

The 2022 APC United Late Model Series season kicked off on Saturday night with the Dayco 100 at Sunset Speedway as part of the tracks Velocity Weekend. Billy and the #86 team arrived at Sunset for the first time in two years and were hopeful that they would not have to knock too much rust off heading into the season.



As the drivers meeting began to end around noon, severe weather started to roll in, so the team hurried to load the car back into the trailer and take cover as the rain and thunderstorms hit the track. After a significant delay, the track started the process of drying the track and it was announced that the APC Series would only get one 20-minute practice session for the day meaning that each car would only get approximately ten laps to see what they had before group qualifying. Unfortunately for the #86 team they found themselves significantly behind the 8-ball as they struggled to find speed and finished practice towards the bottom of the speed chart. Billy reported that the car was extremely tight in the centre of the corner and when he got to the straightaway the car would start snapping loose on him. The team made what adjustments they could during the short window they had been given as Billy lined up in the first qualifying group. While they picked up 3/10^{ths} of a second off their practice time, the #86 ended qualifying still 3/10^{ths} of a second off the pace with a fast lap of 14.430 seconds while the #31w of eventual race winner Rick Spencer-Walt sat on the pole with a time of 14.013 seconds putting the #86 23rd on the starting grid.

The race was one to forget for Billy and the #86 team as Billy fought the handling on the car from the drop of the green flag. The first caution came out on lap 7 with contact between the #31 of Jade Franklin and the #10s of Gord Shepherd sending Shepherd hard into the outside wall right in front of the #86. Billy took evasive action and dove to the bottom of the track and through the grass resulting in a bit of unwanted landscaping along with some damage to the nose of the #86. The team took advantage of the long caution to bring Billy into the pits to not only repair the damage to the nose and clean off the grill, but to also take a shot at making some adjustments to the car to try and see if it would help Billy start to move forward. While the changes worked in the short term, the result was much of the same as Billy continued to run at the tail-end of the field eventually getting lapped by the leaders. Another late caution allowed the team to take another hail Mary at the handling of the car, but it was not in the cards as Billy limped the #86 across the finish line to finish 19th. On Sunday, the team went right back to work on the #86 to see if they could find what was wrong with the car and what they found was that the sway bar was binding up as it went through its travel, resulting in the car being extremely tight in the centre and loose off. Although it was a simple fix to correct the problem, it was a heart breaker that such a simple little thing had cost them any shot at having a better performance on Saturday.



Day 2 of the Velocity Weekend saw Cole and the #18 team make their return to the track for the 35-lap mini stock invitational. Two practice sessions kicked off the early part of the day with the team spending most of the practice trying to tighten up a loose #18. Cole lined in the 2nd position for his first heat race of the day, and he was able to get a great jump coming out of turn 2 and the rest of the race saw Cole holding off the 2nd place car enroute to the heat win. Now lining up in the 6th position for this second heat race of the day, Cole managed to move up into 5th early and after a few laps he followed another car through into the 3rd position. The remaining laps saw the field string out with Cole finishing 3rd.

After the invert Cole lined up on the outside of row 2 in the 4th position for the 35-lap feature. Quickly after the drop of the green flag Cole moved up into 3rd and after sizing up a pass for a few laps, Cole took over the 2nd position and set his sights on the leader. Shortly after moving into 2nd contact from behind sent Cole spinning into the inside wall in turn 2. After a quick trip down pit road and an air pressure adjustment, Cole lined back up at the tail end of the field. As the field got restarted Cole did not waste any time moving forward as he moved into 9th and then took it three wide on lap 11 to take over the 6th position. Just four laps later the #18 was back inside the top-5 and into the 4th position. With a lack of cautions, the field was able string itself out and by lap 3 Cole was half a track back from the leaders. Despite having some of the fastest lap times on the track, the rest of the race ran caution free, and Cole was unable to make up the deficit finishing 3rd making it his fourth straight top-5 finish.



Billy and the #86 team return to Flamboro Speedway on Saturday May 28th for a regular night of racing before the second race of the APC United Late Model Series season the following weekend at Flamboro and the London Recreational Racing 100. They will be joined by Cole and the #18 team as they make their return to the speedway after spending the past few weeks at Sunset. The front gates open at 5:00PM with racing getting underway at 6:30PM.