



Pylon Press



Arizona Sports Car Club of America – Phoenix AZ Solo Region

2021 Fall Series #4



A bright and sunny day greeted the hopeful motorsports group on Sunday, December 12, 2021. There was an extra amount of excitement in the air as several class series championships were to be decided in close point races at this event. The Cam-T group had a tight 8 point spread among the top 3 competitors for first place in class. This competition made for some fun and entertaining racing. The high voltage EV car of **Brian Peters** set the pace early for top time of the day. The fastest time set down by a gas burner was placed by **Matt Underhill** in his Subaru BRZ ,followed closely by **Scott Phillips** in a Mazda Yata. These two were approximately a second behind Brian’s time! Nice driving guys! Six runs on a fast, yet technical, **Nick Sloan’s** course made for a fun and rapid paced event. Hats off to **Kevin Venisnik** and his administrative crew for a well-organized event.

- Arizona scored well at the **SCCA Solo Nationals!** Below are the drivers representing AZ who trophied at the **Solo Nationals in 2021:**
- Jay Balducci** 7th place B Stock
 - Jason Bucki** 5th place B Stock
 - Britt Dollmeyer** 6th place C prepared
 - Manfred Fauth** 6th place STX
 - Kate Fisher** 8th place STX
 - Mark Huffman** 2nd place D modified
 - Dave Rock** 5th place Cam-S
 - Doug Rowse** 5th place Super Street
 - Dave Schotz** 5th place Cam-C
 - Jeff Wong** 1st place E prepared
 - Nicole Wong** 1st place Street Modified Ladies
 - Julie Woodbury** 2nd place SS Ladies

To all AZ Winners

Congratulations

THANK YOU FOR THE FINE JOB YOU DID REPRESENTING AZ AT THE NATIONALS

** Event Overview pic taken by Brad Boute of Greg Klick’s 69 Corvette who competes in CAM S.

Driver of the Month

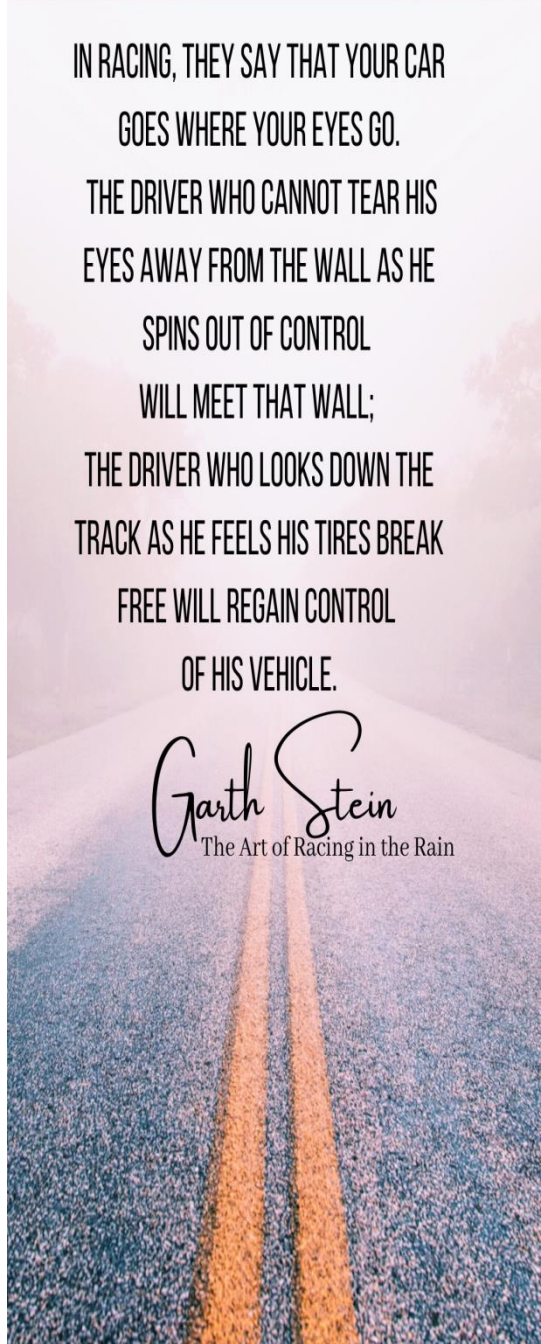


Jim Wooldridge

Jim Wooldridge is a resident of AZ where he and his wife live in North Phoenix. Growing up in the Midwest he became hooked on performance cars by his dad in his early teens. He is presently employed as an IP specialist for SRP here in the Valley. Jim shared that his dad was a car guy and that he started solo racing with SCCA as a young man in the 80's with an iconic 1988 Mustang. Jim has, as they say, been around the block in various racing circles. He has served as an employee at the Bondurant School for 5 years, raced formula Fords for 10 years and raced carts with the PKRA cart group where he served as President of the club. His present ride is a stunning blue C8 Z-51 equipped Corvette that he and his wife took delivery on at the National Corvette Museum. His goal in autocross is to better learn to control the Vette and become competitive in his class. He has only positive things to say about his racing experience with the Phoenix Solo Group and simply commented, *"Hats off to the local leadership for doing a difficult and often underappreciated job!"* Sharp car, upbeat guy and, perhaps, a competitive sleeper in our midst! This is a guy to keep your eye on!

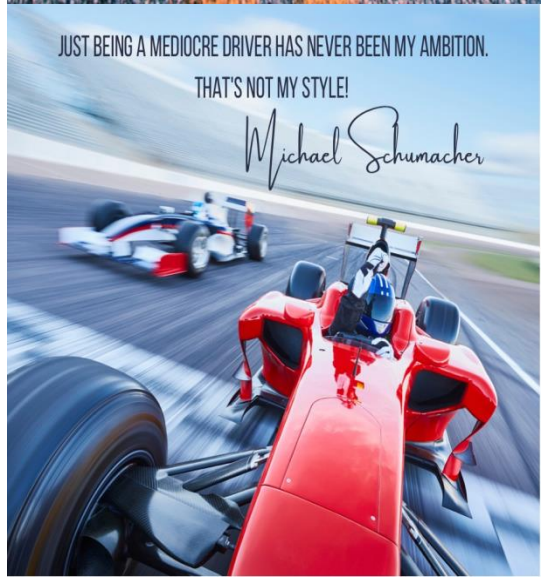
IN RACING, THEY SAY THAT YOUR CAR
GOES WHERE YOUR EYES GO.
THE DRIVER WHO CANNOT TEAR HIS
EYES AWAY FROM THE WALL AS HE
SPINS OUT OF CONTROL
WILL MEET THAT WALL;
THE DRIVER WHO LOOKS DOWN THE
TRACK AS HE FEELS HIS TIRES BREAK
FREE WILL REGAIN CONTROL
OF HIS VEHICLE.

Garth Stein
The Art of Racing in the Rain



JUST BEING A MEDIOCRE DRIVER HAS NEVER BEEN MY AMBITION.
THAT'S NOT MY STYLE!

Michael Schumacher



It's may not be the sharpest ride at solo events, yet this formidable racer has a family story and history that is most interesting. **Ray Leon**, and son **Mat Leon**, have a history with their **1978 Chevy Monte Carlo** going back to 2005. Ray paid \$500 dollars to a friend for the car that he found setting in a field. He fixed the car up for his son Mat as high school driver.



The car now competes in CAM-T and does very well in that class. The performance mods are too numerous to list, however the car has the best of everything, including the following list of performance equipment: The motor is a 400 cu in small block built by Leading Edge Motorsports; The motor makes around 450 hp and features a roller cam, forged pistons, and fuel injection. The real story behind this CAM-C build is the suspension work which was done exclusively by this dynamic father and son racing team. On an open pad using a two-post lift they did all the welding and fabrication work, modified the steering geometry, put in C5 disk brakes, an Eaton posi, and rear adjustable arms and hemi joints on the stock rear end housing – just to name a few of the modifications done to the car's suspension. This car is indeed an example of a great “grass roots American racing story”. Ray shared that the local CAM-T crew was a big help in advising them on the build of the car.

Ray gives a special shout out to **Lance Hamilton**, an expert on CAM car modifications, for his generous advice about modifications needed on the car after they first launched the car. The local Cam-T group, according to Ray, is a tight knit group that ferociously competes on the course and behaves like a family on the paddock. Now that's a great example of racing sportsmanship!

Good luck Ray and Mat in your racing efforts and thanks for sharing your most interesting story.



Tech Tip

By Brian Miller

OPTIMIZING YOUR AUTO CROSS PERFORMANCE

The mental and physical fitness of the competitive driver is important for all age groups and becomes even more important as we age. It has been said that Formula One Drivers as a group have the best reaction times of any athletes in the world. Motorsports, unlike many other sports that require a certain amount of physical fitness, still demand a certain level of mental alertness and body tone. In car racing, the car does most of the heavy lifting. However, brain speed, vision acuity and reaction times of drivers remains very important to maintain peak performance on the track or solo course.

How would you rate your fitness level? Listed are some important factor in achieving a solid performance on the solo course. Reply to yourself **Yes or No** to the following questions:

- Y or N I get an annual eye exam
- Y or N I have an annual physical exam
- Y or N I follow a fitness program that keeps my cardio health and muscle tone in good condition
- Y or N My BMI level is below 30
- Y or N I get 8 hours of sleep most nights
- Y or N My use of alcohol is moderate to none
- Y or N At auto cross events I hydrate regularly in warm weather! *(Did you know that when you stop urinating you are dehydrated)*
- Y or N The foods I chose are high in fiber and food value; I eat little or no junk food.
- Y or N I feel well prepared for each event both mentally and physically
- Y or N I set clear and achievable goals before racing

Give yourself 10 points for each item you answered YES. For optimal performance shoot for 80 points or more!

“Memory is time folding back on itself. To remember is to disengage from the present. In order to reach any kind of success in automobile racing, a driver must never remember.”
Garth Stein, *The Art of Racing in the Rain*

Pylon Quiz



Let's look at some questions on sprung vs. unsprung car weight. Answer True or false to the following questions:

1. The unsprung weight of a car is all the weight not supported by the suspension. **True or False**
2. A small diameter steel wheel may require less energy to rotate than a larger lighter alloy wheel. **True or False**
3. Rotating mass is approximately twice as hard to accelerate as is sprung mass. **True or False**
4. Reducing the wheel weight on corner of a car by ten lbs. equals approximately 120 lbs. of sprung weight. **True or False**
5. The effect of rotational mass is calculated by MOI or "Moment of Inertia." MOI is impacted by not only the weight of a wheel but by how far out from center that weight is located. **True or False**

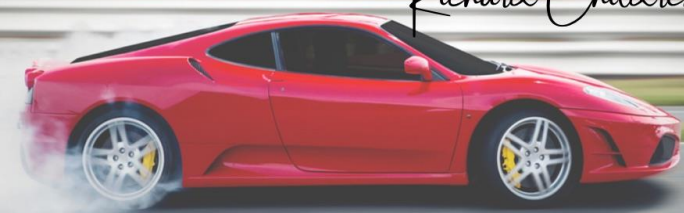
Answers to Quiz Questions:

True: 1, 2, 4, and 5; 3 is false – it takes 3 times the energy to move an unsprung weight.

Credits to: cjponypants.com & nissanclub.com for info & facts

"ONCE YOU'VE RACED, YOU NEVER FORGET IT...
AND YOU NEVER GET OVER IT."

Richard Childress



"NOBODY IS BORN WITH A STEERING WHEEL OR A GEAR SHIFT IN HIS HAND. IT'S SOMETHING YOU CHOOSE TO DO OR YOU DON'T."

Mario Andretti

