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Larry Mason Gets First Indy Car Test!

Larry Mason achieved a lifetime dream of driving an Indy Car a few weeks ago. Thanks to Jim Webb of Jim Webb Motorsports, Mason was invited to test Webb's 1986 March-Chevrolet at Willow Springs International Raceway. The car resplendent in its original 7-Eleven livery finished second in the Indianapolis 500 that year driven by Kevin Cogan behind Bobby Rahal in the Budweiser car. That was a memorable finish as Rahal's team owner Jim Trueman passed away just a couple of weeks later.

Webb's Indy car is powered by a stock block Chevrolet V8 engine that produces 750 horsepower and 586 lb-ft of torque. All this in a package that weighs only 1550 pounds!

"The 'straightaways' are so short in this car!" beamed a smiling Mason after getting out of the car. "I've never accelerated up the hill from Turn 3 to Turn 4 like that before. It was like getting shot out of a slingshot or cannon!"

Mason and Webb reviewed Mason's on-board video to see how he han-



Mason makes a quick pit stop in the Indy Car. Photo by Cheyne Lipfert

dled the increase in weight and power compared to his Auto Diagnostic Services **Team LMR** Formula Mazda. The results were good and there's a possibility that this may lead to a race start later this year. Stay tuned!

Sonia's View

For me, Larry's Indy Car test was more than an exciting opportunity; it was a chance for Larry to experience something others only dream about! **Team LMR** has uploaded a brief video of the test to the team's YouTube channel (see QR code on this page for quick access). Since the video posted, I've been asked whether or not I'm "concerned" whenever he drives a race car. I do recognize that there is an element of danger involved whenever he

straps in (and I do spend time in prayer!), but honestly, it's the other drivers around him that I am concerned with....and, as in the case of one event we were at, the well-meaning race staff who dramatically told me Larry was being cut out of his car when in reality, no such thing was happening. Racing will continue to be a great spectacle and sport, as long as it remains open to the continuing evolution of safety and technology. It is definitely more enjoyable for me knowing

that any race he does has a high level of safety checks in place to ensure drivers are safe and spectators have a wonderful time.



Scan this QR code with your mobile device or go to:
www.YouTube.com/TeamLMRUSA

Inside this issue:

Indy Car Test	1
Sonia's View	1
Tech Tidbits— Team LMR Formula Mazda—Shock Absorbers	4
Web Special	4

Tech Tidbits—An Inside Look at the *Team LMR* Formula Mazda - Shock Absorbers

Unless you're talking about a go-kart, most racing (and street vehicles have shock absorbers (also known as dampers). Damper is truly a better word for them as they are designed to dampen the bouncing up and down of the springs on the vehicle.

Team LMR has been competing on single adjustable dampers for the past three seasons where the only adjustment is on the rebound setting. The two ways the shock moves is under compres-

sion (known as bump) and rebound (known as droop). The idea is to adjust the shock settings to a particular characteristic of the race track you're on to gain the maximum amount of traction which translates directly into cornering speeds and lap times. The shock can either be stiffened up or softened up depending upon what the driver is feeling in the car and what the data looks like in certain sections. For instance, if the car is skipping on the undulations

and bumps in the track surface; then the shock might need to be softened or loosened up. If the car seems to be handling the bumps okay but is wallowing around with massive body movements, then the shock might need to be stiffened up.

Sometimes the car feels decent with the current shock settings, but when the team looks at the data and confers with the driver, the option of adjusting the shocks to a

different setting to try and gain more speed is always considered. Whether it's Formula Mazda or Formula One, dampers play an incredibly important part of the keys to making the car go faster.



Koni single adjustable shock.
Photo courtesy of MSR.



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

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Our goal is to deliver maximum positive Return On Investment for our clients by cultivating long-term partnerships with the utmost integrity, concern, passion and commercially-viable, value-oriented results.

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