

Pit Patter



*Volume 51
Number 4
April 2011*



Rear tires smoking, opposite steering lock and still a fast time, looks like Ian Stewart made it to the March event. They don't call him Mr. Sideways just because it sounds cool.

Photography by Kevin Abel

Inside:

- **March meeting minutes and results**
- **NOTE - April meeting returns to LA FIESTA**
- **Dues are overdue!**

Martin Sports Car Club

www.martinsportscarclub.net



TRANSMISSIONS

Event Schedule:

Sunday, April 10, 2011

Event #4, Lake County Tech Center

Event Chair: Justin Cady, Mikael Edstrom, Bert Foschini, Mickey Gauldin, Kevin Spence

Sunday, May 29, 2011

Event #5, Mini-Prix @ Orange County Convention Center

Event Chair: Executive Board



Martin Sports Car Club
Orlando, Florida

Check out our new website! <http://www.martinsportscarclub.net>

2011 EXECUTIVE BOARD

President	Robert Belvoir	Robert79B@gmail.com
Vice President	Jason Stroud	soma07@gmail.com
Secretary	Ryan Speaks	rspeaks@cfl.rr.com
Treasurer	Ben Turner	bcturn@gmail.com
Events Director	Karel Schneider	moparkarel@yahoo.com

PIT PATER EDITOR

Bert Foschini

bfoschini@yahoo.com

CIRCULATION

Bert Foschini

bfoschini@yahoo.com



Monthly Club Meeting

Thursday, April 7, 2011

*** * * * * La Fiesta * * * * ***

140 South US Hwy 17/92

Longwood, FL 32750

407-478-1473

7:30PM

Located next to Albertsons on the southwest corner of Highway 17/92 & S.R. 434 in Longwood, FL. Check the website for more info.



April Autocross Sunday, April 10th, 2011 Lake County Tech Center

13000 Frankies Road
Tavares, FL



- Registration: 8:00 to 8:30 **Regular price** (\$20 for members/\$30 for non-members)*
- Late Registration 8:30 to 8:45 **\$10 Late Fee**
- Tech: 8:00 to 9:00
- Driver's meeting: 9:30 (approximate)
- First car out: 10:00

- **Pre-register and pre-pay at myautoevents.com for a \$2 discount!**



Join the MSCC Email List!

Add yourself to the MSCC email list by writing to

martinsportscarclub@comcast.net

MARCH MEETING MINUTES

General Meeting Minutes Thursday, March 3, 2011

President Report - Robert Belvoir

Meeting called to order 7:36. Did everyone get Pit Patters? **Chris Wells** said cover is definition of "butterface". Minutes approved by **Joey Maier** and **Penny Belvoir**.

VP Report - Jason Stroud

One car was over sound limit at Feb event. Owner was spoken to and he will revise exhaust. Too many off course runs at February event; please walk the course as many times as needed.

Treasurer Report - Ben Turner

Ben applied "bling" and then went thru various expenses and income for the month. Ending balance is \$xxxx. (Robert told me not to write it down)

Secretary - Ryan "The Slacker" Speaks

Absent

Events Director - Karel Schneider

Received course design contest entry from **Scott Schwarz**. Winner in April design contest will be decided by vote and entries must be made by end of the night. Karel stated if you want your points to count for Tiger or end of year trophy dues must be paid by March event. Fun runs were a success at February event and course designers are planning on more fun runs at March event, weather permitting.

Chris Wells mentioned another person is needed to host March event. **Mikael Edstrom** volunteered to help. Karel would like first car to be out at 9:30 to get as many runs as possible done before rain.

Old business

How do we like new food vendor? Opinion seems to be unanimously positive.
Mentor Program? No problems reported.
Autocross School – Postponed until fall due to scheduling conflicts.
December event ½ credit expires at March event. **Erich Mertz** says he hasn't used his yet.

New Business

Mini-Prix – May 29th at OCCC. **George Bonafede** suggested members only event Saturday before. Robert asked if we want a different event before then. **Jackie Gauldin** stated she can't do waivers at OCCC. George proposed a night event at OCCC on May 28th. Robert asked the members their opinion. He will ask for permission from OCCC.

Robert asked if anyone had ideas for other events. George stated drags are open only on Friday nights now and suggested March 25th. George stated he would coordinate this on the forum.

Robert asked **Don Hosler** if we need a new wheel on the blower. Don states it does.

Robert suggested a new idea for the next event; something about "Midnight Bowling".

Robert stated we need more volunteers for the timing computer. **Aaron Stogsdill** and **Scott Schwarz** volunteered.

Robert interviewed prospective members **Scott Schwarz** and **Doug McCabe**. They were asked to leave; nice things were said about them; they were voted in.

Steve Taylor asked if we can use our logo on his website. No oppositions are noted.

Course design contest vote – **Ian Stewart's** design wins with 13 votes. **Mikael Edstrom** volunteered to setup the course with **Mickey Gauldin**, **Kevin Spence**, **Bert Foschini** and **Justin Cady**.

MARCH MEETING MINUTES

Next meeting

Will be decided via E-mail blast. **Mickey Gauldin** will send one out.

Member stories

Chris Wells went to Roebing Road to coach **Rick Woodley**. He said it was fun and mostly nothing bad happened.

Doug McCabe said Central Florida region SCCA had first rallycross last weekend; a two-day event in Okeechobee. 17 cars got 17 runs; the course was long and fast.

Robert Belvoir went to Road Atlanta and he said it was "freakin' awesome".

Upcoming events

Chris mentioned the SCCA PDX (track day) at Daytona on April 16-17. He also mentioned that **Kim DeBower** was in a serious accident and his MINI was totaled but, fortunately, Kim is OK.

Swap time

Patrick Wilson's RX-8 is sold!

George Bonafede is parting out his Evo - wheels, tires, performance parts, etc. Talk to him for details.

50/50 raffle

Steve Taylor wins \$21.

Meeting adjourned - 8:37

Members In Attendance: Members in Attendance: B. Abbott, J. Adams, P. Belvoir, R. Belvoir, G. Bonafede, J. Cady, P. Castillo, W. Christoeff, R. Conner, K. DeBower, M. Edstrom, J. Gauldin, M. Gauldin, J. Giddens, D. Hosler, R. Hulls, J. Maier, E. Mertz, H. Nguyen, R. Schatte, K. Schneider, T. Schneider, K. Spence, A. Stogsdill, J. Strickland, J. Stroud, S. Taylor, B. Turner, C. Well, B. West, P. Wilson, F. Zimmerman

Guests in Attendance: Doug McCabe, Stevie Taylor, Scott Swartz



April Birthdays!!



- * Patrick Barrett
- * Brian Smith
- * Rick Woodley

- * Gerardo Bonilla
- * Richard Thackway



MARCH GALLERY



Andre Moraels, BMW 325i



Brian Smith,
Honda
S2000



Above: Dat Nguyen,
Mazda MX-5



Right: Erich Mertz,
Porsche Cayman

MARCH GALLERY



Jonathan Reiblich,
Ford Mustang



Above: Peter Nopper,
C6 Corvette



Right: John Giddens,
BMW M3



Jeff Ashton,
Honda Fit with custom
front spoiler protection

MARCH GALLERY



Above: Walter Christoeffl,
VW GTI



Left: Justin Cady,
Audi A4

Michael Brau,
Honda S2000



Steve Taylor,
Ford Mustang



MARCH GALLERY

Ludwig Bavetta,
BMW Z3



Kim DeBower,
Mazda 3



Robert Cox,
Mazda Miata



Scott Swartz,
Mazda Miata

RACE REPORT

By Bert "Hammer" Foschini

The old saying states that March comes in like a lion and goes out like a lamb. The March event, on the other hand, was predicted to go the other way around, with forecasters calling for anywhere from a 50% to an 80% chance of rain, most of which was to roll through around midday. Speaking of the weather, I was squarely under it and did not attend the March event. I tried to solicit a few people to write the race report but got no takers, so what follows is likely to be filled with more nonsense and errors than the government's stimulus package, but at least it won't cost you a dime. Given the impending downpour Rain Rules were put into effect, which meant that everyone in the same class made their runs at the same time in an effort to give each competitor as even a playing field (racing surface) as possible. "That's sounds like a great idea", you say, "why don't we do that all of the time"? Don't get me started – it's just not the way this club does things. From what I saw it looked like a very cool course. And, of course, the weather ended up playing no part at all. Weather people have the best job going – you get to be wrong constantly and it's just accepted, suspiciously similar to a politician.

March mirrored February in that the number of single car classes remained at 5. The solo marchers were Erich Mertz in AS, Brian Smith in BS, Scott Swartz in CS, Robert Cox in CSP and Steve Taylor in CP. Unlike last month's off course fest, the March event was quite "on". In fact, 15 of the 22 classes that had participants were able to make all of their runs on course. Another difference from last month was the number of 2-driver classes, which more than doubled since February. The dynamic duo of Don Hosler and Aaron Stogsdill continued their SS battle but the result was the same as Don again out-Corvetted Aaron. Considering Don has been racing for 60 years this is understandable. ES saw the return of Ludwig Bavetta who took on Carolyn Smith in ES, but the Z3 of Ludwig was too much for Carolyn's Miata. Dustin Besch and Bruce Abbott found themselves alone in GS. Dustin showed no respect for his elder and ended with the same result as last month – Dustin dusted Bruce. DSP saw the return of Walter Christoeffl, who joined Justin Cady. Just like that whole lamb and lion thing – this was a slaughter as Justin won by over 4 seconds. There is a rumor that Kevin King is about to get the Family Truckster back. In the meantime he has been racing a Miata and was joined this month by a new foe by the name of Colm Roe. Colm held the lead after the first 2 runs, but Kevin ruled from there on out to take the win. Continuing the "haven't seen you in a while" theme, Dat Nguyen showed up to join Steven Hughes in STR. Dat made his fast run first and led after the 1st run, but Steven improved with each run and took the victory. In STX Travis Turner and Andre Morales tried to out ultimate drive each other, with Travis posting a commanding win. And in SSM Leland Giddens co-drove Mikael Edstrom's Red Monster but that car is 2 hands-full and Mikael took the win.

March is the third month of the year, so it only makes sense there would be quite a few classes with 3 drivers. We'll start with the Novice class, where it is unusual to have only 3 drivers. Peter Nopper was fast fast, while Michael Brau took some time to get going. In the end Peter Nopper finished on top and won the Novice class. In the process, Peter has kicked himself into opening classing. In HS the old familiar face belonged to Kim DeBower. Some knucklehead crashed into Kim a few weeks ago. Thankfully Kim was not seriously injured but his Mini was taken to Mini heaven and Kim is now sporting a Mazda 3. However, HS belongs to Ben Turner and March was no different. In order to run in ASP in March (All Spiffy Performers) you had to have a very new car. How new? Let me put it this way - the *oldest* car belonged to George Bonafede! John Giddens showed up in a 2011 M3 (hey John, feel like adopting a middle aged Pit Patter editor?), Bob Knoerzer was in a 2010 GT-R and George was in the old 2009 GT-R. There were not very many off course runs in March, but these 3 all managed to go off at least once within the 1st 2 runs. However, when the new car smell cleared George was

RACE REPORT

the winner, while John nipped Bob by just 0.116 of a second. And in ESP it was all about American Muscle with Randall Huls in a Firebird, Jonathan Reiblich in a Mustang and Toby Trook in a Camaro. Jonathan flexed his muscle early and never looked back, taking a 1.4 second win, with Toby 2nd.

Since we switched to SCCA classing a few years ago DP has belonged to Robert Belvoir. The only problem was that it was usually just him and his daughter, Penny. Well, in March Robert had company. Chris Wells and Jason Stroud have been co-driving this year and decided to jump into Robert's backyard this month in Chris' car. They were joined by Pedro Castillo and Richard Connor and their screaming Orange Rabbit. All of a sudden there were a lot of Tiger points at stake. Chris led by over 2 seconds after the 1st run, with Jason 2nd and Robert 3rd. Both Chris and Jason had 2nd round cone trouble and Robert crept into 2nd. No one improved in the 3rd round and Chris put down a 36.988 on his 4th run. If someone was going to beat him they were going to have to earn it. With 1 run remaining Robert sat 0.162 seconds behind Chris – no pressure. They don't call him Bobby Sox for nothing (it's because of his socks) – Robert dropped almost half a second on his final run to take the win, with Chris 2nd and Jason 3rd. Good stuff. In STU guest course designer Ian Stewart was co-driving an M3 with Chi Ho, joining Bill Kuykendall and the British Brothers – Kevin Spence and Richard Thackway, who apparently ended their 'used race tire' experiment. After the first 2 runs Kevin was in 1st, with Ian 2nd, Chi 3rd and Bill 4th. Both Ian and Bill made their fastest run in the 3rd round, putting Ian in 1st and Bill in 2nd. Kevin failed to improve and finished 3rd. Chi improved on his final run but finished a mere 0.038 behind Kevin. In all, the top 4 in STU were all within 0.4 seconds of each other. More good stuff.

SMST2 was again the champion of diversity – they all send the power to only 2 of the wheels, but they all do it in their own unique way. I dare you to name another sport that can group a BMW M3 (Patrick Wilson), Mazda Miata (Karel Schneider), Mini Cooper S (Fred Zimmerman), Pontiac Trans Am (Jeff McElyea) and Porsche Boxster (Kevin Abel) and have them all be competitive with each other. Although there was very little change in the class placing from run to run, the top 4 finished all within 1.4 seconds of each other and certainly not in the order one would think based on sheer horsepower. Karel finished 1st, with Patrick 2nd, Jeff 3rd and Fred 4th. Conversely, there is SMST4, where the definition of diversity means that you either drive an Evo or a WRX. At least there was some drama. Terry Glazar (Evo) led after the 1st run, with Hien Nguyen (Evo) in 2nd, Patrick Barrett (Evo) in 3rd and Harry Corbin (WRX) in 4th. After the 2nd run Patrick sat in 1st, with Terry 2nd and Hien 3rd. Even though all of these cars put the power down in roughly the same way, the results were the only area exhibiting diversity. When all was said and done Hien took the win with a 36.232, with Patrick about a half second back, and Terry about another half second behind Patrick.

And now for our tame racing driver. Some say he can produce the 1.21 gigawatts needed for time travel and that his internal organs are made of carbon fiber. All I know is, he's called Ryan Speaks. Don't get me wrong, a Subaru WRX STi is a fast car and quite good for autocrossing, but what Ryan did at the March event is quite remarkable. He not only took Top Time of Day, he did it by almost a full second over George Bonafede, who is fast, who was in a GT-R, who was also on race tires. Ryan switched to his street tires for his final 2 runs to save his race tires and still put down a 36.086, which would have been the 2nd fastest time of day. Can you image if Ryan was not 7 feet tall and 400 pounds? He'd be even faster!

Well, the March event is in the books which means that spring is finally here, which also means it is going to get real hot real fast. We are the envy of the country during the winter months, but it seems like spring only lasts a week or 2 before summer comes calling. Congress may take lots of breaks during the year, but we don't. So buckle up and get ready because things are about to heat up.

Martin Sports Car Club

Final Results - Event #3 - Sun 03-06-2011

Total Registered with Times: 56

Super Stock				Times				Total	Index	
1T	71	Don Hosler	Z06 Corvette	37.718	37.781	37.713	37.829	37.465	37.465	0.946
2	1	Aaron Stogsdill	C6 Corvette	71.845	42.644	43.342	42.070	41.200	41.200	1.040
A Stock				Times				Total	Index	
1T	35	Erich Mertz	Cayman S	39.993	39.230	39.070+3	39.520	39.836	39.230	0.991
B Stock				Times				Total	Index	
1T	1	Brian Smith	Honda S2000	OFF	OFF	OFF	43.655	43.630	43.630	1.102
C Stock				Times				Total	Index	
1T	971	Scott Swartz	Mazda Miata	40.312	39.997	39.787	40.293	39.908	39.787	1.005
E Stock				Times				Total	Index	
1T	10	Ludwig Bavetta	BMW Z3	43.875	44.010	43.659	43.024	42.573	42.573	1.075
2	51	Carolyn Smith	Mazda Miata	46.854	45.872	45.438	46.820	45.219	45.219	1.142
G Stock				Times				Total	Index	
1T	222	Dustin Besch	Honda Civic	40.199+1	40.901	39.941	40.562	40.124	39.941	1.008
2T	82	Bruce Abbott	Cobalt SS	42.590	42.798	42.918	42.060	42.357	42.060	1.062
H Stock				Times				Total	Index	
1T	113	Ben Tumer	Mini Cooper	43.070	41.185	41.248+1	41.819	40.753	40.753	1.029
2	91	Kim DeBower	Mazda 3	43.725	44.110	43.018	43.001	43.868+2	43.001	1.086
3	115	Raddy Schatte	Austin Mini	46.768	45.436	45.567	45.329	45.872+1	45.329	1.144
A Street Prepared				Times				Total	Index	
1T	99	George Bonafede	Datsun GT-R	OFF	35.651+1	35.469	35.542	35.574	35.469	0.896
2	767	John Giddens	BMW M3	39.250	OFF	38.680	38.894	38.243	38.243	0.966
3	13	Bob Knoerzer	Nissan GTR	OFF	38.801	38.359	38.411	38.990	38.359	0.969
B Street Prepared				Times				Total	Index	
1T	9	Ryan Speaks	WRX STI	35.278	34.544	34.896+1	36.518	36.086	34.544	0.872
2	66	Mickey Gauldin	MiataSpeed	37.162	OFF	36.824	36.442+1	36.168+2	36.824	0.930
C Street Prepared				Times				Total	Index	
1T	7	Robert Cox	Mazda Miata	40.876	40.340	42.229	39.861	39.268	39.268	0.991
D Street Prepared				Times				Total	Index	
1T	183	Justin Cady	Audi A4	37.601	37.040	37.429	37.055	37.015+1	37.040	0.935
2	101	Walter Christoeffl	VW GTI	OFF	42.813	42.300	41.619	41.170	41.170	1.039
E Street Prepared				Times				Total	Index	
1T	86	Jonathan Reiblich	Mustang SVO	39.903	39.684	40.218	39.991	39.103	39.103	0.987
2	409	Toby Troom	Chevy Camaro	41.068	40.768+4	40.839+1	40.572	41.397+1	40.572	1.024
3	68	Randall Huls	Firebird	43.394	43.156	42.822	42.975	43.270+2	42.822	1.081
C Prepared				Times				Total	Index	
1T	66	Steve Taylor	Ford Mustang	39.416	38.398	OFF	38.227	38.398	38.227	0.965
D Prepared				Times				Total	Index	
1T	79	Robert Belvoir	Toyota MR2	39.311	37.372	38.042	37.150	36.700	36.700	0.927
2T	13	Chris Wells	Mazda Miata	37.247	36.856+2	37.682	36.988	46.516+1	36.988	0.934
3	131	Jason Stroud	Mazda Miata	38.994	38.144+1	39.036	37.740	37.102	37.102	0.937
4	19	Penny Belvoir	Toyota MR2	41.597+2	41.624	40.254	39.913	40.215	39.913	1.008
5	5621	Pedro Castillo	VW Rabbit	42.254	41.028	40.635	OFF	41.388	40.635	1.026
6	562	Richard Connor	VW Rabbit	46.649+1	45.011	43.647	44.225	43.630	43.630	1.102

Martin Sports Car Club

Final Results - Event #3 - Sun 03-06-2011

Total Registered with Times: 56

Street Touring S			Times					Total	Index	
1T	8	Kevin King	Mazda Miata	42.972	41.906	42.417	41.825	41.479	41.479	1.047
2	9	Colm Roe	Mazda Miata	42.329	41.810	43.197	42.284	42.720	41.810	1.056
Street Touring R			Times					Total	Index	
1T	87	Steven Hughes	Honda S2000	40.488	39.240	39.274	38.592	OFF	38.592	0.974
2	73	Dat Nguyen	Mazda MX-5	39.400	39.902	39.715	39.619	40.439+2	39.400	0.995
Street Touring X			Times					Total	Index	
1T	300	Travis Tumer	BMW 325i	41.437	40.959	40.018	39.910	39.411	39.411	0.995
2	299	Andre Morales	BMW 325i	43.071+1	42.512	42.596	49.889	41.548	41.548	1.049
Street Touring U			Times					Total	Index	
1T	167	Ian Stewart	BMW M3	39.978	38.832	38.391	38.897	39.114	38.391	0.969
2T	07	Bill Kuykendall	Mustang GT	40.274	39.908	38.531	39.482	38.814	38.531	0.973
3	21	Kevin Spence	BMW M3	38.929+1	38.761	39.077	39.047	38.902	38.761	0.979
4	67	Chi Ho	BMW M3	40.539+1	39.775	39.107	39.647+2	38.799	38.799	0.980
5	1	Richard Thackway	BMW 335i	40.702	40.528	40.031	40.523	40.081	40.031	1.011
Super Street Modified			Times					Total	Index	
1T	1	Mikael Edstrom	C5 Corvette	39.671+1	36.884	36.145	36.932	36.873+3	36.145	0.913
2	11	Leland Giddens	C5 Corvette	38.580	37.791+1	37.785+2	37.658		37.658	0.951
Street Mod Street Tire 2WD			Times					Total	Index	
1T	5	Karel Schneider	Mazda Miata	38.672	38.731+1	38.735	38.542	38.331	38.331	0.968
2T	47	Patrick Wilson	BMW M3	39.928	38.923	39.814+1	39.155	38.856+2	38.923	0.983
3	62	Jeff McElyea	Trans Am	40.980	41.384	39.187	40.130	39.698	39.187	0.989
4	14	Fred Zimmerman	Mini Cooper S	40.968	41.102	40.438	40.286	39.808	39.808	1.005
5	8	Kevin Abel	Boxster	42.858	41.551	40.365+1	40.768	40.902+1	40.768	1.029
Street Mod Street Tire 4WD			Times					Total	Index	
1T	11	Hien Nguyen	Mitsubishi Evo	37.935	38.361	36.495	36.232	35.917+1	36.232	0.915
2T	256	Patrick Barrett	Mitsubishi Evo	38.677	36.776	38.913	38.878	37.751	36.776	0.929
3	4	Terry Glazar	Mitsubishi Evo	37.866	38.042	38.274	37.619	37.235	37.235	0.940
4	67	Harry Corbin	Subaru STi	39.607	38.865	38.776	38.304	38.066	38.066	0.961
5	695	Walter Slauson	Subaru WRX	43.991+2	41.026	40.773	40.571	40.613	40.571	1.024
Novice			Times					Total	Index	
1T	111	Peter Nopper	C6 Corvette	44.255	40.924	39.878	40.550	39.788	39.788	1.005
2	187	Michael Brau	Honda S2000	44.584	46.010	43.673	42.070	41.461	41.461	1.047
3	700	Jeff Ashton	Honda Fit	47.292	45.554	45.659	44.077	43.410	43.410	1.096



Martin Sports Car Club

Top 20 - Event #3 - March 6, 2011

Timed Entries: 56

Pos.	Class	#	Driver	Car Model	Time	Index
1	BSP	9	Ryan Speaks	05 Subaru WRX STi	34.544	0.872
2	ASP	99	George Bonafede	09 Datsun GT-R	35.469	0.896
3	SSM	1	Mikael Edstrom	00 C5 Corvette	36.145	0.913
4	SMST4	11	Hien Nguyen	03 Mitsubishi Evo	36.232	0.915
5	DP	79	Robert Belvoir	86 Toyota MR2	36.700	0.927
6	SMST4	256	Patrick Barrett	08 Mitsubishi Evo X	36.776	0.929
7	BSP	66	Mickey Gaudin	04 Mazda MiataSpeed	36.824	0.930
8	DP	13	Chris Wells	91 Mazda Miata	36.988	0.934
9	DSP	183	Justin Cady	01 Audi A4	37.040	0.935
10	DP	131	Jason Stroud	91 Mazda Miata	37.102	0.937
11	SMST4	4	Terry Glazar	05 Mitsubishi EVO	37.235	0.940
12	SS	71	Don Hosler	02 Z06 Corvette	37.465	0.946
13	SSM	11	Leland Giddens	00 C5 Corvette	37.658	0.951
14	SMST4	67	Harry Corbin	05 Subaru STi	38.066	0.961
15	CP	66	Steve Taylor	89 Ford Mustang	38.227	0.965
16	ASP	767	John Giddens	11 BMW M3	38.243	0.966
17	SMST2	5	Karel Schneider	94 Mazda Miata	38.331	0.968
18	ASP	13	Bob Knoerzer	10 Nissan GTR	38.359	0.969
19	STU	167	Ian Stewart	05 BMW M3	38.391	0.969
20	STU	07	Bill Kuykendall	07 Ford Mustang GT	38.531	0.973



Random images from the March event, including (above) the Three Stooges.



MARTIN MAFIA ON TOUR



The Martin Mafia made an appearance at the SCCA Dixie National Tour in Cecil, GA. Standing from left to right (and yes, Patsy is standing): Terry Tabor, Greg Shumaker, Bill Collyer, Ryan Speaks, Patsy Tabor and Robert Belvoir. Kneeling: Bryan Meyers, Ryan Collyer, Corey Czaban, Greg Hahn, Mr. Hahn, Chris Wells and Jason Stroud. Those holding cards won a trophy, including class Champions George Bonafede and Robert Belvoir.



Below: The after party.



The gang also made an appearance at Orlando Speed World for some straight line racing.

COURSE DESIGN 101: THE FUNDAMENTALS

Hello MSCC! This month we're starting a series of articles on proper course design inspired by the Roger Johnson, Houston Region SCCA course design handbook. You can view the handbook at the following web address: http://www.houscca.com/solo/courses/Course_Design_4-1-2.pdf

A fun, safe course is a fundamental part of any autocross. Most autocross clubs have only a few designated course designers but MSCC is unique in that we have a different course designer(s) each month. It may seem easy (and fun!) to design a course but if you've ever sat down with a blank sheet of paper staring at you then you know it's much harder than it looks. First and foremost, designing a course that most people enjoy is very difficult. You won't be able to make everyone happy all of the time, but by following the guidelines and suggestions in this series of articles you'll have a solid course that will keep you out of the "Course Design Hall of Shame". For this first installment we're going to review the fundamentals of course design to help our future designers get started on the right track.

General

- Always strive for a course where two cars can be run safely at the same time. This overlap greatly speeds up the event meaning shorter staging lines & more time at the end for fun runs (if applicable).
- When it comes to course design "less" is often better than "more". Don't feel that you need to use every square foot of the lot. Having a course that flows smoothly from one element to the next is much more important than trying to cram in as many maneuvers as possible. A fun, flowing 35 second course beats a tedious 50 second course any day.
- Likewise, when placing cones it's a good idea to use only as many cones as you need. The advantages are threefold:
 - * Fewer cones means the course is easier to setup and take down.
 - * Less cones on course means fewer cones for drivers to hit. This keeps the workload on the course workers to a minimum.
 - * Helps avoid the dreaded "Sea of Cones" effect where everything looks like a gate.
- Pointer cones should always point to the inside of a turn. So for a left hand turn the pointer cone goes on the left side of the gate, and for a right turn they go on the right side of the gate. For example, if you want the driver to turn left then the gate should look like this:



Left hand turn

Course designers often get this backward. It's a very common mistake!

- After you've setup the course be sure to walk it with the purpose of looking for places where it could be improved. Try to keep the basic concept of each element but don't be afraid to move strategic cones if it's too fast, too slow, too tight, etc. This is the perfect time to make any necessary adjustments before people start to walk it.

Safety

- There is a minimum requirement of 35ft from the edge of the course to any obstacles. Note that this is a minimum; faster parts of the course with higher speeds need more clearance.
- Be aware and avoid any non-movable objects such as manhole covers, drains, curbs, etc. At the Tavares site this includes the three drainage grates in the middle and the curb that runs along the eastern edge of the lot.
- Think of potential "spin out" areas and make sure course worker stations are positioned away from them. Likewise, be aware of hazards adjacent to the lot such as light poles, trees and parking areas and design your course appropriately to ensure that if cars do spin out they don't hit anything.
- When setting up the finish area always allow enough room for a safe, controlled shutdown. If any car has to brake before the finish lights to stop safely then there isn't enough room! To correct this move the timing lights back 20-30ft, or more, as needed. This shortens the acceleration zone before the lights, and gives drivers more room after them to get slowed down.
- Having drivers brake in a straight line is the safest way to get a car slowed down. Often I see courses where the last gate before the finish is heavily offset in an ill fated attempt to slow cars down before the lights. This is a bad idea. Drivers will naturally attempt to take this maneuver as quickly as possible which means a large steering input to get through the offset gate followed by going to full power. This is a recipe for a dramatic spin through the finish, especially for high powered RWD cars.

That's it for this month! Next time we'll be going over ways to make a course flow better.

Jason Stroud



CHINMOTORSPORTS.COM

MORE TRACKS. MORE TRACK TIME

Florida's leading provider of non-competition track days and high performance driver education

Events at Sebring, Homestead/Miami, Moroso, Roebling Road, Barber, VIR, Watkins Glen and Mid-Ohio

For membership application, full schedule, and more information visit

WWW.CHINMOTORSPORTS.COM

PBOC
Motorsports Club



A group dedicated to racing and drivers education.

PBOC only puts on Driving Events, the weekends always consist of both high performance driver's school & racing. The emphasis is on having a fun, safe, family oriented weekend for driving enthusiasts.

The driving schools include classroom instruction and in-car instructors for all novice, intermediate and advanced students.

Visit the website for more information and upcoming events:

www.pbocflorida.com



TIGER POINTS

2011 Tiger Points

As of March 7, 2011				
After 3 events, 0 drops		0 Drops	Total	Prev Rank
1	Nguyen, Hien	121	121	-
2	Belvoir, Robert	116	116	-
3	Turner, Ben	114	114	-
4	Wells, Chris	113	113	-
5	Bonafede, George	112	112	-
6	Turner, Travis	112	112	-
7	Speaks, Ryan	110	110	-
8	Hughes, Steven	109	109	-
9	Gauldin, Mickey	107	107	-
10	Edstrom, Mikael	105	105	-
11	Hosler, Don	104	104	-
12	Schneider, Karel	104	104	-
13	Giddens, John	98	98	-
14	Smith, Brian	97	97	-
15	Stroud, Jason	97	97	-
16	Abbott, Bruce	96	96	-
17	King, Kevin	96	96	-
18	Smith, Carolyn	92	92	-
19	Giddens, Leland	91	91	-
20	Schatte, Raddy	91	91	-
21	Belvoir, Penny	89	89	-
22	Huls, Randall	88	88	-
23	Ho, Chi	87	87	-
24	Stogsdill, Aaron	87	87	-
25	Barrett, Patrick	85	85	-
26	Spence, Kevin	85	85	-
27	Thackway, Richard	77	77	-
28	Glazar, Terry	74	74	-
29	Wilson, Patrick	72	72	-
30	Cady, Justin	69	69	-
31	Woodley, Rick	67	67	-
32	Pierce, Steve	64	64	-
33	Foschini, Bert	63	63	-
34	Taylor, Steve	62	62	-
35	Roe, Colm	61	61	-
36	Yao, Oliver	59	59	-
37	McElyea, Jeff	56	56	-
38	Maier, Joey	54	54	-
39	McDonald, Tom	54	54	-
40	Castillo, Pedro	51	51	-
41	Giddens, Dawn	49	49	-
42	Corbin, Harry	45	45	-
43	Connor, Richard	44	44	-
44	Abel, Kevin	43	43	-
45	Zimmerman, Fred	43	43	-
46	Schneider, Travis	42	42	-
47	Bavetta, Ludwig	36	36	-
48	DeBower, Kim	32	32	-
49	Binford, Jeff	31	31	-
50	Mertz, Erich	31	31	-

r = rookie

MSCC BUSINESS INDEX

Automotive Services		
Express Collision Center	485 State Road 436, Casselberry	321-972-8955
Maitland Tire Co.	233 N. Orlando Ave, Maitland	407-539-0800
Discount Tire	986 N. Semoran Blvd., Orlando	407-380-2036
Crucial Motorsports	90 Willow Ave. Altamonte Springs	904-652-9732
Performance Tire & Wheel	630 S. Volusia Ave., Orange City	386-228-2500
Restaurants & Catering		
Errol Estate Country Club	1355 Errol Pkwy, Apopka	407-886-5000
Pink Pig	Jim Gathings	386-734-4237
Other Services		
Bridport Printing Group	1338 W. Church Street, Orlando	407-716-4966
Motorsports Organizations		
Central FL. Region SCCA	Dat Nguyen & Tim Reardon	www.cfrsolo2.com
Chin Motorsports	www.chinmotorsports.com	
Grassroots Motorsports Magazine	David Wallens www.grassrootsmotorsports.com	888-676-9747
Skip Barber Racing School	Gerardo Bonilla www.skipbarber.com	800-221-1131

SWAP TIME

To submit a classified ad, simply send an e-mail to bfoschini@yahoo.com for publication. Classifieds are provided here as a free service to the *members* of the Martin Sports Car Club.


1. **Used Hoosier Koni Challenge tires**, 245/45-17 for track use. \$50. Contact Steve Pierce at 386-228-2500

2. **Many Performance Parts for 1st Gen MINI Cooper S**. Rota Slipstream wheels, 16x6.5, intake, intercooler, strut bar, M7 "Extreme" hood scoop & much more. Contact Bert @ bfoschini@yahoo.com

April 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7 Club Meeting	8	9
10 Tavares Event	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28 Board Meeting	29	30

Coming events— Please see page 3 for more details!



From:
 Martin Sports Car Club
 P.O. Box 2268
 Winter Park, FL 32790

To: