

# LATE MODEL DIGEST

March 25, 2026



## Majeski, Allman thrill South Alabama crowd

Finch-Sanders connection proficient again in Pro race • Carroll returns to seat • Walters finds another seat, new rival

TYLER SONTAG/SPEEDRACER PHOTOS

# Allman can't quite catch Majeski as Nuttleman smiles twice in Rattler 250

From staff and series reports

**KINSTON, Ala. (March 21)** — Colin Allman entered the 50th annual Hardee's Rattler 250 with an excellent record at South Alabama Speedway. He won last September's UARA National Super Late Model race at the .4-mile oval. The 28-year-old former college baseball player from Plant City, Fla., finished second in last spring's Rattler headliner.

The special anniversary weekend kicked off nicely for Allman, as he came home third in the Rattler Pro Late Model feature for the second straight year. And to top that off, he set fast time for this year's main event, topping the largest Rattler field in more than a decade.

As stellar as Allman's recent SAS history has been, Ty Majeski's has been that much better. The 31-year-old from Seymour, Wis., already a two-time



Jason Reasin Photography

**Ty Majeski (91) edged Colin Allman** at the end of the 50th Hardee's Rattler 250, in what's believed to be the closest finish in the history of the Super Late Model event.



Bruce Nuttleman/Ultimate Lap Photo

**Toby Nuttleman (left) congratulates Ty Majeski** on his sixth career Rattler main event victory at South Alabama Speedway.

winner of the Snowball Derby and the upper Midwest's winningest Super Late Model driver of the past 12 years, is the record-setter at the Rattler, having posed with the large rattlesnake-head-mounted trophy after the 2016-17 and 2020-22 events.

Majeski's sixth Rattler victory was also the closest, and the richest. His official margin over Allman was .069 second at the finish line. The gap was larger atop the event purse, as Majeski brought a \$50,050.50 prize from the track and the United Auto Racing Alliance to Gearheadz Racing. Allman earned \$12,500, which was a little more than what he won here six months earlier in the Frankie Grill Memorial, but he still came up short.

Majeski put on the most entertaining display of the evening. With his NASCAR Craftsman Truck Series race the previous night at Darlington Raceway, he was not able to qualify and had to start the race at the rear. By lap 100 he

was up to fourth, then found second when Kasey Kleyn and Brandon Lopez tangled while racing for the runner-up spot. But he still didn't have complete confidence in his #91, which had sat idle since Majeski shook it down three days earlier before heading to Darlington.

"It was probably the worst car I've ever won with. We never could get a handle on it all week," Majeski said. "We needed some restarts to go our way, and some guys to wreck in front of us. The rest were pretty organic passes, mostly on restarts, and we were able to execute them well enough. Then we took a swing at the car at the halfway break. It still wasn't great, but obviously it was enough to compete. The middle section is where he was better ... I knew he was probably gonna be able to stay close to me given the way the rest of the race had been up to that point. I respect him for racing me so clean at the end of the race."

Allman had led from the drop of the

green flag and lapped up to 10th. But after the halfway break – which came early after Isaac Kitzmiller, Weston Marthaler and Harrison Halder crashed in turn four and forced a red flag for cleanup – Majeski jumped out to the lead in the high groove and never looked back.

“He had better drive off than I did,” Allman said. “He was able to grab the lead when we didn’t fire off with the drive that we needed. Then on restarts he was able to get three or four car lengths on me and kinda stay there for a bit, then if we had a longer run I’d inch back up.”

“We both tried different things; I didn’t try as much as he did. He worked on his car quite a bit, and we changed two small things. He made some pretty big swings, and they were the right ones. One of my adjustments was the right one, and I think one was the wrong one; we made two changes to try to free it up going into the night.”

The lead pair, which had a full second on third-place finisher Jake Finch and a full straightaway on fourth-place Michael Hinde and the rest of the pack, had a chance to find out what each other did at the break, and all through the event. Majeski is the original driver for Toby Race Products, which began producing original Late Model chassis a few years ago. While Justin Mondeik was the only other entrant with a full TobyCar, Allman has had front geometry and other elements of his #67 created by famed Midwest crew chief Toby Nuttleman since the middle of 2024.

“I set that car up,” Majeski said. “Colin’s been my buddy for about three years, and I help him regularly. He’s a good kid and does a great job. I met him through iRacing, and he’s transformed into a pretty good racer. I got him hooked up with spindles, rear end geometry and a sway bar. I enjoy helping people who want to learn and give back.”

In the closing moments of this 250, it looked as if Majeski might have told Allman too much. The Sunshine State driver had his final chance to reel in Majeski after the last caution with 11 laps remaining, and he was on the leader’s left rear wheel at the finish flag.

“He kinda washed up a little bit and left half a groove there,” Allman said. “I didn’t want to rough him up. He and Toby are the biggest reasons why we can compete on this level. It was not gonna be a bump-



Tyler Sontag/SpeedRacer Photos

**Jake Finch finished third** in the UARA National-sanctioned Super Late Model race at the track near Opp, Ala.

and-run; I wanted to race him hard but race him clean. We barely touched, then I got to his door and didn’t have the momentum. I’m disappointed that we didn’t come up with the 50 grand. Almost every time Ty has won here, he’s worn everybody out. It was cool to finish side by side with him.”

While the fans in attendance likely would have erupted had Allman edged ahead in his #67, supported by RaceCar Engineering, McGunegill Engine Performance, FRS Shocks and Fort Worth Screen Printing, they certainly rewarded Majeski’s efforts with cheers. The six-time Truck race winner was unable to run the last two Rattlers because of NASCAR schedule priorities; this time he and a ThorSport Racing crewman drove through the night and arrived at their Alabama hotel around 5:30 a.m. so he could get some rest.

This was also Majeski’s first major win in a yellow Late Model, now sporting the livery of Menards which is the Badger State-based home improvement store chain which now sponsors his Truck ride. The colors of

the #91 gave the fans another reason to cheer.

“I feel like we’ve gotten a pretty good following here. They seem to enjoy when we come down and race at Opp,” Majeski said. “Sometimes it goes the other way. Over the course of my career I feel like we’ve been pretty good at quite a few places, and sometimes the fan base gets tired of it; sometimes those cheers turn into boos. It’s been good in this region and specifically here.”

**Hardee’s Rattler 250:** 1. Ty Majeski; 2. Colin Allman; 3. Jake Finch; 4. Michael Hinde; 5. Stephen Nasse; 6. Gabe Sommers; 7. Timothy Watson; 8. Bubba Pollard; 9. Nick Neri; 10. Steve Dorner; 11. Brandon Lopez; 12. Nicholas Naugle; 13. Justin Mondeik; 14. Daniel Webster; 15. Spencer Davis; 16. Jesse Dutilly; 17. Kasey Kleyn; 18. T.J. DeCaire; 19. Buddy Shepherd; 20. Isaac Kitzmiller; 21. Weston Marthaler; 22. Harrison Halder; 23. Tristan McKee; 24. Michael Goddard; 25. Michael Atwell; 26. Dylan Bigley; 27. Dustin Smith; 28. Braison Bennett; 29. Hudson Halder.

Lap leaders: Allman 1-113, Majeski 114-250 • Cautions: 9 • Red flag: 1 • Fast qualifier (of 35 drivers): Allman, 15.514 seconds • B-main winner: Bigley • Provisional: Majeski



Tyler Sontag/SpeedRacer Photos

**Michael Hinde finished fourth** in the Rattler 250 and earned an extra \$1,500 for the best appearing car award sponsored and chosen by Salted Metals.



DanielVining.com

**Brandon Lopez (6) qualified second** and ran in the top three through the first half of the race before a tire issue cost him two laps. Timothy Watson (28) placed seventh, his best result in four Rattler 250 attempts.

# Triumph trio for #18 in 'Baby Rattler'

From staff and team reports

**KINSTON, Ala. (March 21)** — Ronnie Sanders was the first three-time winner of the Rattler, the annual Super Late Model spring race at South Alabama Speedway. His final two victories in the event came in 1999 and 2001, and the Georgia veteran and the .4-mile oval seemed to be a magic combination.

One generation later, there's an even more magic combo involving Sanders and SAS, a logo which is on Sanders' familiar cap. He's in his third season of fielding Pro Late Models for Jake Finch, and the almost-21-year-old has won the Pro race on Rattler weekend each time.

"I don't know what it is, but I really enjoy the racetrack," said Finch, from Lynn Haven, Fla. "It fits my style a lot. It's a pretty aggressive track, and you can be pretty aggressive throughout the race. It's line-sensitive as well. You have to get to where you can hit your line consistently. Our cars have always been pretty good there."

The red #18 Hamke Race Cars which Sanders has unloaded for years have had stellar records with numerous other drivers. Bubba Pollard, Casey Roderick and Hunter Robbins have

racked up wins for Ronnie Sanders Racing; Roderick won this "Baby Rattler" for him in 2019. But Finch, who has also won crate-engine races since 2024 at three other Gulf Coast racetracks, has an undefeated streak going in this 125-lap race, now sponsored by Grasshopper and local distributor J.R.'s Lawnmower Shop.

The son of former NASCAR national team owner and longtime racing sponsor James Finch took control of this race after passing polesitter Michael Hinde on a lap-22 restart. His toughest challenge the rest of the night was from Roderick, now driving for Ty King Motorsports.

"Casey's very good and very consistent," Finch said about Roderick. "Racing Casey made it my hardest win with Ronnie. He put up a good fight throughout the race. He made me stay 100 percent focused and never gave me a chance to relax."

Roderick nosed ahead on a lap-79 restart, but Finch cleared him soon after that and built a 1.4-second lead by the checkered flag. This was his second major victory of the month in the #18 with the rear quarterpanel logo of Pit-boxes.com; he won the Alabama 200 at Montgomery Motor Speedway March 7.



Brigitte King

**Casey Roderick enjoys a moment with a young fan** at the autograph session before the "Baby Rattler." Roderick finished second and was even with eventual winner Jake Finch on a second-half restart.



Tyler Sontag/SpeedRacer Photos

**Jake Finch is joined by professional snake handlers** after his victory in the UARA Pro Late Model race sponsored by Grasshopper and J.R.'s Lawnmower Shop.



Tyler Sontag/SpeedRacer Photos

**Michael Hinde set fast time** for the crate-engine Late Model race at the .4-mile oval near Opp, Ala.

Finch hopes joining Sanders in victory lane will be a common occurrence again in 2026, although the exact schedule isn't known. He won an ARCA Menards Series race with what was then Venturini Motorsports in 2024 and ran this season's opener at Daytona International Speedway with the team now called Nitro Motorsports. They're teaming up again in April at Talladega Superspeedway, and Finch is also planning on running a family-owned entry at least once later this year.

**Baby Rattler 125 presented by Grasshopper and J.R.'s Lawnmower Shop:** 1. Jake Finch; 2. Casey Roderick; 3. Colin Allman; 4. Zack Dixon; 5. Michael Hinde; 6. T.J. DeCaire; 7. Jayden Johnson; 8. Jason Vail; 9. Steve Dorer; 10. Hudson Halder; 11. Michael Atwell; 12. Dawson Spivey; 13. Justin South; 14. Malcolm Spears; 15. Palmer Haag; 16. Nicholas Naugle; 17. Will Mack; 18. Maddox Langham; 19. Cody Durham; 20. Wayne Smith; 21. Carter Brown; 22. Travis Slawson; 23. Cody Martell; 24. Rafe Slate; 25. Wesley Slimp.

Lap leaders: Hinde 1-21, Finch 22-78, Roderick 79, Finch 80-125 • Cautions: 5 • Fast qualifier: Hinde, 15.778 seconds

## Tri-County Speedway

# Family, runner-up enjoy Carroll's win

From staff and team reports

**HUDSON, N.C. (March 21)** — Justin Carroll looked forward to talking with and hugging a few special people after the Late Model Stock Car season opener at Tri-County Speedway. He did so holding a trophy, his first as a driver in about five years.

Carroll, from Concord, N.C., won a number of LMSC races at four different racetracks in the state in the late-2010s. In that span he went full-time his Carroll Speedshop business, out of which he has fielded cars for a number of drivers including 2018 Hickory champion Jacob Heafner.

This season the Carroll team has full-time zMax CARS Tour entries for Landon Huffman and Conner Jones. This TCS event was on an off-weekend for the series of any other racing interest, allowing him to get behind the wheel for just the seventh time since 2022.

"My family was in town, and the car was ready, so we said, 'Let's go racing,'" he said. "My grandmother just moved here from Florida, and she was excited to come to a race. She hadn't watched me race in ... I couldn't remember."

Patty Carroll watched her almost-30-year-old grandson lead from start to finish in the 75-lap main event, driving the car Huffman had in most CARS

races in 2025. Justin drove his #57 past Graham Hollar on the first lap and never looked back at the .4-mile oval, which was the site of his last victory in 2021.

He did have to look over his shoulder in his Reynolds chassis, sponsored by Industrial Battery & Charger. Huffman, driving his family-owned car here, took over second in the middle stages, and he pulled alongside Carroll's left rear quarterpanel near the end.

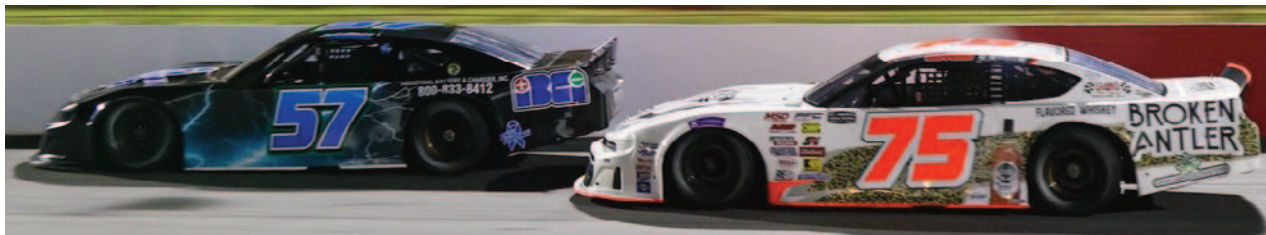
"We had a 10-car-length lead, then the caution came out, and he was on my ass the rest of the race," Carroll said. "Several times we were side by side, and I was able to hold him off. He was better than I was at the end of the race."

He and Huffman exchanged plenty of high fives

and pleasantries at the end of the night, before the rest of the Carroll family met the winning driver. This may be one of his rare 2026 racing chances, because of his CARS commitments. The Speedshop also has a 20-race deal in weekly action at TCS, Hickory Motor Speedway and Wake County Speedway with Mexican teen Diego Mendeztorres, who won a Wake feature in 2025.

**Season Opener presented by Maple Springs Laundry:** 1. Justin T. Carroll; 2. Landon Huffman; 3. Thomas Beane; 4. Graham Hollar; 5. Anthony Bello; 6. Alex Meggs; 7. Billy Snodgrass; 8. Kaeden Ballos; 9. Matt Leicht; 10. Wyatt Miller; 11. Lanie Buice; 12. Cameron Bolin; 13. Kevin Leicht; 14. Austin Harris.

Lap leader: Carroll 1-75 • Cautions: 2 • Fast qualifier: Hollar, 15.609 seconds



Justin Carroll (57) fends off a late change from Landon Huffman in Late Model Stock Car at Tri-County Speedway near Granite Falls, N.C.

Damon Halsey

## Hickory Motor Speedway

# Pro champ wins in debut in MKM car

From staff and team reports

**NEWTON, N.C. (March 21)** — After his first victory in Michael Klein's Limited Late Model Stock Cars at Hickory Motor Speedway, Mason Walters felt a sense of accomplishment. After winning the night's second twin feature, the 17-year-old from Catawba, N.C., the feeling was one of relief.

The first 40-lap race in the class sponsored by Paramount Auto Group saw Walters pass Helio Meza, see a caution wave a second later, then fight his way back by Meza five laps after the restart. Meza faded a bit near the end, but that set up the Matt Piercy Racing driver up well in the nightcap.

Meza quickly found the lead under the lights, while Walters had to battle from eighth on the grid after the inversion. After halfway the race became a three-way fight with Meza, Walters, early leader Mark Johnson and Paityn Feyen. The attention

was quickly directed up front.

"I cleared him on the top ... barely touched him at all," Walters said. "In three and four he hit me right out of the way and knocked my car dead sideways. I was looking at the pits in the middle of three and four, going 'What are we doing here, guys?' I just returned the favor. He didn't like this, so he kept pushing my bumper. We moved each other for about the next 10 laps. That was a weight off my shoulder."

Walters, in a Hedgecock car sponsored by Unified Electric Services, finished with a couple of car lengths on Johnson and a few more on Meza. This was the first outing for the 2025 South Atlantic Pro Late Model Series champion since joining MKM Racing Development; he drove the car which Klein fielded for Jake Kolber in Hickory's weekly season opener. He'll be in a few more races for MKM around his priority 2026 ride, returning to Setzer Racing for a run in the zMax CARS Pro Late Model Tour.

The only element Walters missed in this race was having a chance to battle Nick Tucker on the track. Tucker, who owns the ARCA Menards Series and Trans Am team Nitro Motorsports, was the one who connected Walters and Klein. Tucker finished second in the opener, but a tire problem hampered his #70 in the nightcap and he was never near Walters on the .363-mile racing surface.

**Twin I:** 1. Mason Walters; 2. Nick Tucker; 3. Don Carlton; 4. Hannah Bell; 5. Helio Meza; 6. Jaxon Lash; 7. Mark Johnson; 8. Daiki Tanaka; 9. Justin Parry; 10. Dystany Spurlock; 11. Gracie Crocker; 12. Partyn Feyen.

Lap leaders: Meza 1-14, Walters 15, Meza 16-20, Walters 21-40 • Cautions: 2 • Fast qualifier: Meza, 15.035 seconds

**Twin II:** 1. Mason Walters; 2. Mark Johnson; 3. Helio Meza; 4. Dystany Spurlock; 5. Jaxon Lash; 6. Gracie Crocker; 7. Paityn Feyen; 8. Nick Tucker; 9. Daiki Tanaka; 10. Hannah Bell; 11. Justin Parry.

Lap leaders: Johnson 1, Meza 2-28, Walters 29, Meza 30, Walters 31, Meza 32, Walters 33-40 • Cautions: 4



Gardner Street Photography  
Mason Walters won both ends of a Limited Late Model twinbill at Hickory, N.C.