



## Press Release

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### BSRKC INDY PRO SERIES TEST REPORT

*By Michael Mora*

On September 29th the Brian Stewart Racing Karting Championship Series conducted a karting test at 3-S Go Karts in Sutton. The test entailed for all of the drivers to demonstrate their skills in both a Honda and Rotax Class chassis. At the end of the sessions I was awarded the BSRKC Grand Prize of an Indy Pro Series car test with Brian Stewart Racing. It took a moment for it to sink in, but I soon realized the honour I was bestowed. I mean, you just have to look at the impressive list of drivers that once piloted for this Canadian team: Cristiano Da Matta, Bryan Herta, Felipe Giaffone, Paul Tracy and Wade Cunningham. All very successful drivers that have raced for Brian Stewart.

Without delay, a test session was scheduled on October 2nd at the Dunnville Autodrome. This was fundamental in order to get to know the team and most importantly get accustomed to the car. The difference between a go kart and an Indy Pro car is incredible: the size, the weight, and then there's the massive increase in power. Learning to shift and make smooth transitions was crucial. The practice at Dunnville would help to calm my nerves. It also gave me an opportunity to begin to understand the dynamics of the car.



*Michael Mora getting comfortable in the Brian Stewart Racing Indy Pro Series car*

I journeyed south to Tennessee and the Nashville Superspeedway. When I arrived on Wednesday I couldn't believe that I would be driving on this huge oval track. As I drove up to it I began to appreciate how big it really is. It's a 1.3 mile long oval track where race cars reach speeds in excess of 180 mph. There was a calm atmosphere in the pit area. This definitely helped. I looked around the facility and at the track that I'd be testing on the next day. Today however, was all about getting fitted into the car. I suited up and got in. All I needed was some extra seat padding and a minor pedal adjustment.

Tomorrow arrived bringing with it the moment of truth.

I'd have to demonstrate to Brian, his team, and the IRL's test representative, Butch Myers, that I had what it takes. I am going to say that I was nervous.... but there was no time for that. I'd be the first one out for the morning session. And without further ado there I was doing laps on an oval track for the first time.

The first session was a warm-up in order to get acclimatized to the car and adapt to the track line. I stayed in fifth gear and began to settle in. I could not believe the amount of available grip especially since I am used to sliding my kart around. The next session was probably the most important because there was another car on the track. I was able to use it to judge my weaknesses and that made me want to push harder. Consequently, I went from the slowest on the track, since I wasn't entirely sure of the car's capabilities, to within the same times as the other drivers.

After coming in pit lane I stepped out of the car and debriefed with Doug Zister, BSR's mechanical engineer. Doug used the computer data to show me areas that I could improve upon. I got back out on the track and stepped it up. I shifted into 6th, let off the throttle to a lesser degree and got back on it sooner. This helped to improve my times making me the fastest in the session. The right front tire was beginning to wear. The combination of a green track, cool ambient temperature, and cold concrete meant the tires were wearing faster. After a quick tire change, I went out for my final session of the day. I'd been happy with my performance thus far. I set a fast time and avoided the wall. But I wanted to squeeze a bit more out of my lap times. With some more instruction I made some changes on corners 2 and 3. The result was a faster more consistent time.

I'm aware of my racing skills, especially in karting. This test with BSR has helped me grow as a driver, both on and off the track. It's given me more confidence in myself. Afterwards, Butch Myers came up to me and said that he was impressed. Butch knew my karting background and appreciated that this was a big step for me. While he was observing the drivers on the track he stated that I had "found the perfect line and had control of the car." He suggested that I practice more especially on a road course as to better appreciate the weight of the car and its limits. He stated that the Indy Pro Series is determined to get younger drivers ages 19-21 involved in their form of racing.

I want to sincerely thank Brian Stewart for sponsoring the Brian Stewart Racing Karting Championship Series and for giving me this incredible opportunity. Besides the test in his IPS race car, I also received a custom HinchmanIndy.com racing suit and a Bell dominator helmet. I also want to acknowledge the BSR racing team for making my transition to a 450 hp open wheel car as smooth as it could be: Doug Zister, Mo Larsen, Dave Metcalf, Harve Sweezie, Josh Hare and Stephanie Arnold. Thanks also to Enzo and Lynda Chiovitti for all their hard work in making the BSRKC a topnotch Regional series that takes place at the best venues and offers outstanding prizes. I was fortunate enough to receive two incredible prizes through the BSRKC. Both the 2006 free trip to Brazil to compete in the Granja Viana 500 charity race and this year's Indy Pro Series car test with Brian Stewart.

Now, all I have to do is to convince my current sponsors, Allstate Insurance, Con-Drain Construction, Fur-Pal Construction, the Oak Stairs Limited, Pachino Construction, Pilen Construction and Tricon Construction, to dig deep and assist me in getting to the next step.

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