

Which way do we go?

Bowmanville, Ont. (August 26, 2007) A Jekyll and Hyde weather system tried the patience of the Autosport Development team this past weekend at Mosport International Raceway.

After 18 hours in flight cancellations and delays, Moxlow missed the first session of the Promoter Test day, but rain and fog kept most drivers off course anyway.

The afternoon session was drier giving him his first chance at learning the Mosport course. After a few laps, Dane decided he needed more front grip and that a wing change was in order. With a few laps remaining he reported to his crew chief saying, “ the motor doesn’t feel crisp and I am not getting full power.” Indeed, the engine was timed out from a previous 3-day test session and needed to be replaced. Dane dove in with his crew and Father and worked until midnight to change it before heading off to get some sleep. The crew worked until 2:45 am and was back up at 6:00 am to finish the last minute details.

Friday morning was muggy, but still dry and Dane was able to run a 1:26.5 lap giving him a pretty good feel for the track. The engine was strong, the crew and driver were exhausted.



A normal race weekend, if there is such a thing, allows you to continually make adjustments to better the control of the car. Mosport wasn’t cooperating. Friday afternoon dumped more rain leaving the crew and driver wavering on adjustments to the

car. Should they go with a rain set-up or will the track dry by the time Dane gets out there? Flip a coin. He went with rains, but now the car had a whole new feel and it was too stiff for Dane's liking. The question still remained. What would tomorrow's weather bring for Qualifying? Ask the Magic 8 Ball and you would get as good an answer as anyone else could get you.

Saturday morning again brought steady rain and the track was running rivers of water across it. Fly-fishing waders would have been the appropriate attire, but on went the drivers suit and Dane hit the wet course. With a mid-pack position seeming to be as good as it was going to get, Moxlow brought the car in to save it for the race. Mistakenly, he pitted a few laps too early and was bumped farther back. He qualified 18th, but was still not satisfied with the car set-up and changes were made once again. "I knew the car and I both had a lot more in us than what was showing up as my lap times. A few more adjustments and we would be ready."



Reports of a serious storm right around race time had nerves on edge and the crews and drivers once again guessing about what to do.

"The track was still wet during the previous race and we decided to gamble on it staying that way even though some blue sky was breaking through the clouds" commented Dane. "If I went out on rains and it dries up I can easily overheat the tires, but if I go out on slicks and it rains again I lose grip and have to fight the car the entire race."

The gamble paid off. The track did get drier with every lap, but Dane went easy on the tires and worked his way up to the 11th spot.

“The car felt great, I felt great and then another driver decided he needed to send me off course after a pass on the outside. I was able to control the car enough to keep me going in the right direction and I drove back on, but had lost two spots.” Dane ended the race in 13th. “I learned more this race than any other”, said Dane. “Adaptability is a trait no driver can survive without!”

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 and www.derondausa.com.