

Day Two, Thursday, June 18th

Traditionally, the second day of events has been the busiest. With fueling delayed from the previous day, weigh-in and tilt table were also delayed. Arriving at the site at the crack of dawn secured us 4th spot in the fueling line up. Soon after fueling, we headed to the weigh station. Our car weighed in at 450lbs with a 46%/54% front/rear weight distribution. This was the lightest car the team has produced since 2003!

At tilt table, we ran into an all too familiar problem. A leaky banjo fitting on our rear brakes decided to leak some fluid, a problem we're quite glad we found. A quick trip to the paddock resulted in a new fitting being installed. The quick fix let us pass tilt table and should hopefully avert a possible catastrophic problem.

After tilt table, the first of our static events started. Yan, Josh, Dan and Cahay took on the design presentation. During this event, we must explain to judges the reasons for designing the car the way we did. Traditionally this event has been brutal to get through, but all of the presenters were extremely pleased with how the presentations went.

Next, Cam, Shawn and Marcus went to the business presentation event. The judges were extremely impressed with the comprehensive case study for producing our car. We're quite optimistic about our results for this event.

Our final event for the day was the cost event. In April, we submitted a cost report for the car. They reviewed the cost report and compared it to the car. With new cost report rules however, there were some major issues. Poorly written rules and confused judges caught almost all of the teams at competition off guard, us included. I guess we'll be hoping to be on the right side of the curve.

We received the grading for our impact attenuator today as well. Our report received an A putting us in the top 10%. The group is quite excited about this excellent report mark also going towards our design score.

At the end of the day, the team went to the brake and noise test. The car registers in at 105dB; 5dB below the limit. The car was able to pass the brake test as well by locking up all 4 wheels without spinning.

Check out the pictures below! We're looking forward to tomorrow.



The Dash of ABR 09



The team walking the car into the design presentation



Josh, Cahay and Yan during the design presentation



Justin exits the car in 3.2 seconds during the egress test



Cam, Marcus and Shawn after the presentation event