



Weekends ARE FOR RACING

February Event Synopsis

The course was challenging and creative! You had to drive the big sweeper in the middle of the design correctly to maintain a good average speed through it. The three right angle turns allowed ample space for exits yet begged you to enter them too fast and mess up your exit.

The battle for TTD was won by **Brian Peters** in a Tesla 4 drive electric sedan. Brian's superfast time was approached by **Ted Lewis** in his vintage Lotus DP rocket, however the E car nudged him out.

Temperatures varied from 45 degrees at 7AM to a nice 68 degrees by midafternoon. All in all, we are so fortunate to have such great conditions nearly year round to enjoy Solo racing here in sunny AZ.

Car of the Month



Chris Hall

Chris Hall brings us an outstanding and beautiful example of a vintage pro tour **1969 Pontiac Firebird**. This great classic was a ground up build and is equipped with the best of everything, making it a very worthy Autox CAM T entry! Chris purchased the Firebird in 1995 as a rusty rolling shell, in of all places, London, England. It took seven years of hard work to put the car together and his first drive in it was not until 2002 – the year he moved to Phoenix. The car is loaded with cool speed equipment, the most notable being a solid roller 400 cu in Pontiac motor with Ported Edelbrock heads and intake, and a Tremmec 5 speed tranny. The suspension also has all the best stuff including Ride Tech coil overs on the corners, a mini tubed rear, and Baer Brakes. The Firebird is not only a super build, it is also very easy on the eyes as a beautiful America classic. *Thanks for sharing Chris, and best of luck competing in our local super-fast Cam group.*

Volunteer of the Month



The pleasant mannered fellow working the morning waiver station was **David Koehle**. Talk about commitment! David drives his **2010 Miata** some 2800 miles from the state of New York to Arizona to enjoy the sunny winters and autocross with the local SCCA group.

David has been a member of the historic **Poughkeepsie Sports Car Club** in New York for *some 52 years*. He shared that he is a regular Autox participant with that distinguished car club in his **MX5 Miata**. He proudly pointed out his car has a stick shift – not an automatic – and it has the very cool folding hardtop feature.

David is a versatile guy with experience as a farmer and auto shop owner by trade and a long-time lover of performance cars. *Thanks for joining us David and for your commitment to the long drive to join our solo racing spring series. Please come back often David!*

**STILL PLAYS
WITH
Cars**

Autocross Racing

Tip of the Month

Local club member, **Dennis Riehle** offers the following to relieve any pre-race jitters drivers might experience before entering the Autox course.

He found that at the Solo Nationals he was super tense before his first run and so he invented the following procedure to reduce the tension in his mind and body so he could better focus on his upcoming run.

To relax, ***he squeezes the steering wheel hard and does a deep breathing routine for a few seconds.***

*Breathe in,
Blow air and tension out!
Repeat!*

Sound to simple? Consider that the Navy Seals train their combatants to use a similar method to relax before engaging in a potential fire fight. They are trained to draw a breath in through the nose, while slowing counting to six, hold the breath in for a six count, and exhale slowly through the mouth for a six count. They are taught to repeat until feeling calm.

*Good tip Dennis,
and thanks for sharing!*

Driver of the Month



Jim Enriquez first got interested in Autox racing about 14 years ago. A buddy in the Corvette Club of AZ got him interested in Corvette Autocross events and he has been hooked on the sport ever since.

His current ride is a **2019 Corvette Z06**, which is his third Corvette. Each new Vette acquisition has been a bit more Autox and track capable.

Jim has an unusual approach to goal setting for the improvement of his driving skills. He identifies a competitor who is a little better than he and sets out to beat that persons PAX and run times. This carefully selected comparative competitor can be selected from his SS stock class, or any other car class.

This competitive guy grew up in Southern California's Orange County where his Dad ran an auto repair business. He likes competing in SCCA events because he finds them to be well organized, and safely run.

Jim complemented the AZ group leadership on putting on well-run, quality Autox events.

The most memorable Autox experience he recalls was his first TTD with a local Corvette Club. When asked if he had any suggestions to improve our local events and he suggested that perhaps when registration for the next event opens that the opening date could be more widely advertised! **Cool guy, cool car, cool attitude!**



Racing
is my favorite
Season!

Pylon Quiz



**Answer Yes or No
to the following:**

- Did you experience yourself laughing at any time during this event?
- Did you meet or greet a fellow driver who you had not previously know?
- Did you report to your worker assignment in a timely fashion?
- Did you have occasion to offer a constructive driving tip or constructive observation to a fellow driver?
- Did you by chance pick up and dispose of any trash found on the ground you might have spotted at the facility?
- If you by chance did not score the run times you sought while competing, did you still have an enjoyable time at the event?
- Did any of the following occur: Did you learn anything new, develop a new goal for the next solo event, set a personal best PAX or just overall have a great time?
- Did it perhaps cross your mind at the event that you might be interested and willing to take on a bit more responsibility in the setting up, running and take down of our Autox events?

**Answers: There are no correct answers,
just some food for thought!**





Black History Racing Profile: 1969 Corwin Getaway



Photos by Ted7 Photography

This lone prototype was the culmination of Cliff Hall's dream to help his fellow Americans by building the car of the future. Even with an ahead of its time design and support from the community, the Corwin was never able to reach production, yet it now holds a permanent spot in history!

In the late 1960s, Cliff Hall, Chief Photographer for the *Los Angeles Sentinel* at the time, wanted to uplift his community in the most American way possible: through the production of a new car for the masses. Cliff's hope was to create a small, maneuverable car for commuting in Los Angeles, build it in Los Angeles, using Los Angeles talent, and give people jobs to get them off of the streets.

Although Cliff lacked much experience in building cars, he was a prolific tinkerer who always had the energy to develop new ideas. Cliff had built small cars for his children before and had some experience working with fiberglass, so he knew enough to get the ball rolling.

After roughly two years of experimenting and \$150,000 invested (\$700,000+ in 2021 dollars), the Corwin Getaway was born. Named for the project's chief financial backer, Louis Corwin, the car was a mid-engine coupe built upon a custom chassis, with a strong fiberglass body, and a 78hp Subaru engine connected to a 4-speed manual transmission. The Corwin sat at 11ft long and 43 inches tall, with a design that predates the Pontiac Fiero and Toyota MR2 by 15 years.

Once the Corwin prototype was complete, Cliff showcased his new car around the city and even the 1970 LA Auto Show. The Corwin garnered positive attention and was viewed favorably by black celebrities, including Muhammad Ali, Sidney Poitier, and Marvin Gaye. Despite this positive response, Cliff was unable to capitalize on this attention and failed to secure financing for large-scale production, leaving the prototype as the sole Corwin Getaway ever built.

The Getaway prototype languished in storage for many years until the Petersen Automotive Museum acquired it in the 1990s. The car was restored just last year and is part of the Petersen's permanent collection.