago I got hurt in September," he said. "The wheel bearing hub came off and I slammed the wall, breaking three ribs, cutting my knee and breaking my thumb. That was the third-hardest lick I've ever had. The hardest was at Rockingham; one day me and Cale Yarborough were talking and he said the hardest lick he ever took was at Rockingham when he blew a right front tire, just like I did."

"Anyway, if I didn't love it, I wouldn't do it, and if I didn't run competitive I wouldn't do it either. There's a lot of people who can't believe we've done as good as we have at my age. A lot of people wonder if I'm gonna be another Red Farmer."

## Virginia

## closerlook: Waltrip excited by moment next to champ Millette ... by Jim Carson

**A**yden Millette scored his second straight track crown in the Limited Late Model class at Langley Speedway. Since getting into that division also called Virginia Racers in 2023, he has amassed 16 wins. In July he changed his ride to Late Model Stock Car specs and took fourth in the Hampton Heat 200.

Starting on the front row next to teenager Millette in the season-ending Halloween Speedfest – and qualifying just .002 second behind his pole time – was a season highlight for Hunter Waltrip. The 30-year-old power washing company owner from Williamsburg, Va., also notched his best result, albeit a distant fifth place in the year's only century grind for Limiteds.

"We had it set up so good for qualifying that I burned the right rear off in the race. These American Racer tires kinda fall off like that," Waltrip said. "We made a pit stop for an adjustment to tighten it up on exit, and that's what we needed. I hate that it was the end of the season to finally figure it out. I couldn't be happier though; I'm ecstatic."

His second year in Limiteds came in a newer chassis from TORP. The progress in this Dan Berry Motorsports machine, sponsored by pool supply provider Berry & Company, Coleman Nursery, USSSA Fast Pitch, contractor Henry S. Branscome and his dad's company Brian Waltrip Hauling, began in earnest with the return of the crew chief who guided him to the 2022-23 track points titles in the truck ranks.

"Mark Slye was a modified driver and won some



John Bechtel Photography  
**Hunter Waltrip** finished a personal-best fifth place in the Halloween Speedfest presented by Hampton CVB.

at Langley, Southampton and Southside," Waltrip said. "Someone hired him at Richmond for a (NASCAR Whelen Modified) Tour race. He got out of modifieds after his nephew got out of it for work reasons in the early 2000s, then helped me with the truck ... low and left as much as you can get it. These Late Models are so finicky with adjustments, and they run on 8-inch tires. The modifieds ran on 8-inch tires back in the day, and that's the main thing he can relate to."

There was always racing interest for Waltrip, who despite running #17 is only very, very distantly related to the Waltrips of NASCAR. Hunter's dad won a truck title at Langley in 2002, but he never got into driving until age 21, when he returned home from school at the NASCAR Technical Institute in Mooresville, N.C.

He'd like to follow Millette's lead in Limiteds and also give LMSC racing a try.

"Next year if we perform well enough in the spring, who knows?" Waltrip added. "We may not do well, but it'd be a feather in my cap to say I did."



# closerlook: Midwest flavor from Sauter, Jurkovic ... from staff reports and Short Track Scene

The \$42,500 prize earned by Jake Garcia in his victory last Saturday at Cordele Motor Speedway was a career high for Super Late Model racing. This was the second edition of the World Crown 300 since the former crown jewel event was restarted and relocated to Cordele after a 32-year history at the old Peach State Speedway in Jefferson, Ga.

All but three of the drivers on the grid were natives of Garcia's home state of Georgia, Florida, Alabama or the Carolinas. The World Crown representatives from the other parts of the world were upper-Midwest veterans Johnny Sauter and Boris Jurkovic, plus Michigan rookie Chet Monaweck.

Monaweck had help from home-state friends including multi-time Wolverine State track champion Buddy Head, but he couldn't overcome his inexperience and didn't make it to the finish of the endurance event sponsored by Cohen Law Group and Noland's Roofing. Sauter and Jurkovic were aided by a more familiar figure to nationwide Super Late Model followers: former Snowball Derby-winning car owner and ex-NASCAR Craftsman Truck Series crew chief Richie Wauters.

Sauter, the 2016 Truck champion driver and a 24-time winner in that NASCAR national circuit, cut back his NASCAR schedule in 2022 and entered more Super Late Model races. Most of those shows have been in his native Wisconsin, where he returned to live in the late 2010s. And since the summer of 2023, most of those Super starts have come in a mostly-orange #5 from Wauters Motorsports.

Joining forces with Wauters has especially paid dividends at Cordele. Four SpeedFest attempts from 2012-23 in his own rides and/or Lemmen Racing cars all resulted in DNFs, although he qualified in the top 10 three times.

Sauter's first time here in a Wauters car was last year's World Crown, where he placed second. Then he took third here this September in a points race for the ASA Southern Super Series presented by Sunoco. He led 20 laps before placing fourth in this SSS non-points event, climbing from 16th on the grid and bringing pride to his sponsor James Finch who owns Phoenix Construction; Sauter drove Finch-owned cars for part of his NASCAR Cup and then-Busch Series stints.

"Where we qualified put us pretty far back," said Sauter, also supported by northwest-Atlanta used car dealer Matt Jones Motorsports, plus Wisconsin-based companies Oak Creek Automotive and Five Star Bodies. "On the first set of tires it was too free, then the second set was pretty good, and during one run we had the fastest car on the track. Then the stagger opened up a little bit. I knew when we were in the lead and the caution came out, the guys starting one or two rows behind us were faster. We needed a little more traction and we didn't have it."

The Sauter effort included Wauters' son Spencer, an ace spotter and former driver. Sauter had one Badger State friend come south, and Indianapolis



Tyler Sontag/SpeedRacer Photos  
**Johnny Sauter**, driving for Wisconsin native Richie Wauters, finished fourth in the World Crown 300 presented by Cohen Law Group and Noland's Roofing. That was two spots lower than his result in this event in 2024.



Tyler Sontag/SpeedRacer Photos  
**Boris Jurkovic** placed 11th at Cordele Motor Speedway for his best-ever result at Cordele, Ga. Fifteen years ago he took sixth in a World Crown at the event's former home, Gresham Motorsports Park in Jefferson, Ga.

setup man and former driver development team owner Scott Neal was also a presence.

Parked next to the Wauters hauler was Jurkovic, the Illinois native who moved to Florida a few years ago. He still has a home and a barn in Crown Point, Ind., and that's his home base for part of the summer.

His reduced racing schedule wasn't as much by choice as by necessity. Jurkovic suffered a hard crash at Cordele during SpeedFest in January, then had another at Berlin Raceway in the spring. A return to the Michigan track in August for the Battle of Berlin and then this World Crown were his only starts in the second half of 2025.

"Both of (the crashes) were big ones, so we had to redo the whole car. It's white now (most of his cars in recent years have been black) 'cause I had to change my luck, but I'm crashing more with it white than black," he said. "We've spent some time up here working on it and leaving it up north. We do have a shop in Florida and I want to bring the car there, but then they

closed the Punta Gorda track so there's really nothing close for me. I've been running Berlin when it's available."

The time for the #53 Hamke machine in Indiana is in preparation for next weekend's All American 400 weekend at Nashville Fairgrounds Speedway. The Nashville event isn't as far to go for his Michigan friends who are on his crew as Cordele is. Coming up from the Sunshine State to help was short-track veteran Steve Gill and his wife.

They were all happy just to see Jurkovic finish at Cordele, something he had never done in two previous visits to the .4-mile oval near watermelon patches. Jurkovic had trouble in qualifying and was in the back row next to Monaweck, but he did see the checkered flag without a tremendous loss of pace or minutes in the pits.

"Just trying to get laps in has been a struggle, with stuff that's not even my fault," the owner of Reliable Recovery said.



# One Last Look

Southern Super Series • Cordele Motor Speedway



Tyler Sontag/SpeedRacer Photos

**Jake Garcia wears the crown** after his latest Super Late Model victory, the World Crown 300 presented by Cohen Law Group and the track owner's company Noland's Roofing. With him are longtime short-track crew chief Ricky Turner (left) and Fr8 Racing team owner Matt Erickson (right).



Tyler Sontag/SpeedRacer Photos

**This was what was left of the watermelon** smashed by Jake Garcia in the winner's circle in a procedure that has become tradition at Cordele, Ga.



Bruce Nuttleman/Ultimate Lap Photo

**Colin Allman (67) passes Gavan Boschele** en route to a second-place finish at Cordele Motor Speedway in the non-points race for the ASA Southern Super Series presented by Sunoco.



Tyler Sontag/  
SpeedRacer Photos

**Bubba Pollard** helps guide his car into the tech line before qualifying. The home-state short-track superstar finished third despite driving with a broken thumb suffered in a crash at the September ASA STARS National Tour race at Toledo, Ohio.



Bruce Nuttleman/Ultimate Lap Photo

**The field of Super Late Models** receive service during a competition caution.



# One Last Look

CARS West • Kevin Harvick's Kern Raceway



**Dylan Zampa and his family and crew** enjoy his fifth victory of the year in the Spears CARS Limited Pro Late Model Tour West. Zampa also clinched the championship in the renamed series.

Roy Ophime Photography



Greg Toumassian/Greg's Treads Motorsport Media  
**Sean Woodside (45) races with Tanner Huddleston** in the Limited Pro Late Model race. Huddleston placed fourth on the same night as his latest win in the spec Late Model class at the big half-mile in Bakersfield, Calif.



Roy Ophime Photography  
**Isaac Kitzmiller (25) battles Vito Cancilla** en route to a third-place Super Late Model finish at Kevin Harvick's Kern Raceway.



Greg Toumassian/Greg's Treads Motorsport Media  
**Christian Bazen (43), Kenna Mitchell (7) and Vito Cancilla** go three-wide in Limited Pro Late Model action.



Greg Toumassian/Greg's Treads Motorsport Media  
**Jace Hansen (08) leads Kevin Harvick (62) and his son Keelan Harvick** on the final restart of the Super Late Model portion of the event, sponsored by Haddad Dodge-Ram. The Harvicks were in a tight formation with eventual winner Hansen over the last six laps in a highlight-reel moment that will surely be used in future Spears CARS Tour West promotional material.