



Event Overview

The turnout for the October Autocross was very strong, with a waitlist of applicants to participate in the event. **Nick Sloan's** course design was an interesting mix of high-speed sections intermixed with some challenging 90 degree turns. The most challenging feature was a big mid-course sweeper! It was a constant radius turn that invited high speeds if you could get the correct line through it. Temperatures were variable being in the 50-degree range in the early hours and the mid-80s by midafternoon. Lap times were constant throughout the day with some improvement being shown on each of the 5 runs given each contestant. By starting the event a bit earlier event officials were able to allow 5 runs for both the AM and PM sessions. The challenge that this presented to some of the afternoon drivers was overheated tires causing a few to experience their best times on in the earlier runs. All in all, it was a picture-perfect AZ autocross day, and a good time was had by everyone.

WHAT'S THE POINT OF RACING
IF YOU'RE NOT HAVING FUN?



Driver of the Month

CLAIRE KULOVITZ



Claire Kulovitz drove in her first autocross here in Phoenix at the age of 15 on a learners permit about 5 years ago. She was hooked instantly on solo racing and continues to drive today with the same passion and enthusiasm. Claire is currently a student living in Flagstaff, attending NAU, majoring in the field of Strategic Communications. Her current ride is a **2014 Cadillac CTS V Sport** which belongs to her dad, **Curt Kulovitz**. He is a regular participant at Phoenix solo events in his **1969 Firebird**. Claire really enjoys auto crossing and her goals are to focus on improving her driving skills and to get a faster time with each timed run around the course. When asked if there were areas where she could suggest improvement in our local solo events, she had this to say: "The events are always organized and well-run! I would not change anything. I always meet the best people at the events, and it is great to talk to fellow car lovers and see all of the cars people are racing."

Claire and other young drivers like her are the future of the autocross sport in AZ. Let's welcome more young driver's in the months to come!

Volunteer of the Month

NICK SLOAN



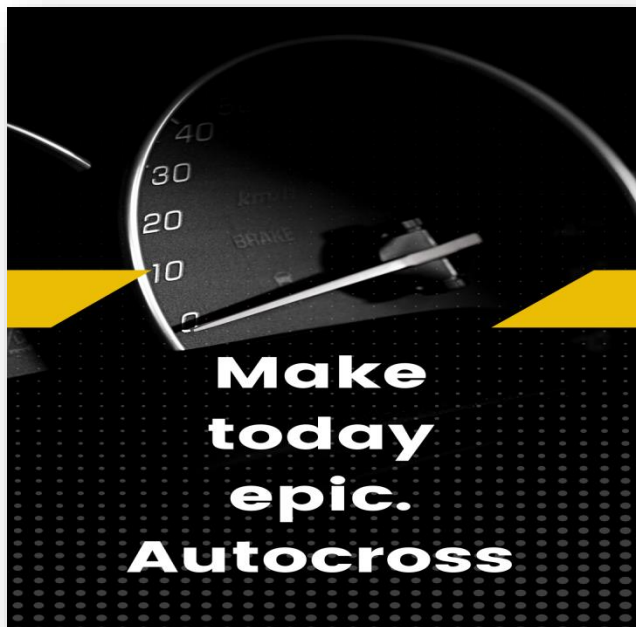
Nick Sloan was introduced to auto crossing as a teen in San Diego by his dad, who was a two-time National solo champion. Nick has been a SCCA member on and off for many years and currently serves as our Regional Course Design Chief here in Phoenix. This fine man is a Phoenix resident, married with one child and works as a Director of Engineering at a large IT managed services company. Nick's current ride is a **Tesla Model 3 Performance**, which serves him as a daily driver and a auto crosser. He chose this model because it gives him the biggest bang for the buck and enables him to achieve some very enviable times at local solo events.

When Nick designs a course he likes to mix it up so that courses don't favor a particular type of car. He tries to strike a balance by making courses challenging for experienced drivers, yet not too confusing for newcomers. He notes that his number one concern is to always look at the course in terms of safety for course workers, drivers, and spectators. When asked how we might improve our local events, Nick humbly responded by inviting feedback and suggestions from drivers on his course designs.

We are glad you took on this job, Nick! Thanks for your efforts to provide fun and challenging course designs. If you like Nicks work as course design chief give him a big shout out of thanks – It's a big job that takes a lot of time and preparation. We are lucky to have a qualified fellow like Nick doing it.



THINK
FAST
BE
FAST



**Make
today
epic.
Autocross**

Tech Tip About Tires



Researched by Brian Miller

Source: www.Bridgestonetires.com

Tire rotation patterns should vary depending on the type of power drive your car has. According to **Bridgestone Tire**, there are 3 predominate choices:

1. If your car is a larger 4-wheel, all wheel or rear wheel drive pattern then the rear cross pattern is recommended. Rears are moved straight forward while fronts are moved to the rear and crossed.
2. If your car is a front drive the x pattern, meaning cross the tires front to back, is recommended. Fronts to back on opposite side and so on.
3. Smaller front drive cars are recommended to use the forward cross pattern. Front tires come directly back, and rears go to front and cross. For more detailed information on the proper rotation pattern for your car go to the Bridgestone website listed above.

Note: These recommendations would not apply to cars with single directional tires or non-uniformed sized tires front to rear.



Kei Josephson has been a Corvette fanatic for decades. For the last six years he has owned a **2007 Corvette Z06**, nicknamed the "Phantom!" It has a stock Z06 motor, sporting 505 hp and 470 tq. Kei has added some performance improvements to the CAM-S Z06 including a rear spoiler, a ZR1 front lip, Forgestar wheels, a racing seat, multipoint seat harness, shocks, front sway bar and some engine bolt on equipment. The car is very competitive in the CAM-S class. Kai reports having owned 9 different Corvettes, with this one having all the best traits and being his favorite. This racer recently moved to Phoenix from Atlanta in November of 2020. His goal is to drive at least twice a month in 2022, to work on his driving skills, go to Nationals, and have a good showing.

Go Kai! You have the car and drive to make it all happen!





1. As you rotate your steering wheel through a turn with your hands being held at 10 and 12 o'clock, the best hand to utilized to create a steady and correct pressure is known as your "pulling hand". **True or False?**
2. To get through a slalom section fast you should turn so the car leaves the cone off the rear of the car. It creates the shortest line, it allows the least upset to the car, it allows a more constant throttle pressure. **True or False?**
3. "Pitch and Yaw" are important to maximizing speed in racing sailboats. Too much of either and the boat slows suffering from wasted motion, too little and the boat slams into waves and slows. As you think about it, racing cars have a sort of "pitch and yaw", with body roll when cornering and nosedives under braking. **True or False?** The applicable of this quiz question is, do you have any indication if the suspension settings on your competition car are optimizing "pitch and roll"? **NOTE:** Corner weight information and videos of your car on course could be helpful here!
4. Tire temperatures on a warm AZ day can become an important factor in lap times. If tires get to warm, they can become greasy, to cold and the tire lacks grip. **True or False?** One tire manufacturer recommends an optimum temperature of 145F degrees on its summer competition tire for best results. The quiz question to ask yourself is: What is the best temperature range of your car's tires for optimum solo racing performance?
5. The contrast of the turning cones on the skid pad is a critical factor. The ability to visually pick up the location of and distance to cone features on the course quickly allows drivers to get back on the gas in a timely fashion. Different lighting conditions can call for different eyeglass shades. **True or False?** Have you ever experimented with clear, brown, or even amber lenses to determine which colors allow you to best see the course most clearly?

Answers: *The Quiz Questions are all True, designed to have you quiz yourself more deeply to improve your performance.*

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See you on the track at the December 12, 2021 event at AMP.