

LATE MODEL DIGEST

December 3, 2025

Scorching Scott!



More in Arizona: Latest pass for Peterson • Beane, Tissot triumph at Newport • Limited Late Models at SNMP and Wall

BLACK FLAGGED PRODUCTIONS

Scott's latest shot completely on target

From staff and track reports

TUCSON, Ariz. (Nov. 30) — For most of the day of the 11th annual Turkey Shoot at Tucson Speedway, the man with the most important duty was probably Joe Fiorelli. He's the car owner – and the spotter – for flag-to-flag Super Late Model feature winner Michael Scott.

The 125-lap main event went caution-free, and with Scott's runaway status in the race, it might have been easy for the leader's mind to drift. Fiorelli, who spent a number of years working with NASCAR Cup Series teams Furniture Row Racing and Joe Gibbs Racing before returning home, broke up any potential monotony with frequent words of encouragement.

"I just had to really manage the tires," said Scott, from Hillside, Wyo. "If you're not pointed straight when you get on the gas, you can slide through the corners and it's pretty hard on tires. I've got a spotter that reminds me to take it easy. I was waiting ... I thought for sure there'd be a caution with four or five laps to go."

This victory - his first time finishing a Turkey Shoot but at the site of his biggest career win, the 2019 Chilly Willy 150 - was a welcome turnaround for the



Michael Scott dominated the Saturday night qualifier and the 125-lap Super Late Model headliner the next day.

J. Scott Read Photography

"Our left front spring collapsed that night, and obviously we didn't know it until we got home. That got us on Challenge Cup night, and when it started going away, it went away."

"I didn't think we'd make the Turkey Shoot. I was working in Texas (as part of a woodland firefighting effort), but it rained a bunch, and earlier in the week they said for everybody to go home for the holiday. At the last minute we went, 'Let's go racing.'"

The decision was a lucrative one. Scott's earnings for the weekend included the \$7,500 base prize, \$5,000 in lap leader bonuses, and \$1,500 for winning one of the previous night's 50-lap qualifiers. It was certainly worth the haul for Scott, whose Senneker Performance chassis had Robbie White power and additional backing from Banker Tools and Automatic Garage Door. He lapped up to seventh place in this race, coming just short of his frequent CNS rival and Brett's father Bruce Yackey.

Turkey Shoot presented by Ed Morse Automotive Group and Northern Provincial Pipelines: 1. Michael Scott; 2. Weston Marthaler; 3. Kyle Reid; 4. Zane McKissick; 5. Ken Bonney; 6. Bruce Yackey; 7. Brandon Carlson; 8. Dylan Jones; 9. Nick O'Neil; 10. Kyle Wade; 11. Darrell Midgley; 12. Jen Hall; 13. Billy Coles; 14. Ron Norman; 15. Marc Groskreutz; 16. Kami York; 17. David Smith.

Lap leader: Scott 1-125 • Cautions: 0 • Fast qualifier: Scott, 15.022 seconds • Heat race winners: Scott, Reid

Saturday Twin I: 1. Michael Scott; 2. Weston Marthaler; 3. Zane McKissick; 4. Bruce Yackey; 5. Ron Norman; 6. Billy Coles; 7. Darrell Midgley; 8. Jen Hall.

Saturday Twin II: 1. Kyle Reid; 2. Brandon Carlson; 3. Dylan Jones; 4. Ken Bonney; 5. Nick O'Neil; 6. Kyle Wade; 7. Marc Groskreutz; 8. Kami York.



Black Flagged Productions

Weston Marthaler finished second in the 11th annual Turkey Shoot 125 at Tucson Speedway. The Minnesota youngster was in this event for the third straight year.

owner of Michael Scott Trucking. About two months earlier Scott had a chance to wrap up his first Super Late Model points championship at Colorado National Speedway, but a mechanical issue hampered him and he wound up two points behind Brett Yackey for that title.

"That was a bummer," Scott said.



J. Scott Read Photography

Kyle Reid came home third at Tucson, Ariz., in the postseason special which the Canadian visitor won in 2024.

Havasu 95 Speedway

Peterson endures late cautions, wins

From staff and team reports

LAKE HAVASU CITY, Ariz. (Nov. 29) — Reaching the lead in the Pro Late Model season opener at Havasu 95 Speedway was the easy part for Jeff Peterson. The remaining stretch was more difficult, even if the hardships were more internal than from his fellow racers.

His climb from the third row of the grid to the top spot at the quarter-mile took 36 laps. That run wasn't too taxing, in part because it went caution-free. Then his restart skills were tested for the rest of the day.

"It seemed like every couple of laps there was a caution. I was wondering if the race was ever gonna finish," said Peterson, from Las Vegas, Nev. "We had a late charge from Parker Malone, and Christian Bazen was on the move until he ran on the outside too high and unfortunately tore his car up.

"The car was pretty hooked up, even with all the restarts. But I wanted to start cruising and try to save tires, 'cause Havasu's tough on tires. If you have a car that has too much drive off and too much grip, take it

to Havasu and it'll fix that instantly."

This car, a Hamke chassis with a GM 602 crate engine, was one of two which Peterson piloted this year. All of his 2025 victories have come in this #51, supported by his company Inland Empire Roofing, car owner Clay Wooster's business Tri-City Towing, White Racing Services, and the law office of William J. Davidson. That total included two wins in the Spears CARS Tour West.



Howard Twaddell/Pacific Freelance Photography
Jeff Peterson crosses the finish line at Havasu 95 Speedway. Peterson won the Thanksgiving weekend Pro Late Model race at Havasu for the second straight year.

"I ran a couple of races in the middle of the year in our old car," Peterson said. "Linny (White) raced in the CARS race at Orange Show and wasn't very happy. I took it to Kern Raceway a couple of times trying to get it a little better. If I ever needed it for a backup, it's good to go."

This wasn't the only car Peterson drove at the bullring, whose season runs from October to March every year. Practice night found him behind the wheel of a modified with his wife Kayli's name on the roof.

"She had a bunch of homework and didn't come until race day," he said about Kayli, a student at California Baptist University. "She finished third and led the first half of the race. I guess I didn't do a very good job because the handling went away late."

Big O Tires 100 presented by Star Nursery Garden Centers: 1. Jeff Peterson; 2. Parker Malone; 3. Matt Hicks; 4. Cody Kiemele; 5. Mike Weimann; 6. Gavin Bucy; 7. Eric Rhead; 8. A.J. Hintsala; 9. Christian Bazen; 10. Mikey Killen; 11. Sean Woodside; 12. Jacob Woodward.
Lap leaders: Malone 1-5, Hicks 6-11, Kiemele 12-35, Peterson 36-100 • Cautions: 6 • Fast qualifier: Peterson, 15.36 seconds

Wall Stadium Speedway

Riverhead record holder wins at Wall

From staff and team reports

WALL TOWNSHIP, N.J. (Nov. 27) — The winning Limited Late Model during that division's feature at the 52nd annual Turkey Derby at Wall Stadium was originally built by Steve Leavitt in 1988. The #5 car was actually three years older than its driver, C.J. Lehmann.

That machine was definitely not the oldest ride Lehmann has ever piloted. Over his career he holds the record for winning in the most classes at Riverhead Raceway; his triumph earlier this year marked half a dozen at the Long Island bullring.

The family which allowed him to check that sixth box – and win at Wall for the first time – is the clan around Alyssa Paprocky. She also races a street stock at Riverhead, but she found this Late Model to be a distraction. In stepped Lehmann, a regular in the track's four-type modified class.

"They had some trouble figuring the car out for her and couldn't get it to go. Running this and a street stock, there's so much difference in speed, and

she was in the points in street stocks at the time," Lehmann said. "They asked me if I wanted to drive the Late Model, and I ran fourth until the radiator hose blew off. They asked me to drive it the rest of the year."

The deal also included a trip to this event, in which Lehmann had competed a few times with different car owners. This one was memorable, as he led from start to finish. He was scheduled to roll off third, but polesitter Brian Doyle had a transponder issue and pulled to the pits. Lehmann took care of the rest, finishing just front of second-time Wall visitor Brian Romig Jr.; Romig was right on the leader when the race was called due to someone's oil leak three laps from the scheduled 30.

"They rolled me up to the pole," said Lehmann, from Shirley, N.Y. "They cut our race short after we had three or four cautions. We were the last race of the night ... but hey, I've got the trophy, so I'm not gonna argue. Romig was half a car length back most of the race. At one point I stretched it to three car lengths. He was better than me on

longer runs. He had gotten to my bumper twice. His car was fast. He did a good job; he kept me honest."

Lehmann, sponsored by Hydro Action, Kemp Cooling & Heating and Raynor Landscaping, had a special reunion with one of his racing idols. Roger Oxee, a track champion from a generation ago, actually drove that car at one time.

"Roger came over once and said, 'You know what car this is.' I watched that car race as a kid," Lehmann said.

Turkey Derby Day 1: 1. C.J. Lehmann; 2. Brian Romig Jr.; 3. Brian Doyle; 4. Ed Chesiak; 5. Ethan Brown; 6. Mark Hudson; 7. Kevin Kennedy; 8. Jeremy Doerr; 9. Kevin Davison; 10. Gerard Giordano; 11. Mike Tillett; 12. Ray Minieri; 13. Greg Gastelu; 14. Phil Bogdan.

Lap leader: Lehman 1-27 • Cautions: 1 • Fast qualifier (of 15 drivers): Doyle, 13.554 seconds



SDS Photography
C.J. Lehmann and his crew enjoy first place in the Limited Late Model feature before Turkey Derby III.

Two celebrate wins in fun 2025 finale

From staff and team reports

NEWPORT, Tenn. (Nov. 29) — A number of special short-track events with two or more features will declare one overall winner at the end of the day or weekend. Tiebreakers are in place in the case of even results; perhaps the overall winner is determined by the finishes of the final segment, or the deadlock can be broken by time trials.

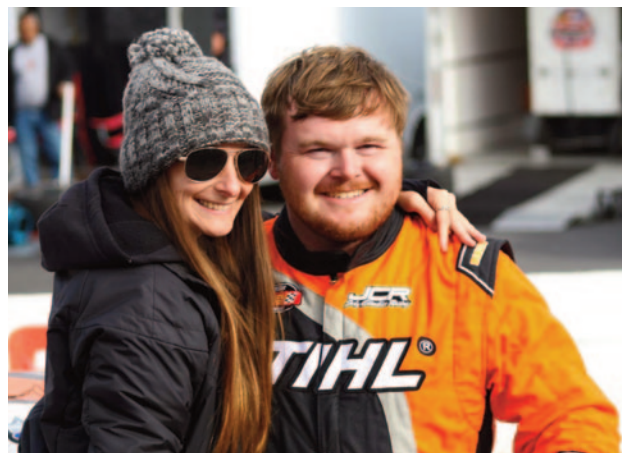
The inaugural Newport Fall Classic pitted Limited Late Models in twin-60-lap races over Thanksgiving weekend. Thomas Beane scored the win in the opener with Lee Tissot right behind him. Then their finishes were reversed in the late-afternoon race, so the overall tally was even.

The racetrack, wrapping up its first full season since reopening, didn't have a plan in place to break the tie. Beane and Tissot were simply awarded their trophies and money and went on their merry ways ... and that was the best possible outcome for both.

This was the first race for Beane, from Hudson, N.C., since the Fall Brawl at Hickory Motor Speedway three weeks earlier. That show didn't end well for the 2019 Hickory champion, as a hard wreck ended his hopes there. Beane and car owner Jody Chandler originally planned to spend the weekend at the Thanksgiving Classic at Southern National Motorsports Park, but that #01 had not yet been completely repaired.

The team hauled its other car west on Interstate 40 and made the most of it. Beane went past fast qualifier Zeke Shell near halfway and never looked back.

"Zeke was pretty good. On the first start he got me pretty good, but on the second one (the only restart of the race) I kinda rolled with him and didn't spin the tires like I did the first time," Beane said. "I originally wasn't gonna go to this race, but they ran kinda some different rules than what they normally run and



Quinn Campbell

Thomas Beane enjoys an early-afternoon trip to victory lane with his girlfriend and occasional Late Model driver Terri Crider.



Randall Perry/RPM Racing Photos

Lee Tissot (27) and Thomas Beane (01) hold the inside line against Jacob York during the Newport Fall Classic.

opened them up to allow some things. I could run the kind of motor I usually run, an Enforcer, and a couple other Late Model guys showed up this week."

This was Beane's second start at Newport since its seven-year hiatus; he did visit with various Late Model Stock Car tours in the mid-2010s. Tissot has much more experience at the .4-mile oval, both before its closing and in this comeback season; he placed second to Lance Gatlin in Limited points.

This was his second win of the year at Newport, but any success has been welcome for the veteran from Arden, N.C. His car, owned by Jeff Caldwell and originally a HarCor chassis driven by region-wide LMSC standout Jamey Caudill, didn't start 2025 at its peak.

"It's been up and down; we could never get that car to work," Tissot said. "We finally figured it out; it was perfect in the last race. He let Eugene Norton run it, and I think they got in a wreck with it a time or two. My car got wrecked in the first race of the year and it needed a front section, so Jeff decided to just get Ol' Blue. Three days later we were at the racetrack again."

Tissot's Thanksgiving win was more eventful than the early-afternoon feature. The inversion put him and Beane on the fourth row of the grid, and Tissot got past the #01 right away. Tissot eventually took the lead from Ashton Higgins.

"At the start of the race the outside lane went and something happened. We were able to go to the bottom and get by Beane and some others," said Tissot, whose sponsors include Jeff's Auto Sales and Quality Heat & Air. "We worked our way up to Ashton. We kinda took it easy, taking care of the tires. The patch in (turns) one and two is brutal on tires. It's the same patch that was there from a long time ago. It's probably as course as any racetrack I've ever seen. If you're not handling good across that, you're in trouble."

Beane, in a PRW chassis backed by Stihl, LeapFrog Landscaping, Mission Health and Mountain Area

Medical Airlift, had hopes of a sweep. His best chance came on a late restart when he was right behind Tissot and they briefly made contact.

"He got through traffic better than I did," Beane said. "Some people kinda got moved into my lane and broke my line up, and a couple of people got a jump on me there. I wasn't good enough getting through the guys I needed to pass."

The second race, which like the first had a base prize of \$1,500, could have been more of a challenge for Beane. With his opening win, the track tempted him to start the nightcap at the rear for a small bonus.

"I wasn't gonna go to the back for \$500 ... maybe a couple thousand, but \$500 wasn't worth it," he said.

Twin I: 1. Thomas Beane; 2. Lee Tissot; 3. Zeke Shell; 4. Ashton Higgins; 5. Chase Pollard; 6. Josh Goble; 7. Martin Nesbitt; 8. Jacob York; 9. Alex Miller; 10. Derek Lane; 11. Jamie Mosley; 12. Toro Rodriguez; 13. Kaleb Pressley; 14. Daniel Escoto; 15. Enrique Ferrer; 16. Mark Johnson; 17. Dustin Cooper; 18. Jackie Buckner; 19. Richie Croley.

Lap leaders: Shell 1-27, Beane 28-60 • Cautions: 1 • Fast qualifier (of 20 drivers): Shell, 13.201 seconds

Twin II: 1. Lee Tissot; 2. Thomas Beane; 3. Jacob York; 4. Ashton Higgins; 5. Zeke Shell; 6. Chase Pollard; 7. Derek Lane; 8. Kaleb Pressley; 9. Martin Nesbitt; 10. Mark Johnson; 11. Josh Goble; 12. Jamie Mosley; 13. Daniel Escoto; 14. Alex Miller; 15. Enrique Ferrer; 16. Toro Rodriguez; 17. Jackie Buckner.

Lap leaders: York 1-11, Higgins 12-32, Tissot 33-60 • Cautions: 2



Randall Perry/
RPM Racing Photos
Lee Tissot won the second 60-lap Limited Late Model race at the track in Newport, Tenn.

Friday night lights dimmed in tech line

From staff and track reports

KENLY, N.C. (Nov. 28) — Mason Walters, this season's champion of the first-year South Atlantic Pro Late Model Series with Setzer Racing, added some perimeter-framed Late Model experience in the late stages of the 2025 campaign. He teamed up with the new driver development group run by longtime mid-Atlantic states star Ross "BooBoo" Dalton to learn about those cars.

The latest portion of his learning curve came in the Limited Late Model race of the annual Thanksgiving Classic at Southern National Motorsports Park. Walters nosed ahead of veteran Bradley McCaskill on



A.J. Allen

Mason Walters and his car owner Ross Dalton celebrate at Southern National Motorsports Park near Kenly, N.C.



A.J. Allen

Mason Walters (50) battles Bradley McCaskill for the lead in the Limited Late Model portion of the Thanksgiving Classic. They swapped the point four times in the second half of the 75-lap feature.

two separate occasions in the 75-lap feature before crossing the finish line a close second.

"Our car was really good for the short run," McCaskill said. "On the long run he had a lot better car. There was a string of cautions at the end which allowed our tires to cool off, and we could fire off better on the short run. We battled it out with him at Orange County earlier in the year and we won, and it was like a dogfight between the two of us. It was good, hard, clean racing."

Everything was good and clean on the .4-mile racing surface in this Friday night event, but not in the tech line. The Dalton gang protested McCaskill's entry, fielded by veteran Louis White. In the wee hours of the morning, SNMP officials disqualified McCaskill for an engine violation.

"The motor man thought it was a cubic inch rule for size, but the way the rulebook reads, there is a max



T&T Racing Performance

Tyler Garretson wound up second, his best result since winning the Limited season finale at South Boston Speedway in September.

bore size," McCaskill said. "We were .035 too big on bore."

Walters cleared and left with the trophy and \$3,500 prize. His latest racing test was one he passed with flying colors, especially since this was his first time racing at SNMP. He drove a PRW chassis with support from Unified Electric Services, chassis builder PRW, Rusty's Rub and H&H Land Clearing.

"It's a fortunate turn of events," said Walters, from Catawba, N.C. "I think the track was pretty symmetrical and not too challenging. Just wrap the line on the bottom and stick to that below the exit. The only thing that was challenging was the tire-saving part of it. Some people I was talking to said that Southern National was even more abrasive than Florence. I've never done a longer race at either of 'em."

Being on a winning side at SNMP was nothing new to Dalton. One of his past triumphs here was in 2022 for the season opener of the short-lived All Pro Limited Late Model tour, when he crossed the stripe second and inherited the win after the disqualification of ... McCaskill.

Limited Late Model Thanksgiving Classic: 1. Mason Walters; 2. Tyler Garretson; 3. Phoenix Kimball; 4. Dalton Ledbetter; 5. Jacob Bradley; 6. Tyler Chapman; 7. John Goin; 8. Holden Haddock; 9. Tristan Brunelli; 10. Graham Hollar; 11. Sarah Whitesell; 12. Justin Mitchell; 13. Gerald Benton; 14. J.D. Eversole; 15. Corey Wilson. DQ-1: Bradley McCaskill.

Lap leaders: McCaskill 1-45, Walters 46-48, McCaskill 49, Walters 50-62, McCaskill 63-75 • Cautions: 4 • Fast qualifier: McCaskill, 15.538 seconds