



Larry Mason Preps for Second Indy Car Test!

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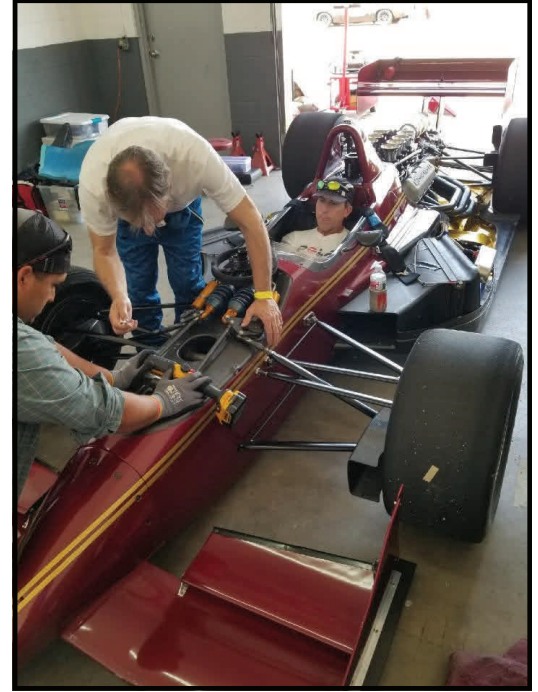
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After getting his first test of an Indy Car at Willow Springs a couple of years ago in a 1986 March-Chevrolet, Mason has been training hard to get back behind the wheel again this time in Jim Webb Motorsports' (JWM) 1994 Reynard-Chevrolet. Originally run by Jimmy Vasser for the Hayhoe team in the CART championship, this car is now owned and being prepped by JWM. Mason's fitness regimen has been stepped up a notch to be ready for the physical demands that an 800+ HP, full ground-effects tunnel race car un-

leashes. Pictures and video from the test will be posted to the Team LMR Facebook page when the test happens. Stay tuned!



The next seat for Mason is one that has exceeded 250 mph at Michigan Intl. Speedway! Photo by Fred MacIntosh

Masons Judge Miss Diamond Bar Pageant

Larry and Sonia spent a recent Saturday judging the 55th Annual Miss Diamond Bar Pageant. The morning was spent conducting interviews with the contestants. This portion provides the majority of points scored for the contestants. Combined with the various backgrounds and questions by all of the judges, this portion provides a real world test of their interview skills.

There were multiple contestants that were very close on points and of course only one can win. This year that honor went to Shereen Wu. We wish her the best with her new title!



Photo Courtesy of Joelle Leder Photography

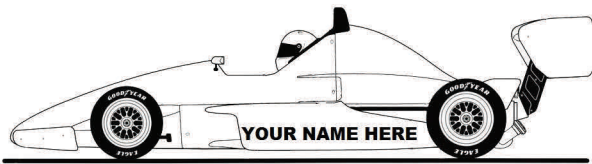
Tech Tidbits—Dissecting a Lap

Unless you're on pole position with a new track record, lead every lap of the race, win and set another new track record in the process, you haven't gone fast enough! That's the goal of any seriously committed race car driver. Of course, that's virtually impossible every single time, but by having that goal at the start of the race weekend, it's something for the driver and team to work towards. One way to accomplish this is by analyzing the data from the on-board

data system. Another way is by looking at segment times and top speed times provided by the series. Typically a track will be divided into three segments (or also referred to as sectors) with a top speed data point also shown for the end of the fastest straight. Since road courses have a combination of high-speed and slower-speed corners, the setup of the car is critical to make the most of the most important parts. You might sacrifice some corners to gain lap speed

in other places on the track. How do you know which parts to maximize? That's easy—all of them! That sounds like a direct conflict but in reality you're trying to maximize your speed everywhere with the setup you have available. It just works out that you might run low downforce on your wings to maximize your top speed, or add wing angle to maximize your speed coming onto the straights. It always ends up being a compromise with the stopwatch being the ulti-

mate judge—it's the setup that provides the lowest lap time. The next element is just because that works for qualifying, how will that setup work for the race? If you take drafting into consideration do you add more or less wing? It's a constant challenge to put the varying shapes of the pieces of the puzzle together to ultimately come out on top of the competition. How do you know when you've got it right? Go back to read the first sentence!



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“Unless you're leading, the scenery never changes.” Larry Mason

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