

Billy headed north to Sauble Speedway for the sixth round of the APC United Late Model Series as Jake returned to Sunset Speedway to continue his pursuit of the point's championship from his 5th place position in the standings. With Samantha now well out of the points at Sunset due to the races that she missed with her broken wrist; she would be joining Billy with Carson who had been given the opportunity to join the team in the #86 mini stock for his first venture to another track other than Flamboro Speedway in his rookie season. Spira Fire Protection sponsored the event and with the #44 pro late model of Steve Laking and the #17 mini stock of Kevin Bridge also representing the company, five cars in total attended the event flying the Spira banner.



Sauble Speedway: The APC Series was first up for practice and as soon as Billy hit the track he felt that something was amiss with the engine of the #86 as it kept popping and burping whenever he would get on the throttle. After running a few laps Billy came back to the pits and the team went to work checking over everything they could think of that would be causing the motor to misfire. The team also borrowed a spare carburetor from the #44 of Steve Laking before heading back out on track only to have Billy report that there was still something wrong. After further investigation turned up nothing, the decision was made between driver and crew chief to go ahead with qualifying and then unseal the hood, sacrificing their track position but allowing the team to continue to diagnose and hopefully find the problem. Billy qualified with his fastest time of the day with a 14.849 second lap but it would ultimately put him well towards the back of the field qualifying 19th out of 22 cars as the #21 of Matt Pritiko took the pole with a lap of 14.307 seconds.

Both Carson and Samantha were happy with the handling of the #86 and #81 mini stocks respectively before they hit the track for their heat races and after Carson reporting that the car was tight coming off the corner. Billy made his way over to the #86 and made a spring change which helped him pick up more than .3 of a second during the final practice. Carson started in the 3rd position in his heat race and in the first couple of laps he got hung up on the outside lane allowing the #6 and 10 to make their way through on the inside dropping him back to 5th where he would finish. Samantha was out next in her heat race and after starting on the outside pole she would battle side-by-side for the lead with the #34 for the first five laps but unfortunately once the #34 moved ahead, so did the #51, 17 and 87 as Sam also got hung up on the outside lane to finish 5th.

Carson and Samantha lined up behind each other in 17th and 18th as the mini stocks took the green flag for their feature. On lap 2 Samantha would get caught up in someone else's issues as contact with another car in turns 3 & 4 would bend the steering rack ending her night early. Despite a few cautions that slowed the field throughout the feature, Carson was able to run some lap times that were just one tenth off those of the leaders as he started to make his way towards the front of the field. Unfortunately the leaders were just too far ahead of him but Carson was able to bring home a top-10 finish coming home 10th in his first ever feature race at the track.



While the mini stocks were on track, the #86 team was busy going over the motor under the watchful eye of the APC Series officials in the hopes that they would be able to figure out what had been causing the misfire that had been plaguing the car all day. The team went over all the wiring and replaced the ignition switch that was found to have a loose terminal and then Billy drove onto the front stretch for driver introductions with the hopes that it was the issue. Audrey Mast, mother of crew member Dave Mast and a big supporter of the team was asked by Ken to be the honorary starter for the Spira Fire Protection sponsored race and would climb the starter's tower to wave the green flag to start the race. This was of course after Ken's niece Amber and nephew Liam gave the command to start the engines and all three did a great job getting the race underway. Having to start at the tail-end of the field for working on the car after qualifying, it wasn't long before Billy came on the radio to say that the motor was still stumbling and that it didn't have any pull down the straightaway. Despite lacking horsepower Billy was able to keep up with the cars around him as the car was turning well through the corners but with the lack of power he wasn't able to make a pass. After two cautions on laps 18 and lap 31 for cars spinning and making minor contact, Billy would get spun out on lap 46 as he checked up behind the #10 who suddenly stuck his hand out the window indicating he had some sort of issue. As Billy slowed to avoid contact, the #87 who didn't see the #10, got his nose between Billy and the #10 resulting in Billy getting spun out. Billy was able to escape any real damage and would restart 16th. At the halfway mark Billy was able to pick up another position moving him into 15th before the #23 spun on lap 54 and then on the restart the #97 went around bringing out another caution. As the caution laps started to pileup Billy found that the car was much quicker running the outside lane as he was able to use the momentum to his advantage and not rely so much on the motor or lack thereof. Over the next few laps Billy would bounce between 13th and 15th then on lap 65, the #37 would get into the back of him after he had checked up to avoid a car in front of him, resulting in minor damage to the rear of the #86 while causing significant damage to the #37 resulting in him being towed off the track. Restarting 14th, Billy had his eyes on the top-10 before near disaster struck on lap 93 as contact between the #2 and #89c resulted in the #48 going sideways on the track and with nowhere to go Billy barely touched the #48; however he was bumped in the back by the #5 resulting in some damage to the front bumper. A few more cautions tightened the field with the final restart coming on lap 94. With only six laps to go there was a mad scramble coming down the backstretch as drivers tried to grab as many positions as they could in the final laps and with Billy digging hard, he was able to make his way up to the 7th but before he could get down into the lower groove, the inside lane made their way by bumping Billy back to 10th. Though the team was disappointed that they didn't contend up front, they were quite happy coming away with a top-10 finish that moved them into the 9th position in the series standings with only three races to go.



Sunset Speedway: Jake was happy with the handling of the #88 over the course of practice so he decided to forgo the final practice session. Returning from the drivers meeting, Jake discovered that the right-rear tire was flat due to having run over a rivet and after plugging the hole, it appeared that the tire was going to hold up and Jake would be ready to go for his heat race. Jake lined up to start 3rd and by the time the field hit the halfway mark, he had fallen back one position to 4th. The last three laps saw a tight, hard fought battle between the top four cars and despite a late push to better his position, Jake would finish 4th. The 'Dash for Cash' was up next with Jake starting towards the back in 8th out of 12 cars. The race would be highly congested in front of Jake with the 5th to 9th place cars battling hard for position. On lap 7 the #68 took Jake high into turn 1 but he was able to maintain his position holding on to finish 8th. Jake started 6th in the feature that had a smaller than usual car count of 14. At the halfway point Jake was still running in 6th before the caution came out on lap 18 for the #6 and 76 getting together resulting in a cut tire for the #6 while the #76 would be black flagged. Jake moved up two positions into 4th where he would finish bringing home another top-5 finish.



Billy returns to Delaware Speedway on Friday August 5th for the second round of the Late Model Triple Crown. The front gates open at 6:00 PM with racing getting underway at 7:30 PM. Jake and Samantha return to Sunset Speedway the following night for a regular night of racing with the front gates opening at 4:30 PM and racing getting underway at 6:00 PM.