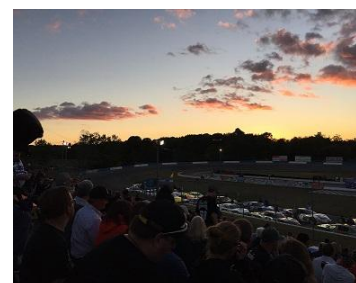


The #86 pro late model was the only team car in action the past weekend as Jake and Samantha joined Billy and the #86 team as they made the long trip east to Peterborough Speedway for the fifth round of the APC United Late Model Series. After spending the week going over the cars set-up and doing a thorough bolt check, the team was looking to build off their momentum from the previous race at Delaware Speedway as they now found themselves back in the top-10 in the series standings.

Though Billy had raced at “Canada’s Toughest 1/3 Mile Oval” in the past, including the Autumn Colours Classic this past fall, he has made it known that the track is not one of his favourites and after a discussion with his crew chief, the game plan was to be patient, try to stay down low in the inside groove and try to bring the car home in one piece with hopefully a respectable finish. During the first two practice sessions the car was handling well; however it was not rotating as good as it could through the centre of the tight corners before breaking loose on late exit. The team made changes to the right-rear spring, left-rear bump stop as well as both front bump stops before heading out for one last practice session. Billy was now quite happy with the handling of the car and the team went to work getting ready for their two lap qualifying run. Pulling out from lucky pit stall #13 to hit the track 13th, Billy put himself in the top-10 with the 10th fastest time of 13.661 seconds. Though the team was hoping to start on the inside lane, they would find themselves moving up a couple of more positions after two of the top qualifiers had their times disallowed due to some creative taping of their spoilers awarding the #44 of Steve Laking with the pole position while Billy would move up to the outside of row 4 in 8th.



As the field took the green flag Billy and his spotter David were looking for the quickest opportunity to get the #86 down to the inside lane so they could start making their way towards the front as the track does not have an outside lane that works well for moving forward. On lap 5 the opportunity presented itself as Billy moved inside the #23 and up to 7th. On lap 18 Billy followed the #17 inside the #15 and up to 6th as the field strung out nose to tail. On lap 44, contact between the #17 and the #24, who was a lap down, sent the two of them spinning down the front stretch as Billy went high to avoid and move into the top-5. After the #10 locked up his brakes and ended up in the turn one wall bringing out the caution, the ensuing restart would see the third caution of the night as the contact between the #22 and the #89c who was running 2nd and 3rd sent the #89c spinning off of turn 2 causing the field to scramble behind them. Billy went right up to the wall managing to just squeeze by and would now find himself running in the 2nd position after the #22 was black flagged and sent to the back of the field. Starting outside of the #31 the #44 moved inside Billy dropping him back to 3rd where he started for few more quick cautions that would slow the pace of the second half of the race. Billy would soon battle alongside the #83 for a number of laps as the two fought for 3rd before the #83 would complete the pass on lap 55 dropping Billy back to 4th just before the #71 made hard contact with the turn 3 wall collecting the #3 and the #24. After the restart and as the field came into turns 3 & 4, there was contact between the #31, #83 and the #44 that would send the #31 around causing the field behind him to take evasive maneuvers to avoid piling in. With David perched at the top of the grandstand, he had a great view and told Billy to go as high as he could as the other cars wrecked below him and were quickly coming up the track. The #83 made his way to the pits and as a result, the lead position out front was given to Billy in the undamaged #86.



Over the next twenty laps Billy would continue to lead and after battling with the #27, he was able to pull away giving him a six car length lead before running into lapped traffic. With just 23 laps to go, Billy tried to make his way around the outside of the #23 who was a lap down, but the outside groove was just not working for the #86 allowing the #27 to hold off Billy’s pass. Contact between the #86 and the #23 would send the #23 spinning to the infield after Billy tried lap after lap to pass him, bringing out the caution. With the #89c now on his back bumper for the restart on lap 80,



the #89c would nudge Billy from behind going into turn three and despite getting him sideways and making the pass, Billy kept on the throttle and was able to hang onto the 2nd position. The #81 was soon able to make his way by Billy putting him 3rd and left to battle with the #27 who finally spun himself out after trying to stick his nose underneath the #86 who was keeping the car as low as possible in the corners. As the #27 sat high in the centre of turns 3 & 4 the #10, #2 and the #24 all made hard contact with the turn 3 wall bringing out the red flag and a short delay for the cleanup and driver assistance. Running 3rd, Billy would have the preferred line starting on the inside with only six laps to go, however he spun his tires that normally would have cost him the position, however the 11th and final caution of the night would quickly come out giving Billy another chance at the restart as the #10 spun down the backstretch. Billy wasn’t going to waste another opportunity and he nailed the restart moving up to 2nd leaving the #81 to battle with the #22 for 3rd. The last six laps would run caution free as Billy put some distance between himself and the #81 to bring the #86 home in 2nd and obtain his best late model career finish to date. Billy and the team were ecstatic as they celebrated in victory lane behind the #89c as all of the hard work this season had finally paid off with a top-3 finish at one of the toughest tracks in the series. With their confidence at an all time high the team is looking forward to heading to Sauble Speedway for the Spira Fire Protection 100 on Sunday July 30th.



Billy has the next weekend off but he will be with Carson at Flamboro Speedway on Saturday July 23rd for a regular night of racing. The front gates open at 5:00 PM with racing getting underway at 7:00 PM. Jake and Samantha return to Sunset Speedway that same night for a regular night of racing with the front gates opening at 4:30 PM and racing getting underway at 6:00 PM.