

# The Checkers

Official Publication of the  
Central Florida Region  
Sports Car Club of America  
Volume 55, Issue 8  
August 2013

## CFR Gives

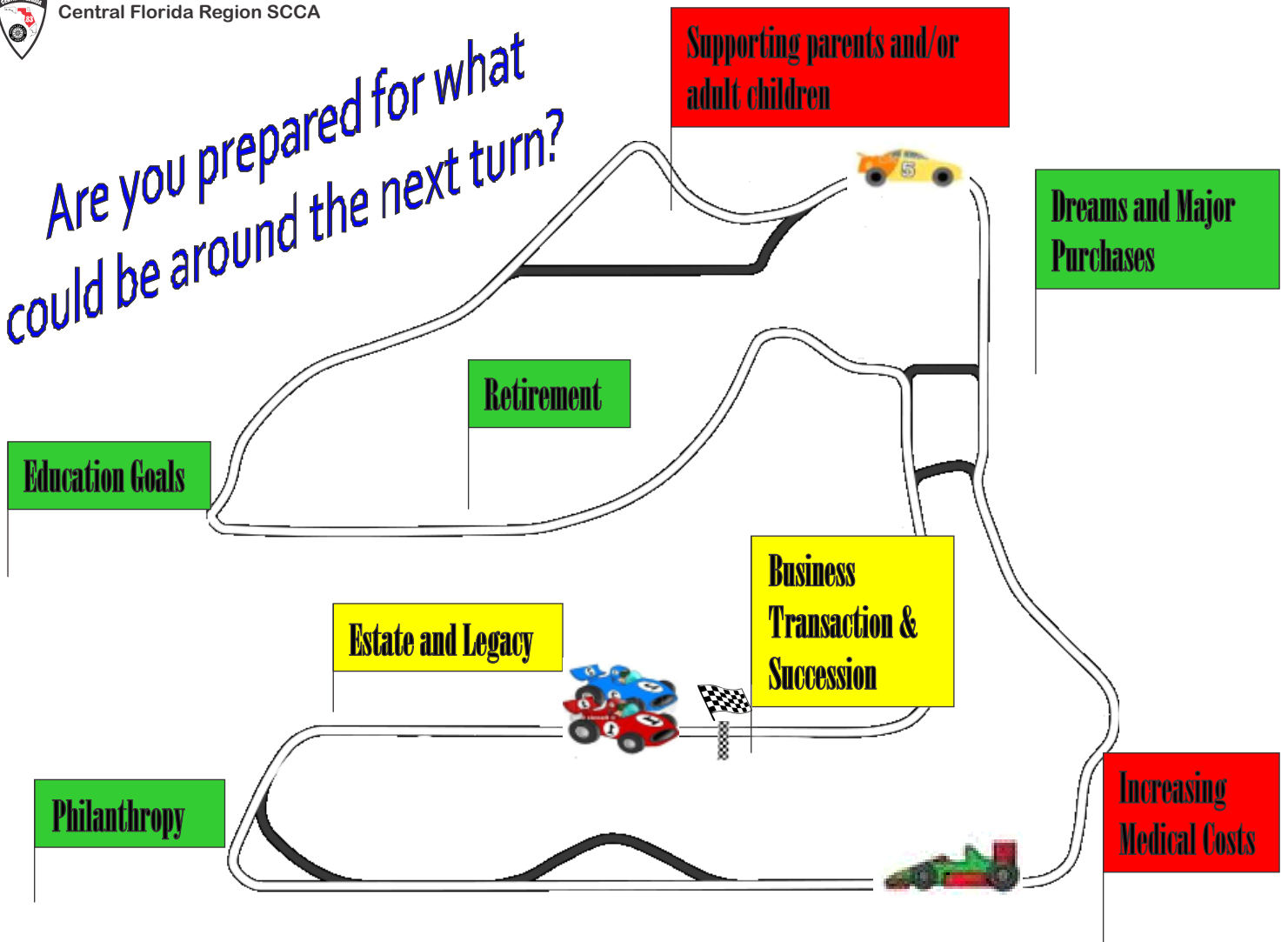


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See the SEDIV website for other  
SEDIV contact information.



# 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:** Alacuja, Bradford, Citrus, Dixie, Gilchrist, Hamilton, Hernando, Jefferson, Lafayette, Levy, Madison, Marion, Sumter, Suwanee, Taylor and Union Counties.

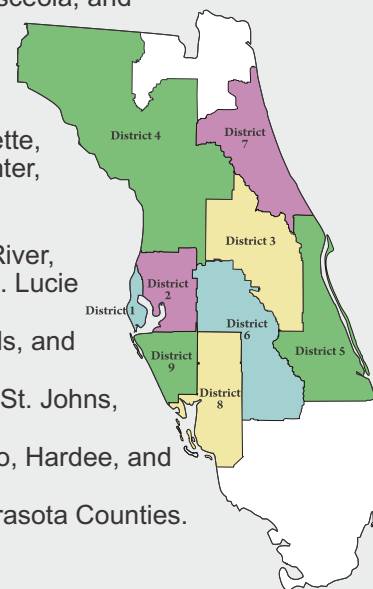
**District 5:** Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties.

**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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The Checker is published monthly by the Central Florida Region of the Sports Car Club of America, Inc. Subscriptions are available to non-Central Florida Region members for \$30 per year to addresses in the United States only. A subscription is included in the Central Florida Region dues charged to its members.

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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: *Dave Green and Kevin Crain*





# 2013 Event Schedule

For CFR and Surrounding Regions

## 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 Sportsocar 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**

## Did You Know?

# 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)



# District News

## District 1 - Aug 13, 2013

The meeting opened with a review of the July event at Sebring, and the August event at Daytona which was the weekend prior to our meeting. Both were hot, and had some weather delays- Duh. Major construction is underway at Daytona. All race control and management was done from the Infield building referred to as the 500 Club. Race control was on the third floor, west end of the building. This is also the building where timing and scoring has been working. There seemed to be quite a few logistical problems that weekend, but we worked around them. That is what we do as workers and stewards.

Terry Ozment VP, Club Racing from Topeka HQ was there observing us that weekend in Daytona. The only people who were on the construction side of the facility were the starters. There were two of us that weekend. It was an ordeal getting to the stand. We had to meet with a supervisor for the General Contractor of the project to open a gate to let us in and out. There were two of them, Steve and Doug. They were very nice to work with. We all swapped cell telephone numbers and scheduled times that way. Then we had to navigate a sort of rat maze under the grand stands to get to our station. The path was not straightforward like it used to be. The Saturday evening social was good as always, and this time featured a frozen daiquiri machine.

The June BOG meeting was discussed. A personnel change to note - Darren Gunn is taking over the job as Membership Chairman. The next BOG is September 7 at the Hampton Inn in Lakeland. Any member is welcome to attend and observe. If you have something you wish to be brought up, contact your district governor to see about having it added to the agenda.

Another topic that came up at our meeting and got a lot of discussion, is a continuing and growing problem with poor, illegible car numbers, class designation, and transponder issues. Cars on track with no transponder, wrong transponder, and data from the DLB registration site missing or invalid format. Competitors you have to go into the

“my garage” section of DLB to check and edit your transponder info. Numbers on cars have to be large, all the same size and color, and be a good contrast to your paint color or scheme. You need large numbers on the nose of your car, and preferably on the roof also at Daytona. And all those numbers should be THE SAME NUMBER! Good preparation before you get to the track, and proper registration of all info online is important. If you get told to fix your numbers or transponder after your first session on Saturday, you had better do it well. No more redneck duct tape fixes. You have been warned.

Dave Fredrick

**District 3's** regular monthly meeting was held at Rossi's Pizza on S. Orange Blossom Trail in Orlando with Governor Bill Martin presiding. Along with our regular attendees, we welcomed several new members interested in racing and solo and welcomed back some members we hadn't seen in several meetings.

Gov. Bill recapped the Double SARRC at Daytona. Other than the fact that it was hot....Hot...HOT, the 236 entries participated in some very exciting races and got lots of seat time. We started about 60 SM which filled up a good portion of the Daytona track and....did I mention that it was **HOT!!!**

Daytona has started its major renovation on the front straight and tower. The construction didn't impact our Double SARRC event although the tower where we usually have CC has been gutted. We used the 500 Club instead for CC and the Stewards. T & S has been using that building for several events since the Turn 2 building became unavailable.

In preparation for the 2015 Runoffs which will be held at Daytona, Terry Ozment, VP SCCA Club Racing, attended the event. She was given the 'cooks tour' by our Area 3 Director, Robin Langlotz, and was able to see the Daytona facilities and how we use the various areas. She also got a ride in the pace car for a truly up close and personal view



of the track.

Chuck Lutz - Solo Chair. reported that they have been quite busy and successful. July 28 Brooksville - 41 entries; August 11 Stark (hosted by Buccanneer) 107 entries; August 18 - Brooksville 41 pre-entered and they usually have upwards of 100 entries for OCC events - August 25.

Robin Langlotz reported that there are over 500 entered at Road America in Elkhart Lake for the 50th Anniversary of the Runoffs. The Solo Runoffs being held in Lincoln Nebraska have over 900 entries.

Our **Awards Banquet and Annual Meeting** is only 5 months away and the District 3 Committee (Fran, Robin, Lee) are hard at work. There will be a special 'goody' given to each attendee. We are pretty sure we'll see it used often. Our group web page for Hotel Registration with the DoubleTree is posted on the web. The meeting registration and weekend activity schedule will be posted soon.

**THANK YOU!!**

\*\*To those who have given us sponsorship money - please see the listing in this Checker as well as the posting on our web site.

\*\*To Sammi Ronshausen and Gloria Thenen - our expert quilters who have donated hand made quilts for our Silent Auction to benefit The Russell Home in Orlando.

\*\*To those many folks who have given products for door prizes and for the Silent Auction, our meeting would not be successful without your generosity.

**THANK YOU!!**

Oh, by the way.....There is still plenty of time to make a donation (cash or product) so we can **RECOGNIZE YOU, TOO!** Please contact Fran at [fgmartin@att.net](mailto:fgmartin@att.net), Robin at [cpapita@aol.com](mailto:cpapita@aol.com) or Lee at [lee@printingorlando.com](mailto:lee@printingorlando.com).

As always, check the web and with your chiefs for the most up to date information.

See you at the track!

Fran

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David Seyse Ormond Beach

## DISTRICT 9

Jerry Sladek Sarasota  
Marshall Williamson Sarasota

## OUT OF REGION AREA

Kyle Potter Jacksonville

# From BOG Chair

The CFR By-Laws and CFR Policy Manual provide for elections of the Financial Advisor, Race Board Chairman, Solo Board Chairman, Rally Board Chairman, PDX Coordinator, BOG Chairman and BOG Vice-Chairman at the winter or end of the year meeting of the CFR Board of Governors. The winter meeting of the BOG will be held on December 15, 2013 at the DoubleTree by SeaWorld in Orlando, FL.

CFR members in good standing wishing to hold such positions should submit their resumes to the BOG Chair, Michael Wingo by email at mb\_wng@yahoo.com. The resumes should include the member's past CFR and/or SCCA experience, business background and reason for wanting the position. Resumes shall be submitted no later than October 16, 2013. Those individuals

currently holding these positions should indicate their desire to continue in their respective position by emailing the BOG Chair by October 16, 2013.

## Notice of Elections

Elections for Governor and Lieutenant Governor for Districts 1,3,5,7 and 9 will be held prior to the Annual Meeting on December 14, 2013. Nominations for candidates in these Districts should be provided in writing by October 15, 2013 to CFR Secretary Robin Ragaglia, 19214 Timber Pine Lane, Orlando, FL 32833 according to the requirements of Article IV, Section 4 of the CFR By-Laws. The elected Governor and Lieutenant Governor for Districts 1,3,5,7 and 9 will be seated at the Annual Meeting on December 14, 2012 at the DoubleTree by SeaWorld in Orlando, FL.



# “National” Racing in SEDiv in 2014

By Lee Hill, CFR Assistant RE

As most are by now aware, 2013 marked the beginning of the end for “national racing as we know it”. The “Majors Tour” was introduced nationwide with 6 events in our Eastern Conference – 3 of them in the Southeast (Sebring, Road Atlanta, & VIR). For 2013 there were still a few National/Rational weekends left on the schedule – but in 2014, the Majors will be the only “National” racing available. However, there will be a new series in the Southeast Division next year to fill the gap between SARRC and the Majors – and to provide an alternate path to the RunOffs that does not require Majors participation.

Majors weekends (there are 7 planned for the Eastern Conference with 4 of them in the Southeast Division) are 3 day affairs with 2 points races – and entry fees of \$500 or more. They provide the primary path to the National Championship RunOffs which is heading to Laguna Seca in 2014 before making a one year stop at Daytona in 2015. RunOffs qualification via the Majors requires a driver to participate in 3 Majors weekends, finish at least 3 Majors points races, and finish in the top 10 points positions in the Conference or finish in the top half of the Nationwide Points. In 2014, Nationwide points will be based on Majors results only.

For those who would prefer to run a somewhat more relaxed (and less expensive) schedule, the Southeast Division's racing regions have put together the Southeast Championship Series (SECS) that will run on regional weekends

throughout the division. SECS races will follow the “Rational” format where SECS cars are on track with SARRC or Regional classes but are scored separately. Note that drivers may earn points in only one series in any one race – “double dipping” of SECS and SARRC points at the same race will not be allowed.

SECS will use the Majors point scale (22 points for 1<sup>st</sup> down to 1 point for 19<sup>th</sup> and 20<sup>th</sup>). A driver's best 7 finishes will be counted towards the Divisional Championship. Each driver MAY count the results of one Majors weekend (two Majors points races from the same weekend) and there is provision for counting out-of-division events if other divisions agree to reciprocal arrangements with SEDiv (negotiations with other divisions are ongoing).

Divisional Champions will be recognized at the SEDiv Annual Awards Banquet taking the place of the former Divisional “National Points” championships. RunOffs qualifications via the SECS will require participation in 4 SECS events (only one SEDiv Majors event may be counted towards the 4 event requirement). There will be 3 RunOffs invitations available for each class (5 for SRF and SM) based on SECS points. An important wrinkle is that drivers who qualify for a RunOffs invitation via the Majors will not be considered in awarding the SECS based RunOffs invitations. A RunOffs Tow Fund is in the planning stages that may award tow money to drivers that qualify for the RunOffs via the SECS.

## Tentative\* 2014 Southeast Division Majors

- |    |                   |   |                        |
|----|-------------------|---|------------------------|
| 1) | January 3-4-5     | Sebring International Raceway . . . . . | Central Florida Region |
| 2) | January 10-11-12* | Palm Beach International Raceway . . .  | Florida Region         |
| 3) | March 21-22-23*   | Road Atlanta . . . . .                  | Atlanta Region         |
| 4) | April 11-12-13    | Virginia Intl Raceway . . . . .         | North Carolina Region  |

## Tentative\* 2014 Southeast Championship Series

- |    |               |                                     |                                       |
|----|---------------|-------------------------------------|---------------------------------------|
| 1) | March 1-2*    | Virginia Intl Raceway . . . . .     | Single SECS with NCR SARRC            |
| 2) | March 29-30   | Carolina Motorsports Park . . . . . | Double SECS with SCR SARRC            |
| 3) | April 26-27   | Roebing Road . . . . .              | Double SECS with Buccaneer SARRC      |
| 4) | May 3-4       | Daytona Intl Speedway . . . . .     | Single SECS with CFR Regional         |
| 5) | June 7-8*     | Road Atlanta . . . . .              | Single SECS with Atlanta Region SARRC |
| 6) | June 21-22*   | Homestead Miami . . . . .           | Single SECS with Florida Region SARRC |
| 7) | July 5-6      | Roebing Road . . . . .              | Double SECS with SEDiv SARRC          |
| 8) | August 17-18  | Charlotte Motor Speedway . . . . .  | Double SECS with CCR SARRC            |
| 9) | August 30-31* | Barber Motorsports Park . . . . .   | Double SECS with Ala/TVR SARRC        |

# June Bug Pool Party

By Pamella MacGregor, Social Director

Here are some pictures of the dinner at the Kenilworth Hotel. It was very successful and everyone that came over despite the rain had a great time. Having it set up inside and outside under the tent made it more enjoyable for all. Dinner started at 6pm until 9pm and all left over food was taken to the homeless shelter; as usual they were very appreciative. We were under budget and the Kenilworth was so easy to work with considering all the last minute changes due to the weather. For those that did attend please share your pictures and stories with others so they will know what they missed.

Since the weather is so unpredictable, what would you prefer next year? All tables inside in the larger ball room with use of the lobby and front porch or still provide the big tent and stay in the small room? Please tell your district governor so he can tell me.

What can I say? If you did not attend you missed one of the Best Dinners yet! Thanks again for the opportunity to serve and show you how much the club appreciates all volunteers and drivers equally.

See you in November for the next big event, the 2013 Turkey Trot Pot Luck Dinner!



*Looks like Dave Langston enjoyed his dinner. He loved the rum cake.*



*A few of the volunteers that worked really hard all day on Saturday and still had the strength to serve. Janet, Melanie, Donna, Me & David, Rene & Rosemary and Jerry & Sandy.*

*Additional helpers not pictured were Elizabeth, Kathy, Charlene, Mary Ellen, her dad and her friend Karen.*



*I know I may have forgotten the names of some of the volunteers, there were so many. I may have misspelled some names. Please know if your name is not listed you are just as important and outstanding in helping out and I appreciate and thank all of you!*

*I especially want to thank Charlie and Bonnie for covering beverage runs to all the corners and shut down on Sunday.*

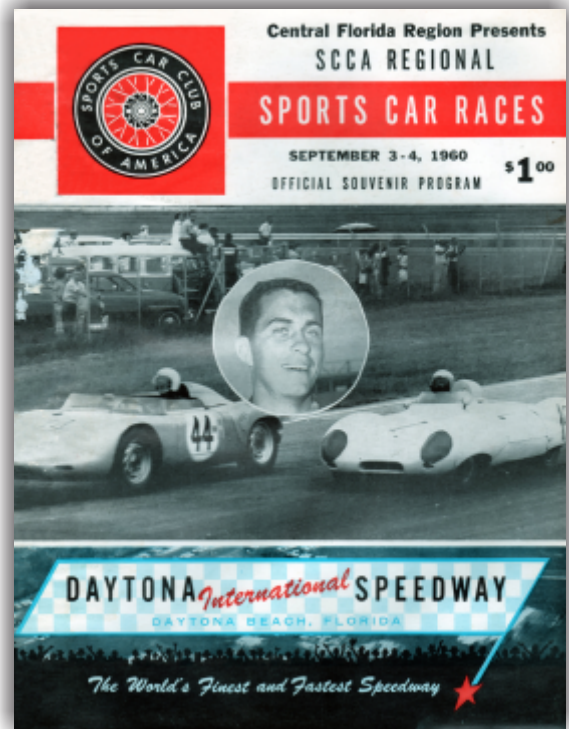
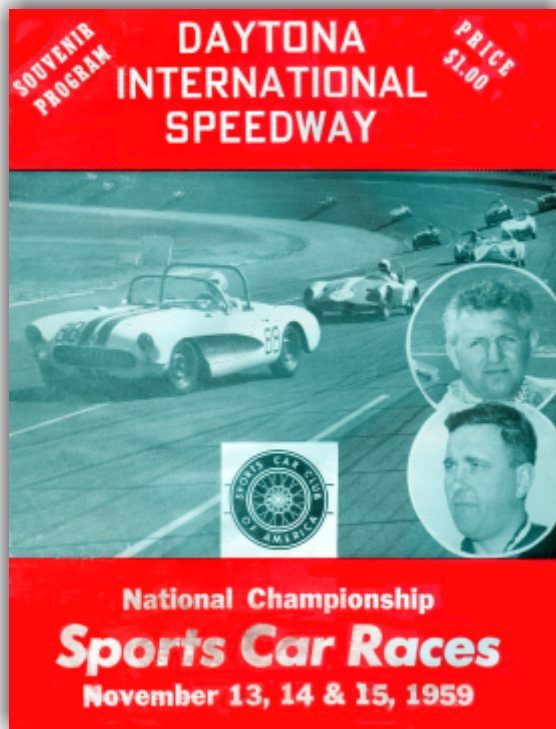


# Remember When...

## Pictures

Submitted by Louis Galanos

[louisgalanos@gmail.com](mailto:louisgalanos@gmail.com)



1959 was the very first year for sports car racing at the newly opened Daytona Speedway. Nationally known band leader Paul Whitman was appointed director for sports car racing at the Speedway by his good friend Bill France, Sr. France was determined to make the Speedway a one-stop for all forms of motorsports. He also wanted to challenge Alec Ulmann and his Sebring Raceway for the position of being the premier sports car venue in North America.



# CFR GIVES BACK TO

A contingent of CFR members spearheaded by District 7 Governor Larry Morgan gathered at 9:30 in the morning on August 3rd at Camp Boggy Creek in Eustis, Florida. The camp was the beneficiary of the funds raised by the silent auction during the Annual Membership Meeting hosted by District 7 in Daytona in December.

Camp Boggy Creek was founded in 1996 by Paul Newman and General H. Norman Schwarzkopf, with one simple premise in mind, that every child, no matter their illness, could experience the transformational spirit and friendships that go hand in hand with camp. It is a camp where children with serious illnesses and their families can forget the word “no” for a little while and embrace the promise of “yes”. With unobtrusive expert medical care, it was their dream that Camp would provide seriously ill children with a fun-filled experience defined by compassion, laughter and acceptance.

Since 1996, Camp Boggy Creek has made it possible for children with serious illnesses to enjoy a camp experience in a safe, medically-sound environment. Located just a short drive from Orlando, Florida, the 232-acre camp serves children ages 7-16 who’ve been diagnosed with chronic or life-threatening conditions. Camp Boggy Creek never charges campers to attend and never asks them to contribute anything other than a positive, playful attitude.

As a year-round retreat, Camp Boggy Creek is able to serve thousands of campers and their families through activity-packed weekly and weekend camp programs. The camp offers children the chance to catch their first fish, go horseback riding or climb a ropes tower, all while making new friends. This day, attending campers also had a chance to climb into a race car and have their photo taken thanks to Luis Caban and his son, Joshua of Caban Motorsports who brought their number 88 Mazda to the camp.

Beyond boundless fun, Camp Boggy Creek provides fellowship. Children can spend time with others who are just like them and share their life-experiences, which serves as a reminder that they are not alone.

We were greeted upon arrival with a cold bottled water and gathered in the Welcome Center. The size of the group mandated us splitting into two groups to tour the facilities. We were guided around the pristine, sprawling camp to see how the staff works so diligently to provide a fun camp experience.



The camp coordinates children mostly from Florida and brings them in, scheduled by their types of illness. Those battling cancer, for instance, come together so the kids can share triumphs and challenges with their peers while it also allows the camp to prepare their facilities for the specialized medical care they also provide to the specific illnesses of the campers.



*Luis Caban and his son, Joshua of Caban Motorsports*



# CAMP BOGGY CREEK



We learned that when campers with sickle-cell come to camp, they often experience swimming for the very first time due to the sophisticated swimming pool and procedures put in place by the camp. Sickle-cell patients are acutely affected by temperature changes, which can cause convulsions and spasms, hence why many may have never enjoyed a swim. The time these kids are at camp, the pool is heated by a large solar array and the air conditioners are regulated to maintain a minimal difference in temps. The staff doesn't seem to mind the "sacrifice" of minimal air conditioning - I'm sure they must elate at watching those kids have that first in a lifetime experience.

After the tour we gathered back at the welcome center and were treated to lunch. Bubbalou's Bodacious BBQ catered lunch with a buffet of goodies... BBQ Chicken, pulled port sandwiches and all the sides. Delicious!

After all had enjoyed some lunch, we gathered outside for the "giant check" presentation. Larry Morgan, surrounded by others including, RE Chuck Dawson, Treasurer Walt Williams and a CFR Lifetime Achievement Award Winner, Bill Cannons, presented the check, and it is my understanding that the actual amount was closer to \$1,200 than the face value of a thousand, due to some last minute donations. June Clark, president and CEO of Camp Boggy Creek, accepted the check.



*Kid Friendly Medical Room*







# Sebring Driving School PDX and Enduro July 20<sup>th</sup> & 21<sup>st</sup>

Photos by Dave Green



*Beau Gabel, Vintage Winner on Sunday*



*Enduro Winner, Brad McCall*



*Hood Pins! Who needs 'em?*





# Flag Ravings

by: Sally Larson

**DRIVERS SCHOOL/VINTAGE/PDX/ENDURO:** As always, in events, 'expect the unexpected.' It's monsoon season which caused many schedule changes to fit everything in. Many thanks to all Drivers, Workers and Officials... for going the extra mile to work through the lunch break to make up for lost rain hours. Lunch delivery to the station and eating on the fly, made it happen.

Lightning strikes within 10 miles will automatically cause race shutdown. Be sure to check and listen to the PA announcements to be sure you know the latest, what, where, and when. NOTE: at Sebring, Communicators, when you call an incident in, give the location coordinates. Maps are in your Corner Packets - keep them in hand literally. You'll get extra 'pay' from your Flag Chief and the Stewards.

**SAFETY IS JOB ONE...**for Workers and Drivers alike. This is especially true for Corner Workers. We provide roadside assistance. To repeatedly repeat this information - We're out there to keep you safe, to warn you of incidents, and let you know about road conditions. Can't say it often enough, but it is imperative you know and understand our flags, signs and signals - that's the only way we can communicate with you on track. Drivers - give a quick glance at every Corner Station on every lap you're on track ... if you don't look, we can't 'talk' to you. This keeps you safer and us safer too.

**REMINDER:** to all Students - you have lots of information to digest during a School or PDX Experience. You're on information overload. Keep your flag sheets or school notes handy and check them often. **There are three mandatory flags (yellow, black and red).** Know them, heed them, and acknowledge them with a wave or nod.

The **Yellow Flag** means **no passing**. If not followed: in a school you'll earn a chat with the steward, in a race, you'll receive a penalty. For your information, race protocol requires two witnesses to a pass under Yellow to be recorded.

A **Black Flag** means **slow and go to the pits** (where you will be re-gridded). Shown at all corners, the Black flag means 'everybody.' If shown at Start or the Black Flag Station, and the Number Board has your number, you're it. Acknowledge - (*that's required*) and you must report to the pits on that lap.

The **Red Flag** stops the session. The rule states **'slow, pull to the inside edge of the paved track and stop safely.** Leave the center of the track open. Why? So that EV's can quickly get through to the incident. Notice the word 'safely'...don't slam on your brakes - you'll cause another incident. Acknowledge the flag, and, if possible, put up your hand to let the cars behind you know. Each of you is an early warning system for the other drivers who may or may not be able to see what's coming up. This is teamwork. Do not continue on to the next Corner - this is a danger to all. Following the Red Flag stop, a Black Flag will be shown (watch for the nearest Corner Worker to let you know). Pull back on track carefully, and go to the pits to be re-gridded. Re-gridding puts you in your correct order on the previous lap.

**And Finally, OF NOTE...** When the Pace or Safety Car (same vehicle) has its lights on .... 'go toward the light!' Follow it. It is getting instructions from the Tower and will guide you safely around the track... drivers' right or left, pulling through the pits etc. When the lights go off, it will be pulling off track and then it's 'lets go racing boys and girls.' Nothing says 'Rookies' like a lack of attention and not following the car with its lights on - you're a lost soul.... or not knowing you can carefully pass under a White or Black flag. You stand out like a ducking faithfully following your Mama Duck.

**For all Drivers', Rookies or Vets.** If you see a flag or signal you don't understand, ask any Instructor or Corner Worker and they'll be glad to explain. Feel free, when you're not in a meeting or on track, to hang out on a Corner with us to observe. You can learn a lot ... and see for yourself what to do, or what not to do. Sometimes knowing the what or why will help you remember information you need to know. As I'm sure you've heard, *'the only dumb question is the one you have not asked.'* This applies to all of us. In any part of racing, or working...we've all started as rookies, that's how we all learned. Every error is a 'teachable moment' ... and one not to be repeated.

*From all the Workers to the Students. Race Drivers and PDX participants... we look forward to seeing all of you on track often at our CFR events.*





# COUNTDOWN TO O-TOWN!!!

## 2013 Awards Banquet & Annual Meeting

**THANK YOU...THANK YOU...THANK YOU**

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# CARROLL SHELBY GOES MID-ENGINE THE COOPER “KING COBRA” YEARS

September 1, 2010

Although Carroll Shelby's Cobra was handily beating all comers in SCCA A/Production competition, he knew that it was not equipped to match up with the advanced, lightweight mid-engine race cars that were set to dominate in the new upcoming 1963 Fall Series. With little time, his answer was to try & repeat history by bolting proven American horsepower into a willing and able European mid-engine sports car.

So he headed off to Europe and came back with two engine-less Cooper Monacos – and set out to retrofit the very capable racers with his signature formula of good ol' fashioned Texas testosterone. His crew had just 1 month, a welder, and a pile of old Cobra parts to turn the Coopers into Shelby's new lean & mean King Cobra. Get 'er done.

There are 2 stories here, intertwined. There's the story of Shelby and his attempt to dominate racing thru sheer power and will with the King Cobra – and the story of his driver, Dave MacDonald, who through his love of the sport, became a legend, and how his fate was forever changed when he made the difficult decision to leave Shelby and race for Mickey Thompson and Chevrolet at the 1964 Indy 500.

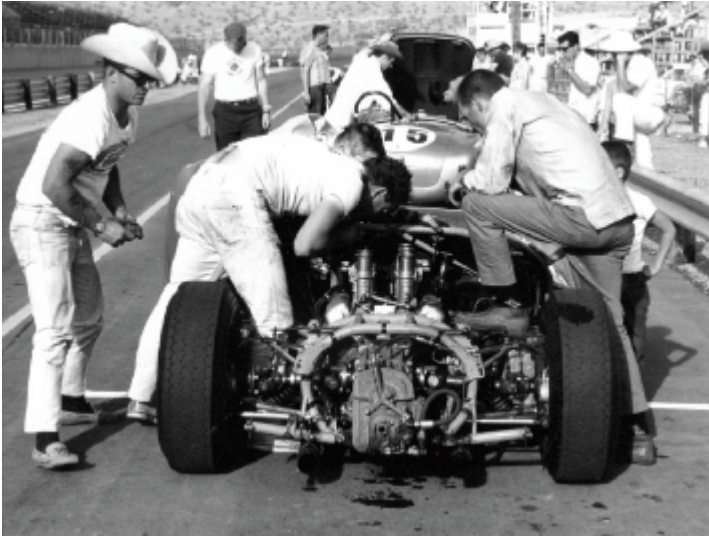


*Carroll Shelby (left in his signature striped coveralls) and Phil Hill at the 1963 12 Hours of Sebring. Shelby entered 4 Cobras, w/1 co-driven by Dan Gurney and Phil Hill. Two Cobras have new rack-&-pinion steering. Hill succeeds in setting the fastest GT lap, but Shelby-American ultimately came up short, and Ferrari took the win.*



*Carroll Shelby (L) and Dave MacDonald (seated) with the short-lived Cooper Monaco (King Cobra) project in 1963. Oh, it was fast alright – that wasn't the problem. The King Cobra was powered by a “full race” 289 cu/in Ford engine & Huffaker 4-spd transaxles (later swapped out for a Colotti transaxle) that sat atop the beefed-up Cooper chassis & suspension. The car handled horribly – there wasn't enough rubber or weight to handle the hulking horsepower.*





*The Shelby American crew working on the Lang Cooper “King Cobra” driven by Dave MacDonald at the newly constructed Phoenix International Raceway (PIR) in 1964. The car’s engine had blown after qualifying the previous day, and a replacement engine was brought in from L.A. and quickly wrenched the morning of the race. MacDonald got in only 3 laps on the new engine before being fitted on the grid, 30 seconds before the green flag fell.*



*Dave MacDonald takes the checkered flag for the “King Cobra” Lang Cooper’s 1st ever win, at PIR – nearly lapping the entire 29 car field, and also setting a new lap record of 1 minute & 44.4 seconds, in 1964.*

In the mid '60s, when Dave MacDonald was reaching his zenith as a team driver for Shelby American, he was also working as a mechanic in the race shop. His 3 closest friends were Wally Peat, Joe Freitas and Craig Lang. The first two were denizens of the Texan's speed factory in Venice (CA). Freitas was an aspiring Corvette racer who was hoping to snare a Cobra ride. Craig was a successful club racer from Hawaii where he ran a 356 Porsche and then a Lotus 11 Clubman he called the “Squirrel Cage.”

Craig's part-time crew in the islands included an enthusiastic fan named Al Dowd, who was then running the Coast Guard's motor pool in Honolulu. When Dowd retired from the Coast Guard he moved to California and went to work for Shelby. His mechanical talents were good, but he was even better at organization and so became the race team's manager. Once firmly installed, he called Craig and told him about the race team and that he'd be missing the adventure of his life if he didn't come over to join the fun. When the young racer arrived he found instant camaraderie with Peat, MacDonald and Freitas.

What set the four apart from most of the team was their loyalty to Chevrolet. At that time most of the hot racing engines in California-built specials were Chevrolet; the best was from TRACO engineering, just a few miles from Shelby's facility. Much to the



*Racing legend Dave MacDonald in the winning Lang Cooper (Shelby's “King Cobra”) at PIR in 1964.*

annoyance of Shelby, they'd park their Corvettes together in front of the shop and enjoyed rankling the Texan just because they could. MacDonald's driving talent was evident from the beginning, so much so that Lang and Freitas put their own ambitions aside to concentrate on helping MacDonald's career.

When the opportunity came to move up from the Cobra roadsters to the 289 V8 powered Cooper-Monacos, which the press dubbed the "King Cobras," Lang offered to back MacDonald in one of the team cars provided it could be painted in his own colors, bright orange. Shelby realized this was a good way to add another car to the team without spending more money, so he agreed. When the car arrived and was being prepared, most of the Shelby crew were more than willing to help this small circle of teammates because MacDonald was their personal champion within the Texan's Ford-controlled operation.



*Dave MacDonald in the Cooper Monaco based "King Cobra" Carroll Shelby mid-engine race car in 1963.*

MacDonald, anxious to move up to more important events was being tempted with an Indy 500 ride by Corvette's sub-rosa factory team headed by Mickey Thompson. As soon as the first Lang-Cooper was completed, MacDonald was torn by his loyalty to his friends and the Shelby team ride, but eventually agreed to race for Mickey at the Speedway. As a result of testing commitments at Indy with Thompson, Lang agreed to let Shelby take his

Lang-Cooper car to the Kent (WA) USRRC for Bob Holbert to drive. Holbert lost it on the rain slick track and demolished the car.

Shelby immediately called Cooper in England to purchase a replacement racer for Lang but was told there wasn't a car available. "But," said John Cooper, "we do have a new bare chassis I can send if you can build your own body."

Within days the new chassis was air-freighted to LAX for Lang and Peat to build their new racer. They chose a talented California racer/fabricator named Don Edmunds to shape the new body. Since I had just completed the drawings for another Shelby racer to be built in Italy with DeTomaso, the drawings for this car were quickly modified to fit the Cooper's chassis. The design included a radical idea at the time — a moveable rear wing. Edmunds, being an experienced circle track specialist, didn't believe in the idea and convinced Lang and Peat to build the car as simply as possible to save weight and untested complexity. Just as the car was completed MacDonald had to leave for his ride at Indy.

Having seen the results of tests with Thompson's radical rear-engine racer, Lang, Peat and Freitas begged MacDonald not to go to Indy, believing the car was dangerous. MacDonald was certain his cat-like reflexes could make the car successful and when he passed 7 cars on the 1st lap it appeared he was on his way. Unfortunately, it didn't work out that way and MacDonald was killed in a fiery crash on the second lap.



*Carroll Shelby's Cooper-Monaco "King Cobras".*



Sadly, 1964 brought the tragic demise of Dave MacDonald (and Eddie Sachs) at the 1964 Indy 500 – and the end of the short-lived King Cobra era.

The emergence of cutting-edge competition like McLaren & Lola, with monocoque chassis and advanced all-aluminum engines, took the venom out of the King Cobra's bite. By the end of the 1964 racing season the writing was on the wall – it was all over. Shelby unloaded them, spares and all.

But he wasn't done. Shelby saw that the technology bar had forever been raised in competitive racing. The game was changing, and he wasn't going to be left in the dust. Soon Shelby would answer with his baddest bruiser ever– the GT40.



*The very fetching Edy Williams\*\* pictured above. Insert blatant double entendre about headlights, curves, etc., here ...*

\*\*Edwina Beth "Edy" Williams is an American television & film actress. Born in Salt Lake City (UT) and raised in Oregon and SoCal, Williams began her career as a

model and beauty pageant contestant. After winning several local pageants, Williams was signed as a contract player by 20th Century Fox. Throughout the '60s, Williams appeared in several television series and films including roles in *The Beverly Hillbillies*, *Batman*, *Adam-12*, *Lost in Space*, *The Naked Kiss* and the Sonny & Cher film, *Good Times*. In 1970, she appeared as Ashley St. Ives in Russ Meyer's first mainstream film *Beyond the Valley of the Dolls*, followed by his second mainstream film *The Seven Minutes*. Meyer and Williams married in 1970, shortly after the release of *Beyond the Valley of the Dolls*. In March 1973, she was photographed for *Playboy* in a full color photo spread by then-husband Russ Meyer.

After her divorce from Meyer in 1977, Williams continued acting, mainly appearing in films, many of which involved nudity. In 1982, she appeared on an episode of *The People's Court* as a defendant in a case titled "The Star Who Wouldn't Pay". She was sued for payment for publicity work the plaintiff had done for her. She counter-sued for half of the retainer she'd paid him. After this, she was sporadically active in films during the '80s & early '90s. Since the '90s, she has traditionally appeared at both the Academy Awards (below) & the Cannes Film Festival in revealing and flamboyant outfits.



*Edy Williams at the 62nd Academy Awards in 1990.*

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**Susan Young**

freelance writer and photographer  
SportsCar columnist for SEDiv

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# Memories of Sebring 12 Hour

**By: Van McDonald (part 4 of 4)**

1980-Datsun 240Z GTU - Owner & Co-Driver Rick Jaske. I never got on the track. Rick took it out for practice and within a couple laps brought it in steaming. A freeze plug had blown out. Since we were completely lacking in mechanical skills (stupid!) we found that the metal top of a film cannister just fit. We caulked (Really?!!) it in and let it set. Qualifying came around and when we started the car it held, so Rick took it out to qualify. It probably popped out in the first or second corner because when he got back the temperature gauge was buried. That engine never ran again, so that was that. We weren't even considered entrants.

1985-Camero GTO owned by Buz McCall. Poncho Carter was also a co-driver. I got in the car only during practice. When the race started Buz was first and at the end of his stint he brought the car in and Poncho took it out. Not long after, he brought it in with the engine sounding like a tin can full of rocks. Since I was third I never got in th car.

I discovered two things that weekend. 1.) Never drive Indy cars - Poncho's body had no more than a couple square inches not covered with scars and/or burns. (witnessed when we changed into drivers' suits, you perverts) 2.) Be careful when you have pro-drivers driving for you (especially enduros) because they have to show how fast

they are! Since we completed only 34 laps we were 68 out of 74 overall and 25 out of 29 in GTO.

1986-Mazda RX-7 GTU owned by Chauncey Wallace. Kevin Bruce was also a co-driver. Chauncey bought this ex-Scott Pruitt RX-7 and it was fast since we qualified 4th or 5th in GTU.

I started the race and had moved it into 3rd when I went into a corner and unconsciously my elbow or arm smashed into the seat belt connector. They were the type that all you had to do was bang them hard and they would disengage. As I came out of the corner all the belts dropped loose. I honestly argued with myself whether to go to the pits or try to finish my stint. (probably around 1/2 hour). Fortunately cooler heads prevailed and I pulled in to re-belt. The engine was good but the tranny, not so much. After a couple of sessions it broke. The car limped in so we changed to a stock tranny we had as our back-up. It lasted less than one session. With 9 0 l a p s complete we came in 58 out of 76 overall and 15 out of 17 GTU.

**Jim White**  
Automotive Art



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Call Jim 786 252-9751. Go to:  
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2013 Central Florida Region

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Hosted by District 3 in Orlando

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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:**  
Membership Chair  
Darren Gunn  
300 Timbercove Circle  
Longwood, FL 32779

Cell 407.252.1384  
Fax 407.244.0022  
email [SCCA@ExcelDisplays.com](mailto:SCCA@ExcelDisplays.com)



PLEASE TYPE OR PRINT:

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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 \$ \_\_\_\_\_,  
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Card No. \_\_\_\_\_ Security Code \_\_\_\_\_ Exp Date \_\_\_\_\_

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