

Pit Patter



There is nothing wrong with your eyes and there is no need to adjust the color setting on your Pit Patter. This is what is called a “black and white photograph”. This particular photograph shows how MSCC rolled back in the 1970’s. See pages 14 - 17 for more retro action.

Photography by Kevin Abel. Cover photo by Jim Rainford

Inside:

- February meeting at La Fiesta - pg 3
- January meeting minutes & event results
- Dues are due!!!

Martin Sports Car Club

www.martinsportscarclub.net



TRANSMISSIONS

Event Schedule:

Sunday, February 12, 2012

Event #2, Lake County Tech Center

Event Chair: Joey Maier, Richard & Jessica Thackway

Saturday, March 3, 2012

Sunday, March 4, 2012

Autocross School

Sunday, March 11, 2012

Event #3, Lake County Tech Center

Event Chair: Joey Maier, Raddy Schatte, The Thackways



Martin Sports Car Club
Orlando, Florida

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

2012 EXECUTIVE BOARD

President	Chris Wells	cwells13@gmail.com
Vice President	Bob Blucher	bobbblucher@earthlink.net
Secretary	Kim DeBower	kimcom@mindspring.com
Treasurer	Ben Turner	bcturn@gmail.com
Events Director	Hien Nguyen	artist@prismaartist.com

PIT PATER EDITOR

Bert Foschini

bfoschini@yahoo.com

CIRCULATION

Bert Foschini

bfoschini@yahoo.com



Monthly Club Meeting

Thursday, February 2nd, 2012

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.



February Autocross Sunday, Feb. 12th, 2012 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

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JANUARY MEETING MINUTES

General Meeting Minutes
Thursday, January 5, 2012

Meeting Called to Order: 7:39 p.m. by **Chris Wells**

Pit Patters received? All but **Justin Cady**, so an extra copy was immediately hand-delivered.

Motion to approve December general meeting minutes was motioned and seconded by **Mickey Gauldin** and **Patrick Wilson**. All approved!

VP Report – Bob Blucher

With the new season upon us, all competitors should ensure his/her car is legal for the class in which he/she intends to compete. A few changes to SCCA rules may affect you, so be sure to check first. See SCCA FasTrack for more information.

Treasurer – Ben Turner

After totaling up revenue minus expenses, we've still got money in the kitty. It's good to be solvent!

Secretary – Kim DeBower

Verified that all attendees had signed the meeting roster.

Events Director – Hien Nguyen

Received several compliments on the design of December's two pointless events. Glad everyone enjoyed them!

January event hosts are **Karel Schneider**, **Ryan Speaks** and Justin Cady.

February event hosts will be **Joey Maier**, **Raddy Schatte** and the **Thackways**.

March event hosts will be the **Giddens** family and Mickey Gauldin.

Per standard practice, the April Mini Prix will be hosted by the Board. More info to come.

May event hosts will be **Mikael Edstrom**, **Bert Foschini** and (possibly) Mickey Gauldin.

If you have a preference for an event to host, be sure to contact Hien before your first choice is gone!

President – Chris Wells

Old Business

Autocross School

It's back! By popular demand, there will be an MSCC Autocross School in 2012. **Gerardo Bonilla**, **Mark Dana**, **Matt Ferratusco** and Chris Wells will instruct. Gerardo outlined the school's format: two, single-day schools with class size limited to 20 students per day. Cost: \$120, lunch included. In addition to classroom sessions, each student will receive a total of 20 runs, with all participants receiving one-on-one coaching from each instructor.

Steve Taylor asked if karts will be allowed to participate. Chris Wells said that, if there's interest, kart drivers may be allowed to attend the classroom sessions and walk-throughs, then watch from the sidelines.

If school doesn't fill completely, registration may be opened to non-members.

Possible dates were discussed. Motion was made and seconded for Saturday, March 3 and Sunday, March 4 at LCTC. Motion approved.

Registration will be posted on MyAutoEvents.com. Students should arrive by 7:00 a.m. to change tires and prep their car. Class will begin promptly at 8:00 a.m.

Thank-you notes

Received a note from **Ella Reese** foundation thanking MSCC for its donation. Also received a note from Lake County thanking MSCC for our donation of toys.

New Pro Class

There was a brief discussion of how PAX formulas set by the SCCA will be used to determine order of finish. Justin Cady and Matt Ferratusco briefly outlined how PAX levels the playing field between cars from different classes via mathematical formulas. Since MSCC allows Stock class cars to run on street tires, an additional calculation will be used for those cars.

Chris Wells motioned to designate the new Pro Class as a supplemental class for 2012. This would allow the club to make rule adjustments throughout the year, as needed. This would not affect points or year-end trophies. A minimum of 2.5 cars per event must participate for the class to be maintained. Per discussion, the PAX numbers will be posted

JANUARY MEETING MINUTES

and published for member reference. Raddy Schatte seconded the motion. Motion approved.

New Business

Congratulations to Ryan Speaks on his recent engagement!

Preliminary arrangements are being made for a possible Dyno Day at Performance Race Solutions in Sanford. Cost: \$40 for three pulls. Date is TBD. In an informal show of hands, 12 members expressed interest.

PCA is hosting the Grand Prix of Vero Beach, Sunday, February 26. Location for this high-speed autocross is a yet-to-be-completed section of the Grand Harbor Country Club. Pre-registration opens January 6.

Central Florida SCCA has asked if MSCC would be interested in splitting a July weekend for events at the Orange County Convention Center. Dates have yet to be secured, so discussion was tabled until a later meeting.

Chris Wells read excerpts from correspondence with new NASA Florida Director **John Felton**. NASA is interested in the possibility of MSCC providing support for Evolution Performance Driving Schools held in conjunction with NASA events at Sebring on the concrete paddock. In exchange for supporting schools held on a Saturday, MSCC would get the venue for its own points events on Sunday. Other than transportation and set-up costs, there would be no expense to MSCC. Potential dates include the March/June/October timeframes. An informal show of hands indicated unanimous member interest. There will be further discussion with NASA to try and make this happen. As a potential added benefit for such a partnership, **Doug McCabe** indicated that NASA plans to start conducting events at Daytona in 2013.

Thanks to the efforts of **Kevin Abel**, MSCC is now part of the social media scene with our very own Facebook page. Like!

Upcoming Meeting Location

February general meeting will be held Thursday, February 2 at La Fiesta restaurant in Longwood.

New Members

No new members.

Swap Time

Matt Ferratusco is offering a never-used battery cut-off switch still in its original package.

Leland Giddens is offering a set of 13-inch wheels and a Racing Beat header from a Miata.

Chris Wells has a Turbo Miata for sale, plus a customized tire trailer. Asking \$275 for the trailer.

50/50 raffle

Won by **Tom McDonald**.

Meeting Adjourned: 8:55pm by Chris Wells

Members in Attendance: K. Abel, P. Belvoir, B. Blucher, G. Bonilla, J. Cady, P. Castillo, R. Conner, K. DeBower, M. Edstrom, M. Ferratusco, J. & M. Gauldin, D., J. & L. Giddens, D. Hosler, B. Kalarovich, K. King, J. Maier, D. McCabe, T. McDonald, H. Nguyen, C. Roe, R. Schatte, K. Schneider, R. Speaks, A. Stogsdill, S. Swartz, S. Taylor, B. Turner, C. & K. Wells, P. Wilson, C. & F. Zimmerman.

Guests in Attendance: James Lineberger, Walter Maier, Roy Smith, Stevie Taylor



February Birthdays!!



* Kevin Abel

* Colm Roe

* Kevin King

* Travis Turner

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JANUARY GALLERY



Above: Steve Pierce,
BMW M3



Right: Mikael
Edstrom, C5
Corvette



Above: Alan Moore,
BMW 325

Right: Matt
Ferratusco,
Mazda Miata



JANUARY GALLERY



Above: Patrick Wilson,
Mazda Miata



Left: Steve Taylor,
Ford Mustang



Above: Jason Phillips
VW GTI



Left: Dawn Giddens,
Mazda RX-7

JANUARY GALLERY



Francisco Flores, Mazda Miata



Justin Cady, Audi A4



Penny Belvoir, Porsche 944

Eric Filson,
Subaru
WRX STi



AND NOW A WORD FROM OUR PRESIDENT

The 2012 race season is underway and we have some great plans coming up throughout the coming year. Here are a few of the things we are working on so try to keep your calendars open:

"Dyno Day" in coordination with Performance Race Solutions (PRS) on a coming Spring Saturday.

Our friends in the Porsche Club have secured a venue in Vero Beach on February 26th that is truly a "road course". Space is very limited and all proceeds go towards a charity. Contact me if you are interested.

MSCC will be hosting our very own "Autocross School"!!! The two, single-day schools are scheduled for March 3rd & 4th. Classes are limited to 20 people per day. Registration is already open. Go to myautoevents.com to register.

Last year the SCCA provided 2 PDX's (Performance Driving Experiences) at 2 local race tracks (Daytona & Sebring). They are doing it again this year! Mark your calendars for Daytona on April 14th & 15th and/or Sebring on June 14th & 15th.

We are working on a partnership with NASA (National Auto Sport Assoc.) that may provide 2 autocrosses on the concrete pad at Sebring. Concrete + higher speeds = great combination!

OCCC (Orange County Convention Center) is booked for the first half of the year, but we'll be there mid-summer and into the fall.

We do our best to keep you informed of everything our club does. Kudos to our Pit Patter Editor - Bert Foschini, to web master Travis Turner for keeping the website up to date, to Mickey Gaudin for the e-mail blasts and to Kevin Abel as the club now has a Facebook page. Also thanks to all the members who post information on the Autocross Forum.

Chris Wells

2012 MSCC President



Dat Nguyen, Mazda Miata



Fred Zimmerman, Mini Cooper S

RACE REPORT

By Bert "Hammer" Foschini

It's a new year and we didn't waste any time getting started. Due to some crafty work with the Mayan calendar the second Sunday of the month arrived a mere 8 days into 2012. The January event reminded me of the saying "the more that things change, the more they stay the same" as we ran the same course as we did in January 2011 and January 2010. It was about 10 degrees warmer than 2011 and about 30 degrees warmer than 2010, making for a cool start and a warm finish. A total of 54 drivers competed in the first event of the final year of our existence, if the Mayans are correct (I'm betting they are not. They probably didn't even know Oldsmobile would go under!)

One thing that has stayed the same is the abundance of 1 and 2 car classes, of which there were 10. Those racing to the end of the world alone were Raddy Schatte in HS, Alan Moore in DSP, Steve Taylor in CP (more on him later), Carolyn Smith in STR and Terry Glazar in SMST4. No, the world did not end just now, you read that right, there was only 1 car in SMST4, which is something that did not stay the same. One thing that did stay the same was Steve Taylor and his Mustang. In January 2011 his car broke and he failed to finish a single run, while this year his car never made it to the event (those Mayans!). However, that did not prevent him from showing up in a Mustang 5.0 and having a good time. Those who won the race toward oblivion with a partner were Don Hosler over Aaron Stogsdill in SS, Mario Knis over Brian Smith in BS, John Giddens over Dawn Giddens in ASP, Kevin King over Colm Roe in STS and Steven Taylor over James Lineberger in Junior Kart. We had 5 Novices show up and, as the Mayans predicted, they were all driving Japanese vehicles. Huey Askins, Eric Filson and Francisco Flores were in a very tight battle all day long, though only Francisco managed to stay clean all day, and cleanliness is next to winningness. Eric Filson ran a 45.610, which was good enough for a 0.043 victory, but he hit a cone, which dropped him to 3rd. Huey Askins trailed by only 0.2 after 3 runs, but failed to improve and finished 2nd. Meanwhile, Francisco Flores dropped over 0.8 of a second on his final run to claim the Novice class victory and bring an end to his world - in the Novice class.

The "D" in DS could have stood for new Delivery as all 3 drivers were in model year 2011 vehicles (yes, there was a co-drive situation, but it was still a 2011 vehicle!) as Kim DeBower brought out his new Mini (this time he went with the S version) to take on Kevin and Kristin Abel in their MazdaSpeed 3. The Mini in stock form is tough to beat and January was no exception as Kim took the win, with Kevin 2nd. Penny Belvoir's ride did not show up, so instead of driving a foreign, red vehicle that is older than she is she drove a foreign, red vehicle that is older than she is - namely, Ben Turner's Porsche 944 in ES. Also in ES were, not surprisingly, Ben Turner and his friendly nemesis Ludwig Bavetta. Ben did not win the 2011 ES Championship on good looks alone and 2012 was more of the same as he claimed the victory. CSP saw some things change and some things stay the same. In the "change" category Matt Ferratusco showed up, and indicated he will be returning to regular action with the club. In the "stay the same" category, Matt bummed a co-drive, this month the victim was Chris Wells. I say "victim" because Matt has a nasty habit of

RACE REPORT

bumming a co-drive, then rewards the favor by beating the gracious host. Chris Wells is not your average bear and proved it by not only beating Matt by almost 2.5 seconds, but Chris also recorded the Fastest Time of the Day, in a Miata! Take *that*, Mayans! STX had only 3 drivers, but great diversity with a 1991 BMW, a 2002 Subaru WRX and a 2008 VW GTI. Brandon Kalarovich was in the WRX and had some cone trouble. In fact, his raw time of 44.207 would have won the class, but those cones are there for a reason. Travis Turner had cone trouble of his own, but was clean and fast when it counted and won the class. STU had no diversity as all 3 drivers were in various BMW variants, though they did span 14 years and 3 different chassis designs. Kevin Spence was in the middle of the timeline but at the top of the class as he put the beat down on yours truly by over 0.6 of a second. SSM is going to be interesting as Mikael Edstrom and Mickey Gauldin are going to swap cars all year long. Mickey got his first taste of Mikael's Red Monster and promptly spun on his first run. Not to be outdone, Mikael had to grab reverse on his first run. When the cones were extracted from under the car and the tire smoke cleared Mikael claimed the class victory and Mickey wondered when his hearing would return. In SMST2 Steve Pierce showed up in his BMW M3 to take on a gaggle of Miata's, including the co-driving tandem of last year's Events Director, Karel Schneider, and this year's Events Director, Hien Nguyen. If it had been just these guys the situation would have been very black and white, but Patrick Wilson showed up in his red Miata to add some color to the mix. Hien had never driven a real live Miata before, only the video game kind, and faced a steep learning curve in coming from his high horsepower, AWD Evo and finished about a second behind Karel. Meanwhile, Steve jumped out to an early lead and carried a time cushion of almost 0.9 into the final run. Steve failed to improve, leaving the door slightly open for Patrick, but he had a lot of work to do. Patrick put his hard hat on, went to work and knocked over 1.27 seconds off his time to take the win.

Leaving us with the newly created Pro Pax Class, the brainchild of some guy who doesn't even race with our club, which utilizes an ancient Mayan algorithm to turn gas, tires and oil into smoke. The whole thing is Greek to me, but that did not prevent this class from being the favorite of 11 drivers, making this class almost 3 times larger than any other open class. And talk about diversity, there were car classes in this group that I had never seen before and likely weren't even considered when the Mayans were building their space ships, but I digress. Since this class is based on Pax numbers we are to disregard the raw times and focus on the Pax times, meaning I have no idea how close the battle was between 1st and 11th places, meaning I cannot make something boring sound exciting. Those darn Mayans! Based on the Pax numbers 2011 Tiger Champ Ryan Speaks was almost 0.8 faster than 2nd place finisher Jason Stroud, though in raw time Ryan was 3.1 seconds quicker. Dustin Besch finished 3rd in Pax, but 7th in time, while Scott Swartz finished 4th in Pax and 6th in time and Dat Nguyen rounded out the top 5 by finishing, you guessed it, 5th in Pax and 4th in time. Poor Leland Giddens finished 2nd in class and 3rd fastest for the entire event but Paxed back to 7th place in the Pro Pax Class. Ouch! Confusing, eh? Don't worry, when the world ends in December no one will care. But what if the world doesn't end? Those darn Mayans!

Martin Sports Car Club

Final Results, Event #1, Sun 01-08-2012

Total Registered: 54, with Times: 53

Pro Pax Class			Times			M-Pax Index		
1T	ASP 9	Ryan Speaks WRX STi	42.198	41.404+1	41.626	41.380	34.818	0.899
2T	DS 21	Jason Stroud BMW 328i	45.349+1	44.493	44.554	45.006+2	35.615	0.967
3T	GS 222	Dustin Besch Civic Si	46.490	46.416	45.506	45.231	35.897	0.983
4T	CS 97	Scott Swartz Mazda Miata	46.319	45.807+1	45.358	45.060	36.596	0.979
5	CS 73	Dat Nguyen Mazda MX-5	44.612	44.538	44.986+1	44.259	36.867	0.962
6	DSP 183	Justin Cady Audi A4 1.8T	44.290	43.861	43.602	43.422	36.952	0.944
7	SSM 277	Leland Giddens Mazda Miata	43.078	42.086	42.708	42.107	36.993	0.915
8	STF 1	Mike Brau Ford Focus	47.072	47.763	OFF	46.739+1	37.375	1.023
9	AS 35	Erich Mertz Cayman S	46.910	45.588	45.968	45.883	37.514	0.991
10	SMF 14	Fred Zimmerman Mini Cooper S	47.689+14	OFF	45.463	OFF	37.766	0.988
11	ESP 409	Toby Troom Camaro	48.332	47.691	46.707	46.485	38.433	1.010
Super Stock			Times			Best Index		
1T	71	Don Hosler Z06 Corvette	45.101	44.769	43.890	44.393+1	43.890	0.954
2	1	Aaron Stogsdill C6 Corvette	48.432	47.359	46.898	OFF	46.898	1.019
B Stock			Times			Best Index		
1T	18	Mario Knis Pontiac Solstice	46.227+1	45.888	45.076+1	46.281	45.888	0.997
2	06	Brian Smith Honda S2000	50.512	48.051+1	48.896	48.510	48.510	1.054
D Stock			Times			Best Index		
1T	91	Kim DeBower Mini Cooper S	46.912	46.135+1	45.802	45.594	45.594	0.991
2	8	Kevin Abel Mazdaspeed 3	48.676	47.656+1	47.052	48.476	47.052	1.023
3	81	Kristen Abel Mazdaspeed 3	52.601	51.465	50.852	51.017+1	50.852	1.105
E Stock			Times			Best Index		
1T	113	Ben Turner Porsche 944	50.072	49.599	48.373+1	46.798	46.798	1.017
2	10	Ludwig Bavetta BMW Z3	48.300	48.148	47.558	47.328	47.328	1.029
3	11	Penny Belvoir Porsche 944	53.054	51.250	50.465	49.700	49.700	1.080
H Stock			Times			Best Index		
1T	115	Raddy Schatte Austin Mini	52.760	50.785	51.225	50.272	50.272	1.093
A Street Prepared			Times			Best Index		
1T	767	John Giddens Mazda RX7	42.707+1	43.255	59.060	43.530	43.255	0.940
2	76	Dawn Giddens Mazda RX7	49.033	46.736	46.033	47.967	46.033	1.000
C Street Prepared			Times			Best Index		
1T	13	Chris Wells Mazda Miata	42.219	41.688	40.828	41.108	40.828	0.887
2	4	Matt Ferratusco Mazda Miata	43.201+1	43.271	43.351	42.475+2	43.271	0.940
3	41	Tom McDonald Mazda Miata	48.338+1	OFF	OFF		50.338	1.094



Martin Sports Car Club

Final Results, Event #1, Sun 01-08-2012

Total Registered: 54, with Times: 53

D Street Prepared			Times				Best	Index
1T	1 Alan Moore	BMW 325	OFF	45.316	46.531	43.619	43.619	0.948
C Prepared			Times				Best	Index
1T	66 Steve Taylor	Mustang GT	49.472	47.437	47.545+1	47.024	47.024	1.022
Street Touring S			Times				Best	Index
1T	8 Kevin King	Mazda Miata	47.115	46.685	47.202	46.381	46.381	1.008
2	9 Colm Roe	Mazda Miata	OFF	OFF	OFF	50.042+1	52.042	1.131
Street Touring R			Times				Best	Index
1T	51 Carolyn Smith	Mazda Miata	51.205	49.601	51.531	49.042	49.042	1.066
Street Touring X			Times				Best	Index
1T	300 Travis Turner	BMW 325i	46.200	44.455	72.879+1	44.522	44.455	0.966
2	4 Brandon Kalarovich	Impreza WRX	45.979+2	44.947	44.207+1	45.148	44.947	0.977
3	18 Jason Phillips	VW GTI	48.318	47.572	46.765	46.114	46.114	1.002
Street Touring U			Times				Best	Index
1T	21 Kevin Spence	BMW M3	45.561	44.385	43.881+2	43.883	43.883	0.954
2	13 Bert Foschini	BMW 335i	47.074	45.395	45.442	44.515	44.515	0.967
3	299 Andre Morales	BMW M3	47.147	45.285	OFF	OFF	45.285	0.984
Super Street Modified			Times				Best	Index
1T	1 Mikael Edstrom	C5 Corvette	54.122+1	42.842	42.620+2	42.472+1	42.842	0.931
2	66 Mickey Gauldin	Loud Corvette	57.255+2	44.352+2	44.776	43.170+2	44.776	0.973
3	11 Rick Woodley	Corvette Z06	OFF				OFF	-
Street Mod Street Tire 2			Times				Best	Index
1T	47 Patrick Wilson	Mazda Miata	44.151+1	43.842	43.838+1	42.568	42.568	0.925
2T	54 Steve Pierce	BMW M3	43.882	42.943	42.964	43.275	42.943	0.933
3	5 Karel Schneider	Mazda Miata	46.547	45.489	44.575	44.554	44.554	0.968
4	2 Hien Nguyen	Mazda Miata	47.303	45.573	47.037+2	45.788	45.573	0.990
Street Mod Street Tire 4			Times				Best	Index
1T	4 Terry Glazar	Mitsubishi EVO	OFF	OFF	44.490	44.821	44.490	0.967
Junior Kart A			Times				Best	Index
1T	11 Steven Taylor	Merlin Kart	50.962	OFF	49.885	49.651	49.651	1.079
2	111 James Lineberger	Merlin Kart	DNF	61.010	54.631	54.095	54.095	1.176
Novice			Times				Best	Index
1T	90 Francisco Flores	Mazda Miata	48.514	46.480	46.560	45.653	45.653	0.992
2T	008 Huey Askins	Mazda Miata	48.231+1	47.231	46.697	46.767	46.697	1.015
3	13 Eric Filson	WRX STi	OFF	47.598	OFF	45.610+1	47.598	1.034
4	5 Roy Smith	Mazda Miata	OFF	52.789	49.482+1	48.089	48.089	1.045
5	18 Jace Micklos	Mazda MX-5	OFF	OFF	52.038	48.747	48.747	1.059



Leland Giddens, Mazda Miata

A GENERATION OR SO AGO . . .

In the 1970's interest in sports cars and related activities was high; packed international racing schedules filtered down to local club activities such as Martin Sports Car Club. According to some, the pastime was at its zenith in popularity in the 70's. While professionals were beginning to dominate the racing scene, there was still a respectable percentage of "independents" able to compete, frequently driving cars similar to one's own, or at least cars which one could identify with, those oft seen being driven every day around town.

A great variety of sports cars were abundantly available, often at minimal cost, which were relatively easy to tweak, allowing the arm chair racer to, at a minimum, get out and at least semi race within a budget. There were many active clubs, PCA and SCCA, for example. And, independents such as MSCC, or Indian River SCC on the east coast. So, just about every weekend there was racing going on somewhere nearby.

MSCC was affiliated with Martin Marietta and one of the bylaws, required by Martin Marietta, was for the membership to be made up of at least 50% of Martin Marietta employees. With time this rule became somewhat relaxed and the club prospered. Events were held on the Building 10 parking lot on the west side of the Martin Marietta complex. A bit out of "town" but at that time traffic and access was not a problem. (The last time I was through Orlando, traffic was such that even on a Sunday, one would have to leave, say Casselberry, at 3 AM to get to Martin Marietta by 8:00AM!)

The club's main focus was autocrossing, but a fun rally was known to be held now and then as well. The autocross competition had a good diversity of participants and cars, with the BMC/BLMC cars dominating. There was a fair amount of Italian machinery, no exotics, but a Maserati appeared once or twice; a few Porsche 911's and 914's, VW Specials, and a formula car now and then; mainly Formula V. Rarely a BMW, and no Jaguars, which always disappointed me. Datsun was new on the block but 240Z's and 1600/2000's were in evidence more and more. And, the Datsun 510 2 door sedan was proving to be a sleeper. We even had a Lotus Elan in the club. A Corvette now and then and once, a Dodge Daytona Charger, wing and all (oink!).

And then there was the event at which a van club showed up! Ever witnessed a van with its inside rear wheel a foot off the ground in a corner? A sight to behold! Periodically a group of karts would show up which was fun to watch. The Orlando Porsche Club occasionally visited, in all its Teutonic glory

Any member in good standing could chair an event which made for a great variety of layouts. Generally, the layout was directly related to the type car driven by the chairperson. If his or her car had blistering acceleration the course would be fairly open with sweeping turns and perhaps a modest slalom of 3 or 4 cones. Whereas if one had a Sridget (an MG Midget or AH Spite for those of you too young to remember) one could depend on the course being tight with a ba-zillion corners and curves. An annual favorite looked forward to by all was the November "Spin-kana." The course was always a variation of a figure 8 and was configured to somewhat equal out horsepower with handling. And, it frequently lived up to its name by creating numerous off course excursions, and spins with pylons flying. Fun stuff.

The piece de resistance was when the club came up with the "Martin GP." As one might guess, the club membership always dreamed of an event which would allow one to find out if 3rd, 4th & 5th gears (a few cars had 5 speeds in "those" days) worked in their transmissions. A little insight here about the Martin complex - the facility was surrounded by parking lots; a guest lot in the front, Building 10 lot on the west end, two large lots in the rear of the building and another on the east end of the building. These were all connected by a perimeter road. Beginning to get the picture?!? Martin was approached and with a few provisos, gave us their blessing to run an event using all of the above. Glory hallelujah!

...OR, LIFE AT BUILDING 10 IN THE 70's

The club pulled together, came up with a plan and laid out a course of 1 & ½ miles. Since the start and finish were in different locations, a means for timing had to be developed: two Martin engineer members showed us they were up to the task. The event was scheduled. The competition board anticipated a large turnout and decided to put a limit of 60 entrants. While a good idea on paper, it proved unnecessary and we had a few disgruntled folks who were turned away. (Future GP's had no limits and no problems.) The membership was at the "track" bright and early and the runs started pretty much on time. As it turned out, the event was a great success with no significant problems and yes, most everybody entered found out that their transmissions did have working 3rd, 4th and 5th gears. We all went home happy and pleasantly tired to enjoy a cool one, or two, or three.

From the "GP"



Above, staging & starting line. Perimeter road can be seen rear right center.



Turning off the perimeter road onto rear parking lot access road.

Some achieved speeds over 100 MPH

(Telephoto lens compresses straight which was longer than it appears in photo.)

A GENERATION OR SO AGO . .



Yes, a real Porsche 906 which was believed to have achieved 130+ MPH



A real Fiat which was believed to achieve 32 MPH



Exiting the rear parking lots returning briefly to the perimeter road and then on to finish.

A good day was had by all, winners and also rans. There were no losers

(That is Jim Rainford, above, in the MGA. ~Ed.)

...OR, LIFE AT BUILDING 10 IN THE 70's

Just a few "statistics." Regular events had 30 – 45 entrants on average. Entry fee was \$4.50 for Martin members, \$5.00 for non members. The treasury ran a month ending balance of \$300 +/- . We had approximately 40+ active members. We also had lots of fun, camaraderie, and great competition. Most cars were carbureted - no nitrous or turbos - with stock brakes, and used various and sundry street tires. Low profile, high performance sticky street tires were yet to come. No electronics, no black boxes, no performance chips



The "Champs" in 1975 with the "Tiger" in the center. Drivers and cars, left to right: **Corky Prip**, Alfa Guila Spyder; **Paul Morgan**, AH Sprite; **Marty Cooper**, Triumph Spitfire; **Ralph Mazur**, Anglia (English); **John Robinson**, Honda Special; **Don Klassen**, Fiat 600; **Harry Chilcot**, Fiat 850

An amusing footnote. Ralph Mazur was in charge of purchasing the trophies, a club purchase. As he was Tiger of the Year, he added a little of his own funds and purchased a larger Tiger trophy than the usual.

A big "thank you" to Special Contributor Jim Rainford (right), who provided this outstanding stroll down memory lane. Jim started with MSCC in 1973! He was the Pit Patter editor from 1975 through 1977 and also served as Events Director, in MSCC Public Relations and Refreshment Director. He participated in Competition Board meetings and, by virtue of having his own darkroom, became the MSCC media/photo mogul. Things were different back then and having his own darkroom meant that there were a lot more photos in the Pit Patter while he was editor. Jim now resides in Tennessee. Check out our website to see a whole bunch of photos from life at MSCC in the 1970's through the lens of Jim Rainford.



Martin Sports Car Club

Top 20 - Event #1 - Sun 01-08-2012

Timed Entries: 53

Pos.	Class	#	Driver	Car Model	Time
1	CSP	13	Chris Wells	91 Mazda Miata	40.828
2	PASP	9	Ryan Speaks	05 Subaru WRX STi	41.380
3	PSSM	277	Leland Giddens	94 Mazda Miata	42.086
4	SMST2	47	Patrick Wilson	93 Mazda Miata	42.568
5	SSM	1	Mikael Edstrom	00 C5 Corvette	42.842
6	SMST2	54	Steve Pierce	97 BMW M3	42.943
7	ASP	767	John Giddens	93 Mazda rx7	43.255
8	CSP	4	Matt Ferratusco	91 Mazda Miata	43.271
9	PDSP	183	Justin Cady	01 Audi A4 1.8T	43.422
10	DSP	1	Alan Moore	19 BMW 325	43.619
11	STU	21	Kevin Spence	04 BMW M3	43.883
12	SS	71	Don Hosler	02 Z06 Corvette	43.890
13	PCS	73	Dat Nguyen	07 Mazda MX-5	44.259
14	STX	300	Travis Turner	91 BMW 325i	44.455
15	SMST4	4	Terry Glazar	05 Mitsubishi EVO	44.490
16	PDS	21	Jason Stroud	99 BMW 328i	44.493
17	STU	13	Bert Foschini	09 BMW 335i	44.515
18	SMST2	5	Karel Schneider	94 Mazda Miata	44.554
19	SSM	66	Mickey Gauldin	00 Corvette Loud	44.776
20	STX	4	Brandon Kalarovich	02 Subaru WRX	44.947



Interesting: the Tiger Champion stands head and shoulders above the crowd.

MSCC BUSINESS INDEX

Automotive Services		
Vega's Hi-Tech	216 E. Church Ave., Longwood	407-677-5380
Maitland Tire Co.	233 N. Orlando Ave, Maitland	407-539-0800
Discount Tire	330 S. Alafaya Trail, Orlando	407-275-8133
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. **SL380 Parts for sale.** Contact Steve Taylor at 407-716-4966
2. **Many Performance Parts for 1st Gen MINI Cooper S.** GRS intercooler, intake, strut bar, M7 "Extreme" hood scoop & much more. Contact Bert @ bfoschini@yahoo.com
3. **Hoosier Track Tires for sale.** 225/45-15 \$50 each. 245/40-17, 245/45-17, 275/40-17 and 275/35-18 \$75 each. Used but in great shape. Call for info. Steve 386-228-2500.

February 2012

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

Coming events— Please see page 3 for more details!



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

To: