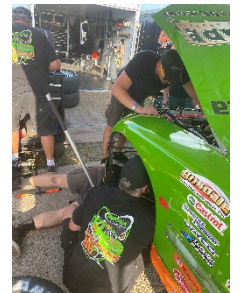


Billy and the #86 have had a long-standing love-hate relationship with Sauble Speedway and that was no different for race #8 of the APC United Late Model Series season. Despite winning the mini stock championship back in 2014, Billy and team have not had much luck over the years breaking pretty much everything you could think of on the car including the rear end and a wheel hub along with being involved in several wrecks including just a few weeks ago.



The day started off well with the #86 handling good right out of the trailer with just a small tight condition coming out of the corner being Billy's only complaint. As the team came in to make a quick adjustment, the left-front shock came apart causing the team to scramble and find another a replacement to put on and try to get out for the second practice session. Thanks to the #10 of Tom Gibbons the team was able to get out for second practice, but Billy quickly came over the radio to say that the car was nowhere near what it had been in first practice and that something had drastically changed. As Billy came into the pits the team noticed the new left-front shock that had just been replaced was hitting the control arm. With some help from Randy Shaw with the #74 of Erik Dalla Riva and Paul from McColl Racing Enterprises, the team poured over the front end trying to find what was causing the issues with the left front. In the end the team had found that the geometry in the left front had changed when the team made some big changes in the shop and the length of the eyelet in the shock hadn't been changed to match the rest of the changes to the geometry. With just minutes to spare the team put on another shock, this time from the #29 of Ryan Kimball and Billy got ready to head out for qualifying with only one full practice session under his belt.



The #86 was the first car out to qualify as Billy put down a fast time of 14.482 seconds and coming over the radio Billy said that the car felt comfortable and was back to where it felt at the beginning of the day if not better. Despite the driver being happier with the handling, the #86 would end up 21st out of 23 cars with the #17 of Josh Stade winning the pole with a time of 14.196 seconds.

Despite starting towards the tail-end of the field, Billy felt confident that the car would be there at the end and in the early stages he felt like he had enough to hang with the cars at the front. Billy came over the radio around lap 18 to say that it felt like the car didn't have any power and that it felt like the front brakes were starting to seize as he started to lose plenty of ground down the straightaway. Billy kept his focus and kept working his way around the tight ¼ mile track. Though he did end up going down a lap to the leaders, several cautions, including a few involving cars up inside the top-10, slowed the race down and allowed the #86 to get back up onto the lead lap before ultimately finishing back in the 17th position. It has been a trying season for the #86 team and though disappointed with the finish, the team was happy that it wasn't any worse and that they were able to finish the race without any damage. It was a long drive home back to Guelph as the team thought about what could have been.

Cole and the #18 team along with Blaise and the #81 team return to Sunset Speedway on Saturday September 3rd & Sunday September 4th for a regular night of racing but with a twist for the #18 team as Cole will make his debut in the second #86 pro late model on Saturday night. Billy and the #86 team have the weekend off but most of the team will be making the trip to Sunset with Cole on Saturday to help out as they have the next few weeks off before the season finale of the APC Series at Delaware Speedway on Saturday September 24th and the Great Canadian 100.