

Samantha, who just had her cast removed and Jake who had the weekend off from racing at Sunset Speedway headed to Sauble Speedway to cheer on Billy in the third round of the APC United Late Model Series. The #86 team had a busy couple of weeks repairing some front end damage after the last race at Sunset Speedway including replacing the front bumper for the second time in as many races. The team also went over the entire car in fine detail as they would only have five days between the race at Sauble and the next round of the APC Series at Delaware Speedway on Canada Day.

With temperatures reaching the high 20s, Billy took to the track for the first of two 30-minute practice sessions where he was very happy with the handling of the #86 St. Jacobs Farmers' Market pro late model. The only issue that he



had was being the choice of rear gears as the motor was not reaching the desired RPM that the team wanted. The gears were changed and Billy returned to the track for the second and final practice session where he said the car was better but still lacking RPM. Without a higher set of gears, the team hoped that with new tires, the car would pick up some additional speed that would ultimately help though they did not think that their gear selection would hurt the car as they were close to what they were looking for. If anything, Billy felt that the car was a little loose on throttle through the corner so he was instructed to come back to the pits so the team could

put on a bigger left rear tire that would be closer to what they could have for qualifying and the feature. The practice tires from the last race at Sunset Speedway had 4" of stagger across the back and the biggest spare tire would put the stagger at 3½"; however, it looked like they would only get 3" of stagger on the new set. The staff from Grisdale Racing Products that select and mount the tires for the series were very helpful in trying to rectify the tire size problem at the track by un-mounting and mounting tires with Ken and Hags going through a number of tires from the tire truck trying to get the correct amount of stagger. Unfortunately there was a very limited amount of tires to choose from and the team would have to live with what they had. With their new tires mounted and the air pressures adjusted to hopefully help the stagger issue, Billy lined up 11th for time trials where he ran a 14.775 second lap that would put him deep in the field back in 17th out of 21 cars. Although the team were extremely disappointed with their qualifying run, they were more disappointed in the lack of tire selection as the lower stagger was creating a big push in the handling that was hindering the car from rotating and therefore not allowing Billy to get back into the throttle as quickly as he wanted. With the car now impounded, the only adjustments that could be made was to the air pressures and with the big lack of stagger the team was not confident that this was something they would be able to overcome. Last season the individual teams were allowed to go to Grisdale's and pick out their own tires but some complained about an unfair advantage and a rule was put in place putting all teams at the mercy of the Grisdale staff and their tire selection.



As the field took the green flag it wasn't long before Billy was on the radio complaining that the car had an even bigger push than in qualifying and that he could not get on the throttle through the corners dropping him back even deeper in the field. As the first caution came out on lap 25, Billy made his way to the pits for a quick adjustment that consisted of putting shims into the left front as well as taking more air pressure out of the left rear in the hopes of



minimizing the push that Billy was experiencing. Upon returning to the track Billy was back on the radio complaining that push was still pretty bad and on top of that the carburetor started to act up with a big hesitation as he first got on the throttle. With a series rule in place that didn't allow a car to come into the pits to change a tire unless it was flat, the team was not able to put on the smaller spare tire that would have corrected the stagger problem. With also not having a quick fix to correct the issue with the carburetor, Billy was told to do the best he could to stay out of trouble and bring the care home in one

piece. David did a great job as his rookie season continues as Billy's spotter to guide the driver through multiple cautions that happened right in front of the #86. Billy was able to bring the car home without a scratch although it would be with a disappointing 14th place finish.

Billy returns to Delaware Speedway for Canada Day on Friday July 1st for the fourth round of the APC United Late Model Series. The front gates open at 6:00 PM with racing getting underway at 7:30 PM. Jake returns to Sunset Speedway on Saturday July 2nd for a regular night of racing with the front gates opening at 4:30 PM and racing getting underway at 6:00 PM.