

Day Three, Friday June 19

As always, the team barely had a chance to catch their breath on the third day of competition. The day started off nice and early when we changed our tires to a fresh set. After another inspection of the car, and a retuning of the suspension, the team was finally off to the practice area to scrub in the new tires.

By 9 am, the temperature had soared to 25°C making wearing a drivers suit a rather painful ordeal. About a minute after the car made it out on the practice area, a large clunking developed in the drive train. It turned out that one of the chain tensioners had broken due to sub-par student quality welding. That was an easy fix though, and the car was ready for skid pad by 10am.

Skid pad is an event which tests the cornering capability of the car. The car is required to drive as quickly as possible around a 10.5m radius circle. Our car managed an average of 5.244 seconds for both directions which put us in 11th place; a result significantly higher than last year.

Acceleration did not go as well this year as we would have liked. Shifting and launch control gremlins. The clutch could not be let out by our pneumatic shifting at the proper rate causing bogging down of the engine which severely hurt our run time. We ended up finishing in 20th place, down from last year's 5th. Our time on the 75m run was 4.320 seconds.

We were the last car to complete the acceleration event. Over the lunch hour, team members were running around to various review sessions in which we were told the positions we achieved in each of the dynamic events of the previous day. In design, we scored 14th place, 19th in our business presentation, and 2nd in the cost event. Of all the events, we felt cost went the worst, but our car was the cheapest at competition with a theoretical production cost of \$9865. The team is super pleased with this result.

The day wrapped up with the autocross race. This race takes the best lap time on a single timed lap. As luck would have it, we ran in to shifting problems on the first run resulting in the car getting stuck in neutral. A quick trip to the pits however fixed the problem and we were back on track to record a lap time of approximately 72 seconds. On our next two laps, we recorded a spin, and took out 3 pylons which hold a 2 seconds penalty each. We will see tomorrow how the 72 second time puts in the ranks.

Tomorrow is the final event, endurance. This grueling event sees more than 50% of the field fail due to various issues. Hopefully we'll be able to sail through it for the second year in a row.

As always, below are some pictures of the day.



Josh Dyck during Autocross



Marcus drives the car during skid pad



The UofC lays down the 6th fastest time of the day in acceleration



Cahay tries his hardest during acceleration