

# The Checkers

Official Publication of the  
Central Florida Region  
Sports Car Club of America  
Volume 56, Issue 4  
October 2014

## SARRC INVITATIONAL CHALLENGE - DAYTONA



**HILL TOPS SRF3  
WITH NEW TRACK RECORD**



**NISHIOKA  
FIRST IN FS**

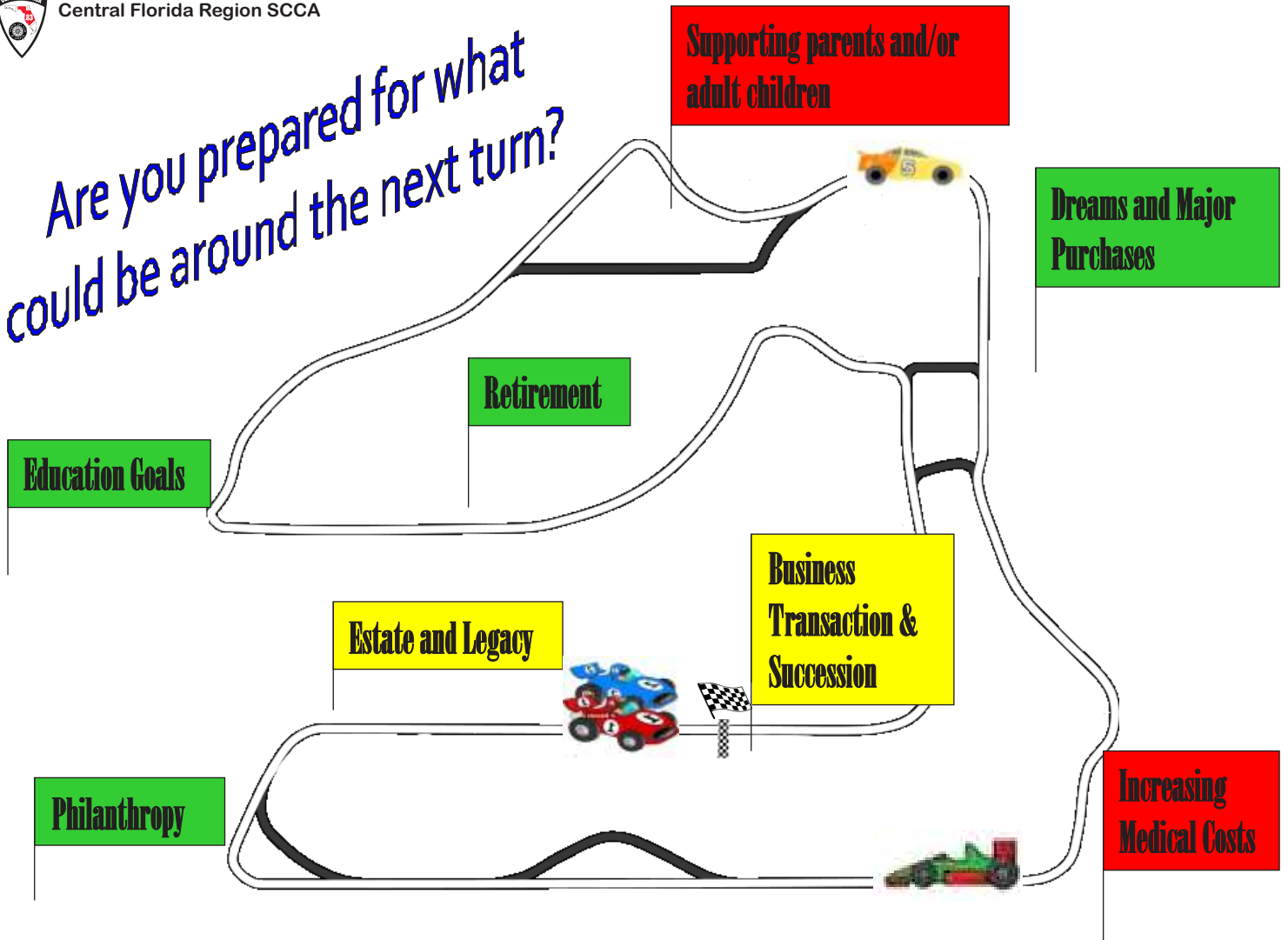


**WEEDER BESTS  
FORMULA MAZDA**





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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 **Louie’s Pizza House** – 1347 Beville Rd - Daytona Beach FL 32119

**District 8** - 2nd Wednesday of each month except December at 6pm at **Dublin Ale House Pub** - 1708 Cape Coral Pkwy West, Cape Coral.

**District 9** – Call Governor for details

### New to the club?

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

**District 1:** Pinellas and Pasco County to Port Richey.

**District 2:** Hillsborough and Pasco County except Port Richey.

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

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

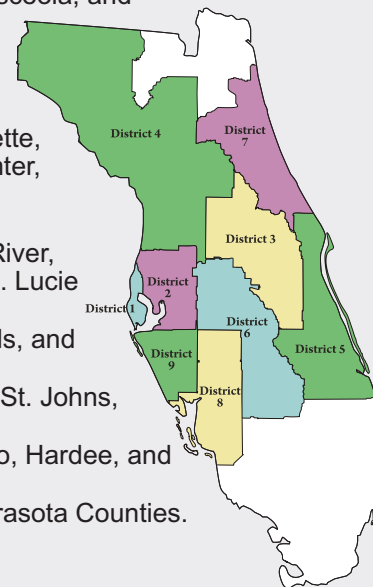
**District 5:** Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties.

**District 6:** Glades, Highlands, and Polk Counties.

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

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

**District 9:** Manatee and Sarasota Counties.



# The Checker

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Half Page - \$115/month

Quarter Page - \$85/month

### AVAILABLE TO CFR MEMBERS ONLY:

**CFR Business Exchange** - \$50/year  
Classified Ads- Personal, non-commercial, classified ads are free to CFR/SCCA members for two (2) issues. **ALL ADS MUST BE PREPAID.** We prefer to receive ads by e-mail at: [TheChecker@OsceolaPress.com](mailto:TheChecker@OsceolaPress.com) if you cannot send the ad by e-mail please type or print it clearly and mail it to **The Checker**.

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**ADS AND ARTICLES MUST ARRIVE AT THE CHECKER ON OR BEFORE THE 15TH OF THE MONTH PRIOR TO THE DESIRED PUBLICATION DATE.**

Send ads, articles and photographs to:

[TheChecker@OsceolaPress.com](mailto:TheChecker@OsceolaPress.com)

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

### Address Changes:

Make your changes online at: [www.scca.com](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:  
Kevin Crain



# Event Schedule

## For CFR and Surrounding Regions

### October 2014

- 11 **RallyCross**  
*St Lucie County Fairgrounds*
- 12 **SOLO - Points**  
*Brooksville, FL*
- 17 **Test Day** SIR  
*Sebring Short Course, conducted by SIR*
- 18-19 **CFR Championship Weekend** SIR  
**Regional/Vintage**  
*Sebring Short Course, Green Park Paddock*
- 18-19 **SOLO - Points**  
*Sebring, FL - 18th Practice, 19th Points*
- 24-26 **Porsche Club** DIR  
*Daytona Full Course, Conducted by DIS*

### November 2014

- 1 **Tire Rack Street Survival School**  
*Seminole State College Police Training Facility  
Geneva, FL*
- 1-2 **FL Region SARRC (2015)/ECR (2015)** PBIR  
**TES Finale** *Palm Beach International Raceway*
- 2 **SOLO - Points**  
*Geneva, FL*
- 12-16 **Historic Sportscar Racing** DIR  
*Daytona Full Course – Conducted By DIS*
- 16 **RallyCross**  
*Osceola Heritage Park - Kissimmee*
- 18-19 **USC (IMSA) Test** DIR  
*Daytona Road Course – Conducted by DIS*
- 22 **SOLO - Practice**  
*Florida State Championships*
- 23 **SOLO - Florida State Championships**
- 28 **Test Day** SIR  
*Sebring – Long Course – Conducted By SIR*
- 29-30 **Regional Races** SIR  
*Sebring Long Course – 12 Hour Paddock*

### December 2014

- 5-7 **Audi Club** DIR  
*Daytona Full Course – Conducted By DIS*
- 12-14 **Annual Membership Meeting & Awards Banquet**  
*Crowne Plaza Hotel – Melbourne, FL*

### January 2015

- 9-11 **Grand Am Testing** DIR  
*Daytona Road Course- Conducted By DIS*
- 9-11 - **Florida Region Majors** HMS  
*Homestead-Miami Speedway*
- 14-15 **Test Days** SIR  
*Sebring Long Course – Conducted By SIR*
- 16-18 **Majors Races** SIR  
*Sebring Long Course – 12 Hour Paddock*
- 22-25 **Rolux 24 Hours** DIR  
*Daytona Road Course – Conducted by DIS*

### February 2015

- 6 **Test Day** SIR  
*Sebring Long Course – Conducted By SIR*
- 7-8 **SARRC/Regional Races/Vintage** SIR  
*Sebring Long Course – Green Park Paddock*

### March 2015

- 18-21? **12 Hours Of Sebring** SIR  
*Sebring Long Course – Conducted By SIR*
- 27-29? **St Pete Grand Prix**  
*St Pete Waterfront Street Circuit – Conducted By IRL*

### April 2015

- 11-12 **Driver School & PDX** DIR  
*Daytona School Course*

## Significant Changes To Affect 2 Of Our Next 3 Events

**October Sebring Short Course Event – October 18 & 19** – this event will not be a 2015 SARRC. Instead, it will be the “CFR Championship Weekend”. The event format will consist of a practice, qualifying, sprint race, and feature race with the sprint race counting as an additional qualifying session for the feature race. The feature race will award double points towards the 2014 CFR Championship. There will be victory laps and podium celebrations for the feature races. Wings & Things will have 2 race groups that will be combined for practice and qualifying.

The Turkey Trot will be our first 2015 SARRC.





# District News

## District 1

Governor Ron Offutt opened the meeting with the announcement that Lolita McCammick had passed away. You have to have been around CFR for several years to know who that was. There was information from the recent BOG meeting. Also some stats from the recent event at Sebring, and of course info about our upcoming events.

Regarding the August 30-31 weekend in Sebring, the club racing entries were kind of low, as were the Vintage group. For those competitors who may bemoan sharing a weekend with a PDX or an Enduro group; those groups are quite popular, and often make the overall event a success for the club instead of a loss.

August events at Daytona and Sebring were affected by bad weather. That has always been a problem in the summertime. That is the tradeoff we in Florida have for being able to race year 'round. Sometimes days are cut short by thunderstorms. Once in awhile a weekend gets canceled because of a tropical storm or hurricane. Nature is a mother. You cannot blame or hold any persons or group responsible for that which is beyond human control. Safety is always paramount.

Some good news for upcoming events in Daytona: Camping inside the facility will be allowed. RV vehicles will be in an area adjacent to Lake Lloyd, with hookups. Tent campers will be in the grassy areas adjacent to the east end of the speedway. There will be restrooms with showers open. There is a strict curfew on working on race vehicles. That must be adhered to. You still have to vacate the garages and paddock areas as before. But now you can go to the campsite areas instead of having to completely leave the track facility. Members and guests being orderly and not causing any security issues will go a long way to keeping this new camping policy an ongoing one.

Golf carts, pit lane tugs, ATVs, things you use to shuttle around the paddock and pits on race weekends; you should have insurance on those vehicles also. This is an issue that is coming up around the country and is being looked into. Just a heads up. Maybe have a talk with your auto policy agent.

There are lots of other club and organization events that our workers are supposed to support at Daytona. Discussions and ideas about fine tuning the worker incentive programs related to the non-CFR events are ongoing. These are events that drivers and crew can work as volunteers also. You have to plan and register in advance however. You can't just show up that weekend. For now you get in touch with the chiefs of specialty or coordinator for that event. We are looking into possibly having a sign up page on the DLB site for workers for the non-CFR events we support. That would make things simpler for the volunteers and planning.

As with most things, check the CFR web page, the CFR news web page, and of course go to your district meetings.

Dave Fredrick

## District Three

District 3's September meeting was held at Rossi's Pizza in Orlando with Gov. Robin Ragaglia presiding. Even with the rainy weather, we had a good turnout. We were glad to welcome Kevin and Melanie Crain from *The Checker*.

Per Gov. Robin, entries for our Labor Day event were down from previous years. There were 49 entries for the Enduro, 123 for the Regional and 27 PDX. Could have been the heat....could have been the rain....we got a liberal dose of both. Saturday's microburst sent everyone looking for shelter and cut the Enduro from 90 minutes to 30. On Sunday, the rain re-appeared but action resumed after it passed and all groups got time on track. A Sunday wreck at Turn 1 caused by a sudden down pour was reminiscent of a previous Turkey Trot incident. Fortunately for all involved, this time we did **not** try to burn down the track! All drivers were safe although the three vehicles will need some serious body work.

Solo National Championships just concluded at Lincoln Nebraska. There were 1166 drivers competing over 4 days and CFR had 20 representatives making the trip. For the second year in a row, Darren Seltzer from Central Florida Region returned as National Champion in F Mod and took PAX overall. CONGRATULATIONS to all!

**Tire Rack Street Survival School - Instructors Needed!** Contact Art Trier. CFR will again host this event. Date is Sat. Nov. 1; location is Geneva. For more information check the Solo web site at <http://www.cfrsolo2.com/>.

Recapping the 9/6/14 BOG:

Minutes of June BOG were amended to include specific language relating to credit cards and two capital budget items.

**Dennis Joyce - Co-competition Coordinator; DIS - SIC** - for the first time, Daytona will allow camping inside the track for one of our events. 150 RV sites with hookups will be available at the Geico Campground near Lake Lloyd; tent camping available in the area near NASCAR turns 1/2. There will be a \$50 charge to competitors for power; no charge to the workers. CFR will pay extra for security at gate 40 as the track will be open 24 hours. **HSR** - being presented as an Historic Festival, similar to Monterey. Event runs Nov. 12-15 with a 24 Hour Race included. The 6 race groups will each run 4 one hour races thus competing for 24 hours in the Classic 24. CFR staffs as part of our agreement with DIS. CFR will not be spending any monies to improve the electric in the area known as Harley Heaven. DIS continues to do construction in that area. **Sebring** - date for meeting with Tres Stephenson to discuss the renewal of our lease is to be determined. **St. Pete** - Previous president has left. Replacement has not been named but should not affect our responsibilities for the St. Pete Grand Prix.

**Treasurer and Financial Advisor** - both indicate that CFR is financially sound and our investments are out-performing the DJIA.

**Dana DeShong - Race Board Chair.**; Planning underway for the **SIC**. The garages will close at 7 PM; you will not be allowed to work on your cars; quiet time is from 9 PM to 7 AM. **Oct. Regional** - will now be our Championship race to recognize our regional

# New Club Members

## District 1

Andrew Alderman	Largo
Brad Bowman	Clearwater
Jonathan D. Jaslow	Tierra Verde
Ian Ronshausen	Saint Petersburg
Patrick J Winkelman	Palm Harbor

## District 2

Kari Bradley	Tampa
Evan Fountain	Seffner
Jamie Kwiatek	Wesley Chapel
Chad McCann	Temple Terrace
James C. Rayburn	Valrico

## District 3

Gilbert F. Barthelemy	Lake Mary
Brady Blackman	Orlando
Robert Brown	Longwood
Kevin Crain	Orlando
Melanie C Crain	Orlando
Martin M Disanto	Winter Springs
Kyle A. Robertson	Orlando
Alex Rodriguez	Orlando
Clayton Wyatt Sones	Orlando
Ferdi van Teeffelen	Orlando

## District 4

Don Browning	Weirsdale
Thomas F. Manalio	Ocala
Michael Rewis	Gainesville
Paige Strader	Gainesville

## District 5

Richard A. Baz	Merritt Island
Mark J. Brackett	Melbourne
John M. Kersting	Indian Harbour Bch
Riggs Brownell Kollar	Palm City
Devlin Munion	Melbourne

## District 6

Rich Blanchet	Haines City
Kevin Allen Lynn	Sebring
Eric McCoy	Winter Haven
Austin McCoy	Winter Haven
Andrew McKee	Lakeland

## District 7

Wesley Brown	South Daytona
Francis Brown	South Daytona
John Wesley Brown	South Daytona
Christian John Jose	Port Orange
Marc Edward Kinley	Osteen
Angie Kinley	Osteen

Kaelyn Kinley	Osteen
Eliezer Munoz	Port Orange
Marc Joseph Saloom	Palm Coast
Tory Wesley Vaughan	Palm Coast
Antoinette Wells-Brown	South Daytona
Dayquan Williams	South Daytona

## District 8

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Juan Ariza	Cape Coral
Ronald F Croteau	Cape Coral
Nathan Croteau	Cape Coral
Trinidad Croteau	Cape Coral
Tony Moschella	Estero
Suzanne Moschella	Estero
Steve Noble	Fort Myers

## District 9

Jerry Bond Agee	Sarasota
James Wilson Cox	Osprey
Chaz Evin Heller	Bradenton
Russell Tilton	Sarasota

## Out of Region

James Aaron	Spring Hill, FL
Kevin D. Carpenter	Jacksonville FL
Krystyn M Dean	West Palm Bch FL

competitors complete with parade laps and podium presentations. **Nov. Turkey Trots** - will be the first SARRC as well as first CFR points race for 2015.

**SOLO** - Dave Welsh reported - our Solo Program continues to do very well. Events at OCCC were sold out at 120 drivers with a waiting list. Eventually around 129 drivers competed at each event. Brooksville continues to have great turnouts. This year CFR is hosting the **41<sup>st</sup> Annual Florida State Autocross Championships** at Geneva, November 22 & 23rd.

**RallyX - Doug McCabe** - entries continue to grow. We have a new site at Osceola Heritage Park (Silver Spurs Rodeo) near Kissimmee.

**OTHER: Membership** is down 1.2% to 2,194. Darren Gunn will continue working on gaining new members but also will concentrate on renewals and retention of current members. **Governor elections** this year are for even-numbered districts 2, 4, 6, 8. Nomination forms due back to Club Secretary, Fran Martin by 10/15/14. **The Checker** - Kevin Crain/Osceola Press will continue to edit/print/publish *The Checker* through December. Plans are to issue *The Checker* after major events so information is fresher.

**Mini-Pro Worker Reimbursement** - currently status quo but there may be changes for 2015. **CFR Credit Cards** - Three cards have been issued to be used for truck/fuel and emergency issues. Individuals receiving the cards will sign our policy and return to our Treasurer - Walt. **2015 Runoffs at DIS** - Date has been changed

to Sept. 17-27, 2015, which is the Jewish High Holy week. Per Terry Ozment, operating stewards will have a broad range of experience. SCCA National has not yet signed the contract with DIS.

**Annual Meeting** - 2014 - District 5 (Jerry Larsen Gov.) - Melbourne Beach, December 12-14. 2015 - District 2 will host. (Jerry Hicks Gov.)

**Area III Director Election** this year - Candidates Lee Hill (CFR) and John Zucarelli (Florida)

Following the BOG there was a **Race Board meeting** - Dana DeShong chaired. Primary discussion items were **weather issues** which cause races to be stopped. For drivers, during heavy rain/lightning storms, if you see black flags, your race has been stopped; if you don't see workers on the corners, your race has been stopped. Come into the pits! Additional discussion included end of day shut-down issues/collecting and loading the equipment; splitting on Sebring long course (from grid at Turn 17), SIC - Tech. moving to truck pad inside for Thurs., Friday; parking/access after dark; October Championship Regional - impound; Rick and Leland to discuss. Sebring has construction of a **new drive over bridge** into Green Park as a future budget item.

As always, check the web and with your chiefs for the most up to date information. See you at the track!

Fran



# From the Driver's Seat

by Mike Guenther

The Daytona SARRC Invitational Challenge on Sunday was probably the best race I've ever had. Man did I have fun. Thanks to Steve Chism and Dennis Parker for helping me out over the weekend. I appreciate your help. Thank you to all the SCCA workers in each field for making it possible to have this much fun with relative safety. You are the best in the business of putting on a professional race event. Thank you to International Speedway Corp. for letting us use your sandbox to play.

We had two qualifying sessions on Saturday. In the morning session it was cloudy, hot and very humid. I had on a set of Hoosier 225 VR45 17 tires with a couple of heat cycles on them and put down a 2:16.001 qualifying time that was good enough for 4th place overall. For the afternoon session I put on a brand new set of 245 VR45 17 Hoosiers and hoped that I could knock off a second from my qualifying time. It wasn't meant to be. The tires were not balanced properly and I had a lot of vibration in the front and rear.

On the 3rd lap of the 2nd qualifying session I passed an e30 BMW 325 and two Mazda Miata's nose to tail between the start finish line and the turn one braking zone. I left plenty of room to my left because sometimes the Miata drivers dive bomb into the corners and I wanted to give them room to race if they did catch up to me going through turn one. Sure enough the first Miata came diving in and overshot his ability to slow it down and turn and he used my car as a supplemental brake. In my in-car video you can hear his tires locking up just before he hit me in the left rear wheel, then spun off into the tire barrier on driver's left as I powered on through turn one. That brought out a black flag so we all had to enter the pit road until they cleaned up the mess. I decided to go get the new tires re-balanced rather than go back out for the last few laps of the session. I didn't improve my time and no one else did better than my 2:16 so I would be 4th at the start of the Group 5 SARRC race on Sunday.

While I was at the Hoosier garage getting the tires re-balanced Charlie Leonard, the paddock marshal drove up and said, "Mike they want to see you in the steward's office. I think someone protested you." Can you believe it, the Miata driver protested me? He wasted \$25 to file a protest and said that I had cut him off in the turn. Fortunately my video showed that I left him enough room for two cars to drive on my left. The video also had evidence of his tires locking up before he hit me. He left the hearing with the SOM committee Saturday evening saying, "I've got to go

put some brakes on my car." What an idiot. He should have done that before the qualifying. On Sunday morning Thomas Free, the e30 driver came in and testified to the SOM committee that the Miata dive bombed into the corner beyond his ability to drive around the turn and hit me even though I had left him plenty of racing room. I was found not guilty of any infraction and the SCCA gets to keep the \$25 protest fee. He can still appeal the SOM decision to the National Court of Appeals, but he better find some new and better evidence to support his claim or it'll cost him a lot more than 25 bucks.

Sunday afternoon approaching 2:45 PM, it was hot, humid and sunny on the grid for the Group 5 race. A beautiful day in Daytona Beach, Florida. Irish Mike Flynn was on the pole, Jeff Cripe, the SARRC points leader, outside first row, Paul Azan, 4th in SARRC points was inside the second row with me behind Jeff Cripe on the outside of row 2. Four BMWs in ITR in the front of the pack, then in row 3, Greg Ira in an ITS 240Z with Meno Akarjalian in an ITS Mazda RX-7 behind me. The fourth row had Ricky Thompson of North Carolina, the SARRC 2nd place points holder driving a BMW Z3 with Charles Perry to his outside. There were a total of 29 cars that started Group 5 of the SARRC Invitational Challenge in ITR, ITS, ITA and IT-7 classes.



*Meno Akarjalian and Sylvan Trembley*

It was just about 3:00 when we took the green flag. Right away Greg Ira started roughing me up, banging on my left rear fender before we even got to turn one. Greg is a great driver and he was in a hurry to get ahead of Meno for the ITS lead. Come on Greg, go around me not through me.

On the first lap I got past Paul Azan and took up 3rd place. Paul was just 8 points behind me in the SARRC so I wanted to beat him and he wanted to beat me too. It didn't take long for Meno and Greg to pass Paul also, so I had a cushion. No time to breathe though because Meno and Greg were right on my bumper. I love racing Meno because he has great car control and he races clean. Greg is a good racer too but he makes a lot more contact and that can be expensive.

A couple laps in and Meno makes a move on the inside of carousel turn 3 and slides out in front of me. I had to lift a tad just as I was putting the power down in the apex so that I didn't bump the back of Meno and spin him out in the turn exit. Ricky Thompson got by too and Greg Ira got to bump me some more.



We got back out onto NASCAR turn one and I was able to overtake Meno before we went into the chicane, but Ricky was out in third now and looking for Jeff Cripe. Meanwhile, Irish Mike and Jeff Cripe had checked out and were well ahead of the field. I had several more laps with Meno dogging me at every turn and I left him a little room most of the time in case he felt the need to try and pass me again. I was happy that it wasn't Greg Ira or Paul Azan on my tail. Meno and I have done this dance before, but we couldn't catch up to Ricky Thompson.

Then going into turn 5, a carousel turn like turn 3, and again Meno got past me. I had to check-up to stay off his bumper and I tried to do a crossover move back under him but when I put the power down again my car pushed through the turn exit and Greg got up alongside of me and bumped me some more, this time on my right side. Going into turn 6, Greg was able to make the pass but I was right on his bumper as we got back onto NASCAR turn 1. As we rolled out of NASCAR turn 2 onto the back stretch I had a good run and was making my pass on Greg's outside and he kept moving me closer and closer to the wall. As I went by him I held my palm up out the window signaling "what's up man, I've raced you clean."

I could have put him in a bad spot going into the chicane but I don't race like that. I followed Meno through the chicane and got past him on the front tri-oval as we drove down into the hard left turn one, entering the infield section.

I was able to keep Meno between me and Greg for the rest of the race and I started to reel in Ricky. His tires must have been going away because a few laps later I came through the chicane close behind him and caught up to Ricky's bumper as we went by the flag stand with the white flag waving. I felt that if I could stay with him through the infield and be on his bumper through the chicane one last time, I

could make the pass on the tri-oval of the last lap. It unfolded just like that and I took 3rd place back as the checkered flag waved. What a great race! I know that there was a lot of other good racing going on behind me, but what we had going on for 3rd, 4th, 5th and 6th place was some of the best racing of the day.



On pit road after the cool down lap, the marshal waived me over and said that the stewards wanted to know if I wanted to protest Greg for the metal to metal contact. I said no, he roughed me up out there but it was just racing hard for the SARRC Championship. In the impound after the race, I found Greg sitting along the wall, exhausted. I thanked him for a good race and asked what was up with that move to the wall incident he put on me. He said he was frustrated and just trying

to beat Meno. I know the ways of the Red Mist so we're good. I think Greg will give me a little more respect the next time. What a race. Irish Mike won overall and Jeff Cripe won the ITR SARRC Championship. I got 3rd place in the race and finished 3rd in the ITR SARRC Championship. Ricky Thompson is 2nd in SARRC points and Paul Azan 4th.

On October 18 & 19 we have the last Central Florida Regional race of 2014 at Sebring Int'l Speedway. And thanks again to all the SCCA workers that make this possible. What a great bunch of people and what a great club we have in the Central Florida Region of the Sports Car Club of America. I look forward to seeing all my friends at the Spooktacular race in Sebring.

Regards,

Mike Guenther  
ITR # 111



# SARRC Invitational

Back in Daytona. Seems like we were just there melting in the intense heat and dodging relentless rain and lightning, so here we go again? Not exactly. It was plenty warm, but this weekend, the rains were nearly non-existent, except for a light drizzle to begin Sunday's first race of the day, a 90 minute Enduro. Really couldn't ask for better weather in Daytona, especially for this time of year.

Friday was a track day, followed by two rounds of qualifying on Saturday, with Sunday dedicated to racing. Daytona opened up the infield to overnight camping with RV lots along Lake Lloyd and tent camping available, although I didn't see any tents, at least this time...

The Gatorade Victory Lane was also opened for podium shots for the race winners. This was the final race of the SARRC season and championships would be decided. SOLO ran the kart course on the east side of the infield between NASCAR turns 3 and 4. In all disciplines, nearly 400 cars competing in one place! All in all, the vibe at the track was quite a bit different than our last visit in August.

Sunday's Tropical Endurance Series/Enduro Championship Racing began the racing with 71 cars competing in the two series, taking the green flag just as a light sprinkling of rain began, lasting maybe 15 minutes. My observation spot for this race was in turn 7, the "Bus Stop" chicane coming off the long Daytona Super Stretch before NASCAR turn three. It didn't take long before the challenges of this turn became apparent. On the 20th lap, Bill Satterfield took his Oh Sh#\*t I'm 50! Racing Miata into the tire barrier for a hard hit, thankfully doing more damage to the car than him. The crews were quick to assist, reposition the tires and 33 laps of racing

were completed with the fastest overall lap of 2:12.653 being posted by Richie Stanley in the Fitbottle.com SRF placing second overall in the ECR series to Tilden Kinlaw & Mark Eaton in an SRF3. Jose Ulfe & Alex Bolanos topped the TES entrants in a Miata.

The first SIC race scheduled for 12 laps saw Apopka's Don Boughan with the overall pole and a solid shot at an FA championship, but it was not to be his day as his car took ill on the pace lap forcing a wave off. John Zuccarelli needed only a finish to take the 2014 FA Championship after Boughan's bad luck and did so with a second place behind Luiz Nogueira whose FA win jumped him up to second over Boughan for the season.



*Alastair McEwan best in FB on Sunday with fastest lap in Race Group 1.*

On green, Alastair McEwan jumped into the lead and never looked back winning overall in group and first in FB in the Paladin 1 Phoenix F1 K-10 also posting the fastest lap of 1:57.524 or 109.050 MPH. McEwan's win moved him to fifth for the season.

Tim Pierce finished second and secured the 2014 crown by finishing ahead of fourth in class, William Falatick, who had been tied with Pierce going into the weekend. Joel Haas finished third in class which moved him into second for the season by a single point over Falatick.

Two track records fell in Race 1 with Charlotte, NC's Paul Schneider posting a 2:00.050 in FE or 106.756 MPH on his way to a first in FE and the 2014 championship. Michael Moulton posted a 2:01.834 or 105.192 MPH in P1 as the only class entrant which also secured his championship.

Marc Stern had the FC title locked up when none of his rivals made the race and finished first ahead of

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# Challenge - Daytona

by Kevin Crain

Christopher Dunlap. Hiro Nishioka won uncontested in FS and finished second to Jacek Mucha, who had already wrapped up the SARRC title.

Winter Haven's Carson Weeder needed only a finish to lock up another FM Championship and posted a 106.936 MPH lap taking first in class.

John McTaggart secured his P2 win and 2014 championship when Sherry Dowling who led the season points coming into the final race DNS.

Race Group 2 was the smallest field on Sunday with 19 cars covering four classes. Dade City, FL's John Benson, the overall polesitter driving the Advanced Borehole Services Swift DB3, took the green flag and led the field to an 11.63 second victory while also posting the fields fastest lap of 102.476 MPH. His FF win broke the tie he had coming in with defending champion John Schimenti whose third in class finish secured the season runner-up.

Among the Club Ford points frontrunners, only Richard Klotz made the race, and he was outqualified by Court Dowis; but Dowis, who raced in the previous group, failed to make the grid and was forced to start from the rear and never challenged Klotz, whose win secured the 2014 championship.

F500 leaders Christopher Hite and Charles Thompson were the only attendees in class. Thompson qualified on the pole by several seconds and drove the Sidewinder A-12 to a first in class which also secured the 2014 title over Hite who spun on the second lap.

FV accounted for nearly half the field of Group 2. John Fuchs managed to break away from the others in class and drove to a strong eight second finish, but finished 1 point shy of season 2nd. Winter Haven's Duke Waldrop finished third in class but wrapped up the 2014 Championship over Jacksonville's Bill Dennis.

Race Group 3 was the only group of the day to run a split start with the 18 SRFs leading the way including seven SRF3s with overall pole sitter and SRF National Champion, Brian Schofield taking the green flag. The art of drafting was apparently being practiced as the lead over 12 laps changed hands quite often between Schofield, Tray Ayres and overall and SRF3 winner, Lee Hill who drafted past both Ayres and Schofield on the high side coming to the finish. Hill also would break his own previously established track record from August by shaving a little more than 1.3 seconds off for a 2:12.735 or

96.553 MPH. Ayres second place finish would give him the unofficial SRF3 title.

Daytona Beach's own Frank Severino won SRF which was enough to secure a season third. Casey McKibben's second in class edged him past 4th place finisher Todd Vanacore for the 2014 SRF Championship by 5 points.

Peter Keane's STL win secured the championship by a single point over Mike Van Steenburg who finished third in class. John Lettieri drove his Integra to a fourth in class and third place SARRC finish.



*John Annis, left receiving Dakota Donovan Driver of the Race Trophy from David Donovan*

CFR's Club Racing Board Chairman Dana Deshong drove his Honda Prelude to a first place STU finish but finished three points shy of a SARRC third. Mickey Thompson's last lap pass of third in class finisher, Tom Lyttle, secured his STU title over Lyttle.

Stan Winokur already had the T4 title locked up and his win just added to his margin. Ed Barr would have taken second in points if he had been able to hold on to the win over Winokur.

However, when he fell to second in the race, he fell two points short of overtaking second place SARRC finisher Chris Graham.

There was a special award presented to the SRF driver as voted on by his peers and other "officials." David Donovan, in memory of his son Dakota Donovan, a gunshot victim who showed promise as an up and coming racer, presented the special trophy to Tampa, FL native John Annis who drove the #87 PM Racing SRF to a sixth in class of 17 SRFs.

In the big-bore race, Race 4, the 24 entrants represented 10 classes, but most of them were drivers who could win their championship with a SIC win. In GT1, points leaders Raymond Webb and overall polesitter, Juan Vento were the only entrants, but Vento could take his second straight title with a win in the race.

The race got off to a slow start, with SPO driver, Jeff Hinkle spinning and stopping on course in NASCAR 4 after the first lap with a tire failure. When action resumed, Vento took off in the lead and was never headed. The race ended early for another on course incident bringing the field to the checker on pit lane. Juan Vento appeared to have clinched his second consecutive GT1 championship with his win. However, he was found to have out-of-spec body work in impound and was demoted to second behind Raymond Webb. That allowed Webb to keep his points lead and claim the crown instead.





Randy Kinsland claimed a second consecutive GT2 title with his win. Richard Smith and John Maddox were second and third going into the SIC and retained their positions by taking 3rd and 4th in the race. Ormond Beach's Bobby Kennedy's strong second in the race was enough to move him up to fourth in points, passing Ricky Sanders, who broke early in the event.

Bill McGavic had already clinched the GT3 title and only added to his points margin with his win. Andrew Rains won GTA and by doing so, claimed the season title over Randy Walker who decided not to run.

SPO driver Lee Arnold had a two point lead going into the SIC over Jeff Hinkle, but the early race problems killed the Dodge driver's challenge. Harry Hinkle's second place finish moved him up to second in the final list.

Dainton Brooks claimed the AS title with his win. Andrew Wilkin's second place finish ahead of Thomas Vlasak allowed him to claim the second spot in SARRC points 184-183, with Vlasak third.

Jacek Mucha had already claimed the ASR title. Jack Dunn's uncontested SIC win merely made the margin close.

Ted Hight and Mickey Snow were tied going into the SIC in T1. When Snow retired early, it gave the SARRC championship to Hight. Squeak Kennedy had already locked up the T2 title, his uncontested win only added to his points margin.

Paul Troup needed only a finish to guarantee the ITO crown, which he did after resolving tire issues from Saturday's qualifying rounds. John Lloyd broke late in the race, but still took second to move up to second in the final points.

Race 5 featured the IT cars covering four classes. Overall polesitter and ITR driver, "Irish Mike" Flynn, started ahead of points leader Jeffrey Cripe, whose second place finish would secure the ITR crown. Flynn led green to checker and established a new track record of 2:11.953 or 97.125 MPH.

Orlando's Menas Akarjalian drove his RX7 to an ITS first and fifth overall, securing a second in points to Sebring's Charlie Lowrance who had such a significant lead coming in, his sixth in class was sufficient to take the crown.

With a one point margin between ITAers Gary Frierson and Michael Sperber, whoever finished higher in the race would take the SARRC title. Sperber did what he needed, finishing an impressive ninth overall, first in class. Frierson made him work hard for it, even though he couldn't repeat his ITA title, Pete Burris-Meyer held on to his third in points by besting Robin Langlotz.

The top three or four IT7s were so close that the SIC finish would likely be the SARRC order as well. And so it was, with Gary Wilson winning, Steve Rose finishing second, despite establishing a new track record for IT7, and Lon Carey third in both the race and championship. As an indication of how close the class is, last year Rose and Wilson tied on points, with

Rose taking the race and thus the tie-breaker and championship. This year the same thing happened in reverse order. Both tied with 203 points, but Wilson took the race, tie-breaker and championship.



*Kip Van Steenburg on grid just before Sunday's championship race.*

Race Group 6 featured 28 cars in 8 classes. Kip Van Steenburg concluded his undefeated season with the SIC win and SARRC championship leading from the start, finishing over 23 seconds in front of Dave Karably, whose second in the race was enough to move him just ahead of Al Pierce who placed third in the race and SARRC.

Jim Kellogg's win, third in group, claimed his tenth SPU crown over Tad Segars who needed to beat Kellogg to claim the title, but was instead beaten by Sid Collins as well. However, his earlier wins allowed him to keep his second in the final standings over Collins.

Gainesville's Don Ahrens won FP in his Miata, but John Gray and Richard Anderson were assured of the top two SARRC positions, with only the order undecided. Gray settled it with his second place, beating Anderson by 20 points at

the end.

HP – Will Perry's HP win solidified his large points lead over David Stephens and Patrick Harris. John Hewell had long ago locked up the GTL title, his uncontested win widened the gap.

Michael Kamalian's ITB win secured the title over David Kinsey who finished second in the SIC. Cocoa Beach's Deuce Keane was second in points going into the SIC and had been leading the race, but his late race problems instead dropped him to third behind Kinsey as well.

Clearwater's Miki Moerwald needed only to beat Bob Pharr to assure herself of the ITC title. When Pharr broke early in the race, she was home free. But she still claimed the SIC win and a sizeable points margin. Bill McCain's finish in second was enough to move him up from fourth to third, just behind Pharr.

John Kish already had the B-Spec title wrapped up but did set a new track record of 2:36.142 or 82.079 MPH in his uncontested win.

The Spec Miata race, the last race on Sunday was perfectly set to decide the championship, with the three top contenders all qualifying in the top six. A contentious bunch, it was announced that the field was mandated to tech at the end of the race, don't pass go, don't collect \$200. Plenty of action to end the day.

Miami's Selin Rollan came within inches, literally, of scoring a perfect SARRC score of 230 points placing second to race winner, Dillon MacHavern by .008 seconds while also establishing a new SM track record of 2:19.073 or 92.153 MPH. However, he still proved a worthy winner of his first SARRC championship. Third place went to Cory Collum finishing second in points.

# Snapshots from Daytona...



Don't know why having four tires is really necessary when these guys only keep three on the ground.



Coming into turn 5 a little hot?

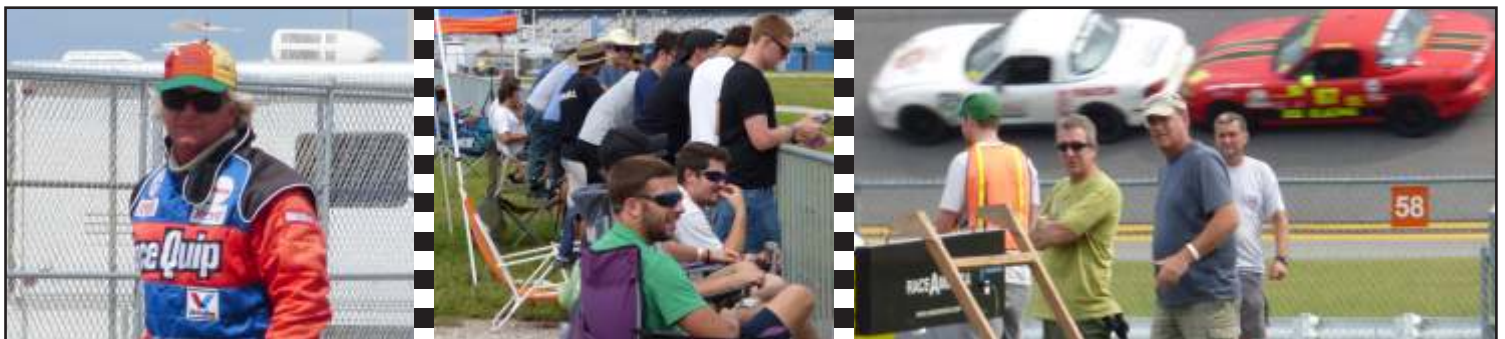
Doc Stan supervising rookie flagger.  
Good Work Everyone!

Taylor Robertson entering the Bus Stop differently than the others in the Enduro.



Bill Satterfield got up close and personal with the tires in the Bus Stop.  
He was fine and the barrier was quickly realigned.

Emergency crew quickly on scene in turn 1 at start of Spec Miata race Sunday.



Bill McGavic on Grid sporting the latest in head gear...

SOLO crowd enjoying both the SOLO runs and the action in NASCAR 3 & 4

There's what behind us?  
We're not falling for that old trick...





# Rally Debuts in Kissimmee

by Kevin Crain

Doug McCabe has been looking for a Central Florida location for Rally and debuted in Kissimmee at Osceola Heritage Park on September 14th with a record turnout of nearly 40 cars spanning eight classes. A beautiful Sunday morning began with a short driver meeting and an introduction to the cones, followed by a parade lap through the course, and right into racing.

Each participant would run receive five runs over the



day. Drivers took shifts as course workers when not driving, and the racing was nearly nonstop. Doug's small crew has obviously fine-tuned their operation and kept things organized and flowing.

I saw a lot of "friends & family" amongst the participants. Talking with Davie, Florida's Duncker Felix Jr, who drives the #196 Subaru in MA class, "usually my older son travels with me, but this weekend I brought the

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whole family.” which meant his wife and daughter traveled with. Felix would rule all classes with a five run total of 5.645 edging out SA Class winner, Charlie Thopson driving the #31 Subaru, who posted the day’s best run of 1.080 and a five run total of 5.688.



Duncker Felix cutting a path.

I was given the thrill of a ride along with Doug Williams in his #51 Subaru, winner of the PA class and one of only three drivers to post a sub 1.1 run, whose wife also drives, but as she was eight months pregnant, wasn’t participating this weekend. Reminded me of my winter days up north driving sideways through the snowy mall parking lots. Tremendous fun!



Doug Williams slides his Subaru through the turn.

Mid afternoon, Doug McCabe had a brief meeting with the OHP people, who were pleased with our group and Doug was able to lay the groundwork for a return weekend in November, which has since been calendered for Sunday, the 16th. Anticipating a max car count, so sign up early!



Charlie Thompson posts best run of day in a Subaru Wagon



MF Class winner Carlos Filipe driving the #46 Peugeot



MR Class winner John Lambert driving the #101 Miata



Mazda, driven by PR Class winner Martin Culpepper and SR Class winner Martin Jr. Magnetic number gets flipped for Jr.



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# Remember When...

## Pictures

Submitted by *Louis Galanos*

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

### 1960 Sebring 12-Hours Grand Prix – Porsche Racks Up Their First Overall Win at Sebring



Porsche was out in force at Sebring in 1960 and it would pay off with their first overall win.

Ricardo Rodriguez and Stirling Moss prior to the start of the 1960 Sebring 12 Hour GP.



The Maserati Tipo 61 of Luke Stear and Dave Causey in the paddock at Sebring.



The NART Ferrari 250 GT SWB of William Kimberly and George Arents finished 7th overall.



The #44 Brumos Porsche on the tail of the leading Maserati driven by Stirling Moss.



The Holbert/Schechter Porsche passes the Milliken/Argetsinger Alfa on the way to 2nd overall.



# Beau Knows

Drivers-

Allow me to introduce myself. I am Beau Gabel your Driver's Representative to the Race Board. As well as being an active driver I am a Worker ("volunteer") who puts in time along with the rest of the volunteers who make it possible for you to amuse yourselves in your expensive toys at reasonable rates.

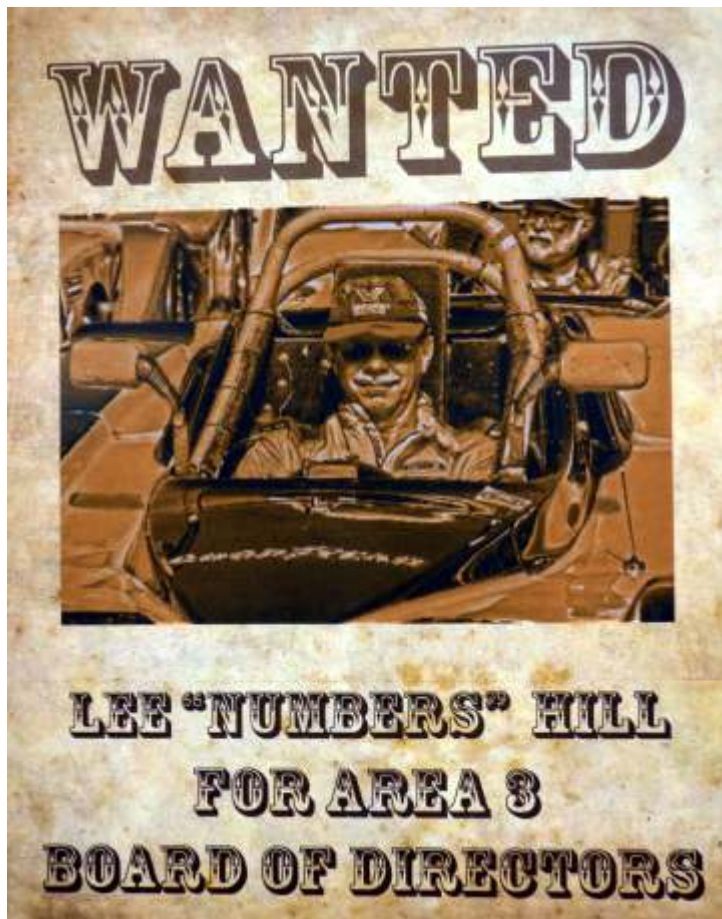
A very small minority of you have apparently assumed that you are the only person there. This, unfortunately, is not true. Consider that when you approach the Tech table unprepared and have to make a return trip to get your logbook, paperwork, or helmet that leaving the rest of your gear on the table eats up space on the table; thereby preventing the competitor in line behind you, who has arrived prepared, and the Tech inspector from getting them through the required tech process. Take your gear with you until you are prepared.

When checking your results at Daytona do not park in the middle of the intersection, particularly when impound is in progress. This prevents traffic movement creating a huge bottleneck. Consider that other people as important as

you have to use those roads, and if told to move the vehicle that you have so inconsiderately parked there - just move it. Don't argue with the person who is trying to make it possible for everyone else to use the roadway.

When going into impound go where you are directed to go. There is a plan to put you where you need to be. Just ripping into impound and abandoning your car where you want makes it almost impossible to accommodate everyone who needs to get into the very limited space available. Also, be aware that impound is a choice made by the Stewards, not Tech. Impound, if nothing else, means that at the end of the day when everyone else is headed to the "social," Tech is still working.

Obviously, this diatribe applies to a very small minority, but if that minority will consider that we are all in this together and that a little consideration would make everything go a lot smoother so we could have better weekends we would all be better off.





# IMSA Cofounder John Bishop Passes Away

By Bill Martin

On June 6, 2014, the founder of IMSA (International Motor Sports Association), John Bishop, passed away. It was just two months short of one year since his beloved wife, Peg, also passed. John was a giant in the Motorsports Industry. You can read of all he accomplished in his obituary. What you will not read there is the story of how close he was to The Central Florida Region.

It was 1972 and CFR was on its financial knees. John approached us and asked if CFR would be interested in providing Staff for the upcoming 24 Hours of Daytona (it wasn't the Rolex then). Our answer was an emphatic YES!

The event was a success and, although we did not know it then, a bond had been fused between our two organizations. As time went by, other IMSA events were scheduled within our state. It was during the planning phases of these events that John always recommended CFR to work the event.

This caused a bit of dismay amongst our neighboring Regions but the organizers elected to go with the sanctioning body's wishes. Our fees were received as reasonable and we never had a problem collecting. Lest we forget, these events

were the Miami Grand Prix, Tampa Grand Prix, Grand Prix of Palm Beach and, yes, even The Grand Prix du New Orleans. These venues lasted for several years and enabled CFR to hone its expertise and also participate in the various SCCA St. Pete Grand Prix.



We saved our money, streamlined our operations and thus we are in the financial position we enjoy today.

Around 1984, John was our featured speaker at the Annual Meeting. He spoke like he was a CFR Member and received a standing ovation. Shortly after that, IMSA was sold and sold again and now we have the Tudor combined series. Hopefully it will flourish but I don't think it will have the

flavor of that Golden Age which we enjoyed back "in the day." In 2010, we invited John to again be our speaker at the Gainesville Annual Meeting. Sadly, he declined due to his health.

Although we cannot thank him in person, CFR still remembers and appreciates his help and support those thirty to forty years ago. He was truly one of the Great Ones and I doubt we will see his equal again..... Godspeed John.

## Did You Know?

### ***We have a volunteer incentive Program!***

Do your friends a favor by inviting them along to participate as a volunteer at any CFR club meeting for FREE and, if they enjoy themselves which of course they will, they can become full members for just \$30 for the first year. Even better news - by being their referring member they will get an additional \$15 off! So their first year is just \$15.

SCCA Volunteer Incentive Program reduced membership rates are renewable for second and third years by working at least four (4) days each prior year.

**Wait! There is more! YOU** can claim a referral discount from national on your renewal for every member you introduce. When inviting a guest it is always a good idea to use the Guest Passes issued in **The Checker** as this will ease the registration process; please make sure your guest hooks up with the specialty chief at the event or with Darren Gunn, CFR-SCCA Membership, beforehand so we can make their first time as pain free and enjoyable as possible.

For more information please feel free to contact me at any time, contact info on back page. Be safe out there!

# A Word from the Social Director

How did everyone enjoy the last social? It seemed to be a BIG Hit! All 3 cakes were gone the next day and all the pizza and chicken wings and appetizers. We had a little pasta left over but nobody saw it for the pizza!!!! HA HA HA We nearly went thru 500 plates; I may have 100 left over. But this tells me you were either hungry or thirsty or both!

Everyone seemed to have a great time and enjoyed the party inside the compound. Hopefully all who attended will tell someone else how much we try to please everyone for volunteering your time to cover these races no matter if it is in Daytona or Sebring.

We really appreciate your time and effort and hope you have fun for each weekend we race. This includes the Drivers, crews and support people; we appreciate your time and efforts as well. Always come by and say "hi" at the socials as we love entertaining your thirst and hunger.

See you in Sebring!

The Social Director,  
Pamella MacGregor.



## ANNOUNCING THE 2<sup>ND</sup> ANNUAL OLD FART RACERS REUNION

The 2<sup>nd</sup> Annual Old Fart Racers Reunion is scheduled for November 29<sup>th</sup>, the Saturday of the Sebring Turkey Trot Event. Last year's event, the First Annual, was a resounding success, with over 50 former and current drivers showing up to see fellow drivers not seen in many years, reminisce, bench race, tell a few lies (mandatory) catch up on life in general, and enjoy a tasty bratwurst or two.

This event is for drivers who raced SCCA, IMSA, or ? in the 60's, 70's, 80's, and 90's. This year we expect an even better turn out. Additional info will be coming to you in an email. One thing we do want to emphasize is to ask each of you to spread the word to any "gentleman" drivers you remember who didn't get the word last go

round. Also, bring any photos, newspaper clippings, **Checker** articles, magazine articles, or miscellaneous memorabilia, such as that low numbered IMSA license, to share with others.

Our Registration will open at 9:00 am. At noon we will be cooking bratwurst. If you would like to bring a "picnic" type dish, please feel free to do so, it will be welcomed. Make sure you bring a chair and beverage of choice (no alcohol, please!). The exact location of the event has not been finalized, other than it will be in the Paddock of the full course. Just look for The Old Farts banner!

Your hosts, Van & Judy McDonald and Wayne Miller.





# Flag Ravings

by: Sally Larson

## BUSY SCHEDULE

This year, we were host to the September 27-28 SARRC Invitational Challenge and ECR Finale in addition to our usual Daytona Regional TES Enduro. Guaranteed to provide lots of continuous action! All hands were needed on deck - all workers sure 'earned their salaries' that weekend. A good reminder that SCCA and CFR really need all out volunteering. As with any race event, attend the morning Corner Worker meeting and check in with your Corner Captain when you arrive on station. Changes are sometimes made and updates for the weekend are given. It's a 'need to know' meeting at every race, Club and Pro.

**A new 'plus':** thanks to the CFR officials' hard work, at the Daytona September 27-28 race, camping in the Speedway was allowed in the Geico Shores RV Area with hookups for \$50 for the weekend and an area available for tent camping. This was a trial run in preparation for our hosting the SCCA Nationals in 2015. As an overflow, we have stayed at the Daytona International RV Park for many years... really large and the Park is user friendly for us racing folks. They're on I-Drive and close to the track.

**NEXT UP: October 18 & 19 the "CFR Championship Weekend on the Sebring Short Course.** Something for everyone. The featured race will award double points toward the 2014 CFR Championship with victory laps and podium celebrations. Competition will be hot and heavy... and exciting.

**A FIRST:** We will host the first ever, a **5 Day Historic Sportscar Racing event November 12-16 at Daytona.** A full weekend of racing ending with the 24 hour race. Six groups will participate... each will run for an hour with a blended start finish with the incoming group. Each Driver will pull 4 one-hour stints. HSR races are always great and this will showcase the best of all entries. Obviously, this will take a great number of Workers in all specialties to staff the event. Be sure to include it on your calendar and notify your Chief well in advance. Chiefs have many duties to perform at each event so make their lives easier so they can develop a Worker schedule. This is a one of a kind event ... join the ground breaking crew. Best wishes also to all Drivers and Crews who will make this weekend spectacular.

**SAVE A LIFE:** New guidelines have been set concerning administering CPR. Formerly it involved chest compressions and rescue breathing. With the emergence of so many contagious diseases, many of which are antibiotic resistant, the mouth to mouth

necessitation has become hazardous to both the rescuer and the victim. The new protocol is the use of chest compressions only, putting no one as risk. Basic procedures require having victims on their back, on a flat hard surface. Place two fingers just above the bottom of the sternum and position your two hands right above it. This minimizes the chance of breaking ribs. Place one hand on top of the other and compress to a depth of 2" as rapidly as you can (less than one per second if possible). This is done to restore blood flow to the heart and lungs, vital to survival. Compressions force the air out... which then allows the lungs to re-inflate. Of course, if you see someone go down unconscious, try to rouse them (shake and shout) and immediately tell someone to call 911 and report back that they have done so. If a rib is broken in the process, and if CPR is successful, the victim will thank you. The worst thing is to have someone you love or a family member collapse and not know what to do. This new protocol will protect the health of everyone. For more information watch this video and/or find a CPR class from your hospital or the Red Cross.

**EVERY ADULT IN YOUR HOUSEHOLD SHOULD WATCH THIS SHORT VIDEO. This is a new CPR technique which is much simpler. This is a very important video regarding the latest CPR procedure. Please watch and forward to your friends and family if you haven't already done so. <http://tinyurl.com/2fx8r59>**

**FIGURED OUT:** The 'hitch in my git' along turned out to be more (standing/walking = pain) Sitting is much better... anyone have a battery operated heating pad? I'm currently going through all the medical hoops for surgery approval, I think I'm singlehandedly supporting the medical community and acquiring Dueling Doctors to treat me ... is it that my warranty is failing me? *News Flash: The good news is, back problem is fixable. However, fixable means, as my spouse puts it, 'Going under the knife' (aka Surgery). I'm looking forward to resuming life as I know it and looking forward to continuing my 'Worker Job!'*

I've had to 'make do' with some things. When I go into a store (even to buy a pencil) I use a cart (aka instead of a walker). My Hero, Wonder Woman Pamela, our esteemed Social Director, suggested Car Race motorized cart practice. Folks, there are 2 reasons why I'd not consider becoming an official Driver - #1 is cowardice and the total lack of talent. Turn me loose in a grocery store and, at best, I'd run into a loaded end cap and/or #2 I'd go at the speed of snail and impede my

# NOTICE

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-year meeting of the CFR Board of Governors. The winter meeting of the BOG will be held on December 14, 2014 at the Crowne Plaza, 2605 North Highway A1A, Melbourne, 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](mailto: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 15, 2014.

Those individuals currently holding these positions should indicate their desire to continue in their respective position by emailing the BOG Chair by October 15, 2014.

## 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)



fellow travelers. I have No guts AND no glory. Pamella, you Go Girl!

**TIME IS GETTING SHORT:** To reserve at the Crowne Plaza CFR Annual Meeting December 12-14. The holiday season books and fills up quickly so make sure you're with the in-group. Hotel Registration @ [www.cpmelbourne.com](http://www.cpmelbourne.com) / discount code CARS.

**GOOD BYE CHERISHED FRIEND:** At age 16, Motor had to be escorted to the Big Cat House in the sky. I rescued the orange (crazed) tomcat from the animal shelter... he conned me by wrapping his arms around my neck and purring until my eyebrows rattled. Once home, he became Jerry's cat... having no further use for me. I finally got a companion animal for ME, Clutch, the dainty and pretty female. They never became buddies but tolerated each other; only exception, in times of stress like hurricanes, they stuffed themselves hip to hip in my lap.

In his declining years, Motor took to thinking outside the box and for no good and apparent reason would have 'yowlathons' through the house (kitty Alzheimer's?) and finally it became evident that he be allowed to pass on with dignity. The cats were always a fixtures in our Motor home. Please know that Motor thanks all his CFR family who provided petting and waves to him in his RV front window domain. He was a true Camper Cat and we miss him.





# Classified Ads

## For Sale

**For Sale Mazda Package:** includes two 1<sup>st</sup> Gen Mazda RX7 developed to SCCA IT7/ITA rules. Yellow car won points championship in Central Florida Region for 2010 and 2011. Both cars have log books and transponders. Comes with lots of RX7 spares and other race equipment. Rather sale complete package, but will consider offers for individual items. Price: \$6800 Pictures located at: <http://s1198.photobucket.com/user/ChuckSmithTampa/library/IT-7> Also available: tow vehicle (2002 Ford Explorer Eddie Bauer), two-axle car trailer, and motor parts, tranny, body parts for RX3 & RX4. Located in north Tampa. For more details: Contact Ellis @ [jblanto7@tampabay.rr.com](mailto:jblanto7@tampabay.rr.com). (1)

**The Ultimate Car Guy Home** for Sale in St. Petersburg, FL If you are a serious Car Guy / racer, and live in Pinellas County or are thinking of relocating to Pinellas County, then you need to see this property. 2,000 Sq. Ft. Detached garage/workshop with a 9,000 lb two post lift. Located in unincorporated Pinellas county, this 1/2 Acre property also includes a beautiful 3 Br, 2 Bath, 2.5 car attached garage on a quiet Cul de Sac in NW St. Petersburg. Check it out on Trulia: 6853 Criswell Ave N. St. Petersburg, Fl 33709 Serious inquires only! Bob Shouse (1)

## Missing *The Checker*, Meeting Notices, CFR Communications, Ballots, etc. or know someone who is????

Maybe your contact information isn't up-to-date on the SCCA National Website. CFR cannot make changes to member information.....that's YOUR responsibility.

### Here's what you need to do:

1. Go to the SCCA website ([scca.com](http://scca.com))
2. Login with your member number and password or set up your new account.
3. Make sure all your information (mailing address, email address, phone number) is correct.

**See How Simple? Now.....**

**GO DO IT!!!.....**

**PLEASE AND THANK YOU!**

Fran Martin  
CFR Club Secretary



## Sebring Drivers School in July.

Megan Pirrotta is a third generation driver and her coach at Sebring was some guy named Ryan Dalziel...

Submitted by Douglas Pirrotta



# RACING TO THE

**TO INFINITY**



**AND BEYOND**

## SPACE COAST

# 2014 AWARDS BANQUET & ANNUAL MEETING

**December  
12th - 14th**

Event sponsorships and donations are welcomed.  
Contact Jerry Larson 321-288-5304

**Crown Plaza Hotel  
2605 Hwy A1A  
Melbourne, FL 32903**

**Hotel Registration at  
[www.cpmelbourne.com](http://www.cpmelbourne.com),  
discount code CARS, \$89/night.**



**CFR  
SCCA**  
Sports Car Club of America







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## Join the Club!

Central Florida Region  
Sports Car Club of America, Inc.

\$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:**  
**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:

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. \_\_\_\_\_ Security Code \_\_\_\_\_ Exp Date \_\_\_\_\_

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

Referred By \_\_\_\_\_ (optional)