

# The Checker

Official Publication of the  
Central Florida Region  
Sports Car Club of America  
Volume 55, Issue 7  
July 2013



## SOLO in Geneva







Central Florida Region SCCA



# COUNTDOWN TO O-TOWN!!!

**2013 Central Florida Region Annual Meeting  
Hosted by District 3 in Orlando  
December 13, 14, 15**

## A Weekend to:

**Relax with Friends**

**Renew Acquaintances**

**Recognize our Volunteer Workers, Race and Solo Champions**

**Reward and Honor Special Members**

## Location:

**DoubleTree by Hilton at SeaWorld**

**Come early and stay over – great \$79 room rates honored for 3 days pre and post our event.**

**DoubleTree is pet friendly and adjacent to SeaWorld and Aquatica**



## What else??

**General Membership and BOG Meeting**

**Door Prizes – Lots!**

**Silent Auction – Beneficiary – The Russell Home for  
Atypical Children in Orlando**

**Great Hospitality**



**Make your plans  
now**

**IT'S GONNA BE  
FUN!!!**

**Contact: fgmartin@att.net**





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See the [SEDiv](http://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:** Alachuha, Bradford, Citrus, Dixie, Gilchrist, Hamilton, Hernando, Jefferson, Lafayette, Levy, Madison, Marion, Sumter, Suwanee, Taylor and Union Counties.

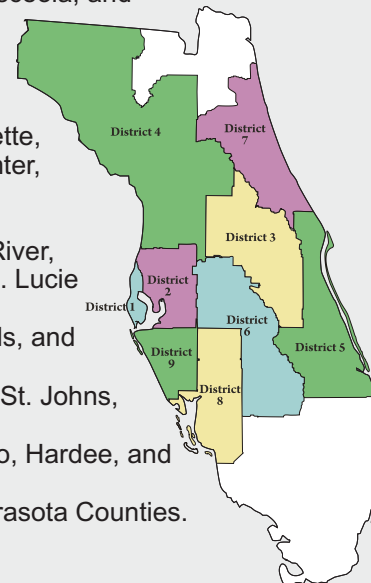
**District 5:** Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties.

**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

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### Address Changes:

Make your changes online at: [www.scca.com](http://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: Melanie Crain



# 2013 Event Schedule

## For CFR and Surrounding Regions

### July 2013

- 14 **CFR Solo II Races**  
*Geneva*
- 20-21 **Driver School/Vintage/TES Enduro/PDX**  
*Sebring Short Course-Green Park Paddock*

### August 2013

- 10-11 **Double SARRC Races**  
*Daytona Full Course*
- 11 **CFR Solo II Races**  
*FIRM*
- 25 **CFR Solo II Races**  
*OCCC*
- 30 **Test Day** SIR  
*Sebring Long*
- 31-9/1 **Regional Races/TES Enduro/Vintage/PDX**  
*Sebring Long Course - 12 Hour Paddock*

### September 2013

- 14-15 **Florida Region SARRC/SARRC**  
*Homestead-Miami Speedway*
- 15 **CFR Solo II Races**  
*Deland*
- 28-29 **Regional Races/TES Enduro**  
*Daytona Full Course*

### October 2013

- Porsche Club* DIS  
*Daytona Full Course*
- 18 **Test Day** SIR  
*Sebring Short Course*
- 19-20 **SARRC (2014)/Regional Races/Vintage**  
*Sebring Short Course-Green Park Paddock*
- 26 **Tire Rack Teen Street Survival School**  
*Geneva*
- 27 **CFR Solo II Races**  
*Geneva*

### November 2013

- Historic Sportscar Racing* DIS  
*Daytona Full Course*
- 9-10 **Florida Region SARRC (2014)/ECR (2014)/TES**  
**Finale - Palm Beach Int'l Raceway**
- 17 **CFR Solo II Races**  
*FIRM*
- 29 **Test Day** SIR  
*Sebring-Long Course*
- 30-12/1 **Regional Races**  
*Sebring Long Course-12 Hour Paddock*

### December 2013

- 1 **CFR Solo II Races**  
*Deland*
- Audi Club* DIS  
*Daytona Full Course*
- 14-15 **Annual Membership Meeting & Awards Banquet**

## Have You Heard? Corner Workers Wanted

**Drivers** - Fill that down time by assisting those who work to maintain a fun, safe racing environment!

**Club Members** - Get involved today! Your help is needed to keep CFR the Premier Club Racing Program in the US.

Contact Dana Deshong for more information: 813-689-7662 • [ddeshong1@verizon.net](mailto:ddeshong1@verizon.net)



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Kenneth Regnier  
Larry Vanscoy

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Alan McLain  
Beverly McLain

## District 3

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Rafael Diaz  
Eric Diaz  
Jose Duenas  
Ahitor Gaubeca  
Chuck Kilgore

Clark McKinney  
Deborah McKinney  
Andrew McNamara  
Jay Payson  
Justin Payson  
Brandon Payson  
Scott Pilato  
Cole Pilato  
Troy Pilato  
George Poelker  
Yanira Rivera  
Richard Woodley

## District 4

William Adkins  
Dennis Ferrara

## District 5

Scott Gray  
Peter Hutter  
Ted Waller

## District 7

Mark Gergely  
Rich McCarthy  
James Shoemaker

## District 8

Patrick Sides

## District 9

Wendy Fuller  
Mary Lenz  
Robert Lenz Sr.

## District 10

Joyce Bakels  
Matt Germino  
Codye Jumpingwolf  
Steve Mason  
Jon Walker

# District News

**Distrtict 1** The June BOG was a long one. It ran until 6pm.

News from the BOG touched off updates from others as well. Here are some of our discussion highlights. Our contact person for Daytona negotiations has changed. It was Mary Morris. It will now be Jennifer Young. The popularity of our PDX program could eventually lead to a dedicated Daytona weekend running a school type course, like is used at the April event. The hitch is the PDX group will have to develop their own workers for such an event.

Speaking of workers for Daytona; if you are a driver, crew, or family member in club racing, and would like to do some flagging/ corner working but can never do it on a CFR club racing weekend, there may be an opportunity for you. We are being asked to staff more events at Daytona than in years past. I'm referring to events like HSR, Porsche club, Italian cars, Chump cars, all sorts of other types of sports car events and test days that use the Daytona track. Our regular licensed workers cannot staff all of these 'other' events being asked of us now. It is important that CFR gets people to staff these events, to maintain our good standing with Daytona. As

drivers, you will be working towards keeping your Daytona entry fees for CFR race weekends as low as possible. If you are interested, please contact Flag chiefs Jim Hooker, or Ron Offutt now. Their info is in **The Checker** and on the CFR website. They will keep a list of interested people to contact when these other events are coming up.

If you are interested in having a test day at Daytona on the Friday before a club racing weekend, talk to your fellow drivers. We would need at least 100 cars to participate to make it worthwhile. If you are interested in this and think you can get enough of your fellow racers to show up, let the Race Board Chairman know about two months in advance of the event. This has to be arranged when we submit our schedule and apply for the sanctioning numbers.

Daytona is going to be remodeling the grandstands and tower in the coming months.

A recent majors event in June- summertime long daylight time- still did not finish on time running their proposed number of groups and victory laps etc. So it is becoming more obvious to the majors organizers that what we have been telling them about their schedule being too ambitious for the

shorter January days here in Sebring is fact.

The SCCA Runoffs are going to a moving locations every year format. East coast, Central, West coast. Tentatively the Runoffs in 2015 may be held at Daytona.

On the long course at Sebring, there will be some changes in the paddock. The tire suppliers and tech are going to be moved down to the opposite end of the paddock. Moving eastward. Tires and impound activities were creating too much congestion for people going and coming over the bridge, and to the fuel depot.

At the June Sprints race, a new generation 3 Spec Racer was being demonstrated by running with the group. It is speculated that as these become available to drivers who want to switch over, they will all run together with a class designation difference. Perhaps similar to SM & SM5? I am not a tech person however.

Our overall car counts at CFR events was down a little in this past fiscal year. That will be reflected in our budget planning for this coming year. The local Sebring vendor that we rented the shower trailer from for the workers at the 12 hour event the past several years, has sold that unit. It has been moved far away because of this sale. So we are back to having to come up with ideas to plan for this once a year necessity.

The last bit of news from the BOG is that our Solo program is active and doing well.

Elections for governors of odd numbered districts are coming this fall. New governors will be seated at the annual meeting in December as usual. Info on the annual meeting, and where to make hotel reservation is on the CFR website.

As always, we're always interested in seeing more written articles submitted by members to put in ***The Checker***.

Dave Fredrick

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**District 3** held their regular monthly meeting at Rossi's Pizza on S. Orange Blossom Trail in Orlando with Governor Bill Martin presiding. We had our usual mix of those interested in racing and solo as well as our officials and workers attending.

The June 22 BOG meeting was recapped. Daytona will be undergoing renovations but that is not expected to impact our activity there. The

IMSA/GrandAm integration is underway. CFR 2014 schedules for DIS and Sebring are in place. At Sebring, there may be some location changes on the 12 Hour paddock side - tire companies may be moving to the far end of the paddock. Their current site near the drive over bridge causes some congestion. Our Treasurer and Financial Advisor report that the Region is in solid financial shape. Solo's program continues to improve. They have 50-150 entries attending their events. They will begin holding events again at Brooksville for the west coast contingent. RallyX continues to hold events and averages 23 cars per event. They have sites in St. Lucie and East Bay and would like additional locations near the Orlando area.

Re-elected to serve another term: RE - Chuck Dawson, Asst. RE - Lee Hill, Secretary - Robin Ragaglia, Treasurer - Walt Williams. Pamela MacGregor was elected Assistant Treasurer/Bookkeeper. Thanks to all for your volunteer service!

Districts 1,3,5,7,9 will elect Governors this year. Nominations for Governors and Lt. Governors are due to the Club Secretary by October 14.

At our district meeting, Solo reported that Brooksville was very successful. The event was the first there in two years and was sold out at 60 drivers and 10 guests. The site attendance is capped at 70 without additional security. All drivers got 3 dry runs and some ran in the rain for their 4th run. Two more events are planned there - July 28th and in August.

Robin Langlotz - Director, reported that the national format will be changing in 2014 - there will be no double events. For licensing, you will count races, not sanction numbers. There was continuing discussion about the Majors and Daytona Mini-Pro events.

News of Note: Runoffs for 2014 will be at Laguna Seca, 2015 - Daytona International Speedway, 2016 - Mid Ohio.

2014 National Convention will be in Charlotte. The trade show will target the individual buyer as opposed to large companies.

Annual Meeting - We continue to receive monetary and product donations. A big THANKS! to everyone for your support.

Check for updates on our web site and in ***The Checker***.

See you at the track!

Fran





# Flag Ravings

by: Sally Larson

**BITS AND PIECES:**.... Something interesting happened during the last 12 hour race at Sebring. In one of the support races, two cars had been slicing and dicing through the pack. They navigated through the sharp right-hander at Turn 16 and then made like they were driving Warp 6 on the autobahn en route to Turn 17. Midway, they made one tap too many, causing both to spin, one drivers' right into the tire wall and the other, off drivers' left into the boonies. The competition had been hot and heavy and both were in the red mist zone.

The driver on the right looked over to see the car across the track had visible flames. The driver ran across the track because it was obvious the driver was unaware of the problem. The would-be rescuer was shouting FIRE; however, unfortunately, the other driver spoke only Spanish and didn't understand. He figured the first driver was upset at the track encounter and was running toward him intending bodily harm. He refused to get out of the car! Workers entered the no-man's-territory, and he figured it was safe to exit stage left.

Particularly in Pro races, we get a lot of participants speaking different languages so be prepared. to show the fire sign (a picture is worth a thousand words) or prominently display the fire bottles, with a look of total horror on your face. BTW, my sources tell me Fuego (foo-a'-go) is fire in Spanish

**FROM THE CHIEF:** *"The June event in Sebring went well, though staffed at bare minimum. I think we may have picked up at least two new workers to help our thinning ranks.*

*The picnic at the Kenilworth was moved indoors to the Banquet Room due to weather concerns, as there was some rain falling, though not like the monsoon*

*that showed up on Sunday afternoon.*

*Now that Sebring is under the Daytona umbrella there are some changes a'coming. Some we will notice, some not so much. One change is the Raceway's response to Severe Weather (Lightning) The protocol in place is when the meter shows activity 20 miles out, we shut down. This also involves documentation on the part of the Event Safety Officer.*

*This past event, Michelle and I were comparing meters, radar and getting info from others around the circuit who also had meters. We knew that weather was approaching so we were trying to move things along as quick as possible, alas to no avail! One minute the meter was showing activity 20 to 40 miles out and within 2 minutes of that reading, the meter lit up showing activity from 20 miles to severe ( right on top of us ).....it changed that fast, and within 1 minute of the severe warning the monsoon opened up!*

*Once the threat of lightning had moved out of the area, we continued the last few groups with light rain falling and the last group had only four cars come out to play.*

*Next up is the July Drivers School, the 20th & 21st. Matt Coyne will be Flag Chief for that event"*

...and, according to Jim, "the action was non stop, especially in the Chicane during the **14 hour Chump Car** event at Daytona." Go figure!."

**GENERAL INFO:** We're well into the shake and bake season. Hot weather (or sometimes on a day that seems to be cloudy and cooler) **Dehydration** and heat related illness can occur. Drink plenty of water and/or diluted sports drink. Check to see what condition your condition is in, and everyone, monitor your corner mates.

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2/2013



Next comes **Sunscreen**. Our white shirts only give us 10% protection. This is the latest info: SPF numbers matter. Apply it all over 20 minutes before you tackle sunlight, and use products that have SPF's of 30-50, offering both UVB and UVA ray protection - remember you must apply them liberally and often. Don't forget your ears (I neglected mine once and ended up with ruffled, peeling ears), a broad brimmed hat (keep your nose protected) and sunglasses. Protect your kids too - most sun damage is done early in life. I'd encourage getting a skin check by a dermatologist yearly - don't rely on checking yourself. *Note to self...practice what I preach.*

**I also saw a tip for remembering things:** If you neglect to bring or to make in the first place, a shopping list, clench your right fist for 90 seconds before memorizing it. When you get to the store, clench your left fist to recall it. Supposedly, this activates the brain's region that controls memory formation (if you remember to do it). And, oh yeah, while you're doing that remember to run from a race car coming right at you. You may just try this at home!

## Oak Tree Down

Alton (VA) – There is no easy way to say this – The Oak Tree is down. The iconic landmark that has come to symbolize VIRginia International Raceway has fallen, broken at the base.

"We are in shock and mourning," said track owner Connie Nyholm. "We're too busy right now trying to get the race track cleared of debris. We are grateful no one was at the corner station or on track when she fell and that there is no damage to the track surface. Tomorrow we'll begin to get our arms around what this really means, but I can tell you that it means more than any of us want to think about today."

The massive oak stood sentinel at the south end of the race track, looking out from the highest point on the property at the sprawling facility & its 3.27 miles of serpentine asphalt that has come to be regarded as the most challenging in North

**SHAMELESS RECRUITING:** Worker count is down and all of us are the biggest recruiting tool. Talk it up at meetings and with your friends and neighbors. Invite them to 'Share the Action'. Bring a friend to your district monthly meeting or to come as a guest to a race weekend. Encourage Drivers, Solo or PDX folks to join us on a Corner to see the action up close and personal. CFR is a family and all are welcome. Drivers whose car and/or wallet is 'broke,' are encouraged and welcomed in all specialties. On-the-Job training is available, or just come out and watch. You may even get hooked on helping!

Can't take heat/cold/wind/rain? There's lots of other ways to participate - make sure to tell folks about it. Times are tough financially and the more folks we have in our data base, the easier the work load will be for all of us. Never forget, without a volunteer worker base, our car entry fees would be sky high ...we've got one of the lowest entry fees for workers in the country, let's keep it that way.



America, if not the world.

Its branches shaded the apex of the legendary Oak Tree Turn, looking down on the likes of Roger Penske, Walt Hansgen, Tom Kristensen & Richard Petty as well as a host of race drivers from the brilliant to the not so.

"I can tell you this," Nyholm said, "The Oak Tree will live on in our minds & hearts, & we will give it an appropriate send-off.

Please email your thoughts & suggestions to [oaktree@VIRnow.com](mailto:oaktree@VIRnow.com) for proper ways to honor this old friend."





# SOLO Championship Points

as of July 28, 2013

POS	Driver	CLASS	No.	Total Pts w/Drops		POS	Driver	CLASS	No.	Total Pts w/Drops	
RTF - 'Road Tire - FWD'						SS - 'Super Stock'					
1T	Steve Marcum	RTFGS	98	93	87	1T	Larry Tague	SS	1	59	59
2T	Robert Lenz	RTFGS	45	66	62	2T	Marco Rocca	SS	01	24	24
3T	Justin Nordine	RTFHS	28	12	12	3T	Tom Kring	SS	67	15	15
4T	Philip Clay	RTFGS	73	9	9	4T	Anthony Alessi	SS	42	9	9
4T	Phil Currin	RTFGS	99	9	9	4T	Greg Riching	SS	111	9	9
6T	David Guess	RTFGS	141	8	8	4T	Greg Shumaker	SS	11	9	9
7	Matt Skowronski	RTFGS	42	6	6	7	Henry Boyter	SS	7	6	6
8	Terry Byrne	RTFHS	177	4	4	7	David Small	SS	10	6	6
8	Thomas Ellerman	RTFGS	24	4	4	AS - 'A Stock'					
10	David Erecitano	RTFGS	452	3	3	1	William Gravely	AS	0	9	9
10	Dave Erecitano	RTFGS	43	3	3	1	Matt Merdian	AS	76	9	9
10	Pete Wright	RTFHS	11	3	3	3	Gene Merdian	AS	45	6	6
RTR - 'Road Tire - RWD'						4	Tom Woodgeard	AS	17	1	1
1T	Henry Clark	RTRCS	11	91	84	BS - 'B Stock'					
2T	Vivek Krishna	RTRCS	28	38	38	1T	John Pavone	BS	19	24	24
3T	Kevin Bonitz	RTRCS	19	32	31	2T	Don Cross	BS	49	19	19
4T	Scott Swartz	RTRCS	97	29	29	3T	Nick Leone	BS	23	12	12
5T	Terry Tabor	RTRSS	1	24	24	4T	Ken Marion	BS	5	9	9
6T	Tim Reardon	RTRCS	12	16	16	4T	Ben Pickhardt	BS	171	9	9
7	Gary Bitner	RTRCS	51	12	12	4T	Richard Rousseau	BS	21	9	9
8	Jason Stroud	RTRCS	173	9	9	4T	Johann Schnell	BS	7	9	9
9	William Leuthold	RTRCS	41a	6	6	4T	Ben Warekois	BS	9	9	9
9	Dat Nguyen	RTRCS	73	6	6	9	Zeek Gilbert	BS	17	6	6
9	Gregory Shumaker	RTRCS	19a	6	6	10	Rich McCarthy	BS	7a	4	4
12	Alvin Boyt	RTRBS	98	4	4	CS - 'C Stock'					
12	Tom McDonald	RTRCS	41	4	4	1T	Patsy Zymowski	CS	95	54	54
12	Greg Schumaker	RTRCS	7	4	4	2T	Chris Ramsey	CS	8	33	33
12	Darren Seltzer	RTRCS	1a	4	4	3T	Doug Adams	CS	64	18	18
12	Greg Shumaker	RTRCS	1	4	4	3T	Pun Wah Yuk	CS	179	18	18
17	John Anderson	RTRCS	22	2	2	5T	Gary Bitner	CS	51	13	13
17	Felix Lacatus	RTRCS	161	2	2	6T	Aaron Bell	CS	3	9	9
17	Rick Therrien	RTRDS	15	2	2	7	David Hill	CS	17	6	6
20	B K	RTRFS	84	1	1	7	Travis Hogue	CS	18	6	6
20	Jack Lothridge	RTRCS	2	1	1	7	Manny Reyes	CS	76	6	6
20	Joseph Nettles	RTRCS	13	1	1	7	Benjamin Wheaton	CS	10	6	6
20	Nils Winberg	RTRCS	128	1	1	11	Felix Lacatus	CS	61	4	4
X - 'X Class'						11	Brian Wirth	CS	55	4	4
1T	Ken Trier	XFM	91	62	62	DS - 'D Stock'					
2T	Darren Seltzer	XFM	1	51	51	1T	Donald Wright	DS	1	72	72
3T	Jason Stroud	XCS	173	35	35	2T	Jennifer Mulligan	DS	49	36	36
4T	Dat Nguyen	XCS	73	27	27	3T	Steven Shirk	DS	14	27	27
5T	Greg Shumaker	XFM	11	25	25	4T	David McIlvanie	DS	89	9	9
6T	David Marcus	XSTR	197	6	6	5T	Skylar Mcilvanie	DS	189	6	6
7	Gary Merideth	XSTX	71	4	4	5T	Ben Pickhardt	DS	171	6	6
7	Adam Neylans	XSTF	115	4	4	7	Mark Pickhardt	DS	71	4	4
9	Ian Aguila	XSTF	15	3	3						
10	Steven Hughes	XSTR	187	2	2						
11	Teddie Alexandrova	XSTR	97	1	1						
11	Tim Reardon	XFM	175	1	1						

# SOLO Championship Points

as of July 28, 2013

POS	Driver	CLASS	No.	Total Pts	w/Drops	POS	Driver	CLASS	No.	Total Pts	w/Drops
<b>ES - 'E Stock'</b>						<b>ESP - 'E Street Prepared'</b>					
1	Tim Reardon	ES	21	30	30	1T	Jose Garcia	ESP	65	63	63
2	Dale Conklin	ES	2	24	24	2T	Chad McConnell	ESP	19	37	37
3	Robert White	ES	121	10	10	3T	Brendan Granitski	ESP	98	22	22
4	Tod Byam	ES	25	9	9	4T	Edward McKernan	ESP	165	18	18
4	Larry Ferrell	ES	34	9	9	5T	Vivek Krishna	ESP	28	15	15
6	James (Jim) Mackey	ES	29	6	6	6T	Kyle Sidles	ESP	17	9	9
<b>FS - 'F Stock'</b>						7	William Kuykendall	ESP	07	8	8
1T	Jay Payson	FS	11	49	49	8	Eric Graham	ESP	8	7	7
2T	Joel Reeves	FS	79	15	15	9	Brian Alburtus	ESP	111	4	4
3T	Bruce Abbot	FS	84	9	9	<b>FSP - 'F Street Prepared'</b>					
3T	Rudolf Hepp	FS	25	9	9	1T	Doug Brown	FSP	22	18	18
3T	Brian Meyers	FS	85	9	9	<b>XP - 'X Prepared'</b>					
3T	Szilard Pop	FS	35	9	9	1	Jim Bledsoe	XP	95	9	9
7	Gavin Bonney	FS	23	6	6	2	Philip Cheshire	XP	478	6	6
7	Mike Murdoch	FS	66	6	6	<b>DP - 'D Prepared'</b>					
<b>GS - 'G Stock'</b>						1	Dennis Gundersdorff	DP	46	18	18
1T	Ryan Vayko	GS	16	30	30	2	Eric Gebhardt	DP	96	9	9
2T	Philip Clay	GS	73	28	28	2	Robert Lammle	DP	60	9	9
3T	Thomas Ellerman	GS	24	27	27	4	Eric Olsen	DP	138	6	6
4T	Steve Marcum	GS	98	9	9	<b>EP - 'E Prepared'</b>					
4T	Andrew Wong	GS	22	9	9	1	Robert White	EP	76	54	54
6T	Brett Oaks	GS	11	6	6	2	Ethan Swindel	EP	82	9	9
6T	Joe Spino	GS	138	6	6	2	Craig Yonke	EP	70	9	9
8	Richard Dougal	GS	48	4	4	4	Phillip White	EP	176	6	6
9	Rick Dougal	GS	46	3	3	<b>FP - 'F Prepared'</b>					
<b>HS - 'H Stock'</b>						1	Mark Lasota	FP	13	18	18
1	David Gilbert	HS	111	24	24	2	Bill Coffey	FP	2	9	9
2	Zeke Gilbert	HS	17	13	13	3	Brett Harper	FP	60	6	6
3	Peter Smith	HS	62	10	10	<b>AM - 'A Modified'</b>					
4	Arron Gicca	HS	4a	9	9	1T	Jay Stannard	AM	43	18	18
4	Brett Oakes	HS	4	9	9	<b>BM - 'B Modified'</b>					
<b>SSP - 'Super Street Prepared'</b>						1	Dave Welsh	BM	56	78	78
1T	Nick Rocca	SSP	86	36	36	2	Pete Schroeder	BM	171	9	9
<b>ASP - 'A Street Prepared'</b>						<b>CM - 'C Modified'</b>					
1	Brian Basallo	ASP	135	57	57	1	Richard Fickes	CM	28	27	27
2	Alexis Flores	ASP	1	15	15	2	Michael Campanelli	CM	59	9	9
3	Drew Hackett	ASP	76	9	9	<b>EM - 'E Modified'</b>					
<b>BSP - 'B Street Prepared'</b>						1	Glen Minehart	EM	51	33	33
1	Richard Day	BSP	13	9	9	2	Krista Minehart	EM	15	22	22
1	Kevin Kipta	BSP	14	9	9	3	Scott Wheeler	EM	25	18	18
3	Andrew Swenson	BSP	72	6	6	4	Scott Minehart	EM	151	9	9
<b>CSP - 'C Street Prepared'</b>						5	Mary Wheeler	EM	5	7	7
1	Mihai Costin	CSP	32	42	42	<b>FM - 'F Modified'</b>					
2	Elliott Harvey	CSP	66	36	36	1	Tom Buckman	FM	74	27	27
3	Robert Lammle	CSP	60	9	9	2	Chuck Lutz	FM	66	6	6
4	Carl Krampert	CSP	15	6	6	3	William Calpin	FM	174	4	4
<b>DSP - 'D Street Prepared'</b>						<b>FSAE - 'Formula SAE'</b>					
1	Stephen Simmons	DSP	42	39	39	1	Adam Jones	FSAE	23	9	9
2	Charlie Brown	DSP	87	18	18	1	Adam Oldfield	FSAE	73	9	9
3	Edward (J.R.) Raiford	DSP	8	9	9	3	Will Heston	FSAE	28	6	6





# SOLO Geneva, FL

by: Kevin Crain, Editor

Photos: Melanie Crain

July 14, 2003. My first SOLO event. Not exactly what I had anticipated. Of course, when your whole idea of racing began with Friday night under the lights on a clay (assuming it hadn't rained and turned it into mud) short track in Sycamore, Illinois with Bubba Joe at the wheel of his '68 "Bubba's Towing" Catalina banging and pushing his way through the field... Bubba won not only the trophy, but more importantly, that case of PBR cans to start the celebration.

My prejudiced "vision" of what serves as entry-level racing was met with an entirely different reality upon trekking up to Geneva, Florida on July 14th. Got very good directions from the Solo II website; even entered and plotted in the ol' maps app on the phone. Despite that, still drove past the hidden entrance coming around the curve in the road and had to turn around. Website said it'd be a bumpy ride down the gravel road. Not too bad, but gave me flashbacks to the bus ride I'd taken a couple of Saturdays prior getting back and forth from Lot 7 at Daytona for the 400.

We'd arrived just after the driver's meeting and met Chuck Lutz, SOLO Board Chairman, finishing prepping his son, Brendan's #13 2002 Fittipaldi KT100 Kart and getting his own #66 2000 PCR Yamaha modified Kart over to the starting grid. After the corner worker's were all in place and timing and scoring were set, the first competitor out onto the track was also the youngest, 8 year old Jay Hulse III hit the track driving his #17 1998 Margay Clone FJB Kart. Now this I was not expecting, an eight year old racing - never saw that on Friday nights, back in the day.



**Jay Hulse III, Junior Kart B Class**

After both Junior classes ran, the other classes began running. Was pleasantly surprised at the variety of competition from Dave Welsh driving his

#56 1975 Lola T342, in a class all by its self to Adam Jones and Will Heston taking turns driving the UCF Engineering Formula SAE car. This car probably had the largest crew of the day...



Never really before seen drivers taking turns running the same vehicle before, outside of a 12 or 24 hour race, so this was new. Later we saw the #73 2007 Mazda MX-5 being driven by Jason Stroud, only moments later seeing the same car being driven by car owner Dat Nguyen. More sharing of the same vehicle... not sure if I would want to share my vehicle, especially with someone who drove it as well as Stroud did, beating Nguyen that day by less than half a second... great driving, great competition.

Then you see the eye candy... 2001 Ferrari Modena driven by Novice driver George Bockelmann and I'm thinking, "certainly this car's gonna dominate the class."



**George Bockelmann's Ferrari Modena**

But the class of Novice Street tire that day was Charles Vedral in a 2004 Honda S2000. Travis Wood was runner-up in this class driving a 2005 Mini Cooper that was also driven by Phillip

Renninger who also trophied with a 5th place finish in this class. I'd venture to say though, that if these guys were opening it up say on I-4 on the way home that the Ferrari might've taken first place...



**Travis Wood in a '05 Mini Cooper**

SOLO requires more than pure horsepower - this track configuration had plenty of tight corners, slalom sections and a short sprint to the finish after a hairpin final turn. The challenging course was evident with the number of "off course" announcements coming over the radios. Plenty of skill was needed to maneuver the machines around this circuit using braking, acceleration and anticipation of how to enter those tight corners. So all the horsepower in the world couldn't cover up for driver mistakes. The skill of the driver was certainly more a determining factor on this course, this day.

Jerry Stein showed us that skill set and even showed that sometimes you can corner better on three wheels in his #77 2006 Nissan Sentra.



**Jerry Stein in his 2006 Nissan Sentra SE-R Spec V**

Stein won his class, Street Modified FWD, with a time of 53.461, one of the faster times of the day.

Despite the small grandstand area, which also served as timing & scoring as well as communications central, and the only non-handheld shade to be found, all the driver's and cars were announced and results broadcast via a very capable sound system. Very comfortable and convenient for the small crowd of observers. Backwoods Boys BBQ had brought out their portable kitchen and were setup right next to the stands for easy and convenient access, ready to serve up some tasty BBQ and cool drinks.

Well the early classes got five runs through a pretty long and challenging course. As we approached the noon hour, the skies were indicating that it was probably not going to be too long before the rains were going to come and the decision to run 4 circuits was made to allow all to get on the course.

It was also about the time I was really beginning to feel the full effects of a bug I had caught earlier in the week and it was time for me to head home - my wife "forced" me to go to the doctor the next morning, but I was grateful for the relief provided by the myriad of prescriptions issued. I would've liked to have stayed longer...

The experience was certainly enough to start the racing "itch" up again. I was impressed with the family atmosphere, speaking with several who've done club racing before, but now enjoy a day at the track with their family, sharing a ride and competing in racecars and sharing the experience with a son or daughter or wife on a wallet-friendly budget. Probably won't be long before a couple more novices join the fray.







# SOLO Championship Points

as of July 28, 2013

POS	Driver	CLASS	No.	Total Pts w/Drops		POS	Driver	CLASS	No.	Total Pts w/Drops	
<b>STF - 'Street Touring FWD'</b>						13	Teddie Alexandrova	STX	98	6	6
1T	Mike Brau	STF	1	9	9	13	Michael Husting	STX	77	6	6
1T	Andrew Kozora	STF	39	9	9	13	William Kuykendall	STX	7	6	6
1T	Dennis Latshaw	STF	2	9	9	13	Nick Sellier	STX	17	6	6
1T	Kyle Poulter	STF	90	9	9	13	Eric Starmer	STX	86a	6	6
1T	Andres Rodriguez	STF	77	9	9	13	Jason Stroud	STX	21	6	6
1T	Miles Wilson	STF	12	9	9	13	Jordan Towns	STX	184	6	6
7	Elias(Buck) Clayton	STF	112	6	6	13	Loren Williams	STX	68	6	6
8	Amy Clayton	STF	121	4	4	21	Nicholas Bernardo	STX	81	4	4
<b>STC - 'Street Touring C'</b>						21	Jim Pullin	STX	24	4	4
1	Kristopher Davis	STC	23	18	18	21	Christian Shipp	STX	11	4	4
2	Nathan Monaghan	STC	13	9	9	21	Jim Swayne	STX	89	4	4
3	Luke Evans	STC	17	6	6	25	Terry Byrne	STX	177	3	3
<b>STS - 'Street Touring S'</b>						25	Brandon Kilgour	STX	9	3	3
1	Peter Gagne	STS	71	51	51	25	Corey Long	STX	2	3	3
2	Kevin King	STS	8	30	30	28	Orion Dominguez	STX	3a	2	2
3	Kevin Gagne	STS	7	20	20	28	Steven Luis	STX	6	2	2
4	Colm Roe	STS	9	11	11	28	Jason McCann	STX	1	2	2
5	Bryn Walters	STS	578	6	6	28	Kyle Younger	STX	3	2	2
<b>STR - 'Street Touring R'</b>						32	Ian Adams	STX	32	1	1
1T	Nicholas Bernardo	STR	81	69	69	32	Desmond Au	STX	5	1	1
2T	Ian Adams	STR	11	32	32	32	Chis Cabotaje	STX	29	1	1
3T	Steven Hughes	STR	187	15	15	32	Elias Clayton	STX	112	1	1
3T	Nick Sellier	STR	17	15	15	32	Kai Wen Lee	STX	15	1	1
5T	John Evans	STR	35	9	9	32	Shaun Parks	STX	4	1	1
5T	Gino Manley	STR	60	9	9	32	Chris Richmond	STX	12	1	1
7	Meagan Riesen	STR	18	7	7	32	Nathaniel Santos	STX	20	1	1
8	Babak Gilbert	STR	18a	6	6	<b>STU - 'Street Touring U'</b>					
8	Kim Keller	STR	27	6	6	1T	Terry Byrne	STU	177	26	26
8	Brian Kollar	STR	139	6	6	2T	Tex Teixeira	STU	100	18	18
8	Josh Smith	STR	8	6	6	3T	Lauren Diruzzo	STU	908	15	15
12	Ron Horwitz	STR	38	4	4	3T	Benjamin Levy	STU	204	15	15
12	James Hughes	STR	87	4	4	3T	Cody Lucas	STU	12	15	15
12	Steven Milligan	STR	111	4	4	6T	Henry B Budny	STU	56	9	9
15	Demetri Mallous	STR	67	3	3	6T	William Kuykendall	STU	07	9	9
16	Bob Sieck	STR	1	2	2	6T	Keith Robertson	STU	96	9	9
17	Brett Buxbaum	STR	29	1	1	9	Colum Moran	STU	313	6	6
17	Anthony Cruz	STR	181	1	1	10	Jonathan Harn	STU	11	4	4
<b>STX - 'Street Touring X'</b>						<b>SM - 'Street Modified'</b>					
1T	Andy Rhodes	STX	57	39	39	1T	Terry Glazar	SM	44a	22	22
2T	Aaron Hedman	STX	49	29	29	2T	Thomas Stenman	SM	1	18	18
3T	George Bonafede	STX	99	24	24	2T	Nils Winberg	SM	51a	18	18
4T	Robert Ledwell	STX	98a	13	13	4T	Damon Laser	SM	83	15	15
5T	Jacob Herbst	STX	14	10	10	5T	Drew Hackett	SM	76	13	13
6T	Nelson Antunes	STX	111	9	9	5T	Lynn Klingele	SM	169	13	13
6T	Jake Engstrom	STX	77a	9	9	7	Pablo Zapata	SM	3	10	10
6T	Gary Merideth	STX	71	9	9	8	Jamie Blankenburg	SM	13	9	9
6T	Richard Rhodes	STX	75	9	9	8	Jeff Jernigan	SM	88	9	9
6T	Jacobb Smith	STX	11a	9	9	8	Vivek Krishna	SM	15	9	9
6T	Dennis Sparks	STX	84	9	9	8	Ryan Speak	SM	9	9	9
12	Jim Herley	STX	31	7	7	12	Ashton Spink	SM	127	6	6



# SOLO Championship Points

as of July 28, 2013

POS	Driver	CLASS	No.	Total Pts	w/Drops
12	Charles Stowe	SM	40	6	6
12	Anhtuan Tran	SM	25	6	6
15	Kevin Greene	SM	38	4	4
16	Manuel Collazo	SM	44	3	3
16	Erik Olson	SM	51	3	3

## SMF - 'Street Modified FWD'

1T	Jerry Stein	SMF	77	33	33
2T	Joshua Solanes	SMF	17	21	21
3T	William Randolph	SMF	67	9	9
3T	Ian Stewart	SMF	1	9	9
5T	Scott Lear	SMF	276	6	6
5T	Mike Pepperman	SMF	5	6	6
5T	Philip Zeller	SMF	76	6	6
8	Chi Ho	SMF	11	4	4
8	Richelle Spain	SMF	171	4	4
8	Adrian Tello	SMF	16	4	4
11	Alvin Fernandez	SMF	12	3	3

## SSM - 'Super Street Modified'

1T	Michael Garcia	SSM	14	38	38
2T	Karel Schneider	SSM	5	36	36
3T	Travis Schneider	SSM	2	31	31
4T	Jason Stroud	SSM	21	9	9
4T	Joe Wright	SSM	40	9	9
6T	Mihai Costin	SSM	114	6	6
6T	Peter Lier	SSM	61	6	6

POS	Driver	CLASS	No.	Total Pts	w/Drops
8	Angela Garcia	SSM	141	2	2
9	Jason Morace	SSM	33	1	1

## KM - 'Kart Modified (F125 Shifter Kart)'

1	Chuck Lutz	KM	66	72	72
2	Matt Wareham	KM	14	54	54
3	Bill Stieren Jr	KM	40	19	19
4	Kelly Keiner	KM	29	18	18
5	Darren Seltzer	KM	6	9	9

## JA - 'Junior Kart A'

1T	Brendan Lutz	JA	13	72	72
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## JB - 'Junior Kart B'

1T	Jay Hulse III	JB	17	36	36
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## CSL - 'C Stock Ladies'

1T	Kristen Zymowski	CSL	95	9	9
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## DPL - 'D Prepared Ladies'

1T	Victoria Gebhardt	DPL	69	9	9
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## CML - 'C Modified Ladies'

1T	Judy Welsh	CML	59	9	9
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## EML - 'E Modified Ladies'

1T	Krista Minehart	EML	51	18	18
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## STRL - 'Street Touring R Ladies'

1T	Michele Horwitz	STRL	88	9	9
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## SSML - 'Super Street Modified Ladies'

1T	Angela Garcia	SSML	14	36	36
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# Memories of Sebring 12 Hour

By: Van McDonald (part 3 of 4)

1984-Porsche 911 GTU owned by Chris Wilder. I was not supposed to be a driver in this car, but Dennis DeFranceschi called me the weekend before. He was Chris's co-driver and the mechanic who refreshed this Jack Rynerson car that Chris bought. Dennis told me that Chris had called him telling him couldn't be there because of business and to call me and see if I would drive. Of course I jumped at the chance. Dennis and some of the crew were staying in a motor home Friday night before the race. Around 2-3am several men broke into the motor home with guns drawn declaring they were F.B.I. Agents. After determining that Chris wasn't there they explained to everyone that Chris was wanted by the F.B.I. as serial killer! The crew didn't believe them of course, but they were in the pits with us all race day (complete with concealed weapons) in case Chris showed up.

The race itself was smooth; the car was strong and no trouble except the last hour, Dennis brought the car in announcing the clutch cable had broken. We talked him into trying to finish the race without it. Turned out his times were only 2-3 seconds a lap slower than before. We only lost one place to a GTU in the time remaining. We finished 14th overall out of 81, 5th in GTU out of 26 and 222 laps completed. We finished on the same lap as 4th in GTU.

Chris Wilder? Turns out, he was a serial killer! He had us all showed!! He drove my car, I drove his and thought he was a good friend. There's alot more to the story, if interested there was a movie made with Gerald McRaney played Chris and even a book was written about the whole episode. They are both called, "The Beauty Queen Killer."



*A slightly different take ... 13 years later!!!*

## After 30 Years, the Real Truth Behind The "Bullitt"

### Chase Motor Trend / December 1998



If there were only one movie in which we could participate, it would be **"Bullitt"**. It's the ultimate car-guy's flick with a cool lead character, lots of attitude,

magnificent location, &, of course, hot muscle cars in the most realistic, high-speed, fender-banging, gravity-defying chase ever filmed. Even after 30 years, it's the car chase most remembered, admired, & copied. Other movies have had more flips, crashes, explosions, & all-around destruction, but **"Bullitt"** was a milestone, serving notice to Hollywood that reality was a quality audiences would enjoy. **"Bullitt"** did more than excite audiences. It changed the way Hollywood looked at cops at a time when policemen were being called pigs. It paved the way for more movies to be shot entirely on location & outside of the Hollywood mentality. It was a cutting-edge film that premiered in a turbulent year that shaped a socially conscious generation's values, music, & lifestyles.

The car chase in **"Bullitt"** worked so well because there was little in the film to draw attention away from it. There was only one profane word & no nudity. The plot was confusing to the point of being incomprehensible, but that mystery kept the audience guessing until the click of Bill Hickman's seat belt. With its innovative use of small remote cameras mounted inside the cars during the chase, **"Bullitt"** was the forerunner of the concept of virtual reality. The audience was seated behind Frank Bullitt as his Mustang pursued the bad guys down the hills of San Francisco's North Beach. The **"Bullitt"** saga started with movie agent John Flaxman who had the rights to a Robert Pike novel called "Mute Witness". Flaxman asked Alan Trustman, who wrote *"The Thomas Crown Affair,"* to develop a screenplay from the book with Steve McQueen in mind as the lead. *"Mute Witness"* originally followed a 65-year-old NY cop, but Trustman reshaped the protagonist into Frank Bullitt, a youthful, renegade, but honest detective. *"The book lacked visual, dramatic tension, so I built in 3 chases, each with its own danger, uncertainty, & surprise,"* says Trustman. He also fashioned a strong female companion, who was so

tangled in the plot that she was killed in the final scene. In addition to foot chases at a hospital & the airport, Trustman says he developed a car chase, a claim disputed to this day. *"Much of it was specified in the 1st draft,"* adds Trustman, *"like placing the camera low on the front bumper of the following car, the car smashing into the building, the hub caps coming off."*

Flaxman sold the rights to independent producer Phil d'Antoni, who in turn pitched the screenplay to Solar Productions, a company formed by McQueen & Robert Releya. **"Bullitt"** was to be the 1st movie in a lucrative 6-picture deal between Solar & Warner Bros. Solar hired British director Peter Yates, whose earlier film **"Robbery,"** opened with a thrilling chase scene involving police cars to direct **BULLITT**.

Yates & Trustman did not get along. *"The 1st script was quite terrible,"* remembers Yates. *"Peter was not comfortable with strong women,"* counters Trustman. *"He kept asking for rewrites to weaken the female character."* Trustman was fired before production started & replaced with Harry Kleiner.

Before leaving, however, Trustman learned that Solar was going to film the movie entirely on location in San Francisco. *"I told them that, if you drive a light car like a Ford Mustang downhill fast,"* he says. *"It will take off at the intersections & fly thru the air."* Trustman says he tried the stunt himself during a 1954 summer break from Harvard law school, launching a new Ford Fairlane off the streets.

McQueen & Yates have different versions of the chase's inception. In numerous interviews at the time, including talks with Motor Trend, McQueen stressed that the chase was his idea & he instructed the writer to include it in the script. Writing for TV Guide in 1973, Yates said, *"The chase didn't exist in the script,"* & noted that, after numerous rewrites, d'Antoni suggested *"there had to be a car chase somewhere in 'Bullitt' because of McQueen's driving ability"*. Even today, Yates maintains that the car chase was never in any Trustman script, but Flaxman confirms that the chase was in the 1st draft he read.

Regardless of who conceived the idea, there's little question that a car chase plan was put into action well before the crew went to San Francisco in February 1968. William Fraker was hired as the cinematographer, & he remembers an early meeting with Yates to discuss the scene. *"We decided at that point there would be no camera tricks,"* says Fraker.

Indeed, reality & gritty authenticity were the keys that made **"Bullitt"** stand out from other police dramas that usually had the look & feel of sanitized TV series. Pat Hustis, the builder & driver of the high-speed camera car, said McQueen told him, *"I want the audience to know what it's like to do this."*

McQueen & his company convinced San Francisco's mayor to open up the city, allowing them use of the police station, hospital, airport, & of course, the streets. In exchange, Solar hired extras from poverty areas at full union scale. Warner Bros. didn't appreciate the effort & ordered Solar back home during the 1st month of production, suggesting that the rest of the movie, including the car chase, could be duplicated on a Burbank back lot. McQueen refused, & the 6-picture deal suddenly became a 1-picture deal.

The choice of cars had more to do with corporate marketing than dramatic inspiration. Ford & Warner Bros. cooperated on movies, so a Mustang & Fairlane were selected. Both were taken to Max Balchowski to be modified, but he said the Fairlane would not survive any serious stunt work. He suggested a Dodge Charger. Balchowski prepared both vehicles & their backups. All the suspension parts were Magna fluxed to check for weakness, & Balchowski reinforced all the lower control arms. For the Charger, he twisted the front torsion bars up for a little extra ground clearance, added Koni shocks & swapped in NASCAR-stiff rear springs. The Mustang had its shock towers reinforced & bridged. HD front coils were installed, along with a thicker anti-roll bar & Koni shocks. The Mustangs 390 cu/in / 325 hp engine rec'd milled heads & ignition & carb upgrades, but could never really keep pace with the stock 440 cu/in / 375 hp Dodge. All the cars were reshod with Firestone tires, & the Mustang rec'd American Racing Torq-Thrust wheels.

There was not just one **"Bullitt"** Mustang; 2 were ordered for use by the film crew for close-up & action scenes. However, the 2 Mustangs were not identical when 1st purchased. Only one had the GT equipment group, so both car's badging & grilles were removed to achieve a similar appearance between the 2. Sharp eyes can notice the GT rear valance with its exhaust cutouts on one of the Mustangs in some scenes.

Stunt legend Carey Lofton ... who had worked on *"Redline 7000,"* the road race in *"Viva Las Vegas,"* *"Grand Prix,"* & the great fiery crash in *"On the Beach"* ... was hired to stage the chase. Lofton also designed the legendary car chase in *"It's a Mad, Mad, Mad, Mad World."*

*"All the stunt men thought we were crazy,"* remembers Yates. *"They wanted ramps for flips, crashes, & explosions. One stuntman asked me, 'What can you do*

*with hills?'"* *"Steve & I both had a great respect for cars,"* adds Yates, who club raced in England & was team manager for Stirling Moss. *"I admired the skills needed for driving. I didn't want a crash derby."*

Lofton scouted the locations & came up with a plan, while Yates, McQueen & Fraker continued to develop other ideas as the film was shot. One plan took the chase over the Golden Gate Bridge, a trip the city denied. *"Without the Golden Gate Bridge, it made us take advantage of the hills,"* says Fraker.



**Speeds approaching 120 mph were needed to capture the reality of the chase scene. Note that camera car driver Pat Hustis is wearing a helmet. He raced sprint cars before working in the movies.**



**McQueen chats with director Peter Yates by the high speed camera car. Hustis built the car starting with a '66 Corvette, stripping the body, & fabricating the fenders, body panels, & seats front & rear for the camera operators. To keep pace with the star cars, he modified the engine with a Duntov cam & headers.**

Bill Hickman, perhaps Hollywood's finest stunt driver, was chosen to drive the Charger. Hickman was a close friend of James Dean & pulled Dean out of his twisted Porsche the afternoon he died in the infamous head-on crash. Hickman & McQueen tested their cars at Cotati Raceway north of San Francisco a few days before shooting the chase scenes began. Action from Cotati can be found on the promotion short that accompanies **"Bullitt"** on the anniversary home video & the DVD, & you can see McQueen attempting smoking-tire, 180 degree spins. One of the scenes in the final script called for the Charger to spin around & come back toward the Mustang. The 2 cars just miss & the Mustang has to flip a U-turn to catch up again. Apparently a suitable location could never be found since there was no evidence in the Warner Bros. photo archives that such a scene was ever filmed.

The 12-minute chase took 2 weeks to film ... 1/6 of the



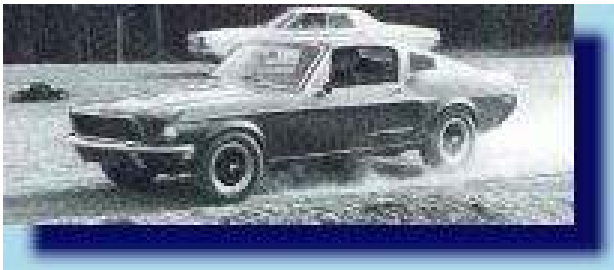


entire shooting schedule. McQueen definitely wanted to handle all the Mustang stunt driving. Some accounts say it was pressure from his family & the studio that got him out of the car for the most difficult scenes. Eventually, it was McQueen's inability to pull off the stunts that forced Lofton to replace him with Bud Ekins, McQueen's longtime friend who performed the famous motorcycle jump in *"The Great Escape."*

McQueen was overly sensitive about stunt doubles, especially when it involved motorcycles & cars. The Hollywood publicity machine & McQueen stressed that he did all of his own stunt work in the chase & during the dangerous airport runway scene. In reality, 3 drivers - McQueen, Ekins, & Lofton drove the Mustang in the chase scene & Loren Janes, McQueen's longtime stunt double, was underneath those airliner wheels on the runway.

*"The success of the car chase still had a lot to do with Steve even tho he didn't do the dangerous stuff,"* says 1st assistant director Tim Zinneman.

Indeed, McQueen's enormous contributions to the movie should have been enough to satisfy his ego without fabricating more stories about his involvement. He suggested **Bullitt's** turtle-neck-&-open-jacket look. He never overplayed the role, making sure **Bullitt** had the same expression whether he was driving 100 mph or romancing Jacqueline Bisset. Even when he arrived early in San Francisco to research his role, McQueen was thinking about the chase.



***Ekins' most famous shot came when he laid down a motorcycle at speed while the Charger & Mustang drove around him.***

One evening, he went motorcycle riding with Don Gordon, who played his partner Delgedi. *"Steve took a jump off one of the hills,"* remembers Gordon. *"When he came back, he said this would be a great spot to see cars flying off the hill."*

*"Steve was very dear,"* adds his former production partner, Robert Releya. *"He always said that this movie was a western in which he would strap on a car like a gun belt."* The cat-&-mouse game between the cars after leaving the car wash was the 1st priority & help set up the rivalry. Again, no tricks were used. The

wonderful shot of the Mustang appearing in the Charger's rearview mirror was Fraker's idea & it took a number of attempts to get timing & focus down. A pressure building jazz score from Lalo Schiffrin (he also composed the driving *"Mission Impossible"* & *"Mannix"* themes) accompanied the cars on the prowl. But music isn't needed after Hickman crosses traffic & boils the tires up a hill. In fact, virtually none of the traditional Hollywood tricks were used to emphasize the speed, danger, or intensity of the chase ... no fake shots of a 100 mph speedometer, screaming passengers, or crashes thru garbage cans: nothing to take the audience away from the cars.

The early scenes of the chase show the cars building speed thru the hills & taking turns at tire-screaming velocities. It took numerous attempts to get the right action at some locations as the crew worked with McQueen. Automotive journalist Nina Padgett, who conducted many interviews with Lofton, says McQueen knew he was having problems after watching the rushes (raw footage of the previous day's filming) each morning. Finally, McQueen blew a turn once too often, &, according to Ekins, Lofton yelled, *"Get him out of the car. Ekins, go to makeup & get your hair bleached."* None of the crew members recalls the moment so dramatically, but Bud Ekins was eventually called on to handle the trick assignments. It's easy to tell when Ekins is in the Mustang. The watch is different on Ekins' right arm from McQueen's. Also, the rearview mirror is turned away when Ekins drives, otherwise it reflects McQueen's face. Ironically, mistakes such as McQueen locking the tires & backing up in tire hopping anger (one of the only "speeded-up" scenes), play an important part in the reality of the chase. *"That's what happens when you drive a car fast,"* explains Yates. *"It was part of spirit of the chase. The near misses are what make it great."*

Hickman had his share of problems, too. He lost control of a 4-wheel drift around a hard right corner & crashed into a '56 Ford, knocking out a remote camera mounted in front. You can tell it wasn't exactly planned, but footage from that camera was used in the movie. *"They told him to do it,"* proclaims Ekins.

*"We may have told Bill to hit the car,"* recalls Yates, *"but we didn't tell him to take out the camera."* The actual crash in all its glass-breaking, metal-crunching glory can be seen in the production short that accompanies the anniversary video & DVD edition. Ekins was in the Mustang when it made its aerial charge at the Dodge. The action was filmed from within both cars, giving the audience a pit-of-the-stomach roller-coaster ride unseen before in any movie theater.

Pressure to finish the shooting schedule with a

dramatic car chase was intense. McQueen had a horrid reputation for challenging directors, but he worked extremely well with Yates & the crew. This teamwork was never more apparent than when McQueen had an idea for Ekins. "He decides in the middle of the day to have me lie down on a motorcycle while the 2 cars come at me," says the stuntman. "I called a friend who had a motorcycle shop & asked him to send over a BSA 750 & a set of leathers."

Despite the impulsive nature of scene, the continuity was magnificent. From the in-car shots of McQueen spinning brodie's in the dirt to Hickman's smirk reaction as he sees the dust clouds in his mirror, the scene flows effortlessly.

While the motorcycle scene was nearly flawless, other parts of the chase did have continuity problems in the final screen version. By one count, the Charger lost 8 hubcaps. And, of course, that feisty VW kept showing up as film editor Frank Keller took full advantage of the great action & 8 camera angles from the 1 take of the downhill scene. While these minor flaws generated criticism, they didn't keep Keller from winning an Academy Award for editing the film.

The chase continued on the outskirts of the city toward the airport. Speeds well over 100 mph required a special camera car built by Pat Hustis. McQueen handled much of the Mustangs high speed driving, but Ekins worked the bumping scenes with the Charger. Stunt driver Hustis got close enough at speed for Cinematographer William Fraker to record some dramatic shots, including the shotgun blast that was just inches away from the camera lens. For the final crash & explosion, a dummy gas station was constructed. Lofton set up a tow-&-release stunt in which the Charger was hitched to the Mustang. Balchowski dialed in as much front suspension caster as possible to keep the Charger in line as Lofton drove the Mustang towing the Charger alongside. When the time was right, Lofton pulled a cable release & the Charger was sent into the station while explosives were set off. The Charger went behind the gas pumps but the special effects team ignited the charges anyway. Keller's editing saved the scene, & hardly anyone notices the tow bar sticking out of the Mustang's side (unless you're quick with the VCR's pause button). Lofton finished up with a few spins thru the dirt, including a perfect spindle-

breaking stop in a ditch just inches away from Fraker's camera.



**Stunt driver Bill Hickman was not in the Charger for the final scene. A dummy was behind the wheel & the Dodge was hooked up to the Mustang for the tow-&-release stunt. Note the shotgun blasts on the Mustang windshield. Those with a quick thumb on the VCR pause button can spot the bumper attachment on the Mustang after the Dodge is released.**

After Keller & Yates finished editing the chase, John Kean went to work recording & mixing in the sound of the revving engines & squealing tires. Kean & Bud Ekins took the cars to Willow Springs Raceway near Los Angeles for the recording. Some critics complain that the Mustang upshifts so many times it sounds as if it has a 6-spd transmission, but most of the sounds fit the scenes perfectly, including the tires barking during gear changes & the rpm shifts during speed changes. Kean was nominated for an Academy Award for his work on the film. "Bullitt" opened at NY's Radio City Music Hall 10/17/1968, then was released nationwide in December, just days before Apollo VIII 1st circled the moon. It was a huge hit for Warner Bros. & solidified McQueen as a major Hollywood star.

"Looking back 30 years, *"Bullitt"* is a very important piece of film," says Assistant Director Walter Hill, who later directed action hits *"Hard Times," "The Warriors,"* & *"48 Hours."* "It showed what could be done & how the possibilities of action cinema were greater than ever perceived. We were all part of a film that set the standards much higher."

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Submitted by Louis Galanos



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Jo Siffert in the pits. On the far left is Pedro Rodriguez. Both Jo and Pedro drove John Wyer Gulf Porsche 917s.



John Wyer doing lap charts for his Gulf Porsches.



Andrea de Adamich in a factory Alfa Romeo T33/3. His co-driver was Henri Pescarolo and they finished third.



Maston Gregory - Gregg Young Ferrari 512M in the pits. They were a DNF.



Peter Revson in the pits. He and Swede Savage drove a NART Ferrari 512M that failed to finish.

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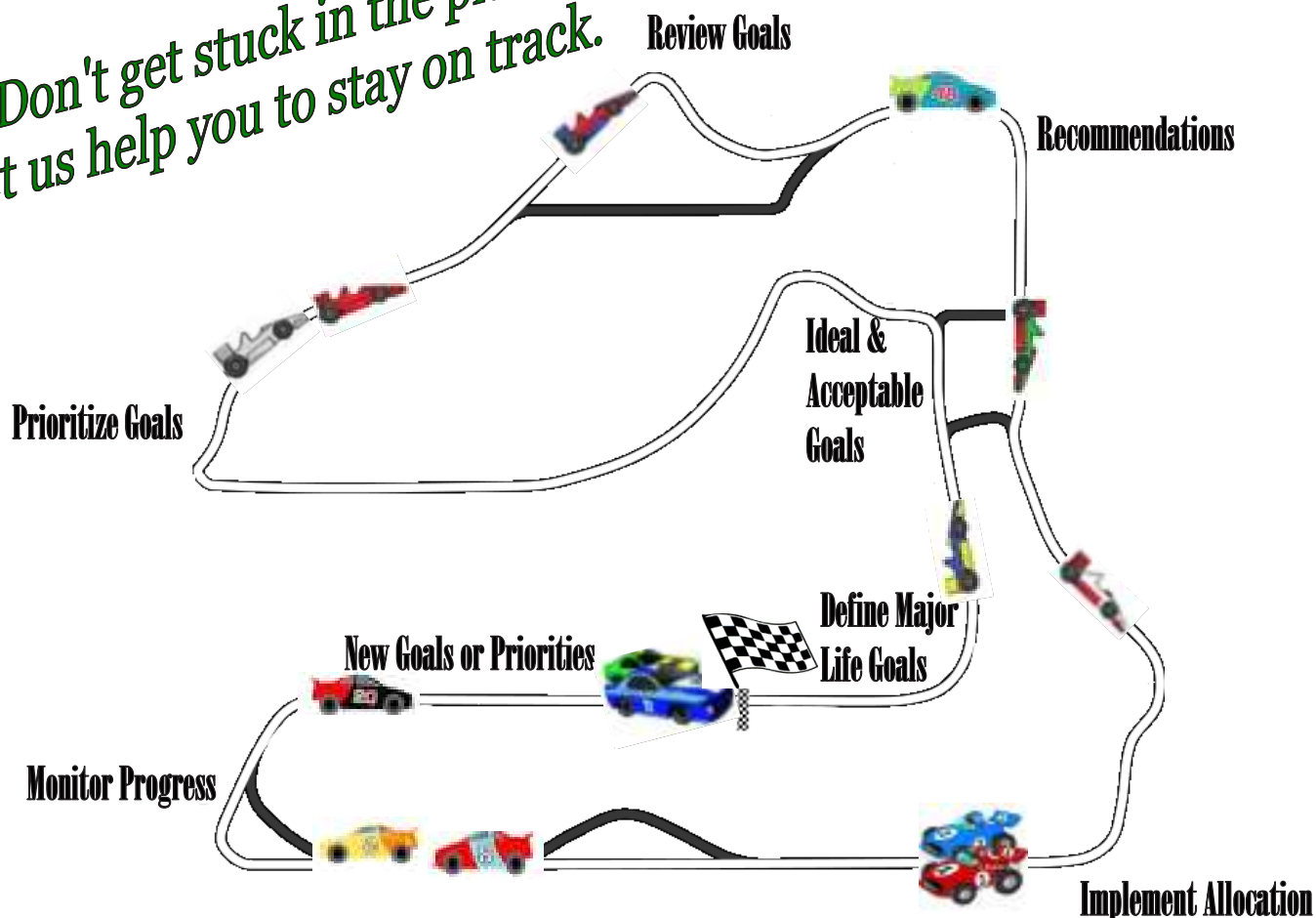
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- ☐ \$85 **Regular Membership**  
Includes \$65 National dues.
- ☐ \$45 **First Gear (under age 25)**  
Includes \$25 National dues.  
Includes ability to hold Club  
Racing, PRO Rally or Solo1  
Competition licenses.
- ☐ \$110 **Family Membership**  
For regular member, spouse  
and children under age 21.  
Includes \$85 National Dues.
- ☐ \$30 **Subscription to *The Checker*  
only.**
- ☐ \$25 **Add CFR #83 as a Dual Region  
SCCA Membership**  
Number if applicable \_\_\_\_\_

Total membership costs include National and Regional dues for one year. Also includes one subscription to *SportsCar Magazine* and *The Checker* per regular, First Gear, or family membership. Membership dues are not a charitable contribution.

**MAIL TO: Joyce Hayward  
457 Drage Drive  
Apopka FL 32703**

**sccaone@aol.com**



### PLEASE TYPE OR PRINT:

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State \_\_\_\_\_ Zip \_\_\_\_\_ County \_\_\_\_\_

Phone (\_\_\_\_\_) \_\_\_\_\_

E-Mail \_\_\_\_\_

First Gear birth date \_\_\_\_\_

Spouse Name, if joining Club \_\_\_\_\_

Children's names and birth dates if Family membership  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SCCA Region Preference **Central Florida Region (83)**

I am interested in the following SCCA activities:

☐ Pro Racing ☐ Club Racing ☐ Rally ☐ Solo ☐ Official

I hereby apply for membership in the Sports Car Club of America, Inc. and its Central Florida Region and agree to abide by the bylaws.

Enclosed is my check (made payable to SCCA, INC.) or cash for \$\_\_\_\_\_,  
or:

(check one) ☐ Visa ☐ MasterCard

Card No. \_\_\_\_\_ Exp. Date \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_