



Larry Mason Completes Second Indy Car Test!

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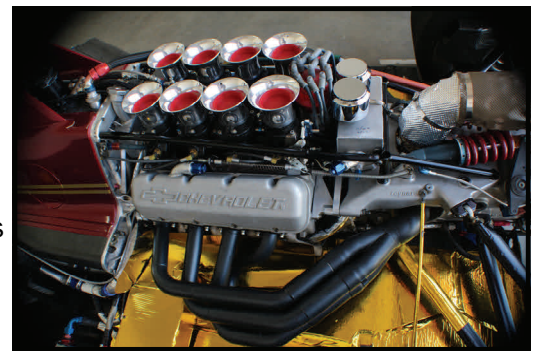
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Larry Mason successfully completed his second Indy car test at Willow Springs International Raceway behind the wheel of the Jim Webb Motorsports 1994 Reynard-Chevrolet. This was a big step up from the 1986 March-Chevy he tested previously. The Reynard is a carbon fiber chassis with a sequential six-speed gearbox and about 850 HP! Mason was able to get a few sessions in and became increasingly comfortable behind the wheel. A small fuel issue brought the test to a premature end but not before Mason was able to experience the

high-horsepower thrill of a big V8 and advanced aerodynamics from the ground-effects tunnel undertray. "I'm extremely grateful to Jim Webb for providing me this opportunity. It was a blast to drive and I can't wait to get back behind the wheel again," Mason said beaming afterwards. Special thanks to Fred MacIntosh for pouring the seat, however as is typical with a new seat, a bit of adjustments in a few

select spots should help Mason be more comfortable and better able to feel the feedback that the race car is giving him. Stay tuned to: www.LMRUSA.com for more updates.



Brute V8 horsepower is the heart of what makes this Indy car go fast! Photo by Larry Mason

Team LMR Earns Two Silver Medals in Team Triathlons!

Larry and up and coming actor Bryce Rubie teamed together to compete at the Lake Castaic Triathlon Series in June and August. Bryce completed the swim and run portions while Larry raced the bike portions. Although temps hovered near 100 degrees for each race the guys raced as hard as they could to garner solid results. In the second race, Larry's Polar CS600x bike computer

showed that he went faster, averaged more Watts, was more efficient with the L/R pedal balance and peaked at 168 bpm on the hilly course. "It was a lot of fun and we look forward to the next one. Bryce swam sensationally and was also faster on the run in the second event," Larry said afterwards.



Rubie and Mason are all smiles after earning their second silver medal in their second race together.

Tech Tidbits—Specialty Replacement Parts

The Tech Tidbits section of the March 2018 issue of MRN covered crash damage. In this section we'll describe how a simple remove and replace job is not so simple. A major rebuild of the Auto Diagnostic Services **Team LMR** Formula Mazda has been underway and much progress has been made. The engine and transmission have been pulled out to inspect the frame and have the transmission rebuilt and serviced, which turned out to be a wise decision as the car

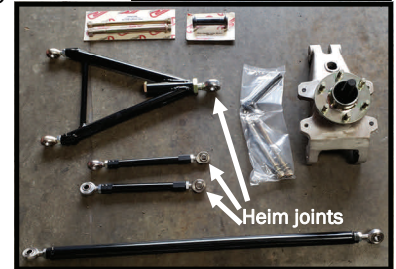
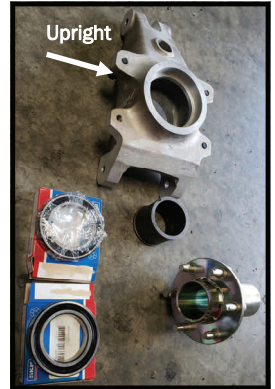
was found to have a very small crack in the steel engine mount. It has since been welded, repainted and re-installed in the chassis. In the meantime, new parts have been ordered to replace those that were damaged and/or have had reached their time of use limit.

An example of time of use limit are the heim joints which are spherical steel bearings that connect the A-arms to the uprights (hubs) and chassis (photos on right). Alt-

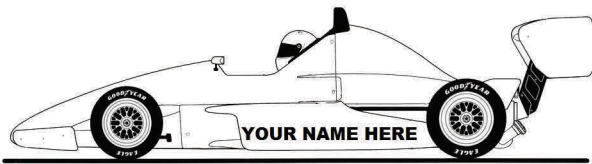
though the part may inspect fine, **Team LMR** replaces these annually based on the race car manufacturer recommendation.

An upright doesn't come ready to install. It must be assembled with a stub axle, spacers, hubs, drive pins and new bearings that have to be pressed in using a hydraulic press. It's a lot of work that takes hours at the race shop.

FM upright ready for assembly.



Most of the new parts needed to complete the left rear suspension on the Formula Mazda. Photos by Larry Mason



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

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We look forward to hearing from you soon!

Wishing Fred MacIntosh a speedy recovery!

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