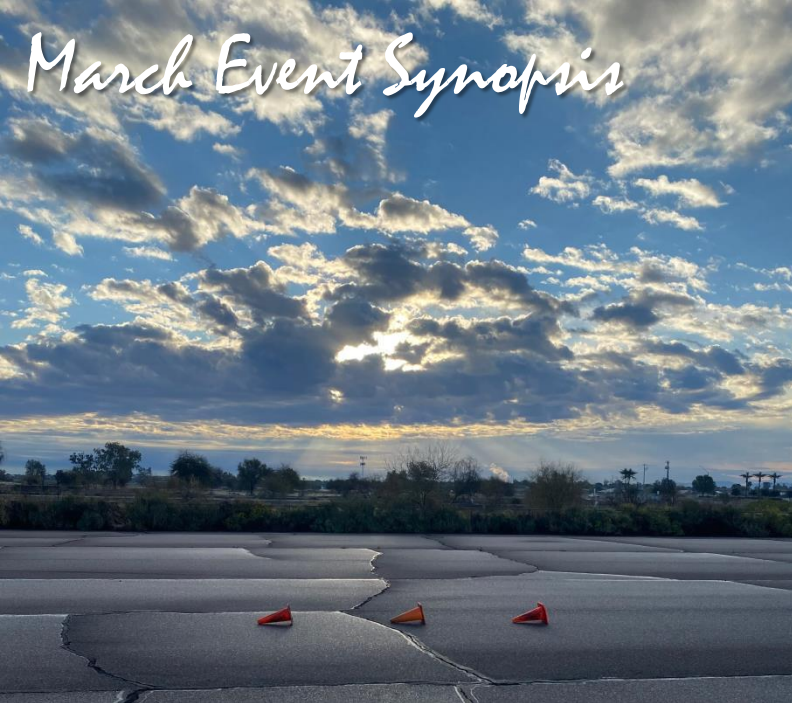




March Event Synopsis



Volunteer of the Month

This month's selection of the Volunteer of the month is easy: It is the **SCCA AZ Solo Groups Leadership Team**. During a very challenging period, due to the Covid Pandemic, the Steering Committee Chair and Vice Chairs – **Kevin Vanisik** and **Kim Kemper** – and the entire Steering Committee, Area Chiefs and all the behind-the-scenes workers have kept our events open and viable. All this despite government mandates, on site restrictions regarding masking, distancing, maximum entry numbers and cautious participants, they carried on! Hats off to all these folks that found a way to make it happen in the face of adversity and some serious challenges. A lot of extra time and energy went putting on our Autox events such as creating two shifts of tech and registration workers, plus a sudden unexpected drop in the number of mandatory SSS workers. Add in the challenge of a new website and registration process, to say the least, it was a challenging period! So, how can we thank all of them for getting the job done during the C-19 year? **Easy! Just thank them when you see them next so they know that you know!**



TO OUR VOLUNTEERS!

The test and tune event on Saturday was a big hit despite the cool and damp conditions. Approximately sixty participants got in more than a dozen runs. Those of us who were on the run group waiting list look forward to another chance at this event in the spring. The test and tune went smoothly with only one small incident involving a radiator spill on the course. Great Autox practice for all.

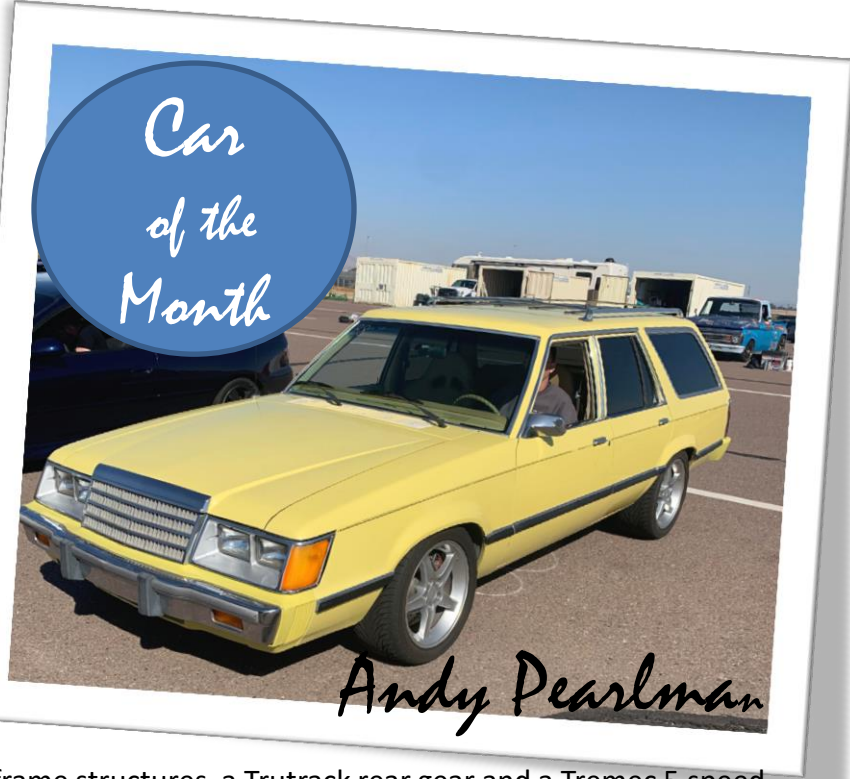
Sunday was a bright and shining day with clear skies and beautiful AZ weather. The Autocross course was fast, so the event went quickly and smoothly. Lap times were in the low 50 to mid-40 second range. The event crew has the split day format down to a smooth and efficient design. By 11 am the morning group was finished and soon gone from the event, having gotten in 5 runs each. Nice work and time management by the waiver team, tech crew, course design and admin team! At both morning and afternoon sessions awards of the Fall series were given out at the drivers meeting. Very cool sunshade hats were the prizes this time, which was a nice change of pace for the awards choice.

As a point of information: An informal poll was taken to determine whether we will remain on half day split sessions or return to the traditional full day sessions. No determination has been made at this time.

Andy Pearlman is no stranger to racing. He has been involved in drag car racing for over twenty years. Deciding to give auto crossing a try, Andy elected to bring something different to the skip pad. And different it is! His **1984 Ford LTD Wagon** was a car originally purchased by Empire Caterpillar as a carpool vehicle. It was found by a friend of Andy's in Queen Creek half buried in the mud and out of use for some 14 years. The Ford wagon was completely rebuilt and now features a multitude of performance equipment. Andy was able to buff out the original yellow factory paint. It features a 5.0 fuel injected motor out of an '89 Mustang, with SVO aluminum heads, performance intake, upgraded cam, and then topped off with a Vortech supercharger.

The suspension is tweaked with UPR tube frame structures, a Trutrack rear gear and a Tremec 5 speed tranny. This car is a true performance sleeper! Andy's aspirations while racing in CAM T are to have fun and enjoy the ride in his unusual and unique vintage wide body wagon.

Cool and unusual ride Andy, hope to see you join us often in the future.



Driver of the Month

Julie (Juls) Woodbury started racing in July of 2014 after her husband Jeff started racing in the Spring of that same year. It all started with a Day event in Ellensburg, WA; Juls was bored just being a spectator, so decided to participate; she was hooked on the adrenalin after that. Her first experience racing was in a 2001 Corvette convertible.



Juls shared this: *"I really love the competition of autocross. At local events, I usually participated in open class. I started racing in women's classes. After winning the women's class two years in ASNW in the Spokane, WA area, I went on to race in the open division. I have taken 1st place three times in the men's open class. I didn't like the Corvette so I had a WRX for a few years and then went back to a **2017 C7 GrandSport**. Then I had a GTI for a year and now my BMW."*

Born in North Dakota, Juls moved to Southeast WA state when we was 15. She grew up, married, had 4 sons. She later met Jeff in 2004 and has been doing lots of fun activities ever since. They rode Harleys for 6 years and went to Sturgis 3 times. They snowmobiled in the winter, ride mountain bikes and play pickle ball when they can.

Juls and Jeff often co-drive. Her current car is a stock **2019 BMW M2 Competition**. She admits to loving her car and says she chose the car because she wanted an all around vehicle. Her BMW is also her daily driver. While Juls isn't a fan of having her picture taken, this woman is a model of drive and ambitious many of us would strive to emulate. We are lucky to have such a go-getter in our club. **Go Juls go!**

Early morning course Preparation



Picture taken by Kim Kemper

Kim Kemper,
Chief Solo Safety Steward

You may have heard during the driver's meeting the mention of **Solo Safety Stewards (SSS)** and wondered what they do. SSS are folks who are trained and licensed to make sure our events are safe for drivers, passengers, course workers, spectators and guests. Our SSS crew review and approve course maps, oversee course set up, monitor the event from start until the close of the event, and on rare occasions have to explain to drivers, passengers or spectators why certain behaviors or actions are not a positive contribution to the event.

Why do they volunteer their time and energy? Often the reason you hear is to give back to our club, to work and plan to avoid as much as possible any incidents that involve damage to cars or to the facility and to be pro-active to minimize the chances of any injury. If this sounds like a way for you to contribute to the success of AZ Solo take a few minutes and chat with one of SSS about your questions or interest in becoming a SSS yourself.

Dr. Arnaldo Liechtenstein, a physician who teaches clinical medicine to students in the fourth year of medicine, reports he almost always stumps his students when he asks: **What are the causes of mental confusion in the elderly?**

Some offer: "Tumors in the head". Others suggest: "Early symptoms of Alzheimer's". With each rejection of their answers, their responses dry up. And they are even more open-mouthed when he lists the three most common causes of mental fog and confusion:

- **uncontrolled diabetes**
- **urinary infection**
- **dehydration**

Believe it or not, people over 60 generally stop feeling thirsty and consequently stop drinking fluids. When no one is around to remind them to drink fluids, they quickly dehydrate. Dehydration is severe and affects the entire body. It may cause abrupt mental confusion, a drop in blood pressure, increased heart palpitations, angina (chest pain), coma and even death.

While the habit of forgetting to drink fluids begins at age 60, it needs to be applied to every age, especially when working and playing in the sun.

1) Get into the habit of drinking liquids. Liquids include water, juices, teas, coconut water, milk, soups, and water-rich fruits, such as watermelon, melon, peaches and pineapple; Orange and tangerine also work. The important thing is that, every two hours, you must drink some liquid. Remember this!

2) Watch those on and around the track for signs of confusion or disorientation. Offer them water.

The Importance of Water



THE MENTAL

EDGE

Driving Tip of the Month

If you evaluate the most important variable in Autox driving, it is inevitably the driver. All the best equipment and technology will never be more important than the driver's skill set. Having said that, if we evaluate the factors that make up a good auto crosser, they break down into several primary pre-race areas: The driver's knowledge of the course to be driven, the drivers' level of confidence as he/she enters the course and the driver's ability to control their emotional state. Here's what's needed:

- 1. Having a clear picture of the course in your mind.**
- 2. The self-talk we engage in before racing**
- 3. Our emotional State of mind and body.**

All these topics are all worthy of a individual discussion, so we will address topic #1 in this issue, and visit the remaining two in subsequent PP issues.

Having a clear picture of the course in your mind.

Why is holding a clear mental picture of the course to be driven important? Well, Autox times are often separated by tens of a second or less from the competition. If a driver is uncertain where to go next on the course valuable time is lost searching for the next gate.

Consider employing the technique of ***Synthetic Visual Motor Rehearsal***. Simply put, you can close your eyes and see yourself driving through the course smoothly, at a swift pace, finding each major turn, quickly moving past cones with ease. Now admittedly some persons are more visual than others, yet even if you're learning style is auditory or conceptual you can still learn to see course in your mind's eye.

Try this: Close your eyes and pretend your home or apartment is pitch black and you must cross from the front door to your bedroom in the dark. Easy right! That's because you know the area well and where all the obstacles are located. You have rehearsed the route many times by walking through your home so you can do it with your eyes closed.

That's the level of mental imaging we need to move through the Autox course with confidence and smoothness. If you are unable to see the course in your mind's eye, perhaps you did not walk it enough times or were too social during the course walk. Or maybe you failed to print a map of the course before the event and study it? No guilt – just emphasizing the importance of visual rehearsal.

Visual motor rehearsal can be practiced and improved upon over time and is a technique used by world class athletes in a variety of sports. So, at the next Autox event as you are setting in the staging area waiting your turn to run give this technique a try.

It might be a little known fact that **Pylon Press Editor Brian Miller** had a successful practice as a Master Hypnotherapist as a second career. He was completely fascinated by the power of the mind to master goals, or create roadblocks. After a 40 year hiatus from University sports, Brian decided to employ proven mind technologies in field and track events by participating in the Senior Olympics. Mental imaging helped his to acquire the USA Track & Field All American Award.



Pylon Quiz



We all seek to improve our performance over time in solo racing. The real question is how can this best be achieved. The following quiz questions might shed some light on where to look for answers. Indicate T or F to the following questions regarding common issues that contribute to leaving *time on the course*:

- I do not see the course clearly in my mind's eye before driving rapidly through it. T F
- I tend to DNF and hit a lot of cones frequently and may be a bit wild while driving. T F
- I rarely ever hit a cone while competing in Autox events and never skid or push out in turns which may indicate that my style is too conservative, or I stand off too far from the turning cones. T F
- My car has not had fresh tires, brake work, an engine tune up or a suspension alignment in some time now and may be slowing me down a bit. T F
- I have never taken a driver's school, had an instructor ride with me or studied video and written materials on Autox techniques. To date, I am entirely self-taught! T F

One of these factors may be contributing to your leaving time on the course. Identify any and all applicable possibilities so as to determine a game plan for achieving your best time yet!

The
CARS
we drive
SAY A LOT
about us

