



Having concluded the regular season with achieving back-2-back pro late model championships at Flamboro Speedway, Billy and the #86 team arrived at the track on Sunday morning for the last time in 2025 for the Grisdale Triple Crown Championship as part of the season ending Frostoberfest weekend. Billy and the team dominated the regular season and were looking forward to earning another win as they readied for the triple-50 lap features.

With a full day of racing on the track the day before, Billy reported that the track was feeling extremely greasy with not a lot of grip as the pro late models hit the track for their first of two practice sessions. Despite the slippery track conditions, Billy put the #86 to the top of the board with a lap of 15.356 seconds. Minimal changes were required to the #86 between practice sessions before Billy went back on track and was third quickest with a time of 15.371 seconds with the second practice times setting the order for group qualifying. Having scuffed their qualifying/race tires on Championship Night, Billy was in the last group for qualifying with the #3 of Shae Gemmell and the #52 of Jake Sheridan. The top 3 in practice did not disappoint as the #3 of Gemmell won the pole with a time of 15.073 seconds, the #52 of Sheridan second with a time of 15.129 seconds and Billy qualifying third with a time of 15.172 seconds.

The first feature of the night got off to an inauspicious start as Billy went to pull out of his pit stall and found that he had no starter. The team scrambled to get Billy pushed back and give him a push down the pits so he could get the engine fired. As Billy was sitting in the chute outside of turn 4 waiting to go out on track, he came over the radio and said that his engine temperature was already starting to climb to over 200F. As the field took to the track, Billy reported that the temperature was continuing to climb with no signs of going down. The decision was made to stay out on the track but if the temperature started to climb too high, Billy would pull off the track to avoid any damage to the engine. With the starting grid for the first 50-lap race being determined by time trials, Billy lined up on the inside of row 2 though it took a while for the race to get started as a couple of incidents towards the back of the field caused the race director to come over the radio and remind all spotters and drivers that there was still 150 laps to go. Much of the race was spent keeping an eye on the engine temperature as it spiked to around 250F, Billy was busy also trying to run down the #3 and the #52 with the #3 picking up the win, the #52 finishing 2<sup>nd</sup> and Billy bringing the #86 home in 3<sup>rd</sup>.



Billy rolled the #86 into the tech shed and the team found that while the brake fans were working, the fan for the radiator was not working at all which would easily explain the high engine temperatures in the first feature. The team enlisted the help of Randy Shaw who was there with his son Blaise and the #81 mini stock as the team worked to figure out what electrical issues were plaguing the #86. With the repairs completed or at least completed well enough to start the second feature, the team got their workout in again as they got Billy started so he could line up for the second 50-lap feature. The starting lineup was determined by inverting the lead lap cars from the first feature with Billy starting back in the 8<sup>th</sup> position after the #31 of Gallant made the decision to start scratch. The #3 of Gemmell, the #52 of Sheridan and Billy in the #86 had their work cut out for them as they would have to fight their way from the back of the field towards the front. Billy was able to get down to the inside lane early on, but the initial start would get called back so a full restart was in order. The second attempt at the start of the race didn't go any better as the #27 of Kevin Albers got pushed up in the front stretch wall causing the #10 of Tom Gibbons to check up and the #52 to get hard into the back of the #10 bringing out the caution again. Billy restarted on the inside of row 3 in the 5<sup>th</sup> position as the field jockeyed for position before stringing out single file. Billy took advantage to move past the #46 of Billy Zardo before passing the #0 of Lapcevich coming down the front stretch on lap 9 to take over 4<sup>th</sup> and then passing the #7 of Cavalin for 3<sup>rd</sup> a couple of laps later. The #8 of Jordan Howse and the #3 paced the field while Billy and the #52 ran half a straightaway behind them. The leaders started to run into some lapped traffic and unfortunately for Billy, he ran up on the #06 of Kyle Woods who was lap down as they headed down the back straightaway on lap 38 but instead of running at the bottom of the track, the #06 decided to move up the track which opened the door for the #52 to take advantage and put Billy on the outside 3-wide to bump him back into 4<sup>th</sup>. The #8 would hold off the #3 to pick up the win with the #52 finishing 3<sup>rd</sup> and Billy finishing in 4<sup>th</sup>.

With all of the mechanical gremlins seemingly behind them, the team could concentrate on the setup of the #86 for the third and final 50-lap feature of the night. The lineup for the second feature is determined by inverting the lead lap cars from the second feature with Billy starting back in the 4<sup>th</sup> position on the outside of row 2. Billy got a great start as he was able to drop down to the inside lane into 3<sup>rd</sup> behind the #46 of Zardo and the #7 of Cavalin. The great start was short lived as the two front cars could not get going and Billy got freight trained on the outside as the #52 of Sheridan led a line of cars dropping Billy back into 6<sup>th</sup> before the caution came out for contact between the #06 and the #31 at the back of the field in turns 3 & 4. Despite having no tires left, there was no quit in the #86 as Billy started to move up through the field on the restart as he moved up into the 4<sup>th</sup> position. A red flag would follow soon after on lap 6 as the #0 of Lapcevich inexplicably hooked the #7 down the back straightaway, sending the #7 hard into the outside wall ending his night. As the field took the green flag on the restart, Billy followed the #3 of Gemmell inside the #8 of Howse to move into the 3<sup>rd</sup> position. The rest of the race ran caution free as Billy tried desperately to hold off the #8 who was all over his bumper but didn't quite have enough to make a move as the #52 picked up the win with the #3 finishing 2<sup>nd</sup> and Billy coming home in 3<sup>rd</sup> to finish 3<sup>rd</sup> overall for the night. Congratulations to the #3 of Shae Gemmell who picked up his fourth Grisdale Triple Crown Championship. Though it was a disappointing way to finish off the season, the team still had a lot to be proud of including winning 18 of 21 features during the regular season to bring home their second consecutive track championship.



A big thank you goes out to all our family and friends for their support over the season as well as our sponsors including Hy-Grade Steel Roofing, Spira Fire Protection, Nuco, National Fire Equipment, Dominion Sure Seal, Broker Link Insurance, Northern Ice, BlueTriton Brands, Vinnie's Mr. Fixit, All Team Sports, Fleet Image, Wolseley Canada, Victaulic Company of Canada, Hoggtown Fire Protection Supply and Monarchs Graphics & Designs Centre as we look forward to 2026.