



Billy, the #86 team, Jake and Samantha all made their way to Delaware Speedway on Canada Day for some rare Friday night racing and the fourth round of the APC United Late Model Series. With only a six day turnaround between events the team was kept busy during the week to make sure that the car was ready to load in the trailer Friday morning.

The car was good in practice and Billy was unsure if he wanted to make any changes to the setup that he and the team had put into the car during the previous week; this was mainly based on the setup that was in the car during the 2015 season that saw Billy take home 'Rookie of the Year' honours at the track. The only issue seemed to be with the brakes as the pedal was a little softer than Billy would have liked. The team had a few issues with the right front brake caliper Thursday night at the shop so practice was cut short so that the brakes could be bled again. The second and final practice session was used to confirm that the brakes were good and a minor adjustment was made to correct a slight loose condition on the exit of the corner. With Billy happy with the handling of the car and the replacement carburetor working much better than the one at Sauble Speedway; the team prepared the car for time trials that would set the order for the 28-car field. The #6 of Adam Quarrie was the first car on track for time trials and he made a blistering run of 18.310 seconds to set the bar high for the cars that were to follow. Billy hit the track and laid down a lap of 18.422 seconds in the #86 that would put him comfortably into the top-5 until the #44 of Steve Laking edged him out by .008 of a second to put Billy back into 6<sup>th</sup> after which the #81 of Andrew Gresel took the pole with a time of 18.304 seconds barely missing out on the track record.



As the field took the green flag, the plan was for Billy to get into a good position to run some smooth consistent



laps in order to save the tires for the end of the race as the team was confident that they had a good setup that would last throughout the 100-lap feature. Starting on the outside lane, it took a few laps of side-by-side racing before David was able to clear Billy down to the inside lane in 10<sup>th</sup>. A couple of early cautions in the first 20 laps would allow Billy to start making his way through the field putting him up to 9<sup>th</sup> and then 7<sup>th</sup>. On lap 23 Billy was knocking on the door of the top-5 as he battled hard with the #89c of Shawn Chenoweth. After a great battle Billy was

able to make his way past the #89c and into 6<sup>th</sup>. During the next caution on lap 29 Billy came on the radio and reported that the car was running awesome and that he felt he could be running up front by the end of the night as long as he didn't overdrive the car. That would be easier said than done as David had to come on the radio a couple of times to remind Billy to just take it easy and run some nice smooth laps in order to save his tires and that there were still a lot of laps remaining. As the field took the green flag Billy made his way inside the #71 of Dan McHattie and then followed the #27 of Mat Box to the inside of the #44 on lap 35 to get into the top-5 behind the #27, the #83 of Dale Shaw and the #81. Billy was able to hang on to the 4<sup>th</sup> position through multiple cautions until lap 57 when he got hung up on the outside lane dropping back to 6<sup>th</sup> where he ran until the next caution on lap 83. As the field took the green flag on the restart Billy reported a large vibration in the front end that felt like he either had a tire going down or a brake caliper hanging up. As he slowed to try and feel out where the vibrations were coming from, he dropped back into the 10<sup>th</sup> position with 7 laps to go after gingerly getting back up to speed as he was confident that a tire was not going flat and the vibration had lessened. Two cautions came out in the final laps that saw the race finish under caution and despite hearing something dragging underneath the front of car, the car handled well throughout the final laps and Billy was able to gain a position to finish 9<sup>th</sup>. Returning to the pits the crew jacked up the front end of the car to find what the issue was and it was quickly discovered that a large piece of heavy aluminum that was mounted below the oil pan to protect it when the car bottomed out through the bumps, had come loose and was dragging on the track only being held in place on one corner. The violent movement of the metal swinging under the car under high speed at the ½ mile speedway was definitely the issue and Billy did a great job in judging the impact to the handling of the car to bring it home with the first top-10 of the season.



The APC Series has the upcoming weekend off until round 5 at Peterborough Speedway on Saturday July 16<sup>th</sup> so the #86 team is putting together a foursome for the 29<sup>th</sup> annual Guelph Wish Fund for Children golf tournament on Saturday July 9<sup>th</sup>. Ken, Hags, David and Billy himself will be playing in the golf tournament at Victoria Golf Course in Guelph as well as proudly displaying the #86 pro late model on site in support of the charity and to provide some additional exposure for the rest of our valuable sponsors.