



Pylon Press

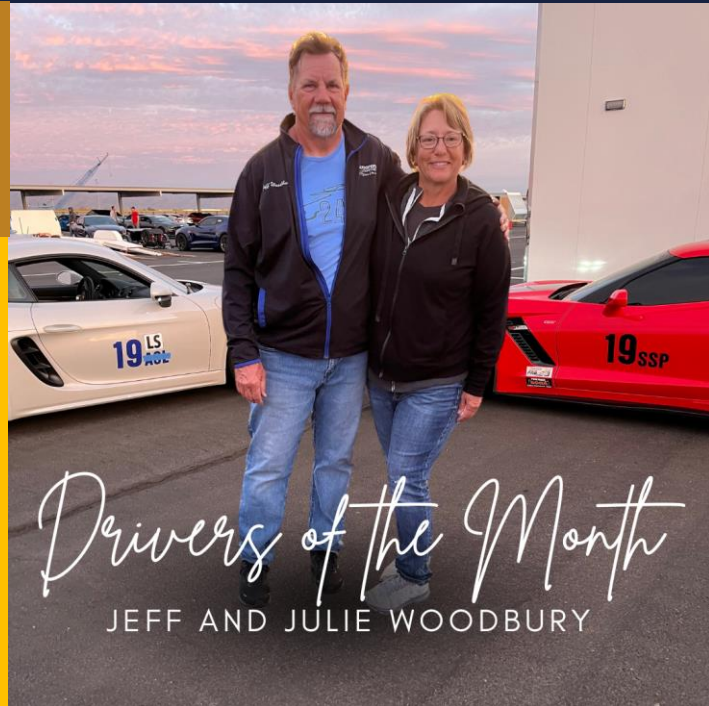
SPORTS CAR CLUB OF AMERICA -
PHOENIX AZ SOLO REGION

March 2024 – Spring Series #3

Event Synopsis

BRIAN MILLER
PYLON PRESS EDITOR

It was a full house at AMP for the third event of the Spring 2024 season. The weather was perfect for an autocross contest and all drivers were in top form for the four timed runs provided. The Bill Prible designed course offered good flow through the gates if you got the entry correct. Three right angle or decreasing radius turns kept the speeds at a safe level and required drivers to look well ahead into those turns to hit the correct driving line as they headed into the faster sections. The bar was set high on course times right from the get-go with lap times in the mid to low fifty second range occurring throughout the day. The first eight drivers in the hot shoe SPM group scored over all PAX scores of 960 or better indicating the close level of competition and fine driving in the that group. Additional close racing occurred in the STS group with **Kevin Rasmussen**, **Dawson Hay** and **Brent McCune** posting times in their Miata's within ½ seconds of each other. In B Stock a family duel occurred with **Dan Bruno** besting relative Alex by six tenths of a second. And finally, **Steve Eymann** held off rising star **Keith Crouse** in the battle of SS Corvettes by a mere six tenths of a second. Some fun and close racing is occurring in this series with several car class contests coming down to the final event points results to be determined at the April 14th event.



Drivers of the Month

JEFF AND JULIE WOODBURY

The Driver of the Month this month is the husband-and-wife team – **Jeff and Julie Woodbury**. After having met in 2004, this couple has been regularly active in auto cross events ever since. Both have trophied in past years at the SCCA Nationals in Lincoln and are competitive in local regional events across the country. Julie currently drives a 2024 AS classed Porsche Cayman S and Jeff's Autocross car of choice is a 2019 Corvette Z06 racing in the Competitive SSP class. This couple averages 2 to 4 autocross events per month at local, regional, and SCCA pro solo and national tour events. Having sold their home in Richland, WA the couple now call home Robson Ranch in Eloy, AZ where they winter when not on the road auto crossing.

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Jeff and Julie's Cummins diesel powered motor coach handily pulls a two-car trailer behind it and makes the distances and travel between events rapid and convenient. Julie explains that future Autox plans for the year ahead involve auto crossing with the Border Region in Tucson pro solos in Vegas, events at Crows Landing in CA, the Nationals in Lincoln, NE and local events at Packwood in the Portland area and the Spokane area with the ASNW club there next summer. Julie felt the recent Tire Rack National Tour event held at AMP in February was "run wonderfully!"

FUN FACT:

This couple are always aspiring to race faster and looking for their "perfect" car. Jeff has had 6 different vehicles since 2014. His car list includes a 2003 C-5 convertible, 2004 C-5 Z06, 2017 Corvette GrandSport, 2020 Camaro SS 1LE, 2021 Camaro ZL1 1LE. He has settled on the 2019 Corvette Z06, currently prepped for SSP. Julie has had 8 different cars, including a WRXs, BMW M2s, GTIs and Supra, plus has driven all of Jeff's cars and Julie is currently racing a 2024 Porsche S in AS. "It is time to stay in one car for awhile and work on perfecting our driving," confides Julie. Jeff plans on driving the Porsche in ProSolos and that will be the only time they will be co-driving the same vehicle. This is one fast and fascinating dynamic duo.

Save the Date

FINAL SPRING SERIES
PASR EVENT

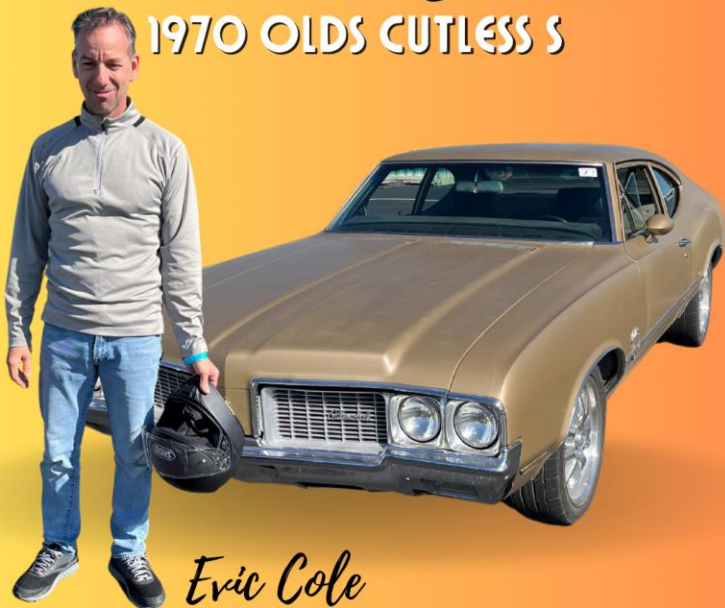
04/14/2024

The couple
who
races
together
has fun fast!



Car of the Month

1970 OLDS CUTLESS S



Eric Cole

Eric Cole purchased his classic 1970 Olds Cutlass S some twenty years ago. Following the time of purchase he got the original motor running, enjoyed pleasure driving the car for a time, and then stored the car until recently. There are almost too many modifications on the car to mention, however here are the more essential ones: The motor is an Olds 455 cu. in. that makes about 450 hp and 525 ft-lbs. of torque. A Holley double pumper is set on top of the balanced and blueprinted engine. Also featured is a programable ignition system, aluminum heads and intake, plus long tube headers that feed into Magna flow mufflers. The tranny is a competition TH350, which feeds a twelve bolt Chevy Posi traction rear member –all features you might expect to see in a home build CAM racer. What you would not necessarily expect to find would be in the car's suspension engineering! C5 Corvette Z06 brakes all around, adjustable sway bars, adjustable coil over suspension, as well as aftermarket steering and trailing arms. With a low budget home style paint job on the Cutlass and a mostly stock interior, this car is easy to miss until you look under the hood. Well, done Eric and good luck racing in the local CAM-T group.

life goes on.

Go ahead and spin!

“

UNDERSTAND
WHAT MOTIVATES YOU

**ALWAYS KEEP
YOUR MIND
ON THE
GOAL
AND EYES DOWN
THE ROAD!**



”



During a recent road trip my wife and I were listening to a podcast by **Jay Shetty**, host of ON PURPOSE. The topic was "The Inner Critic." Following are the notes we took and found extremely applicable to Solo racing:

- 1. You can't criticize yourself into changing.** No amount of shame or guilt will actually create change. We can't embarrass ourselves into changing. We must employ self-compassion.
- 2. We change when someone believes in us, or we discover a better way!** The kinder and more constructive you are to yourself, the more likely you are to change. Don't analyze or beat yourself up; rather use more productive words: "Ok, next time I'll do this!" Or, "Let me watch a winner do it so I can do it too!"
- 3. Make a plan for improvement.** Greatness and growth comes out of a decision to be better and do better.
- 4. Your 'inner critic' is likely to be an old unexamined voice from the past.** It may serve you to get in touch with that original voice in your head and negotiate a truce. Consider saying to yourself, "Hey, don't beat me up! Let's be proactively positive and make a plan to improve!"
- 5. Be careful whose voice you allow into your head!** Rather than take every comment about your driving at face value, evaluate what the truth is and consciously decide what you're going to believe about yourself and you're driving.
- 6. Admit you may have some toxic thinking stuck in a mental loop.** Once you identify nonproductive thoughts, you have the potential to erase or replace those thoughts with positive, more productive ones.
- 7. Recognize the power of I AM statements.** Release statements such as "I am lazy; I am such a klutz; I am never going to figure out the best line to drive, etc!" Replace your I AM statements with, "I am a fast learner; I am a willing student of this sport; I am ready to do what's needed to improve my scores!"
- 8. Refrain your inner voice to become your 'Inner Coach!'** Imagine your higher Self watching as you drive! From a place of 'witness consciousness', observe the changes needed and talk to yourself the way you would a budding athlete. "Hey buddy, you see where you left time on the track. Take a deep breath. We can do this. Focus! We've got this!"
- 9. When you do something well journal about it** to magnify and reinforce the win! Be your own best advocate!.

Pylon Press Editor's NOTE Jay Shetty is a New York Times best selling author, and wildly popular podcast host featured on Spotify. Please note that some of the comments from his podcast have been slightly edited for the purpose of this educational Tech Tip.

Pylon Quiz

True / False



Are the following True or False?

1. If you are not always turning the steering wheel on the Autocross course, you are losing time. **T/F**
2. When passing through the slalom portion of an autocross course your line of sight should not be on the cones you are approaching rather the next set just beyond those. **T/F**
3. When in doubt as to shift into a higher gear for a short portion of the course, it is best to do so then shift back down to a lower gear as needed. **T/F**
4. You cannot gain time in a slalom beyond a certain point; however, you can lose time. **T/F**
5. When the weather is cold, and the driving surface is wet it is best to lower tire pressures by a slight amount. **T/F**
6. A driver who never hits cones, slides the car or DNFs the car while autocrossing is demonstrating a mastery of the sport. **T/F**
7. To lighten an autocross competition car, the best place to take some minimal weight off the car is to bolt on lighter wheels. **T/F**
8. Using nitrogen vs. atmospheric air in your tires will eliminate tire pressure increases while on the track or Autocross course. **T/F**
9. The most important weight factor on a competition car is not the same side front to back, rather the cross-tire ratio. **T/F**
10. Hitting a cone at the finish line of a SCCA approved course will result in an automatic loss of time on that run. **T/F**

GOING
FASTER
IS A PROCESS



WHOEVER SAID
Winning
ISN'T EVERYTHING
NEVER PARTICIPATED
IN PASR EVENTS!



Pylon Quiz

Insights



**YOU CAN'T CRITICIZE YOURSELF
INTO GOING FASTER!**

1. It's mostly true it's best to keep turning the steering wheel, however, there are sections where the steering wheel is best held straight for a brief period.
2. True, it is recommended driver's look well ahead in the slalom. It seems counter intuitive however, it's been proven most effective to look ahead in slalom sections.
3. False. In most cases, an upshift followed shortly by a downshift in gears is to be avoided as it causes the car to become unsettled just before entering a turn. (This is where smooth is fast).
4. True. Every car has a maximum speed in the slalom. Exceeding that traction grip limit can result in car instability and loss of time.
5. Mostly true, on chilly days is best to lower tire pressures by a slight amount to allow heat to build in the tire faster. All cars are different. Experimentation with individual cars is needed here.
6. False. The best drivers find the limits of their car's ability. To find out what the limits are it is necessary to push the edges, occasionally resulting in a cone strike or an unwanted off course excursion.
7. True. Lighter unsprung wheel weight always provides better results than removing similar weight from other parts of the car.
8. False, Nitrogen expands when heated in tires – just not as rapidly as atmospheric air does.
9. False. When considering weight factor on a competition car it is equally important to have left and right, side front to back and the cross-tire front to back ratio in balance.
10. False. Hitting a cone at the finish line of a SCCA approved course will not result in an automatic loss of time. However, the safety officer at any SCCA sanctioned event can apply this penalty if they feel the driver's behavior is a danger to self, others, or the timing equipment.