



# The Drift

the official newsletter of the triad sports car club



**Triad Sports Car Club Celebrates 40 years!!  
1967-2007**



# THE DRIFT

Official Newsletter of the Triad Sports Car Club

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**Triad Sports Car Club (TSCC)** is a nonprofit, independent organization open to all persons interested in sports cars and sports car activities. The club hosts nine championship series autocrosses per year beginning in March, running through November. Members may compete for season championships in the SCCA Solo defined classes as well as "Novice" and "Street Tire" Class. Other activities throughout the year may include one or more road rallies as well as car shows and go-karting.

### Meetings

The first Thursday of each month at Milano Pizza (668-7888). 7011 Albert Road, Greensboro (near the Intersection of I-40 and Hwy 68). Dinner at 7pm followed by the meeting at 7:30 pm. Everyone (members and non-member alike) are invited to attend.

**The Drift** is the official monthly publication of the **TSCC**. It is mailed to all members and subscribers. In addition, all persons attending TSCC 's autocrosses and road rallies receive two complimentary issues following that event.

**Subscription Rate:** \$12.00 per year

Contributions to **THE DRIFT** are welcome. **All items for publication must be received by the editor no later than the 20th of the month, for publication in the following month's issue.** Submissions are encouraged to be e-mailed directly to the editor. The editor reserves the right to edit for length and appropriateness.

### Advertising Rates

	6 Months	12 Months
Full Page	\$90	\$150
Half Page	\$60	\$96
Quarter Page	\$42	\$72
Business Card	\$18	\$30

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**On the Cover: J. Magyar's S2K proves to be a challenge at Danville : , photo by "Coastal" (sorry I don't know you real name!)**

**Cover header/footer:** Marshall Jones

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**Newsletter Deadline: 20th of the Month**

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**President's Report  
Justin Barbry**

**No report this month, please attend our next meeting on October 4th at 7:30!**

**For next meeting, give some thought to people you'd like to nominate as an officer position for the 07-08 season!**

## Autocross Report

### Anthony Hodges

TSCC and some of its members have had a busy 4 weeks. At least 4 members did a 4 week stint of 2 day events beginning with SpeedFed in Rockingham, NC

TSCC was invited to run the first ever SpeedFed Autocross. SpeedFed is a new Motorsports group promoting, Auto shows, Drag Racing, Drifting, Autocross and other types of motorsports. Our Crew, Justin, Dave Omaley, Chris Cline, The Walshes, and Suzanne and myself showed on Sat Aug 18, to take part in the opening day festivities, namely the DRIFTING !! and car show. The drifter put on an excellent show with several Triad regulars doing very well.

After the drifting and car show Justin and I began laying out his course and Omaley and Cline decided to enter the Drag racing portion with Daves ZO6 and Chris Cline driving. As the course took shape, Chris Cline slowly climbed thru the brackets to advance to the finals. In a Gallant effort against a 600+ AWD VR4 on slicks, Chris treed the Pro driver in his street tired ZO6. Chris led at half track, only to lose on the top end. Great effort guys in a VERY underprepped car.

On Sunday about 40 entrants took 3 shots at a very challenging course. In a twist, what was suppose to be the 2 slowest classes, took the top 3 RAW positions. It was really no surprise that James Feinburg took his CRX, to the top spot, besting his teammate Eric Slowkewics who had the top spot until then. It turned out to be a fun weekend for all, with the top 3 in each class winning money to the tune of \$200 for 1st, \$100 for 2nd and \$50 for 3rd. We learned a lot from the weekend and SpeedFed will be better and bigger next year !!

#### CHAPTER 2

Our next big weekend took us to Danville for the NCAC's hosted by Highlands Sports Car Club. With 130+ entrants representing all 4 clubs from North Carolina, the NCAC promised excellent competition and the best drivers from the state. Triad had a great showing with Dual member (who was running for Tarheel, we need to covert him) Jim Feinburg taking FTP for the weekend, and our other members taking the most class wins from the event. Michael Bright took FTD for the weekend in his (finally sorted, Kinda) very quick 350 Z. The Club Cup was once again won by Tarheel Sports Car Club, with their depth over coming the rest of the clubs excellent performances. Despite a few timing issues, we had great weather, fast technical courses and a lot of great friends, and it just doesn't get much better !

#### CHAPTER 3

Week three of our Journey brought us back to Danville for Triads two day weekends. Our events started off on Saturday with the first ever CrossTrial (Which turned out to be the CrossTRAIL, forshadowed by a misprint on the Trophies). This was suppose to be a step between Autocross and Time Trials and from everyones reaction, I think we accomplished that goal. With only 18 entrants brave enough to attempt this course we were able to complete 8 runs each, consisting of two consecutive laps on a Mini-Roadcourse. The course was very fast and technical, staying between 60-70mph up and back. There were a couple of fast braking zones that suited

(Continued on page 6)

## 2007 Autocross Schedule

### (Dates and Locations Subject to

Event #7- Old Sanford Airport

Event #8---Dixie Classic Fairgrounds

Event #9---Nov 25 UNCG Park 'N' Ride

#### Next events:

What: TSCC Event # 7

When Oct 14

Where: Old Sanford Airport

Cost: Members: \$20.00

Non-Members: \$25.00 (save and become a member today)

What: TSCC Event #8

When: Oct 28

Where: Dixie Classic Fairgrounds

Cost: Members \$20.00

Non-Members: \$25.00 (save and become a member today)

Registration for all events are open at this time! To register please go to [http://](http://www.autox.com)

[www.autox.com](http://www.autox.com)

#### Wanted:

1. 97 or earlier Miata hardtop-any color.

Please contact Greg at 434-929-2612

2. Front Wheel Drive (IT Honda) road race ready (NASA)

Please contact Sam Wilmouth 434-929-1235

3. Honda Engine, 87 CRX, #D15-A3

Please contact Sam Wilmouth 434-929-1235

## **Tech Tips**

### **Jeff Yeattes**

As I've said earlier; making the most of the time on course and using the fewest seconds in those seconds or minutes on a run is how we measure success in this sport. I try to use everything I can to go fast but sometimes the "teacher" becomes the student. The discipline of slow down and go faster sounds strange but that's one area where I didn't do so well last month. Let me try to help you do it right.

Let's start with what slow down and go faster really means. The movements we make with hands and feet while driving affect the car in different ways. Take the action of just "mashing the gas". If you just push the pedal all the way to the floor and side step the clutch then a whole host of things happen, none of which will improve your time. When given the signal to go, green light or whatever, a measured approach will launch the car more effectively. Excessive tire spin will look good to some spectators but cost those precious tenths. If you give just enough gas to get the car moving then "floor it" the tires will grip at their limit and won't have to slow down to regain traction. That's traction control the old fashion way. By maintaining grip at the start line you'll be going faster when you cross the light beam that starts your time.

If you have a little distance before the first gate you may want to shift to second gear a little early so you can concentrate on driving and not shifting. On the other hand if it's a short distance before you need to be turning, leaving the car in first until you get onto the first straight may work the best.

Many cars now are drive by wire but some are still drive by cable. That makes the idea of mash the gas as if there's an egg between your foot and the pedal, more relevant. Most computer controls don't like too rapid a signal change. Again slow down your movements and maintain traction.

That applies to jerking the wheel too; be smooth but as aggressive as your suspension allows. (These inputs change drastically with a more aggressive set-up.) You want to get the most out of that tiny patch of rubber that contacts the ground. It's only about the size of your hand. The amount of work a tire will do is a fixed number. You can use all that value in acceleration, turning, braking or some combination of the above. If you exceed that number you loose traction then have to slow more to regain it. Turn too hard, the front end slides, mash the gas too much the back end starts around; more seconds lost trying to get traction.

You can't do exactly the same thing with the egg

*(Continued on page 7)*

## **Secretary Report**

### **Meganne Hicks**

*(Continued from page 4)*

in pucker factors if your car wasn't in the perfect position. Several drivers found out the hard way with some trips thru the grass and some agricultural driving. Experienced drivers like Bret Shilock, Dave Omaley, Brandon Hicks and few others pushed hard enough to find their cars of course and in a cloud of dust, this doesn't count the NUMEROUS spins that stayed on the pavement. It turned out to be the most fun course ever at Danville and the laid back style of the event made it easy for everyone to learn a lot and have fun doing it. This will be a MUST DO event next year, BUT it will have a 30 entry cap, so sign up early. Oh yes, I almost forgot, Kris Hudson took FTP, Dave Omaley took FTD and Brandon Hicks got most spectacular off, although my vote went to Bret.

Sunday brought our regular autocross event. With Danville being saturated with events this year our attendance was down. 60+ drivers took 4 runs each, on another fast, Challenging course. Once again Jim Feinburg managed to FTP, with his co-driver Eric Seinkeiwics coming in 2<sup>nd</sup>, but posting the fastest RAW and PAX times of the day before his cone penalty was added in, DAMN CONES!. Chuck Meyers caterham took FTD honors with Feinburg close behind (I swear theres NOS on that CRX). After the event we had time for 2 hours of Free fun runs, which nearly everyone took advantage of. Lots of cars were swapped and lots of drivers went away with big grins. I love fun runs! After the event we all went to eat MEXICAN !! Did I mention this is the best part of autocrossing? Next event-Sanford Airport, Oct. 14

#### **CHAPTER 4**

To complete our Quadruple Double, Suzanne and I head out late on Friday Sept 7, for the 3+ hour trip to Verona, Va., with Dave Omaley and Chris Cline in tow. We were going up for the SEDiv Super Regional hosted by Blue Ridge Region.

Sat morning we all met at the Augusta County Government Center to compete against some of the best drivers in Virginia and surrounding states. With a low turn out (probably due to the closeness to Nationals) we each got 6 runs on a very gritty, bumpy and fast course, with three different types of pavement and grip. Again Triad faired pretty well, Suzanne locked up her Southeast Division title by winning DSPL, I was able to pull into a tie for the DSP title (to be determined in Atlanta on Nov 3-4) by winning DSP and taking FTP both days. Daves Vette had tire problems on Saturday but borrowed tires and bounced back on Sunday, finishing 2<sup>nd</sup> in PAX and RAW and taking the SS win. Co-driver Chris Cline took 2<sup>nd</sup> in class and 4<sup>th</sup> RAW. Even after getting beat by a NEON on Saturday Dave still pulled out a shot at the SS SEDiv title in Atlanta. Lane Borgs SM2 Vette pulled out the FTP for both days, and Justin Rest won Saturdays PAX Challenge in his Neon, during a very cone filled challenge round. Several of us traveled back to Roanoke for an Outback dinner and some of the best stories of the year!

event you will ever attend, and the after autocross parties and meals are awesome. See you guys in Topeka or Sanford!

**\*\*Please continue reading on page 7\*\***

**AutoX Report Continue**

Those of you that haven't, need to try some of these bigger events, regardless of your perceived talent level. Racing against the best in your area only makes you quicker and most of the fast guys are more than willing to help you out any way they can. The courses are always better, faster and more technical and the Saturday night gettogethers are legendary. So set some time aside and try your hand at one of these bigger events.

**CHAPTER 5**

NEXT STOP TOPEKA !!! Triad has approximately 14 members headed to Topeka for the TireRack Solo Nationals, Sept 25-28. Keep an eye on your computer for updates and results. Also several are headed out a few days early to try their hand at the ProSolo Nationals. Wish everyone the best of luck and maybe some of us can bring home a few trophies !! This is another must do event for anyone. Its the best run, most enjoyable

*(Continued from page 5)*

**TECH TIPS**

idea on the brake pedal but being sensitive to wheel lock up and modulating or not, will be the difference in slowing smoothly or sliding the tires. Poor man's ABS. A second or more can easily be wasted on a run by not braking well. Not to mention flat spotting an expensive tire.

The next item has to do with distance. Everyone knows the shortest distance between two points is a straight line. That's not necessarily the best way around the course. As anyone who watches F1 drivers use all the road can see, they make the course flow. That flow is much the same when auto-crossing. Sometimes the gate placement won't allow it but with wider gates, just like F1, you can "get up on the curbs" well, cross the chalk line and that will help the flow.

You'll have a choice sometimes on a non-optional slalom or pivot. Take a good look at where you enter and exit to determine your best path. Most times the shorter distance will be best but also look at the speeds you'll be bringing into or out of the gates. All these factors come into play. Another tenth gained; or maybe lost.

Slaloms or variations on the theme, off set gates and a Chicago box were popular at this year's NCAC. Proper turn in and approach speeds were critical to a good time. You really had to make sure you knew just how quickly your car's reaction time was in relation to your inputs or you lost several tenths.

You may wonder why I've been noting tenths and seconds in the column. Well, my discipline wasn't too good at the NCAC and I was several seconds out of first place. I want to help you avoid that!

What one spends their minutes doing can be a whole host of things. I've had a lifetime of fun so far in TSCC spent a lot of time on course, won a lot of trophies and made a lot of friends. By far friends are the most important! I hope these tips can increase your level of fun. How do you spend your minutes? I'm trying to give back a bit of knowledge.

**Cash Flow****Net Worth**

8/1/2007 through

As of 9/7/2007

9/7/200

**Category & Description****Account****Bal-****INFLOWS**

Event Revenue 3,640.00

Member Dues 25

TOTAL INFLOWS 3,665.00

## ASSETS

Cash and Bank Accounts

Checking 7,090.7

Savings 0

Petty Cash 213.64

TOTAL Cash and Bank 7,304.4

**OUTFLOWS**

Awards 393.87

Event Exp 708.52

Other -16.63

Van &amp; Trailer

Fuel, Maint. & In-  
spection 75

Van Insurance 302

Van Property Taxes 15.9

TOTAL Van &amp; Trailer 392.9

TOTAL OUTFLOWS 1,478.66

TOTAL ASSETS 7,304.4

LIABILITIES 0

7,304.4

**OVERALL TOTAL 0****OVERALL TOTAL 2,186.34**



## [Results from Danville, 9/2/07](#)

### **Congratulations to all our winners!**

#### **Class Winners:**

SS - David O'Maley  
AS - Joe Magyar  
BS - Kris Hudson  
DS - Chuck Branscomb  
ES - Matt Feeney  
FS - Brian Lewis  
GS - Tony Fowler  
HS - Bernie Baake  
CSP - Wes Eargle  
ESP - Jeff Lackey  
STS - Chris Cline  
STS2 - Christopher Lin  
STX - David Frankel  
STU - Chris Schmid  
BSP - Bobby Windmeyer  
CSP - Wes Eargle  
DSP - Christopher Agocs  
FSP - Yarko Thomas  
SM - Chuck Tegeler  
BP - Ed Evans  
CP - Terry Phibbs  
FP - Evan Levine  
DM - Chuck Meyers  
EM - Joe Worsley

#### **PAX Classes**

Ladies Stock - Gwen Baake  
Ladies Street - Suzanne Hodges  
Ladies Mod - Catherine Tegeler  
Pro - Jim Feinberg  
Novice - Nikki Edwards

#### **Fastest Time Pax**

Jim Feinberg

#### **Fastest Time Raw**

Chuck Meyers

(Click on link to view full results)

TRIAD SPORTS CAR CLUB  
1591 PEOPLES Creek Rd.  
Advance, NC 27006

TSCC MEMBERSHIP APPLICATION

Date of Application: \_\_\_\_\_ [ ] New Membership [ ] Renewal

Name: \_\_\_\_\_ Date of Birth \_\_\_\_\_

Spouse: \_\_\_\_\_ Date of Birth \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

Home Phone: \_\_\_\_\_ E-mail Address: \_\_\_\_\_

Employer (OPT) \_\_\_\_\_ Work Phone (OPT) \_\_\_\_\_

**ELECTION TO ACCEPT NEWSLETTER BY EMAIL - CIRCLE ONE YES NO**

Autocross Vehicles: Make Model Year Class

1. \_\_\_\_\_

2. \_\_\_\_\_

Other Club Affiliations: [ ] CCR [ ] HSCC [ ] BRR SCCA [ ] SCCA [ ] THSCC

Other (please specify): \_\_\_\_\_

Please find enclosed \$ \_\_\_\_\_

- [ ] \$25 Individual membership [ ] \$35 Joint membership (member/spouse)
- [ ] \$10 Additional household member
- [ ] \$150 Individual membership + nine TSCC Championship autocross entry fees (\$205 value)
- [ ] \$160 Joint membership (member/spouse) + nine TSCC Championship autocross entry fees for one member
- [ ] \$280 Joint membership + nine TSCC Championship autocross entry fees for each

**ALL ANNUAL MEMBERSHIPS MUST BE PAID BY THE FIRST EVENT**

*I agree to abide by the rules and by-laws of Triad Sports Car Club, Ltd., and to uphold and promote the ideals of the club.*

Signature of member: \_\_\_\_\_

Signature of spouse: \_\_\_\_\_

Signature of other household members: \_\_\_\_\_

Signature of parent/guardian: \_\_\_\_\_

**COMPLETION OF MINOR PERMISSION FORM BY BOTH PARENTS REQUIRED FOR ALL DRIVERS UNDER 18.  
DRIVERS UNDER 16 NOT ALLOWED. MUST HAVE LICENSE PERMITTING DRIVING ALONE.**

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