



# PYLON

## Official Gulf Coast Region SCCA Newsletter

MARCH 2011

### SOLO NEWS

Mother Nature once again smiled on the Gulf Coast Region Solo competitors. 70 degrees and sunny was the order of the day as 45 drivers dodged cones at Sunny South Raceway. Kudos to Jason and the set up crew for a fantastic course. As usual cars were tripping the start timer at 10 am (maybe even a bit earlier). The 1<sup>st</sup> heat of competition heated up pretty quick, Brian Singer laying down some very fast times, with Dan, Nathan and Ed giving chase to post FTD for the day. When the final run was done Nathan secured FTD of the event on street tires!!!!, Dan edged out Brian for the open tire trophy.

In the Street tire class Mark Canekeratne claimed the top spot driving the Family Civic SI.

Novice class had 11 drivers with Asa Brunson claiming his 2<sup>nd</sup> first place trophy.

Ladies Alex Sparks took the ladies class consisting of 4 drivers.

"Check soon for series points being calculated now. Also please report all points earned at other events towards the Driver Of the Year 2011 (DOY) to the Solo Chair."

Below is where the Series points will reside:

<http://gulfcoastregion.proboards.com/index.cgi?action=display&board=results&thread=713>

### R E. Corner

As we look toward the future of the Gulf Coast Region many positive events have occurred recently, but maybe it's time for a look back to what brought us here. The last two years have seen a continued increase in attendance at the Sunny South autocross events, along with a steady influx of fresh faces willing to take on the many tasks required to host them each month. We've sampled new sites, some more successful than others (can I get a big WOOT for Brookley). Countless hours have already been invested,

and more work is to be done. As you are reading this, maybe you are willing to step up and volunteer, as this is YOUR CLUB!

With each autox site comes a different challenge. With Sunny South, the challenge is the the small size, and the building in the center. With Brookley, it's the limited number of drivers (at their request) and we don't always have access. Some sites, like the Mobile Fair Grounds and Gulf Islands Water Park, have limited grip due to the advanced age of the asphalt. With this in mind, the Board of Directors is hard at work trying new creative ideas for site procurement. One such idea which we are in the planning stages of is to host a SCCA/BMWCCA Street Survivor Teen Driving School. This is a hands-on approach to teaching teen drivers the skills necessary to avoid accidents. Traffic fatalities are the leading cause of death among that age group. We hope to solicit community involvement from auto insurance providers, local TV, and the U.S. Navy. Yep, you read that right, the Naval Air Station Pensacola. For this kind of driving school we need the right site. Some of the drills involve a skid pad, which will be sprayed down with water to simulate inclement driving conditions encountered in real-life situations. We don't see any of our current sites as a viable option to host the school, so we will be taking a different direction on this one. Look for more details in the future. In the meantime, get out and enjoy Sunny South and Brookley with us, and be sure to volunteer your help when possible.

Ed Rushing

### Upcoming GCR Events

March is a skip month so drivers can go to all the National tours in our area.

April 23-24 is our Brookley event.

May 28-29 Brookley

## Treasury Report

2011-02-03	Bob Fressitti Web Site	100.00
2011-02-03	SEDIV SCCA Council Fund	97.00
2011-02-03	SOLO sanction/insurance	310.00
2011-02-04	Solo entry fees	1015.00
2011-02-09	Team SSR LLC track rental	350.00
<b>End of reporting period total</b>		<b>9237.25</b>

## Feb Meeting minutes

The SCCA Gulf Coast Region conducted the monthly meeting on 24 February 2011 at Ryan's Steak House in Pensacola.

### Attendees:

Paul Neal  
Ed Rushing  
Wally and Mary Lindenmuth  
Mr and Mrs Richard Birge  
Bob Malcomson  
Mark Canekeratne  
Romesh Canekeratne

### Call-in Participants:

Dan Brown  
Jason Rice

The Meeting was called to order promptly at 7:00 PM  
-Paul reported that there is \$9237.58 in the GCR Account.

Ed said that the 1st Solo II event on 30 January 2011 was a success and that Jason Rice and Joe Ricard had setup a fast course at SSR. There were 33 participants. Dan discussed the tech process and all agreed that asking drivers to line-up car for tech would speed things up for tech. Romesh asked about doing an annual tech for the regulars but Paul expressed a preference to tech at each event. Dan also mentioned that he might reuse tech forms for the regular entrants. Romesh expressed concern about the Club taking on too much responsibility for protecting identity information by asking that drivers' license numbers be submitted online. Paul stated that the online registration was very secure and Wally asked that we look into this concern further.

Paul Neal said that the 1st order of new business was to find a new secretary for the Club. There was some

discussion of the last secretary moving to Houston for career reasons. Ed nominated Romesh for the position and Paul seconded. The floor voted unanimously for Romesh to assume the position of Club Secretary henceforth for 2011.

Ed said that the 2nd order of new business was to find a site to conduct a Tire Rack Street Survival Teen Driving School. Bob reported that there has been much discussion with Escambia County Sheriff David Morgan in conducting this type of training school. Several possible sites were discussed with a Navy Airfield site deemed to be the best. Ed proposed that Bob and he be appointed to be the Site Procurement Committee. Paul seconded and the floor voted unanimously in favor. Bob and Ed plan to meet with the Sheriff and also investigate the most effective way to approach the C.O. at NAS while making every effort to avoid breaking any command protocols. In the event that the Navy is unable to provide training site the Club will select another primary site.

All those present agreed that it would be best to utilize the exact same format for this training school as has been done by many other SCCA sanctioned clubs and to also present the Navy with the publicity material including SCCA insurance and safety requirements. After one or more schools have been conducted the Club might conduct a demonstration Solo II event for any sponsors and the site Owner. Possible sponsors were mentioned as being Sandy Sansing Automotive Group, the Whibbs family, State Farm Insurance, WEAR 3, PNJ, and others. Sansing thought to be especially relevant since BMW, Mazda, and several other makes are marketed locally by that group.

The meeting adjourned at approximately 8:00 PM.

Please contact me promptly if there are any errors and or omissions in the above minutes.

Respectfully Submitted,

Romesh Canekeratne

Secretary

## **Gulf Coast monthly meetings**

Monthly meeting will be the Thursday before the autocross event, unless stated otherwise.

Meetings are held at Ryans in Pensacola on 29 (the usual place)

Dinner starts at 6:30

Meeting starts at 7:00

Meeting's will be at Ryans restaurant located on Hwy 29 N in Pensacola. It is located in the NW corner of the WalMart Shopping Center parking lot. It is between I 10 and 9 Mile Rd. (Hwy 90) just south of 9 Mile Rd on the E side of the road.

## **Tech corner**

By Romesh Canekeratne

FWD tire Pressures:

Front wheel drive autox vehicle tire pressure are much more difficult to define when compared to mid engine RWD or front engine RWD. However, there are simple procedures to determine if your FWD is maximizing front tire contact patch regardless of the type or width of tire. Since the FWD's front tire are responsible for 100% of acceleration, 100% of steering, and almost 100% of heavy braking it is of the utmost importance to find the ideal tire pressure that allows all the available rubber to contact the ground. The lowest possible tire pressures in the dry without the tire rolling onto its sidewall is the objective. Typically start setting cold front tire pressure to 2 or 3 psi higher than that recommended by your vehicle manufacturer for the OEM tire size (width). Adjust pressure up or down so that there are no scuff marks appearing on the sidewalls after each run. Another method is to rub chalk on the outer band of the tread and the outer one inch of sidewall. The ideal hot tire pressure will be found when the chalk on the tread disappears but the chalk on the sidewall remains. Of course another method is to use an

infrared camera and identify the pressure at which the entire tread width is close to uniform temperature (color). Always use the same tire pressure gage to check differential tire pressures. The FWD vehicles rear tire pressure can be adjusted up or down depending on a particular drivers preference for oversteer (rotation in autox speak). The rear tires can be set higher pressure to induce oversteer or less pressure to increase understeer. Again the rear tire should not be allowed to roll onto the sidewall. Please remember to reset all tire pressures to the manufacturers recommendations prior to driving on public roads. Also note that warm tire pressures will be at least 3 to 6 psi higher than cold.

***One of our newest drivers practicing her “game face”.***

