

The #86 team headed north to Sunset Speedway on Saturday for the eighth round of the APC United Late Model Series where they were joined by both Jake and Samantha though neither would be racing as the mini stock division had the weekend off. Billy had issues early with the #86 as the car was pushing going into the corners and then snapping loose on exit. Over the course of two practice sessions the crew made multiple adjustments to hit the setup they needed including the sway bar, bump stops (both in and out of various locations) and adjusting the pan-hard bar and the upper link, all of which didn't help dial the car into where it needed to be. Running out of practice and thinking that it was the old practice tires that were causing most of the issues, the crew made their final adjustments and Billy lined up on pit road for time trials.



As the 13th car on track out of the 19 in attendance, Billy quickly found that the car did not react to the final adjustments as even with new tires, it was extremely loose when he got on the throttle. With the back end of the #86 sliding all over the track Billy ended up a disappointing 15th marking the teams worst qualifying position of the season. With the car now impounded, only air pressure adjustments were allowed before the feature so the crew came up with the best plan they could in order to tighten up the car as Billy lined up for the 100-lap feature.

After Billy straps himself into the car before the race, David always checks the radio to make sure that the lines of communication are nice and clear before Billy takes to the track. David checked with Billy to make sure he had a copy and Billy replied that he did but as the field started rolling Billy came back over the radio to say that he couldn't hear his spotter, despite David trying to talk to him the entire time. Panic set in as David could hear Billy and the rest of the team clear as day but his radio seemed to be cutting out. Hags jumped in and took over spotting from the infield as David scrambled to unplug and plug back in all of his cables before ultimately getting a replacement radio. Hags did a great job spotting from the infield despite spinning himself from the start/finish line all the way down to turn 4 as he turned in circles to follow Billy around the track.

The field took the green and it looked like the pressure adjustments helped as Billy was starting to move forward and was up to 12th by the time the first caution came out on lap 25 for the #35 who had stopped on the track with mechanical issues that would end his night. Under caution Billy reported that the car was still very loose especially in the



preferred inside lane. Being in 12th at the time, the crew decided against bringing Billy into the pits for an adjustment as they were at a loss as to what adjustment would work since the car did not react to any changes made during practice. A long green flag run would follow and Billy would pilot the #86 into the top-10 in 8th and then 7th on lap 72 before it was the #86 that would bring out the second caution of the night. Billy was desperately trying to hang on to the car by gingerly getting onto the throttle; however, the right rear tire was now overheated and abused from the

long run and the rear end stepped out causing the car to spin coming out of turn 2 coming to rest facing the wrong direction. With the caution now out and Billy heading to the tail-end of the lead lap cars, he came down pit road for the crew to check tire pressures and lower the pressure in the right rear tire which had skyrocketed as it overheated. A shim was also placed in the left rear bump stop in an attempt to tighten up the car and Billy rejoined the field in 12th as much of the field also struggled with loose conditions and a number of cars had gone a lap down. Billy reported that the first few laps after the restart were much better as he moved by the #8 on lap 80 to move into 11th and then by the #10 into 10th on lap 81, however it wasn't long before the loose condition returned but Billy battled through and picked up another position to move into 9th and then passed the #89c with just 10 laps remaining to take over 8th where he would run to the finish.



Despite a disappointing 8th place finish that moved the #86 back in points from 8th to 9th, albeit just one point behind the #44 of Steve Laking who had finished 6th, the team was happy that they were loading a car that was damage free into the trailer with their seventh top-10 finish in the first eight races of the series. With no damage to fix, the team can focus on the last race of the Late Model Triple Crown at Delaware Speedway where in the last event, Billy came close to finally picking up his first pro late model victory before getting a flat tire on the final laps. Billy is only one point behind the #22 of leader Jamie Cox and with a good night, the team is looking to take home the Triple Crown title.

Billy returns to Delaware Speedway on Saturday September 3rd for the third and final race in the Late Model Triple Crown where the front gates open at 6:00 PM with racing getting underway at 7:30 PM. Jake and Samantha return to action that same night as the mini stock division is back on track at Sunset Speedway after a weekend off. The front gates open at 3:30 PM with racing getting underway at 5:00 PM.