

What was thought to be an easy work week for the #86 pro late model team turned out to be too good to be true as a piece of metal was found in the oil pan as the team changed the Lucas oil and Wix filter on Tuesday night. A picture of the fragment was sent to John Saunders Racing Enterprise where after review; John determined that a push rod retaining cup on one of the lifters had broken apart sometime during the APC United Late Model Series race at Sunset Speedway. Fortunately John had the parts in stock to fix the motor and better yet, he was willing to come to Guelph from Watford instead of the crew taking the motor out and driving to John's shop. John came out Friday night and was able to get the motor fixed before the team headed to Delaware Speedway Saturday afternoon for the finale of the Late Model Triple Crown. While the #86 team headed south on the 401, Jake and Samantha headed north up the 400 with the #88 and #81 mini stocks as they were running at Sunset Speedway that same night.

Delaware Speedway: Despite having the same setup in the car as the previous race, the team found themselves chasing a loose condition throughout the practice sessions so they changed springs, adjusted the sway bar and added shims to the bump stops in order to tighten it up. Just minutes before time trials, the team replaced the left front bump stops with softer ones, added a shim to the left rear and after mounting up the new tires, lined up to qualify with 17 cars in attendance. Though Billy was on the edge of out of control for most of his two laps, he managed to pilot the #86 to the top of the board with a time of 18.717 seconds, however; he would ultimately end up qualifying in the 6th position with the #22 of Jamie Cox, who was only one point ahead of the #86 in the standings, taking the pole with a time of 18.490 seconds.



As the team waited to start their 100-lap feature, Billy's brother Rich would run his #72 mini stock in the 75-lap invitational where he would start back in 14th out of 17 cars. Unfortunately for Rich the race would get off to a rough start as he got a flat tire on lap 22 sending him spinning in turn 1. The caution flew again on lap 27 as contact with another car sent Rich spinning again, this time in the middle of turn 3 & 4. With the combination of a small fuel cell, the larger track and the increased number of laps, Rich came in under caution to add more fuel and he put together an impressive run for over the duration of the race to bring the #72 home in 5th.

After the pill draw to invert the top 5, it would be the #83 leading the field to the green flag followed by the #21, #6, #22 and #10 with Billy remaining back in the 6th position. The last minute changes before qualifying seemed to do the trick as Billy moved up to 4th on lap 2 and then got by the #83 and into 3rd on lap 6 as the #21 and #22 led the way up front. Three laps later Billy was around the #21 and challenging the #22 for the lead as the first caution came out for the #33 spinning low in turn 2. Under caution Billy reported that the car felt awesome and he felt that the car was just as good on the outside as it was on the preferred inside groove. Restarting on the outside of the #22, it wasn't long before Billy found out that the outside was not as good as he originally thought as the #22 pulled ahead bringing the #21, #83 and the #6 with him dropping Billy back to 4th in the process. After the next caution the #10 also made his way past Billy



to put him back to 5th where he would run until the halfway mark and the #7 was able to make his way inside the #86 as the car started to get loose on corner exit dropping Billy back to 6th. As Billy continued to drift up the track with the increasing loose condition on lap 55, the #43 took advantage and passed Billy on the inside dropping him back to 8th. With just 25 laps remaining Billy made a bold move going three wide into turn 3 and came out in 6th. Falling back to 7th just five laps later, Billy reported that the car was now extremely loose and as he tried to pass the #7 on the inside, the two cars

made contact cutting down the right front tire on the #86 sending up a shower of sparks and Billy to pit road. The team changed the tire, lowered the air pressure in the right rear tire and added a shim to the left rear to try and tighten up the car before sending Billy back out on track at the tail-end of the cars on the lead lap. As the field came around to take the green flag for the restart, Billy reported that the brake pedal was almost to the floor but he was already committed to going forward instead of jacking up the field behind him. As the field entered turn 1 the #82 spun in front of Billy and with the front brakes now gone from a broken brake line that was discovered later, the rear brakes locked up sending the #86 spinning hard into the turn 1 wall causing significant damage to the left front and rear of the car ending the night for the #86. Billy radioed the team immediately to let them know that he was okay and the tilt & load was brought onto the track to bring the mangled #86 to the pits. Ultimately Billy was scored in the 13th position with a DNF; however would finish 2nd overall in series points behind the #22 of Jamie Cox. With a lot of help, the #86 was wedged into the trailer and the team packed up to head home. Billy had taken a pretty hard hit and though he had complained of a migraine immediately after the crash that quickly dissipated into a slight headache, he insisted that he was okay but his spotter David drove him and his girlfriend Josee home so that she could take Billy up to the hospital to be checked over. Billy finally made it home to bed around 6:30 AM Sunday morning after getting checked out by the doctor and given the thumbs up.



Sunset Speedway: Jake's day got off to an auspicious start as the #88 would not fire when he arrived at the track



, however the problem was corrected and Jake joined Samantha on the track in time for practice. Jake said the handling on the #88 was pretty good over the course of practice with only a few minor adjustments required. Samantha was fighting a tight in and loose off condition which was corrected with adding some rear brake and increasing the wedge in the car. Samantha

started second last in her heat race before making her way up through traffic to bring home the #81 in 2nd. Jake started 4th in his heat race but he wasn't able to gain any positions finishing exactly where he started in 4th.



Both Jake and Samantha qualified for the 'Dash for Cash' with Samantha starting 4th and Jake starting mid-pack. Contact down the backstretch on lap 2 between Jake and the #28 resulted in Jake pulling off track with some heavy front



end damage. Samantha was able to keep her nose clean however and she would finish where she started in 4th. Jake felt that something was definitely amiss with the front end of the #88 and it was determined that it could be the steering rack as nothing else appeared to be bent or damaged. Next up was the 25-lap feature where Samantha started up in the 6th position and despite having some issues with the front end of the car, Jake lined up one row behind Samantha in 8th. Again on lap 2, contact with the #28 sent Jake sideways while cutting down a left rear tire. Jake would have to pit again a short time later before restarting again at the tail-end of the field. The rest of the race would be uneventful for both the #88 and the #81 as Jake battled hard to finish 6th while Samantha was able to pick up a position in the closing laps to finish 8th.

Billy is off this coming weekend though he will be joining Carson as he returns to the #86 mini stock at Flamboro Speedway for a regular night of racing on Saturday September 10th. The front gates open at 6:00 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 3:30 PM and racing getting underway at 5:00 PM.