

The Checker

Official Publication of the
Central Florida Region
Sports Car Club of America
Volume 55, Issue 2
February 2013



BF Goodrich SCCA Super Tour Majors Winners





Central Florida Region SCCA

*Are you prepared for what
could be around the next turn?*

Education Goals

Retirement

Supporting parents and/or
adult children

Dreams and Major
Purchases

Estate and Legacy

Business
Transaction &
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James Magero

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Nick Magero

Financial Advisor

Trica Lasswell

Senior Client Associate

4242 Tamiami Trail South

Venice, FL 34293

941-492-3332 / 866-408-8797 x250

www.magerohay.wfadv.com



Contact Information

Board of Governors

BOG Chair - Michael Wingo

386-748-4149 • mb_wng@yahoo.com

Vice-Chair - Leland Miller

941-928-3521 • lelandscga@comcast.net

District 1 - Ron Offutt

118 Midway Island, Clearwater, FL 33767

727-239-7932 • ronald.offutt@mwhhydraulics.com

District 1 - Lt. Gov. Miki Moerwald

District 2 - Dana DeShong

2937 Chelsea Wood Dr., Valrico, FL 33596

813-689-7662 • ddeshong1@verizon.net

District 2 - Lt. Gov. Jerry Hicks

helmetworks@tampabay.rr.com

District 3 - Bill Martin

2504 Overlake Ave., Orlando, FL 32806

407-851-7157 • Fax: 407-855-4134 • whmartin@att.net

District 3 - Lt. Gov. Paul McLester

District 4 - Lyn Watts

17155 NE 37 Street Silver Springs, FL 34488

352-286-7756 • lynarw@cfl.rr.com

District 4 - Lt. Gov. Kevin Smith

District 5 - Jerry Larson

Home: 321-984-9074 • Cell: 321-288-5304

sunnyday@infionline.net

District 5 - Lt. Gov. Don Robinson

donaldr68@bellsouth.net

District 6 - Terry Taylor

863-381-0721 • gt224oz@aol.com

District 6 - Lt. Gov. Jay Strole

4800 Granada Ave., Sebring, FL 33870

941-740-0266 • jcs1658@gmail.com

District 7 - Larry Joseph Morgan

386-742-1668 • dist7gov@hotmail.com

District 7 - Lt. Gov. Byron Kauffman

386-677-5854 • brk.scca@hotmail.com

District 8 - Mike Schiffer

239-549-3909 • mebsite@juno.com

District 8 - Lt. Gov. Mary Newman

District 9 - Charlie Leonard

PO Box 865, Palmetto, FL 34220

941-729-1537 • charlieleonard@aol.com

District 9 - Lt. Gov. Debbie Beebe

2011 Mission Valley Blvd., Nokomis, FL 34275

941-484-4085 • beeberracing@comcast.net

Club Officers & Administration

Regional Executive - Chuck Dawson

5505 US 27 S. Sebring, FL 33870

863-314-9200 (Bus) • dmotor63@gmail.com

Assistant R.E. - Lee Hill

4607 Ridgecliff Dr., Brandon, FL 33511

813-684-4741 • cfrwebmaster@earthlink.net

Secretary - Robin Ragaglia

19214 Timber Pine Lane, Orlando, 32833

407-568-6902 • cpapita@aol.com

Treasurer - Walt Williams

813-857-2593 • treasurer@cfrscca.org

Assistant Treasurer

accounting@cfrscca.org

Club Admin. & Advisory

Recording Secretary - Charlaire Free

PO Box 1540, Deland, FL 32721

386-717-1868 • charlainefree@yahoo.com

Co-Competition Coord. - Dennis Joyce

djscas@earthlink.net

Co-Competition Coord. - Leland Miller

Checker Editor - Kevin Crain

2775 Old Dixie Hwy., Unit C, Kissimmee, FL 34744

407-933-1820 • thechecker@osceolapress.com

Financial Advisor - James Magero

941-492-3332 • Toll-free: 866-408-8797

james.magero@wfaadvisors.com

Hospitality Chair - Pamela MacGregor

813-765-3061 • pmaco6@verizon.net

Membership Chair - Jay Strole (see Dist. 6)

Merchandise - Fran Martin (see Dist. 3)

Race Worker Recog. - David MacGregor

813-781-0100 • davidmacfla@verizon.net

Webmaster - Lee Hill

cfrwebmaster@earthlink.net • www.CFRSCCA.org

St. Pete GP Coordinator - Gary Steffen

727-480-2118 • Stef143@msn.com

Club Racing Board

Board Chair - Robin Langlotz

3116 Indian Drive, Orlando 32812

407-851-2232 • Fax: 407-850-2055

rlan107@aol.com

Assistant Chair - Dana Deshong (see Dist. 2)

Vice-Chair - Robin Ragaglia (see Secretary)

Chaplain - Steve Kearney

863-425-5684 • RaceRev@tampabay.rr.com

Course Marshal - position open

Daytona Event Chair - Bill Cannons

386-322-3663

Chief Driver Instructor - Andy Fox

407-416-5411 • afox@tmcentral.net

Driver's Rep - Beau Gabel

407-365-7219 • beau.gabel@gmail.com

Driver's Rep SARRC - position open

Driver's Rep Vintage - Bob Shafer

863-465-5565 • shafer134@yahoo.com

Equipment/Flagging - Jim Hooker

jimscga@yahoo.com

Grid Chief - Sammi Ronshausen

727-821-4407 • sammi@tampabay.rr.com

Medical Director - Dave Langston

MIS - John Giordano

321-728-9964

Novice Permits - Joyce Hayward

457 Drage Drive, Apopka 32703

407-884-7889 • SCCAOne@aol.com

Pace Car - Jack Ragaglia

407-568-6902 • Pace1cfr@aol.com

Paddock Marshal - Charlie Leonard

941-729-1537 • charlieleonard@aol.com

PDX Chief - Tim Reardon

1550 Silk Oaks Ave., Titusville 32796

321-268-2940 • reardo_t@bellsouth.net

PDX Chief Driver Instructor - Chris Wells

cwells13@gmail.com

Photo ID - Patti Socher

321-223-8652 • rvladys@aol.com

Pits Chief - Gloria Theen

941-474-3608 • cell: 941-320-9346

gloriatheen@comcast.net

Region Points Keeper - Jack Ragaglia

407-568-6902 • Pace1cfr@aol.com

Registrar - Robin Ragaglia (see Secretary)

Starter - David MacGregor (see Race Worker Rec.)

Sebring Event Coord. - Charlene Gunn

407-851-2232 • hootieracing@aol.com

Steward Rep. - Leland Miller (see Vice-Chair)

Sound Control - Hollye La Plante

727-344-0354 • laplante@tampabay.rr.com

Tech - Rick Henschel

407-671-6017 Home • 407-314-8230 Cell

rhenschel@cfl.rr.com

Timing & Scoring - Janet Harhay

jharhay@tampabay.rr.com

Trophies - Tucker and Amy Alford

941-473-0708 • sales@venwoodawards.com

SOLO Board

Board Chair - Chuck Lutz

407-963-5004 • chuck.lutz@gmail.com

Registrar - Chuck Lutz

Safety Steward - Art Trier

386-562-0004 • qreshadow@bellsouth.net

Trophy - Peter Gagne

pgagne@cfl.rr.com • 386-316-8023

Timing and Scoring - Chuck Lutz

West Coast Coordinator - Albert Popalis

asp1981@verizon.net

West Coast Registrar - Jason Ball

ballja@gmail.com

West Cost Event Chair - Bryan Meyers

bc1@gate.net

Tire Rack Street Survival (TRSS)

Coordinator - Art Trier

3010 Butler Ridge Rd., Deltona, FL 32738

Home: 386-304-7942 • Cell: 386-562-0004

qreshadow@bellsouth.net

RallyCross Board

Chairperson - Doug McCabe

11723 Pineloch Loop, Clermont, FL 34711

big.wrench.1@gmail.com • 407-405-8438

Area 3/SEDIV Officials

Area 3 Director - Robin Langlotz

3116 Indian Drive, Orlando 32812 • 407-851-2232

Fax: 407-850-2055 • rlan107@aol.com

Driver Licensing Admin. - Pete Magnuson

561-309-3916 • loosmoos1@cfl.rr.com

See the SEDIV website for other SEDIV contact information.



When & Where

District Meeting Times and Places

District 1 – 2nd Tuesday of each month except December – 7:30 pm at **Perkins Restaurant** 2626 Gulf to Bay Blvd., Clearwater- NE corner of US 19

District 2 – 4th Wednesday of each month except December – 7:00 pm at **Beef O'Brady's**, 9311 N. 56th St., Temple Terrace

District 3 – 2nd Tuesday of each month except December – 8:00 pm at **Rossi's Pizza & Pasta** 5919 South Orange Blossom Trail Orlando 321-228-0430

District 4 – Contact Governor for details.

District 5 – 2nd Monday of each month except December – dinner at 6:30 pm and meeting at 7:30 pm at **Charlie & Jakes Brewery & Grill** 6300 Wickham Rd in Melbourne, FL

District 6 – 3rd Wednesday of each month except December, dinner at 7:00pm and meeting at 7:45pm at **Beef O'Brady's** 2940 US 27 North Sebring.

District 7 – 2nd Tuesday of each month except December – dinner at 6:30 pm and meeting at 7:30 pm at **The Ocean Buffet** – 1854 South Ridgewood Ave - South Daytona FL 32119

District 8 – 2nd Wednesday of each month except December at 6pm at **Smoke'n Pit** - 1641 N. Tamiami Trl., North Fort Myers.

District 9 – Call Governor for details

New to the club?

For general information on the membership or meetings please call your district governor. Or, if you want to know about a specific "specialty" call the "chief" listed on the inside cover. Use this list and map to find your District:

District 1: Pinellas and Pasco County to Port Richey.

District 2: Hillsborough and Pasco County except Port Richey.

District 3: Lake, Orange, Osceola, and Seminole Counties.

District 4: Alacua, Bradford, Citrus, Dixie, Gilchrist, Hamilton, Hernando, Jefferson, Lafayette, Levy, Madison, Marion, Sumter, Suwanee, Taylor and Union Counties.

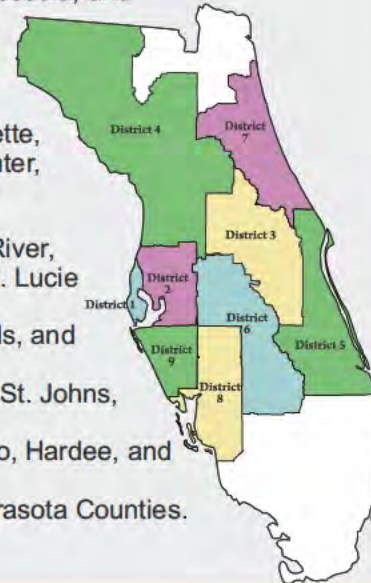
District 5: Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties.

District 6: Glades, Highlands, and Polk Counties.

District 7: Flagler, Putnam, St. Johns, and Volusia Counties.

District 8: Charlotte, DeSoto, Hardee, and Lee Counties.

District 9: Manatee and Sarasota Counties.



The Checker

PO Box 450245, Kissimmee, FL 34745
Checker Editor - Osceola Press
407-933-1820

www.CFRSCCA.org

thechecker@osceolapress.com

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Half Page - \$115/month

Quarter Page - \$85/month

AVAILABLE TO CFR MEMBERS ONLY:

CFR Business Exchange - \$50/year

Classified Ads- Personal, non-commercial, classified ads are free to CFR/SCCA members for two (2) issues. **ALL ADS MUST BE PREPAID.** We prefer to receive ads by e-mail at: TheChecker@OsceolaPress.com if you cannot send the ad by e-mail please type or print it clearly and mail it to The Checker.

Deadline and Other Information:
ADS AND ARTICLES MUST ARRIVE AT THE CHECKER ON OR BEFORE THE 15TH OF THE MONTH PRIOR TO THE DESIRED PUBLICATION DATE.

Send ads, articles and photographs to:

TheChecker@OsceolaPress.com

Articles may also be mailed to
2775 Old Dixie Hwy., Unit C
Kissimmee, FL 34744

Address Changes:

Make your changes online at www.scca.com. You will need your member number (and password if you have already created one) to log on. Be sure to add or update your email address so that you can get your meeting notices! Or, call the Topeka office 800-770-2055 to notify them of your change. Any call to Topeka with a request will require that you provide your membership number.

DO NOT SEND ADDRESS CHANGES TO THE CHECKER.

Cover photos by: Bill Martin



2013 Event Schedule

For CFR and Surrounding Regions

February 2013

- 2 "Look Out Ground Hogs Day" RallyCross
St. Lucie County Fairgrounds
- 9-10 **SARRC / Regional Races / Vintage**
Sebring Long Course - 12 Hour Paddock
- 10 **CFR Solo II Races**
Geneva
- 24 **CFR Solo II Races**
FIRM

March 2013

- 9 **Tire Rack Teen Street Survival School**
Geneva
- 10 **CFR Solo II Races**
Geneva
- 13-16 12 Hours of Sebring SIR
Sebring Long Course
- 21-24 St. Pete Grand Prix IRL
St. Pete Waterfront Street Circuit
- 31 **CFR Solo II Races**
Brooksville

April 2013

- 6-7 **Florida Region SARRC / ECR / TES / FES**
Palm Beach International Speedway
- 13-14 **Driver School & PDX**
Daytona School Course
- 21 **CFR Solo II Races**
Deland

May 2013

- 4-5 **CFR Solo II Races**
Daytona
- 4-5 **Regional Races/TES Enduro/Solo**
Daytona Full Course (solo on Kart Track)
- 18-19 **Florida Region SARRC/SARRC**
Palm Beach Int'l Raceway
- 18-19 **CFR Solo II Races**
Sebring
- 31 Test Day SIR
Sebring Short Course

Carson Weeder



19 Years old

*Hometown: Winter Haven, FL
Sophomore in Aerospace
Engineering at UCF*

*Started racing at 16 and received his License
through the CFR Drivers School program.*

**2009, 2010, 2011, 2012 CFR FM Points
Champion, 2012 SARRC FM Points
Champion, Track record holder at
Daytona and Sebring Club Course.**

**Most recent winner of both races of the
inaugural SCCA Majors Series.**

*He would like to thank all the volunteers who
make this all possible.*



District News

District 1 meeting

The meeting was a review of information from the annual meeting in December, and the recent Double National at Sebring. This was the first in the eastern zone of the U.S. of the **new "majors" series**. The U.S. is divided into north south zones across the country, with each zone hosting majors events at different tracks.

We had approximately 280 entries for this event, at least at the beginning of Friday. This year the safety car only led at the checker for two races. That's down from the previous January event.

It was officially announced at the annual meeting that the **live timing and scoring app** for smart phones "**race monitor**" is ready for prime time. **Thanks to our T&S chief Janet Harhay**. The app costs five dollars or so.

At the annual meeting; Mike Wingo and Leland Miller were voted as Governors at large, with Mike continuing as the Chairman of the Board of Governors.

Leland Miller is also joining Dennis Joyce in the competition for the Coordinator position, which handles negotiations with tracks and pro event organizers.

Dana DeShong was named as Assistant Race Board Chairman.

As for pro racing events, we have our big three coming up; the 24 hours of Daytona, the 12 hours of Sebring, and the Grand Prix of St. Petersburg. For those who want to work these events, there is a pro event worker form online, that must be filled out for each event you want to work at.

The organizers of the SPGP have offered CFR the additional duties of paddock organization and control, and also control of all the gates crossing the track. This is something else to be negotiated

with the race organizers by our competition coordinator team. It is a lot of extra work, manpower, and responsibility by CFR. The organizers need to make it worth our while.

The Checker is going back to monthly printing and mailing, with the Editor (Kevin Crain) doing reporting at our club events to increase the written articles. We would very much like for members to submit written articles to the Checker. It can be a one time article about your viewpoints, experiences, or history in club racing. It does not need to be a regular monthly article, although that could probably be accommodated if that is what you would like to do. The Checker needs more written articles to be healthy and viable. Please contribute.

James Strole is our new Membership Chairman. He has several ideas about retaining members, and growing CFR's membership. CFR's membership at this time is about 2,134.

Our solo group is planning on another Street Survival school for this coming March. This is school aimed at teens and youth about car control, and how to respond in difficult situations. This is not a performance or race driving class.

<http://www.cfrsolo2.com/>
<http://streetsurvival.org/>

Dave Fredrick

District Three held their first meeting of 2013 at Rossi's Pizza on S. Orange Blossom Trail in Orlando. Governor Bill Martin presided over a good mix of racing, solo and volunteers who attended.

Our 2012 Annual Meeting/BOG was hosted by District 7 in Daytona Beach December 7-9. Those who attended got a great chance to socialize with fellow racers, solo enthusiasts and volunteers as well as participate in the General Membership meeting and attend the BOG meeting. **The 2012 Regional Race and Solo Champions** were recognized at the evening banquet. We also honored our **Workers of the Year: Lee Hill (Administration), Jim Hooker (Race), Brendan Lutz (Solo); Distinguished Service - Charlie Leonard; Hall of Fame - Joyce Hayward and Ed Diehl.** The first ever presentation of CFR's Lifetime Achievement Award went to Bill Cannons. **CONGRATULATIONS TO ALL!**

At the BOG, Mike Wingo was re-elected as Chairman and Leland Miller elected as Vice Chairman. The Board approved Financial Advisor - James Magero; Race Board Chairman - Robin Langlotz, Ass't. Race Board Chairman - Dana DeShong; Solo Board Chairman - Chuck Lutz; PDX Chief - Tim Reardon; Ass't. Treasurer - Angela Carlasio. **The Checker will be published monthly** and will send a reporter to our events for more color commentary.

District 3 will host the 2013 Annual Meeting in Orlando.

Chuck Lutz - Solo Chair., reported that Solo is looking to improve scheduling and their next event will be January 27th in Deland. They will be at Stark in February.

Our Majors/BF Goodrich SuperTour/Double National held on the Sebring long course January 4-6, 2013, was well attended with 294 entries from across the U.S. and Canada. We saw competitors from Ontario, Winnipeg, Washington, California, Iowa, Texas, Michigan and just about all the northeastern and southeastern states. The weather cooperated and except for a fog delay on Sunday, everything ran smoothly. The Saturday night party was held in the Sebring Hall of Fame building and reports were more than 400 folks got fed some great BBQ. Many thanks to Robin and Jack Ragaglia and Robin Langlotz for their efforts.

MARK YOUR CALENDAR...

Next up on the CFR racing calendar is the Daytona 24 Hour, January 24-27 and our SARRC/Vintage/Regional race event February 9-10 at Sebring. **NOTE** - There will be no test day before the February event.

As always check our web sites or with the appropriate chief/chairman for the most up-to-date information.

See you at the track! -- Fran



PhotoDaveGreen2013



PhotoDaveGreen2013



FIRST ROUND OF SEBRING RACES OPEN WITH B.F. GOODRICH TIRES SCCA SUPER TOUR

SEBRING, Fla. (January 5, 2013) – The opening round of the 2013 SCCA U.S. Majors Tour ran under sunny skies on Saturday at Sebring International Raceway, with 28 drivers taking wins at the BFGoodrich Tire Super Tour. Saturday's races were just the first of the doubleheader weekend, with drivers scoring points in both the Eastern Conference Majors Tour and the SafeRacer National Series.

The last outing of the day provided the most on-track fireworks, as 51 Spec Miatas took the green flag for a 13-lap race. The draft and Sebring's long straights are a great combination for the class, and while Todd Buras' No. 156 East Street Racing Mazda Miata led the field from the start, it wasn't going to be a breakaway.

Buras, from Melbourne, Fla., led a pack of as many as eight cars that included the No. 39 ADEPT Studios/ROSSINI Engines Miata and the No. 67 Jeffy Boy Auto Club Miata of eventual podium finishers Danny Steyn and Andrew Charbonneau, for most of the race, with the positions behind the leader changing throughout the early stages. A full course caution came out on lap six, bunching the field and giving each of the drivers a chance to catch their breath.

Steyn took the lead briefly on lap seven after green flag racing resumed, but Buras moved back to the front shortly after with a push from Patrick Sandlin's No. 58 Community Mortgage Miata. Chip Van Vurst, back behind the wheel after battling health issues throughout 2012, moved into the lead himself with three laps to go with an over/under move that started on the outside of turn one and was completed through turn three.

An aerodynamic shove from Buras moved Steyn back to the front and Buras to runner-up entering Turn Seven, and when the two emerged from the final corner side by side, there was only a drag race to the checkered flag remaining. Buras' got his bumper in front of Steyn's at the checkered flag for a 0.040-second win.

Celebrating the first of what could eventually be many SafeRacer National Series wins was 17-year-old Dillon MacHavern, of Charlotte, Vt. MacHavern's No. 29 Heritage Automotive Ford Falcon spent the early stages of the GT-1 race chasing Simon Gregg's No. 59 Gregg Motorsports Chevrolet Corvette, and it appeared that the defending SCCA Pro Racing Trans-Am Series champion had the race in hand.

Moving around slower cars, Gregg spun in the hairpin, and came to pit lane with a flat left front tire. MacHavern moved to the lead on the spin, and Gregg fell all the way to fourth while the youngster raced to the win, despite his cool suit failing to work the entire run.

The Spec Racer Ford field opened the day with Franklin Futrelle, of Augusta, Ga., topping the last two class National Champions to the checkered flag. It was only a 0.340-second margin of victory when Futrelle crossed the stripe in front of Cliff White's No. 58 Mecro Inc. Spec Racer Ford, with Brian Schofield's No. 61 PM Racing Spec Racer Ford in third.

Five volunteers were awarded \$100 in a door prize at Saturday's BFGoodrich Tires Participant Party. Paula Hildock, Craig Zeigler, Ron Gentry, Barry Peel, and Nancy Digh took home cash, while Spec Miata driver Daniel Moen won a set of BFGoodrich Tires for either his race or street car from the Official Street Tire of the SCCA.

Each of the six race groups hosting the 28 Runoffs-eligible classes return to the track for a final 15-minute qualifying session at 8 a.m. (EST) on Sunday, followed by 13-lap or 40 minute races.

Links to live timing, audio, final results and more information are available at:
SCCAMajors.com

SEBRING, Fla. - Provisional race winners for Saturday's BFGoodrich Tires SCCA Sebring Super Tour at Sebring International Raceway.

**Drivers are listed by Class:
Name, Hometown and Car**

American Sedan: Jeffrey Werth
Silver Spring, Md., Chevrolet Camaro

B-Spec: Robbie Davis
Irving, Texas, Mini Cooper

C Sports Racing: Jacek Mucha
Laval, Quebec, Swift JMS 01

D Sports Racing: Greg Bell
Ottawa, Ont., Stohr WF1/Suzuki

Formula 500: Cory McLeod
Charlotte, N.C., Red Devil F500/Rotax

Formula 1000: Tom Beattie
Longwood, Fla., Elan Dp-04/Suzuki

Formula Atlantic: Keith Grant
Germantown, Tenn., Swift 014a/Toyota

Formula Continental: Christopher Miller
Edina, Minn., Van Diemen/Ford

Formula Enterprises: Scott Rettich
Camden, N.J., Formula Enterprises/Mazda

Formula F: John Benson
Dade City, Fla., Swift DB3/Ford

Formula Mazda: Carson Weeder
Winter Haven, Fla., Star Formula Mazda

Formula Vee: Steven Davis
Danielsville, Ga., Racer's Wedge/VW

E Production: Greg Ira,
Plantation, Fla., Datsun 240Z

F Production: Curt Zitz
Crawfordsville, Fla., Porsche 912

H Production: Terry Boylan
Lakeland, Fla., Honda CRX

GT-1: Dillon MacHavern
Charlotte, Vt., Ford Falcon

GT-2: John Kachadurian
Chicago, Ill., Porsche GT3 Cup

GT-3: Stephen Lustig
Chester, N.J., Acura Integra

GT-Lite: Peter Shawdown
Loxahatchee, Fla., Honda CRX Si

Spec Miata: Todd Buras
Melbourne, Fla., Mazda Miata

Spec Racer Ford: Franklin Futrelle
Augusta Ga., Spec Racer Ford

Sports 2000: Bart Wolf
Elkhart Lake, Wis., Carbir CS2/Ford

Super Touring Lite: Andrew Charbonneau
Delray Beach, Fla., Mazda Miata

Super Touring Under: Jim Taggart
Cary, N.C., Lotus Exige

Touring 1: Charles Rodholm
Parkland, Fla., Chevrolet Corvette

Touring 2: Albert Nocerine
Forty Fort, Pa., Ford Mustang

Touring 3: Brian Kleeman
Baltimore, Md., Nissan 350Z

Touring 4: Ed Zabinski
Walker Drive, Ga., Ford Mustang





Flag Ravings

by: Sally Larson

SEBRING: A three day event and, as expected, large fields in all classes. **There were over 300 registrants.** It was the **Grand Opening** of the new **2013 US Masters' Season.** Friday featured practice and qualifying sessions. Rain Friday morning gave the Northerners a taste of what's known as Florida Black Ice with a wet, slippery track. We had less than 3 metal to metal incidents, and a minimal number of mechanical problems or damage.

The races on Saturday and Sunday were exciting with everyone out for their first win, or podium finish of the year. Florida has great turnout for our out of state Drivers... they need a racing-fix with no snow involved.

We had a full roster of SCCA National Observers for the inaugural event. In case you didn't receive the follow up emails, the event was deemed a positive success. **SCCA.com** was on the scene the entire weekend - for coverage, go to the website for full details. **They reported 56 victory laps, champagne on the podium, posters, trophies and more.**

Good weather was brought by Chaplin Steve Kearney who furnished sunshine for the weather and for our hearts. The next time you see Chaplin Steve, be sure to say thanks for being a true friend and always being there for us. He's an important member of our CFR family.

Then came Sunday morning... We had a complete white out. **Fog held us hostage.** When you can't see across to the other side of the pit lane, you know there's a problem. They usually call for reports from the Corners about visibility. Heck, the F& C Workers were hard put to even find their Corners by Braille. The day's sessions were scheduled with warm up and qualifying at 8 AM. But the **visibility didn't improve 'til after 11:00'**. Thanks to the problem solving efforts of Leland Miller and all the officials, and with the agreement of the Drivers, the schedule was

completely revised. All open wheel cars lined up on side of pit row and closed wheel cars lined up on the other. Both groups were given a one lap session on the track as a Hardship lap before starting the day's racing. The Drivers assisted in the weekend by prompt arrival at the grid and for handling the track conditions. **Teamwork was the motto for all.**

The Saturday Social was held at the Hall of Legends - a good chance to see the facility from the inside. **The Social** also **included** a buffet featuring **good food and good racing company.** Many thanks to all who provided and served it... we noted some familiar faces behind the beer and wine table!

Of note ... when you have time, check out the sidewalks at the entrances of the Hall. You'll notice some familiar names ... some come from racing history and others are people, Pro and Club, that you might recognize. The sidewalks are made up of pavers of varying sizes, purchased by individuals in memory of family members, crews, drivers and friends. You might even see one dedicated to a family member near and dear to us, courtesy of his California Aunts.

RANDOM THOUGHTS: By and large radio communications were good with little interruption of radio silence. The emergency calls came through well. Remember to repeat Control or Emergency twice - that will avoid your cutting yourself off. Make notes ... Turn number ... a quick **'what happened' i.e. 'car hard into wall'** - then a quick location and percentage of track blockage. If you have the car number and color give it (and if another Turn can see it better than you, call it in). Make it as short and sweet as possible. If you can tell immediately, say Driver OK.

Then say 'stand by for details' - this gives CC and the Stewards the chance to immediately respond to you if necessary... and also gives any

other Corner having an emergency to call in. If you need to add more information to explain what happened and what you need, give the info in sections...a couple of sentences, then say 'break'...and then a short pause until you continue. Again, this gives CC, the Stewards, and another Corner the opportunity to be heard. **Listen carefully...if CC says 'stand by'** - do it. It never fails that if you have a complicated incident...inevitably another Corner will have one too.

And on a Medical note: If you have a driver who might be injured... treat him or her like they are. If a Driver is having head or neck pain encourage the Driver to sit in a safe location - Do not take off a helmet...let Medical do it. It takes 3 trained people to do it properly. If Driver and helmet are separated, give the helmet to Medical when they arrive - many times a helmet can give a good clue as to exactly what happened. When you report an incident, give a good report of what actually happened. Compare notes with your fellow workers who may have seen it from different angles. Did the car hit anything..was it airborne...did it roll (single or multiple times)? It's a good idea to request Medical to check out the

Driver. Report what the Driver said to you .. if the Driver asks you the same question multiple times... that can indicate a concussion.

Obviously if there is a fire, or any chance of a fire, call for fire assistance - We all know that the word Fire is never used unless there's potential or actual blaze. Fire and Medical respond at the speed of light when they hear that.

MUSTERING THE TROUPS: The end of January means the 24 hour pro race at Daytona. Hope all Pro workers got registered on time and that everything ran as smoothly as possible. **Now, guess what?** it's time to gear up for the **12 Hours of Sebring**. Check your gear and clothing-rain and wind will find every rip or pinhole. **Registration ends March 1**, so register as early as possible. There's a lot of work and effort put into finalizing all details and assignments - your prompt response will make the Flag Chief most happy - and you might even get the Corner of your choice.

Here's to another great racing year!



CFR SCCA B.F. GOODRICH MAJORS SUPERTOUR

SEBRING JANUARY 6, 2013



Photos by: Dave Green





Rallycross

We finished our first full season of Rallycross Nov 18th at St Lucie Fairgrounds.

We are starting our Season back at St Lucie Fairgrounds Feb. 2nd with the:

We crowned the following Year End Champions:

Modified All Wheel Drive - Duncker Felix

Modified Front Wheel Drive - Juan Cardozo

Modified Rear Wheel Drive - Colin Rogers

Performance Front Wheel Drive - Rick Wilson

Performance Rear wheel Drive - Skip Cambre

Performance All Wheel Drive - Brent Thompson

Stock Front Wheel Drive - Tony Brizzolara

Stock Rear Wheel Drive - Robert Slade

Stock All Wheel Drive - Doug Williams/ Gregory

Voth/ Carlos Filipe/ Allen Moore Tied for Year end.

**" LOOK OUT GROUNDHOG!!"
Rallycross.**

St. Lucie Fairgrounds
15601 W Midway Rd, Fort Pierce, FL

SCCA BF Goodrich - LAST LAP PASS

Photos by: Dave Green

Last lap pass; Franklin Futrelle of Augusta Ga. takes Brian Schofield of Lakeland Fl.

At the line for a .013 margin of victory.

Schofield was in the lead after turn 17 but couldn't hold back Futrelle.



About halfway through this past week, I realized something. After being away for the last four weekends, I had a totally free one coming. So I did the only rational thing: I checked our local SCCA region's website for an autocross.

I haven't auto-crossed as much I would have liked this past year, so I figured I'd take out the Miata for a last spin before watching 2012 totally slip away. Our Central Florida Region didn't have an autocross planned this weekend, but they still had an event scheduled: a Street Survival school for teen drivers.

So then I did the next rational thing: I contacted Art Trier, our local program leader, to see if he needed any last-minute instructors. I have taught before and found it to be a fun, rewarding experience. Turns out he was one instructor short, so within an hour or so of that first email, I was added to the roster.

Then the realities started to sink in, like the 7:45 a.m. check-in time. The site is exactly an hour from my house, so simple math said I'd be waking up around 6 o'clock—all on my "free" weekend.

I can easily work well past the witching hour, but I fully admit that I'm not a morning person in any way, shape or form. As my sweet, understanding wife noted, it would be for a good cause. I set the alarm and turned in early.



Fast-forward to the next morning, and I'm following my GPS to the site. (In addition to not being a morn-ing person, I fully admit to having almost zero sense of

direction.) I checked in, caught up with a bunch of local autocross buddies, and eventually met my student, 17-year-old Natalie.

As we walked to her car, she let me in on a little secret: Her car was a stick shift, and she's only been driving it for about two and a half weeks. She seemed eager to be there, and I figured we'd conquer that possible obstacle together.

The first exercise was an ABS test: Get up to around 40 mph and then stomp the brake pedal hard enough to invoke the ABS. On her first stop, yep, she briefly came off the brake pedal when the ABS system kicked in. Never felt that sensation before, she admitted, and was a little alarmed by it.

On the next pass, I told her to expect those pulses and stomp that brake pedal all the way to the floor. That next attempt was a textbook, full-ABS stop. Lesson learned: The ABS's clanking and banging isn't anything to fear.

Soon after, we did the slalom exercise something rudimentary for auto-crossers, but probably a bit of a challenge for the motoring public. As she approached the first cone, I felt her bobble. A pair of sunglasses left in the center console slid around and momentarily distracted her.

She realized it, too, and after that run we discussed what had happened. Just a few ounces of plastic had caused her to lose concentration—maybe just for an instant, but there's no denying that it affected her driving. Lesson quickly demonstrated: Even little things can cause a tangible disruption.

Toward the end of the slalom runs, though, Natalie wasn't just surviving the course, she was dominating it—looking ahead and making smooth, deliberate inputs with both the gas pedal and steering wheel. Her instincts had kicked in, too, as she was



turning in for the next cone before passing the current one. She wasn't just reacting, she was thinking ahead.

By this time, her one-two up-shifts had also gone from a little clunky to silky smooth. An hour or so of probing the limits in a safe, controlled environment had already produced obvious results.

She showed the same confidence on the skid-pad. After just a little coaching—and some all-important seat time away from traffic—she quickly picked up the relationship to steering angle, throttle position and trajectory.

By the end of the exercises, she could smoothly increase or decrease the circle's radius using just the gas pedal. She also proved hard to phase. In an effort to throw something new at her, I yanked up on the parking brake. She simply turned into the skid, adjusted her right foot, and continued without skipping a beat.

The last exercise was what Street Survival calls a handling course. For the rest of us, it's basically a rather simple, short autocross. It combined all of the lessons taught that day.

Her first run was a bit timid—unlike a real autocross, no walkthrough was allowed. After a few passes, she was again dominating it, handling the slalom like a

seasoned vet, smoothly getting through the back straight's tight kink, and finishing up with nice threshold braking.

I also added an extra distraction to the lesson. She admitted that one reason for driving a car with a manual transmission was to eliminate the temptation to text. As she noted, you can't really text when you're shifting gears.

On her final run, as we entered the course's first turn, I handed over her iPhone. At the next turn, I asked for it back. A few seconds later, I returned the phone again.

That's when she simply dropped the phone in her lap so she could keep both hands on the wheel. She admitted after the run that, yeah, there's no way to use a phone when driving.

After the day's driving festivities, Natalie's dad asked an important question: So where can they drive on track? I have a feeling and a hope that some seeds have been planted.

All too often we work to make ourselves better drivers. This time, it felt good to pay it forward. Car crashes are the single biggest killer of teens. If spending one Saturday helping Natalie master car control tips the odds in her favor, then it was totally worth it.



(2)Article reprinted from the February 2013 issue of Grassroots Motorsports.

To receive a free issue--or to learn more about the magazine--visit grassrootsmotorsports.com.

Remember When...

The Softer Side of Racing

Submitted by Louis Galanos
louisgalanos@gmail.com

Women have always been an important part of racing from being race officials, to race queens, race fans, driver's wives, girlfriends as well as drivers. It has never been a *"man's sport."*

Below are some photos of the distaff side of racing taken during the Golden Age of racing at the Sebring 12 Hour Grand Prix of Endurance.



Sebring race Queen Circa 1958



Miss Camoradi at Sebring 1960



Bob Bondurant & a female admirer at Sebring 1970.



Legendary race car driver & automotive journalist Denise McCluggage at Sebring 1957



Attractive lass at Sebring 1962



Stirling Moss always had an entourage of female friends at Sebring 1962.



B.F. Goodrich SCCA Super Tour - Sebring

Photos by: Bill Martin



*The pole sitting corvette
of Simon Gregg*



Post-Race chat in the impound



The SRF impound filled the field



Clean up after the SRF incident



*Brian Schofield (3rd Place) gives his impressions
of the race during trophy presentation.*



*Dave Langston (MED 1) helps
escort the shards off the track*



*The First Majors Event
in the USA*



*David Brown of Roswell, GA came to
an untimely stop against the Turn 17 wall*



*Just an ordinary old club
racing car...NOT!*

B.F. Goodrich SCCA Super Tour - Sebring

Photos by: Dave Green





Central Florida Region SCCA

B.F. Goodrich SCCA Super Tour - Sebring

Photos by: Dave Green



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B.F. Goodrich SCCA Super Tour - Sebring

Photos by: Dave Green



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