

Michigan

# Rookies add to hardware for Bozell clan

On two occasions in 2025, three generations of one family were on the grid together in the Reveal the Hammer Outlaw Late Model Series. Andy Bozell, a Michigan Motor-sports Hall of Fame driver, joined his son Phil, who is putting together a MMHoF-worthy career in his own right. And also in the field was Phil's 14-year-old son Bryce Bozell, who has much more experience in full-sized race cars than most drivers his age.

Those memories are priceless to the Bozells, especially the family patriarch who has 12 Outlaw championships at Kalamazoo Speedway and several more around the Wolverine State. Somewhere next to a photo of all three racers from Berlin Raceway or M-40 Speedway this year will be the family's two 2025 rookie of the year awards, Bryce's in the RTH circuit and Mason Metzger in the Late Model Sportsman class at Kalamazoo.

There are bigger pieces of hardware with 2025 on it in the Bozell shop in Portage, Mich. Phil got back on the winning side in RTH action, taking the victory in the season finale at Berlin with longtime Outlaw car owner Tony LeClair. And Bryce scored his second straight track championship in a full-sized car, taking the Outlaw Limited points at Kalamazoo in a family-owned entry.

Friday weekly competition at Kalamazoo was going to be the focus for both of Andy Bozell's grandsons. Then Randy Chupp, a northern-Indiana businessman who fielded Pro Late Models for Andy in the mid-2010s, offered his Outlaw, originally built by Junior Hanley. The Bozells thought that this wasn't too big a step, considering the big wedge-bodied cars are just a little bit faster and more powerful than his Outlaw Limited at the tracks on the RTH schedule and at Kalamazoo.

"We were gonna let him a couple of races later in the year, but then Randy said he thought Bryce was ready," Phil Bozell said. "We went with it, and in his first race at Berlin he qualified 10th. He got better every time he went."

His best result in the #04, which had Performance Engineering power, was a seventh at Plymouth Motor Speedway in May. The most satisfying



family photo

**Bryce Bozell (right) and his cousin Mason Metzger (left) earned different rookie of the year honors. Bozell also repeated as Outlaw Limited champ at Kalamazoo Speedway.**

night might have come three months later, when Bryce placed 10th in the famed Kalamazoo Klash, five spots behind his father but a few ahead of his grandpa. The Klash, perhaps the region's most historic continuous Outlaw special event, has Andy Bozell's name on the trophy four times (including the first two in 1993-94) and Phil's twice.

Bryce had a few more race-night celebrations than his cousin Metzger at the 'Zoo, winning two OL features and outpointing Logan Delarye, also the son of an Outlaw star. Metzger found things a little rougher in the LMS division, absorbing a couple of DNFs and peaking with a sixth-place finish, plus a solid 10th in the 75-lap Howe Hustle which was the support race for the Klash. But this was a good place to start in full-sized cars for Metzger, adding to the

family legacy and showing off their mechanical handiwork.

"He drove an old Lefthander that was the Sportsman car I sold to Mike Shewchuk when I drove his #6x," Phil said. "This winter we're updating my dad's old Late Model with rear and front clips. It's a Senneker center section, but our clips. Bryce's Limited is ours. There's a couple out there that we all built together."

They've given the chassis specialty a name in Bad Ass. The new clips are made throughout the winter and on weekdays during the season.

At the racetrack the Bozells are used to focusing on their driving, especially since both the OL and LMS divisions run most Fridays at Kalamazoo. There are plenty of doubleheader weekends with Outlaw shows on Saturdays, either

in the RTH circuit or at the highest-paying current Outlaw program at Owosso Speedway. The 43-year-old Bozell and Metzger have seen some LMS action at Owosso as well.

"We're gonna try to get over there a little more," Phil said. "Mason's goal for this year is to get a win, but that kind of Late Model is a tough class. Most of our weekends are double duty, where we come home Friday night and switch cars. The Outlaw schedules have done a good job missing each other. Bryce can run the Limited, the full Reveal and the full Owosso schedules and there's only one conflict."

Every so often there's a different kind of conflict for the Bozells, sponsored by RC Sales & Leasing, FK Rod Ends, Mark Pack Nagel Shippers, D&L Transport, Amsoil/Midwest Synthetics, Next Generation Lawn Care, McEnroe Logistics, R&N Sport Trucks, Sweet Manufacturing, Lane Automotive, All-star Performance and Outerwear Inc. With Andy as the 'Zoo's dominator for so long, the whole family (even Andy's brother Jeff on occasion) has heard a few boos from those fans who have long memories of hoping for more different winners.

"That's changed quite a bit, and we've kinda flipped the script a little bit," Phil said. "When they get introduced, they get cheered. It's a changing of the guard; back in the day all we used to hear was boos."

The distaff side of the family had chances to don helmets. Metzger's mom Christy ran one powder-puff enduro race and didn't like the claustrophobia that being buckled into the seat brought. Christy's husband Joe has been a long-time crew member for the family and especially his brother-in-law Phil.

Mason's sister Paige practiced a car once, but softball is her game; she's actually on the softball team and in the classroom at Aquinas College. The whole family is into other sports, with Bryce (only about 100 pounds) doing a full wrestling season for the first time, and Mason plays basketball and football. And both 14-year-olds are like many others in the Bozell clan, big into hunting every autumn.

# Afternoon speed no problem for Stark

Jason Stark wanted to do all he could to represent his new sponsor in his rookie season of Late Model competition at LaCrosse Fairgrounds Speedway. He did just that in daylight hours, showing early speed every time out at the 5/8-mile oval in West Salem, Wis.

On all 11 weekly feature nights for the class, in his first season of running the Big 8-style Late Models on 10-inch tires, Stark qualified in the top six and entered the trophy dash. Keeping that speed throughout the evening was another matter, as he peaked with a third-place finish and wound up eighth in track points.

"They were kind of in a league of their own come feature time," said Stark, from Sparta, Wis. "With the big tire, it took us a little while to get used to that. I'm definitely happy with how the year went, being my first full year in these Late Models."

This marked Stark's return to full-time racing at LaCrosse since he was the top sportsman rookie in 2017. He also has a track points crown in thunderstox.

In recent years the 42-year-old Stark has turned more laps at Dells Raceway Park, both in sportsman cars and outlaw-bodied Late Models with 602 crate engines. Most weeks his crew is just himself and his son, so they appreciated the shorter trips, as did his sponsors O'Brien & Associates Security, Linnehan Auto Body and the Grind Coffee House.

Since he had last run a full season in anything at LaCrosse, Stark put together a strong record in the 602 cars (the 2022 championship in the short-lived UMA tour around the state) and the Midwest Truck Series (one win in 2023). His multitasking continued in 2025, as he won in a vintage car class one night and also acquired another sportsman machine. In addition there's another Pathfinder



Mary Schill Forte Designs

Jason Stark enjoyed his first season of Late Model racing at his home track, LaCrosse Fairgrounds Speedway in West Salem, Wis.

chassis, one with a new Five Star Gen-6 body which he'll occasionally run at other facilities. He's out of the 602 game though, as his old car has been sold to Dells driver Larry Johnson.

LaCrosse will be his focus this year, where he'll hope to regularly be on an even playing field with multi-time track champion Skylar Holzhausen and Jacob

Goede, who is now a two-time national titlist in what will now be called the NASCAR Local Racing Series presented by O'Reilly Auto Parts.

"We have enough time at this track in multiple classes that I wasn't worried about going up and running with those guys," Stark said. "It's where I grew up racing."

# Haver-board: Busy at Slinger and in tour

Throughout this decade, Mitch Haver has immersed himself in short-track racing. More Limited Late Model action has been on his record, but in 2025 it was all about Supers.

Haver was the only driver to run full 2025 Super Late Model schedules at Slinger Super Speedway and also the ASA Midwest Tour, and both runs were first-time experiences for the 24-year-old from West Bend, Wis. He took his lumps on occasion, and his best finishes in each organization were eighths. Kody King

wound up ahead of him in points, but at Slinger he claimed rookie of the year honors.

"It was a struggle at the start," Haver said. "Travis Dassow used to be pretty heavily involved, helping me get setups in the car and stuff like that, but now with him owning Slinger we're kinda out there on our own. He's still there as a good resource, and the same with Casey Johnson. They've both been great help. But last year was the first we were kinda on our own without someone at the track regularly ... it was us calling the

shots."

The Johnson connection comes from Reed Racing Enterprises, the chassis builder with which Johnson has been tied for a few years. Haver works at Progress Manufacturing, and RHR Products and Dave Reed's racing operation are under the same roof. Haver has one #7 machine set up for Slinger and another for the touring action.

On race weekends, it's usually just Haver and his dad Andy, who has some Mid-Am sportsman experience and occasionally sits in a Late Model. A lead-lap finish felt good to the #7 team, also boosted by a guy nicknamed "Uncle Rob" and other relatives and sponsored by Forte Bank, Ramshackle Artworks, Bonafide Security Solutions, Baumann Tax & Business Services, TD Graphics and two Cousins Subs locations.

Even though his results dipped slightly as the year progressed, his speed got usually got better. His 2026 goals include finishing the two long late-summer shows which were his only Midwest Tour DNFs, the Gandrud 250 at Wisconsin International Raceway and the Jim Sauter Classic at Dells Raceway Park.

"We have some good momentum coming into this year," Haver said. "We're getting our setups down where we're showing up consistently and able to be competitive."



Kim Kemperman

Mitch Haver was the Super Late Model rookie of the year at Slinger Super Speedway and also followed the full slate in the ASA Midwest Tour, which in 2026 will be sponsored by Appalachian Sucker Punch.

## Pro All Stars Series

# Break from touring planned for Varney

Prior to 2025, Brandon Varney had only raced a Super Late Model/Pro Stock at Oxford Plains Speedway, White Mountain Motorsports Park and Spud Speedway. The first four events on last year's Pro All Stars Series schedule took him to facilities for the first time, broadening the horizons of the 28-year-old from Canton, Maine.

Varney enjoyed his travels around New England last season. Some high spots included fifth-place finishes at two of those new places, Thompson Speedway and Star Speedway, and a runner-up effort in one of the qualifying races for the 300-lap season finale at Oxford Plains Speedway, the series' home track. His campaign ended with a fifth-place points finish and rookie of the year honors in the 25-year-old circuit.

"It was a learning experience with these high-dollar teams," Varney said. "It was definitely a little different than what we were accustomed to. We got better each time out. We ended the year strong, and that's definitely something to build on for next year."

That home-track building will take on another meaning in 2026 for Varney, whose Port City Phase II car is sponsored by Henry's Concrete and Spencer Group Paving. He plans on going for the weekly title



Oriana Lovell/OL Photos

**Brandon Varney was the rookie of the year in the Pro All Stars Series and came home fifth in PASS North points.**

at Oxford, plus the historic 3/8-mile oval's five scheduled PASS events.

"We want to focus on the car at Oxford before we go venturing out back into PASS," he said.

The #12 group will have some extra help with that focus this season, in attention to top supporter and

longtime Oxford-based racer Dennis Spencer Jr. Kyle DeSouza, who named his setup outfit Landshark Performance not long after he moved back to New England from the Carolinas, plans to be Varney's primary adviser as he pursues his first Oxford weekly win since 2023.

## American-Canadian Tour

# Construction of a rookie year for #47

The leading rookie in the American-Canadian Tour, and one of just two first-year ACT racers to follow the 2025 schedule, knew he would take some lumps in his freshman campaign. Justin Storage did just that, but every experience was a chance to learn from veteran drivers.

Storage, from Dover, N.H., finished on the lead lap only twice in 12 points

in races on the historic circuit. He did reach that designation at two of ACT's highest-profile events, the Northeast Classic in April at New Hampshire Motor Speedway, and the late-August race at Oxford Plains Speedway on the weekend of the famed Oxford 250. His best result in the series was just a 17th at his home track, Star Speedway, where he had won two of his six weekly starts



Alan Ward/Big Al's Photos

**Rookie Justin Storage** scored his best American-Canadian Tour finish at his home track, Star Speedway in Epping, N.H.

in tour-legal Late Models in previous years.

"You've gotta be on your A-game 100 percent with this competition," the 34-year-old Storage said. "The difference is the knowledge of the handling of the car for longer durations vs. shorter races."

Anyone I've interacted with, especially the veteran racers, I'll key in when they have something to say and try to apply everything I can."

From his own family, his dad Jim Storage has been his biggest supporter and mentor, relying on his time in several divisions including Late Models and supermodifieds. As for those more familiar with today's various types of Late Models, his top adviser has been the 2025 Star track champion Jimmy Renfrew Jr. Renfrew has four career ACT victories and wins in various Late Model classes at 10 different racetracks from Maine to Florida.

"I've been running with Renfrew since he started in the roadrunner days," Storage said. "Running with him is really cool. He's aggressive, but we have a good time."

He's looking forward to his second year racing under the ACT banner in his #47MA machine, a freshly-updated Dale Shaw Race Car fielded by Jim Basnar and sponsored by tractor dealership James R. Rosencrantz & Sons and some of their construction partners. He's a father of two elementary-school-age daughters, and the family doesn't get to travel to ever race, but between three streaming services, every ACT race is available online.

"Last year I had been to only four tracks on the schedule. Loudon (NHMS) was my first time at a big speedway, and that was a wild experience of its own," Storage said. "I'm looking forward to this season; I've been to all of the tracks except for the two Canadian ones."

# Corum caught on camera with, by Veach

Taylor Corum picked up plenty of hardware in her second full season of Pro Late Model racing. The 17-year-old from Hazel Green, Ala., scored three victories at Huntsville Speedway, her home track, and earned rookie of the year honors at Montgomery Motor Speedway about three hours to the south.

Along with the trophies and the spare parts for her Grand American Race Cars are plenty of pictures. Most of those are courtesy of her best friend, and Huntsville's 2025 rookie of the year in its top fendered division, Gavon Veach.

"I also help out a few kids who are in legends cars and bandoleros, friends of ours," said Veach, 18. "Sometimes I'm in my firesuit and I'll get out after qualifying or something and snap a few pics, then put my camera down for the rest of the night."

Corum was a year or two ahead of Veach in those scaled-down machines. Their friendship also became coach-protege, both in bandos and again when Veach's family first acquired his Late Model a year ago. That #9 was once a #121 driven by Joseph Meyer and an #84 with Clay Alexander aboard; GARC remodeled it, but it was originally offered by Bobby Ray Jones.

"I definitely like it better than legends cars," said Veach, who won a couple of points titles in those entry levels at Huntsville, Nashville Fairgrounds Speedway's infield quarter-mile, and the track once known as Highland Rim. "Legends have 145 horsepower in 1,200-1,300-pound cars, and they're a lot to handle. I remember when I first got in a Late Model an ran laps at Huntsville; I told my dad it's like driving a Cadillac compared to legends cars. I personally could feel a lot more of what the car's doing."

Veach, from College Grove, Tenn., only ran four Late Model

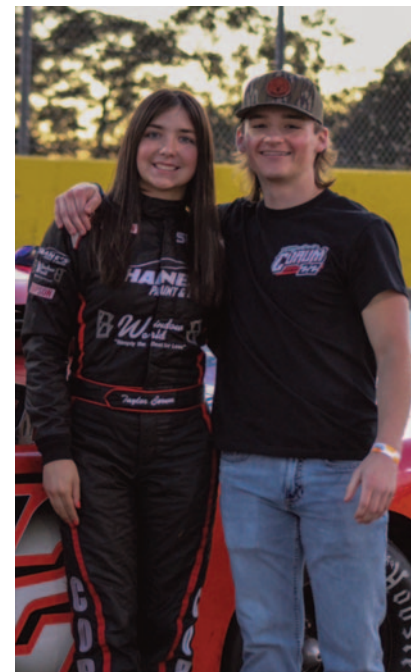
races last year due to some engine issues. He did his best to support Corum, who steadily improved at Montgomery.

In her first three Show Me the Money races at the big half-mile, her best result was 11th and she suffered her only DNF. The last three nights produced top-eights, including a fifth in the second race of Montgomery's only twin-feature night.

Corum, a diabetic youth ambassador sponsored by Simpson Race Products, Window World, glucose monitor company Dexcom, insulin management company OmniPod, and her dad's shop Shane's Paint & Body, has benefitted the advice of GARC workhorse Augie Grill and longtime chassis crew member David Ray, who lives near her family. (On race days Ray focused on new MMS champion Jim Wall.) And her first adviser in Late Model racing from 2024 was veteran Johnny Brazier; Shane Corum spent much of the 1990s and early 2000s on the #71 crew.

"Whenever we have questions, Jim will help me, like last year when I was getting the line down at Montgomery," she said. "The plan for this year is to go to more bigger tracks. Montgomery's not as big as the Fairgrounds and was better to learn on and more forgiving, but we'd like to go there this year."

Veach has some support from the suburban-Nashville private club called the Grove, Whistle Works Diesel, Central Basin Contractors, Mooneyham Excavation, Tri-Green John Deere, La Fiestas Restaurant, Smithson Signs, SRM Concrete and JB Excavation. But his 2026 schedule might need some more backing to expand beyond a partial-season Huntsville effort. There is one road trip he's planning to make: Larry Pollard wants to put him in an LP Gear-adorned car once at Hickory Motor Speedway for a Carolina Pro Late Model Series event.



Liz McFarland Photography

**Taylor Corum**, the Pro Late Model rookie of the year at Montgomery, stands with Gavon Veach, who earned the same honor at Huntsville while shooting a number of photos.

## Texas traveler enjoys time with fenders

Many of the Late Model touring series rookies in 2025 didn't put as many road miles into their efforts as Nathan Caldwell, the top newcomer in Pro Late Models at Mobile International Speedway. Caldwell made a few seven-plus-hour hauls, mostly east on Interstate 10, from the Houston suburb of Chappell Hill, Texas.

At home Caldwell has plenty of laps, plus a modified track championship, at Houston Motorsports Park. The open-wheelers are Houston's top class because that bullring doesn't run full Late Models, just Outlaw Stocks. But a connection made at a modified race led to his 2025 Pro ride, owned by Terry and Wilma McCoul. He started as a crew member for the McCoul team in 2024.

"I was talking with Max (Calles-McDonald) and Terry was there," Cal-

dwell said about the TM Motorsports boss, who had fielded cars for fellow Texans Calles, Ryan Luza and Memphis Villareal in past years. "Terry knew I was a welder and fabricator. At the time he lived in Mobile, but he had a house in Texas and he could get me to help load his car up and stuff. He taught me a lot. My dad's the main person who taught me the big things you need to know at the end of the day."

His father Brent Caldwell raced in Alabama for years, mostly at the old Birmingham International Raceway. Nathan drove quarter midgets as a young boy, but he didn't get the bug at an older age until 2020 when he found a modified for sale on Craigslist.

"My sister races dirt bikes, and my nephew ran quarter midgets. Once in the past three years we had like 42

weeks of racing," the 26-year-old Caldwell said. "This was a lot different."

Caldwell's best finish at the half-mile in Irvington, Ala., was fourth. His #5 operation, a Hamke chassis sponsored by Sure Flow Plumbing & Drain, Jose Birreuta, 9 Construction and Hyman Plumbing, also traveled to Montgomery Motor Speedway once.



David Kranak/Impact Zone Photos

**Nathan Caldwell** enjoyed his year of experience driving the TM Motorsports Pro Late Model, mostly near Mobile, Ala.