

## Hayner Experiences Failed Alternator as Moxlow Fights to Keep Rookie Lead at Mid-Ohio

**Lexington, Ohio (July 22, 2007).** Autosport Development took to the track at the Mid-Ohio Sports Car Course this past weekend cheered on by a 350-person Trenton Forging crowd. Although the race outcome was slightly disappointing, Autosport is ready to make some adjustments and prepare for the next event, taking place in Mosport August 24<sup>th</sup>-26<sup>th</sup>.



After the Friday night practice session, where Hayner was 8<sup>th</sup> fastest, the team had to service both Pontiac GTO's and get them ready for qualifying on Saturday at 7:50 a.m. "We changed brake pads and rotors, which is usually a routine process, but when we went to push Stu Hayner's car out to pre-grid we realized that the brakes were locked up. The right front caliper had completely locked up and had to be replaced," said owner David Moxlow. Despite the last minute rush before the session, Hayner qualified 11<sup>th</sup>

and rookie Dane Moxlow qualified 20<sup>th</sup> after two disqualifications pushed the pack up two spots.

Halfway through the race on Sunday Hayner's alternator failed. Because the GTO's rely so heavily on electricity, the battery could not last the rest of the race and the #21 car had to retire early. "We had a top ten car even though I was fighting a high speed "push" the entire time," said a disappointed Hayner.



Moxlow was running consistent 1.29 second laps, but had a quick detour through the gravel in turn one and had to re-capture his position with five laps to go and a fading brake pedal. Moving quickly from 23<sup>rd</sup> position back up to 17<sup>th</sup> position, Moxlow crossed the finish line nipping at the back of the 16<sup>th</sup> position car. "It was a tough race and I would have liked to finish closer to the front, but I'm still leading in rookie points so I'm at least happy about that," said Moxlow.

The GTO's are still being developed since Autosport was the first team to ever road race a Pontiac GTO. The center of gravity is inherently the highest in the GT field, and the GTO is clearly taller than the Cadillac. They have aerodynamic disadvantages as well as some suspension disadvantages that have to be addressed as Autosport continues to strive for excellence.

Autosport Development competes in the SPEED World Challenge GT Series, which was recently named "the most competitive road racing series in the World" by Racer magazine. In 2005, driver Stu Hayner finished the season Seventh in points, a huge feat considering the team had no factory support from any major automotive manufacturers. As the first team to develop GTO road racers, Autosport Development's expertise is in demand by other teams now fielding these cars. The race shop is also involved in prototype and racecar development, preparation, fabrication, assembly, carbon fiber work

as well as automotive manufacturing. For more information, visit [www.autosportdevelopment.com](http://www.autosportdevelopment.com) and [www.derondausa.com](http://www.derondausa.com).