



The day following the latest APC United Late Model Series race at Sauble Speedway, the Spira Racing team gathered at the Spira home for a BBQ and pool party before taking the motor out first thing on Monday morning. Ken took the motor to John Saunders Racing Enterprise in Watford to see if he could diagnose the problem that kept Billy from taking the #86 to the front on Saturday night. John found a problem with a valve that had dropped the compression dramatically in one cylinder that required replacement and also found a bad spark plug that the team had just installed the previous week. After a 12 hr. round trip to

Watford on Thursday thanks to traffic; Ken picked up the motor and it was installed Friday morning and buttoned up just in time to head to Delaware Speedway for the second race of the Late Model Triple Crown.



**Delaware Speedway:** With a threat of rain and extremely hot and humid weather, the team unloaded the #86 and Billy hit the track for the first of two practice sessions. The motor was back to where it should be and the car was handling well with the exception of a small loose condition in the centre of the corners. An adjustment was made to the sway bar and Billy reported that the car was now a little loose on exit but very drivable as indicated by his lap times that put him 7<sup>th</sup> quick out of the 16 cars in attendance. The right-rear spring was changed to tighten up the car on corner exit and the team pushed the car into line for tech before qualifying just as the skies opened up. The rain was relentless and after a long delay the track made the call to postpone the night's events until the following day.



Feeling confident with their setup and the performance of the motor, the team returned to Delaware on Saturday afternoon under sunny skies with 0% chance of rain in the forecast. With the same schedule as the previous day, the pro late models had two practice sessions and again Billy was quite happy with the handling of the car with only some minor adjustments needed. For qualifying, Billy would lay down a lap of 18.500 seconds putting him on the pole with only six cars remaining, however the #10 and the #22 would best Billy's time with the #22 of Jamie Cox winning the pole with a time of 18.478 seconds putting Billy 3<sup>rd</sup>. With the inversion Billy would start on the outside pole beside the #6. Billy would not waste any time putting the #86 up front as he would take the lead on the outside coming out of turn 1 followed by the #22. By lap 10 Billy had put together a sizable lead until lap 16 when the caution came out for the #79 hitting the wall in turn

1. On the restart, the #22 would take the lead passing Billy in turns 1 & 2 and after another caution on lap 17 for a multitude of cars spinning in turn 4, Billy would run on the tail of the #22 and they would pull away from the rest of the field putting a sizable gap between them and the 3<sup>rd</sup> place car. On lap 30 Billy was all over the back bumper of the #22 as he wanted the lead back and he took it just two laps later on lap 32. Lap 34 saw the third caution of the night as a few cars again got together in turn 4 erasing Billy's lead over the #22. A long green flag run would follow with Billy again stretching out his lead but this time it was over the #10 who had taken over the 2<sup>nd</sup> position. By lap 60 Billy made his way through the tail-end of the field and the #10 used this to his advantage and closed the gap on Billy's lead which had stretched to as much as a straightaway. With 25 laps to go the #10 was four car lengths behind and with 17 to go, closed the gap to less than two car lengths. Just when it looked like Billy was going to finally get his first pro late model victory; on lap 94, coming out of turn 4, the car suddenly shot up the track with a flat right-front tire. The team was in disbelief as the caution came out for Billy who slowed to avoid making contact with the outside wall. Billy was able to limp the #86 all the way around the track to pit road where the team made quick work of changing the flat tire. As Billy rejoined the field, he found himself in 6<sup>th</sup> as the front runners had lapped most of the field but with only six laps remaining he would be hard pressed to make his way back to the front. As the final green flag flew, Billy dove down to the lower groove taking the field three wide to move into the 5<sup>th</sup> as the new right-front tire allowed Billy to turn the car a lot better than anyone else. Billy was a man on a mission through the final laps as he took over 3<sup>rd</sup> with five laps to go but would run out of time finishing in the 3<sup>rd</sup> position.

**Sunset Speedway:** Jake and Samantha made their way north for a regular night of racing on Saturday night and as the mini stocks took to the track for practice, Samantha was fighting a really loose handling car while Jake was struggling with overall handling issues. Samantha and Jake would both be in the first heat race with Samantha starting 3<sup>rd</sup> and Jake starting back in 7<sup>th</sup>. By halfway Samantha had made her way up to 2<sup>nd</sup> while Jake was stuck back in 7<sup>th</sup> unable to make any headway. Samantha was able to hold on to finish 2<sup>nd</sup> while Jake lost a position to finish 8<sup>th</sup>. Samantha qualified for the 'Dash for Cash' where she would lineup on the inside of the second row in the 3<sup>rd</sup>. On the first lap Samantha would fall back to 5<sup>th</sup> and as the race ran green from start to finish she would end up finishing 7<sup>th</sup>.



In the main feature Samantha started 13<sup>th</sup> and Jake 14<sup>th</sup> out of an 18 car field. The first and only caution would fall on lap 5 for a car spinning in turn 4 that Jake was barely able to avoid and as they came to the green for the restart, Samantha was running 11<sup>th</sup> and Jake 15<sup>th</sup>. By the halfway mark, Samantha was still running 11<sup>th</sup> and Jake moved up to 14<sup>th</sup>. With the rest of the race running without a caution, Samantha would pick up a top-10 finish in 9<sup>th</sup> and Jake was able to pick up one more position to finish 13<sup>th</sup>.

With the mini stock division off this weekend at Sunset Speedway, Jake will be joining Billy on Saturday August 13<sup>th</sup> at Flamboro Speedway where he will be driving his #88 mini stock in the weekly Flamboro series as Billy is back in the #86 pro late model for the seventh round of the APC United Late Model Series. The front gates open at 4:00 PM with racing getting underway at 6:00 PM.