

The Checkers

Official Publication of the
Central Florida Region
Sports Car Club of America
Volume 56, Issue 5
November 2014

ROLLAN TAKES CHECKERED IN SPEC MIATA



CFR CHAMPIONSHIP WEEKEND

HICKS TROPHIES IN FC



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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 – 7:30 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.

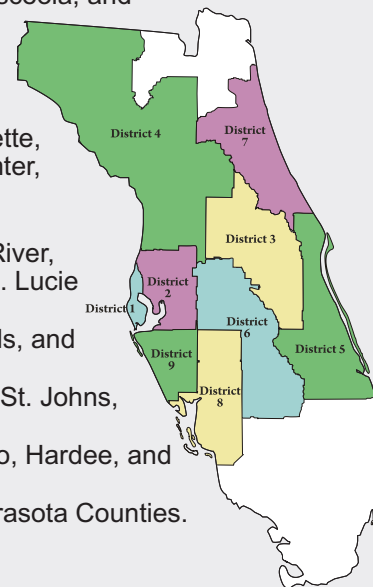
District 5: Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties.

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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Address Changes:

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

DO NOT SEND ADDRESS CHANGES TO THE CHECKER.

Cover Photos by: Lyn Watts, Deanna Harry and Kevin Crain



Event Schedule

For CFR and Surrounding Regions

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 **Rolex 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



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!



District News

District Three

District 3's November meeting - the last district meeting of the year for us - was held at Rossi's Pizza with Gov. Robin Ragaglia presiding. We recognized and thanked all our Veterans who were there and welcomed several guests with interests in both race and solo activities. Please note: We've changed our meeting time. The business session now begins at 7:30.

By the time you read this, CFR volunteers will have supported HSR's "Classic 24 at Daytona", a five day event with various practice, qualifying and racing sessions culminating in "The Classic 24" which ran from 1 PM on Saturday to 1 PM on Sunday. This event usually provides a great look back at some premier race cars from the 80's.

Also, our SOLO contingent supported the TRSSS, Nov. 1 at Geneva with 27 students and had 82 competitors on Sunday, November 2nd for the SOLO portion of the weekend.

It's time for nominations for our Regional Awards - Worker of the Year (Admin., Race, Solo), Distinguished Service Award and Hall of Fame. Information on these awards and how to nominate is available on our web site. Please take a moment to review and then nominate one of our deserving volunteers.

Upcoming is our November Turkey Trot race - Sebring long course - November 29-30. This year it is the first SARRC event of 2015 as well as the first event for 2015 CFR regional points. This is always a fun event as most everyone has extra time off for the Thanksgiving holiday and the weather usually cooperates by being much cooler and drier. Its also the Second Old Farts Reunion - look for their banner in the paddock.

This year, CFR is hosting the 2014 Florida State Autocross

Championship. This is the 41st Annual and it will be held at Geneva, November 22-23. This event crowns the 2014 Florida State Autocross Class Champions in a single, winner-take-all event. 2014 State Champion trophies will be awarded at the event.

Don't forget to register for our Annual Awards Banquet & Annual Meeting being hosted by District 5 in Melbourne, Fl. This December 12-14 weekend gives everyone a chance to voice an opinion (the General Membership Meeting Saturday morning), recognize our worker volunteers (Worker Luncheon Saturday), honor our regional champions and recipients of our special regional awards (Saturday Banquet) and see your Governors at work (Sunday BOG). Also at the Sunday BOG, the Chairmen of BOG, Race, Rally, Solo, and PDX are selected. Oh by the way - its a great time for socializing, noshing and just generally relaxing with your fellow members. Late word is that our own Randy Pobst will be guest speaker at the Saturday Banquet.

Director Robin Langlotz reported that sponsorship income was less than expected for the National organization. The Majors will have a consolidation of classes to 15; there will be a return to stock heads for Miatas and in January 2015, SRF3's will become a class eligible for the Runoffs - all information that generated some lively discussions about possible changes within classes.

Remember - No District 3 meeting in December.

Check the web, DLB and with your chiefs for the most up to date information on our activities.

Happy Holidays and see you in 2015!

Fran

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

ANNOUNCING THE 2ND ANNUAL OLD FART RACERS REUNION

The 2nd Annual Old Fart Racers Reunion is scheduled for November 29th, 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.



A Word from the Social Director

Halloween may not be over yet but our October Racing and Social Event is!

If you missed volunteering or racing we missed you. This event was small compared to others lately but the food was GREAT and the drinks were spooky, the social was a lot of fun, and the weather was great. We cleaned the club house in preparation for the next event in November. Thanks to Elizabeth for all your help. Now what are your plans for Thanksgiving weekend?

It is time for our annual Pot-Luck-Dinner at Sebring to remember Gayle Kasson. A beloved volunteer that gave until she ran out of time, always remembered at turn one and for her Thanksgiving parties. This is usually our biggest party and one that everyone can participate in by bringing your favorite dish or donating money to cover expenses for those that cannot bring something. We need help coordinating it all and cooking.

The menu to plan by is an old Time Seafood boil: Shrimp, red potatoes, sausage, corn on and off the cob, macaroni

and cheese, grilled chicken breast, bratwursts, and chicken pot pie. We do not expect you to eat it all but those with special diets should be able to find something that fits. Feel free to bring a dessert, side dish, salad or money (lol). The dinner is free.

As an added Surprise there will be giveaways. David MacGregor has received approval to provide all volunteers with their annual appreciation gifts at the Turkey Trot instead of the Annual December Holiday Party. Drivers, crew and family are always welcome to come join the party.

If you have any questions please contact: Pamela MacGregor 813-765-3061 1252 Clays Trail, Oldsmar, FL 34677. Email: PDMac06@gmail.com

Thanks for allowing me to coordinate the fun!

The Social Director, Pamela MacGregor



Thanks to Race Control Volunteers

by Michael P. McKee

Once again in 2014, the 24 Hours of Daytona and the 12 Hours of Sebring were each staffed on the corners, in the towers, at the pits and around the track by 150+ SCCA volunteers from all over. These workers came to Florida at their own cost to provide their time and exceptional talent to be an integral part of race operations. Countries represented included USA, Canada, UK, Holland and Germany to name a few.

A vital element in emergency response and race proceedings, as the eyes and ears of the race marshals, the SCCA workers spend entire days at their posts over the course of the events often in sweltering sunshine and occasionally in rainy or inclement weather. In addition, there is an entire support team to register, transport, feed and respond to worker requirements, as well as volunteers to ensure that radios are distributed and functional, communication networks remain operational, facilities maintained, campgrounds for workers are provided, and flags, safety and corner equipment placed on track each morning and collected each night. In short, it is a large undertaking to both organize and execute such events, and the SCCA provides volunteers who go a long way to make it all happen.

Each year at each of these events, SCCA hosts a dinner and social for the workers. Prior to the main event, race teams, vendors, OEM's and suppliers are canvassed for contributions to the volunteers as giveaways after the social event as a token of thanks for their efforts. As in prior years, 2014 was once again generously represented by a large number of contributors who unanimously voiced their hearty appreciation for the work that the SCCA volunteers do during these events. Workers were able to take home 2-3 tokens of the event along with a bunch of great memories. Donations included hats, shirts, mugs, lanyards, sunglasses, towels, gas cans, race car parts, magazines, posters, murals, autographs, key chains, backpacks, visors, flags, decals, patches, cell phone wallets, helmet bags, umbrellas and many other goodies.

The SCCA race control volunteers wish to send our thanks to all those that contributed including: Alex Job Racing, Automatic Racing, BF Goodrich Tires, Bimmerworld, BMW North America, Chevrolet, Continental Tire, Corvette Racing, Dempsey Racing, Fall-Line Motorsports, Ford Motor Company, Ford Racing, Grass Roots Motorsports, Guts Wear, IMSA, Invisible Glass, Lamborghini, Mazda, Mazda SkyActive Racing, Michael Shank Racing, Michelin, Nissan, Patron, Pirelli Tires, Petty's Garage, Rebel Rock Racing, SRT, SRT Racing, Stevenson's Motorsports, Visit Florida Racing, VP Fuels, Weathertech, Wine Country Motorsports and Yokohama Tires.

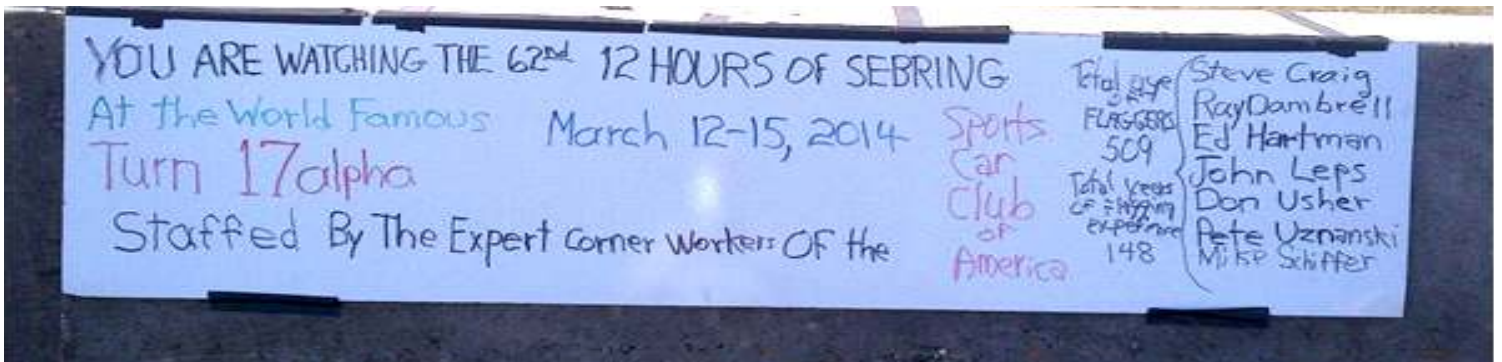
Until next year...



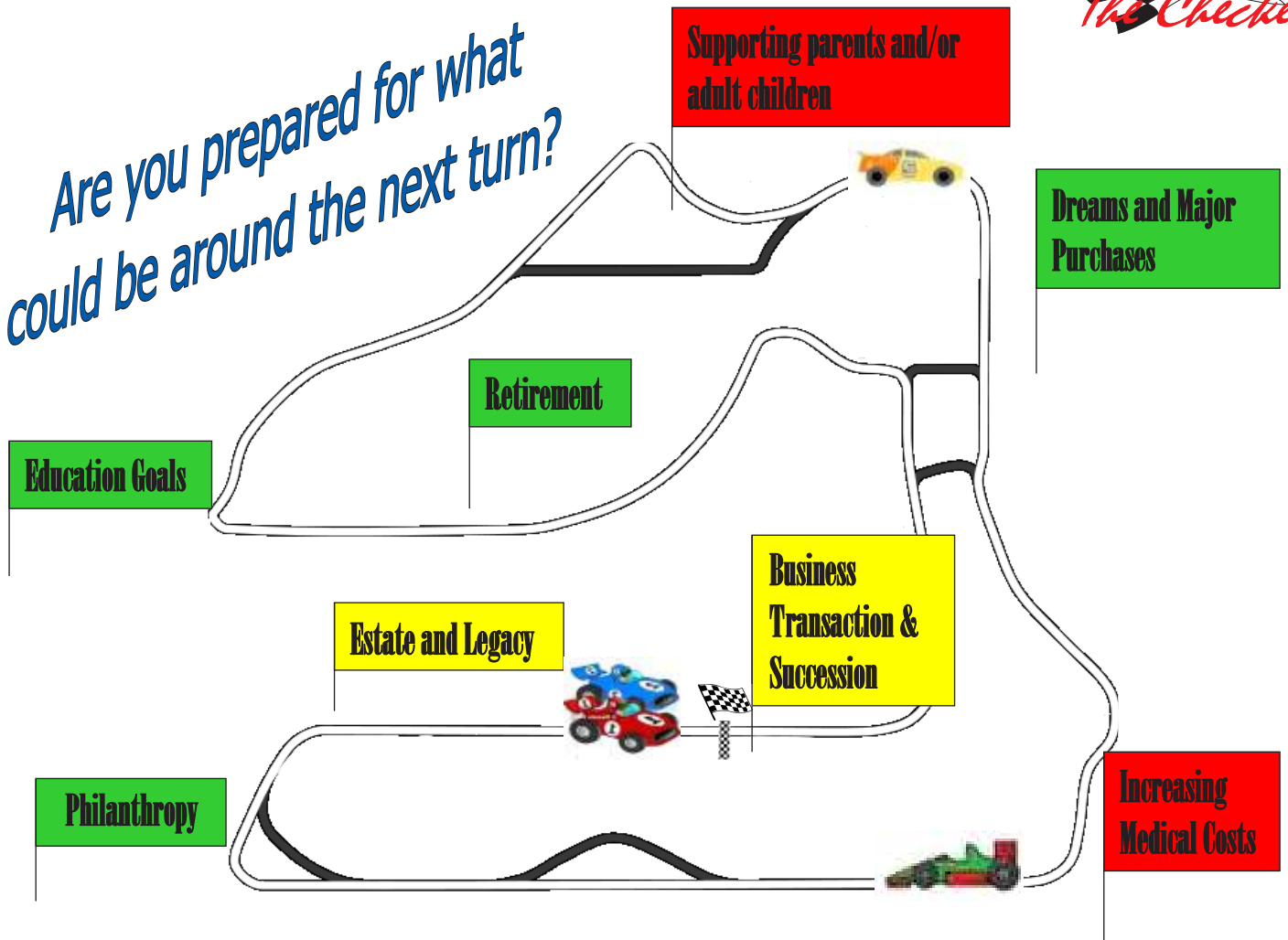
Mark Trostle (left) and Dick Winkles (right) of SRT Autographing Murals



Corner Workers at Sebring Turn 17A



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



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Inaugural CFR

by Kevin Crain

Mid October, Sebring International Raceway, and the weather was perfect, well almost perfect. We rolled into Registration bright and early to get my wife, Melanie signed in for her second stint at corner working while my intent was to break out the golf cart to get around the short course for some pictures and race coverage. Upon entry to the CFR building, Dave Langston made me an offer I couldn't refuse, err, I mean recruited me to join the Flat Tow Mafia.

After much thought and consideration, at least 2-3 seconds, I decided to find out why you can't push a tow strap. I was taken under the wing of Doug Auriemma, a seasoned Flat Tow veteran. We immediately left to do important work - take water coolers and cups around the track to all the worker stations... the FTM was in charge of beverage this weekend as well. After this technical task was completed, we reviewed basic safety procedures and stationed ourselves at pit out, alert and awaiting further instructions.



Photo by Deanna Harry
Doug Auriemma

A bit later we were summoned into duty to retrieve a Lotus Elan that had lost power between turns 4 and 5. Closely observing Doug's technique, I soon had the opportunity to return a different driver over hill and dale (he pointed right, I went right) through the paddock where his crew was there to take over.

Doug's instruction was so good I was given the opportunity to run solo after lunch. I stationed myself under the oaks in the Collier Curve just before pit out eagerly awaiting my chance to make Doug proud and show Dave, the godfather, that he could be confident that he made a wise choice... So, with radios on and tuned into race control, I took about 1,000 pictures during the 16 races that followed while waiting for the command to jump into action.

Speaking of action, the racing action was really good! With podium presentations and Checkered Flag parade laps part of the weekend, the vibe around the place was buzzing. Saturday had the first five races scheduled after lunch and they were all completed before 4 pm, which allowed for some extra time at the social.

Four track records were set on Saturday afternoon, with CFR's Ed Barr setting the new record for T4 in a Subaru BRZ of 1:21.686 or 74.921 MPH on the 1.700 mile Sebring Short Course in Race 3. Lee Hill, Assistant Regional Executive for the Central Florida Region and candidate for Area 3 Director also established a new track record in the same race for SRF3 of 1:15.912 or 80.620 MPH although he finished .115 seconds behind overall race winner, Jean-Luc Liverato.



Ed Barr exiting Turn 2 Photo by Kevin Crain

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Championship Weekend

Photos by Lyn Hodges Watts



1st - Patrick James
AS Class



1st - David Hussey, 2nd - Wayne Hussey
EP Class



3rd - Christopher Dunlap, 1st - Jim Johnson, 2nd - Jerry Hicks
FC Class



1st - William Wald
FB Class



3rd - Roelof Blok, 1st - Hartley MacDonald, 2nd - Anna Schimenti
FF Class



1st - Glenn Cameron, 2nd - Jerry Rigoli
FP Class



1st - Allan Adderley
FST Class



1st - Gary Dassinger, 2nd - Mike Schiffer
FV Class



3rd - Dave Kanzler, 1st - Don Robinson, 2nd - Ken Francke
HP Class

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1st - Tom Keleher
GT1 Class

1st - Phil Lasco, 2nd - Terry Taylor
GT2 Class

1st - Bill McGavic
GT3 Class

1st - Larry Corwin
GTA Class

1st - Tom Sterrett
GTL Class



3rd - Gary Frierson, 1st - James Magero, 2nd - Pete Burris-Meyer
ITA Class

3rd - Michael Horn, 1st - David Boles, 2nd - Mike McCormick
ITB Class



3rd - Mihai Costin, 1st - Miki Moerwald, 2nd - Bill McCoin
ITC Class

1st - Paul Troup, 2nd - John Floyd
ITO Class

1st - Kenneth Walters
IT7 Class



1st - Mike Guenther
ITR Class

Clifford Rhoades, Charlie Lowrance, Selin Rollan
3rd 1st 2nd
ITS Class

1st - Robin Bonanno
P2 Class

2nd - Ed Barr
T4 Class



3rd - Cory Collum, 1st - Selin M. Rollan, 2nd - Jamie Tucker
SM Class

1st - Eric Servick, 2nd - Gene Paul
SPO Class

1st - Ken Marino
SRF Class



1st - Jean-Luc Liverato, 2nd - Lee Hill
SRF3 Class

1st - Ken Payson
STL Class

1st - Michael McKee, 2nd - Christopher Deshong
STU Class

Friendly Faces from Around the Track



Motorsports Ministries'
Steve Kearney

Swapping Stories at the Social

Secret Confines of the Flat Tow Mafia
Is that Darren Gunn behind those Foster Grants?

Danielle Pardus
ITS Driver



Intervention in Progress?

It's a Movie... Fast & Furious? Days of Thunder?
Nope, Talladega Nights: The Ballad of Ricky Bobby!

DTM at Hockenheimring

by Michael P. McKee

October 20, 2014 - Like most other things in their culture, Germans take road racing very seriously! Then again, racers and race fans all share a passion for the sport and flock to events with a friendly, but competitive demeanor.

In May, I had the unique opportunity to be at Hockenheimring, Germany for the season opener DTM (Deutsch Touring Master) race. The weather was COLD, but the hospitality was warm! The DTM cars were marvelous pieces of engineering genius, and the track was pristine! Germans love their precision – I think they “calculate” how long the grass should be, and how black the racetrack surface should appear. What a venue – wow! Not only were the grandstands terrific, but the track food was characteristically delicious.



Hockenheimring, Germany: A Pristine Track – May 2014 DTM Race

While touring the facility I visited with the BMW, Audi, Mercedes-Benz and Porsche forums, all permanent fixtures at the track. Given that I race a BMW with SCCA, I was partial to that brand and after showing the staff a couple of photos of our car on track at Sebring, they softened up and even gave me a really nice BMW hat to wear with pride. Unfortunately, courtesy only dictated that I remove my hat and hide it while visiting the other manufacturer's forums.

Since my business includes supply of powertrain manufacturing systems, I was invited to a customer garage and met with Martin Marx, technical director for the Mercedes Benz team. I noted he had one car sponsored by a wristwatch maker, Gooix, and that he was an avid watch collector himself. When I asked which watch he would like to have in his collection he smiled and said “a Rolex Daytona”, so I invited him to Florida to come win one! A lot of laughs and back-slapping followed!

One notable event that had the fans flocking to the pits was the driver autograph session. All drivers made themselves available to stand in front of their garage to greet race fans and sign autographs. Also notable about this activity were the beautiful models who flanked the area and held up a sign with each drivers name, photo and country of origin. Very professional, indeed.



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Hockenheimring, Germany Corner Worker – May 2014 DTM Race

I think one of my fondest memories was seeing a lonely corner worker by himself, shivering in the cold, but faithfully manning his station awaiting the start of the event. I caught his attention and exchanged a friendly and knowing wave with him, catching this on camera, and understanding that without dedication to his corner, the race would not proceed. It reassured me that race control workers in Germany are just as committed, and friendly as they are in American SCCA events.

While I cheered for fellow American Joey Hand in his hot BMW, the race was won by German Marco Wittman after what media dubbed a “dream start”. I guess this was only fitting for a German to win the season opening race in Germany!



BMW M4-DTM, Bimmer on Steroids – May 2014 DTM Race



The Race is On – May 2014 DTM Race



Michael McKee with American DTM Pilot Joey Hand – May 2014 DTM Race



The Race is On – May 2014 DTM Race



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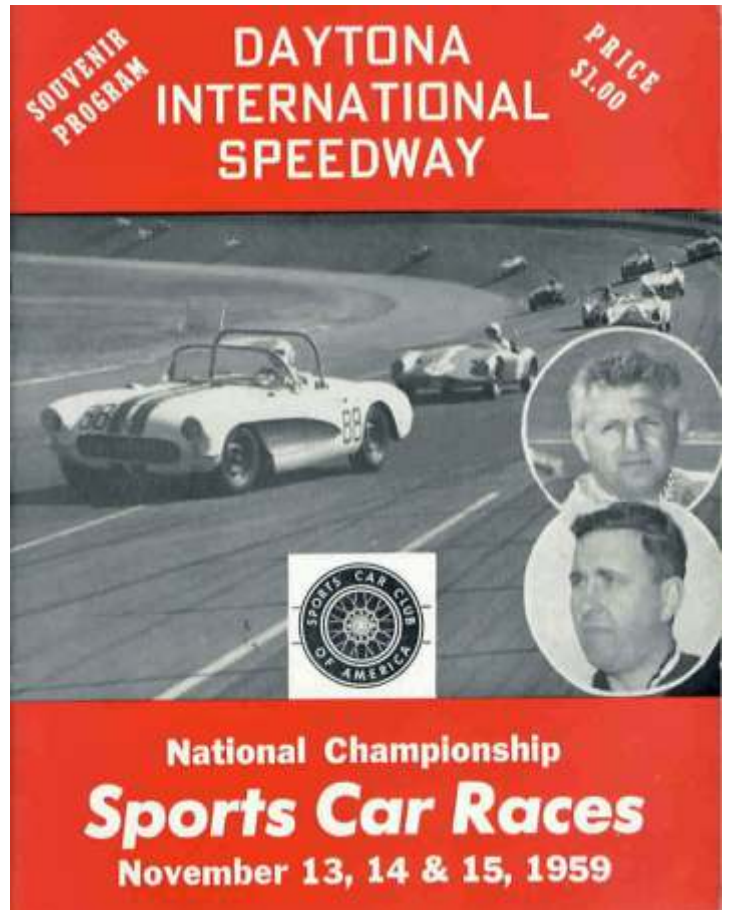
Submitted by Louis Galanos

louisgalanos@gmail.com

1959 Daytona Club Racing



In 1959, at the Daytona Speedway, sports cars went clockwise around the track before entering the infield.



Coming off the high banks and entering the infield at Daytona.



Dr. Carl Schwenker in his Bill Cannons prepared TR4 at Daytona.



Club racing on the Daytona infield.



Club racing on the high banks.

continued from page 10

Phil Lasco, GT2 driver set a track record of 1:10.812 or 86.426 MPH in the final race on Saturday enroute to overall first place. Paul Troup, ITO also established a new track record of 1:22.811 or 84.053 MPH.



Photo by Kevin Crain

Sunday morning brought fog, lots of fog which delayed the start of racing by an hour. I again took up my position awaiting the opportunity to spring into action, and hook up my first solo tow rope... Spec Miatas were the first race of the day, and I swear after their race, that they had created a vortex that blew the fog from over the track to the surrounding areas.

Preston Pardus, SM driver, set a new track record of 1:19.819 of 76.673 MPH in the first race of the day. The following race saw a new track record for FA by Florian Catorre of 1:03.296 or 96.689 MPH. James Magero, driver of an ISC Racing sponsored Mazda Miata, set a new ITA record of 1:20.030 or 76.471 MPH on his way to a first-in-class finish. The following race would bring back the SRF3 battle of Liverato and Hill. Hill had established a new track record on the previous day and finished a fraction of a second behind Liverato in their first race of the weekend. But things would be different in this race - Liverato broke Lee's record by .003 seconds to set a new speed of 80.623 MPH and while there was some back and

forth for the lead, Liverato maintained the lead at the end and would win by .162 seconds making the two race combined margin of victory slightly more than a quarter second.



Photo by Kevin Crain

This same race also saw new track records. Stan Winokur would shave nearly three-tenths of a second off of Ed Barr's previous day record in T4 setting a new lap time of 1:21.388 or 75.195 MPH on his way to a first place finish over Barr by a .523 second margin of victory. Bill McCain, ITC driver of the RMT Autowerks Ford Fiesta would set a track speed record of 1:26.377 or 70.852 MPH but would finish second in class to Clearwater, Florida's Miki Moerwald who drove her Redhareracing VW Rabbit to a first place finish.

No track records would fall the rest of the day, but the racing remained good and competitive. The last race before lunch saw David Hussey, EP finish first in group driving an Acura Integra over the Ford Pinto driven by SPU winner, Michael Seay by a .142 second margin.

The first race after the lunch break brought the Big Bore cars to the track. Phil Lasco, GT2 would take first in group in the Lasco Ford sponsored Panoz GTS. The SPO class, with four entries, saw Eric Servick, driving a Weather Control A/C sponsored Dodge Charger finish



Plenty of room coming into the Collier Curve to go even five wide...

Photo by Kevin Crain

.823 seconds ahead of the Zoltan's Garage sponsored Chevy Lumina driven by Gene Paul after 22 circuits in the 30 minute time allotment.

I thought for a moment I was going to get my first solo flat tow when the silver GT1 Bottlejack Racing Chevrolet Camaro, driven by Eustis, Florida's Tom Keleher rounded turn two coming into the Collier Curve sputtering as it approached pit out. Finally! I would get to jump into action and tow one of the most beautiful cars of this weekend back to the paddock - my first solo! BUT, as Keleher passed pit out, the engine responded and it was not meant to be.



Photo by Kevin Crain

Race 14 on the schedule was the second race for the Spec Miata group, which earlier had cleared the fog... plenty of racing action in this group with nose-to-tail racing at the front over the 23 laps of racing. Twenty-four Miatas would take the green flag.

The lead changed hands seemingly on every lap. Selin Rollan would pull out a nearly 3/4 second win which was probably the largest margin of separation over the 23 laps of racing. After the first couple of laps, Rollan driving the #14 Miata, Jamie Tucker driving the Auto Techniks Sponsored #97 Miata, Cory Collum in the Auto Galaxy #23 Miata and Bruce Andersen II in the #17 Senson Racing Miata separated from the field to create a four car battle at the front. 1.4 seconds would separate first from fourth at the end with Tucker finishing second, .327



Photo by Kevin Crain

Clean Up Turn 2! Some housekeeping during a yellow in the Big Bore race Sunday afternoon. It's not just waving little flags...

seconds ahead of Collum who kept Andersen II off the podium by .247 seconds.

With all this action going on, I thought for sure I'd get to have the opportunity to validate the training given to me by my mentor, Doug. But it seems all the needs were between turns five and ten which kept me under the oaks snapping pictures, listening to race control call on other members of the FTM and enjoying the racing action in the Inaugural CFR Championship Weekend at Sebring.

Perhaps I'll get a chance at the Turkey Trot. Meanwhile, I'll see if I can't come up with a way to push a tow strap...



Photo by Kevin Crain

Alternate exit line in turn 2, part 1



Photo by Kevin Crain

Alternate exit line, turn 2, part 2



Photo by Kevin Crain

Alternate exit line turn 2, part 3

From Another Driver's Seat

by Greg Ira

Attached are comments related to an article in "The Checker" titled From the Driver's Seat. Articles such as this ought to be labeled "opinions," otherwise they come across as personal attacks. Some of these comments may come across a little pointed. The reason is because I view any single person's opinions published with no attempt of discussion or chance to rebut an attack on that person.

I received several calls, emails, and texts about the article in "The Checker" publication. I feel I have to get this off my plate. Mostly I am appalled and surprised, but at the same time I suppose if Mr. Guenther considers me worthy of disrespecting anyone at all, that should be taken as a compliment. The fact of the matter is I am a race car driver, just like Mike. One stark difference that's apparent is we see things differently through our helmet visors. After reading the article, which I had been warned about, I sort of felt like Hulk Hogan when he painted his beard black and made a wrestling comeback.

I have been a member in good standing with SCCA SE Division since 1995. I have raced cars for 26 years. My SCCA driving record is impeccable. I have never once had any points assessed to me, or any disciplinary action directed toward me in that time, so naturally these one sided opinions/shots are not well taken. Look at it this way. There is no glory in bringing a bazooka to a gun fight. Here is a news flash: Mr. Guenther, you don't drive an ITS car!

Let's discuss true disrespect. Consider the fact that a race, the championship race, was totally mucked up between drivers from another class. I had been forewarned about this from some other drivers, but couldn't believe it would unfold and involve me. The two points leaders going into this championship double points race were TIED! Why on earth would one continue to bonsai out of control into the braking zones? It makes no sense. Driving an ill handling but more powerful car in the midst of another class is the definition of disrespect in my book.

Now, to directly comment about specific on track excerpts from the previous article: I too was asked if I wanted to protest Mr. Guenther.

• Red mist? Are you kidding? I am glad that "Mike knows the ways of red mist," because I haven't gotten it yet. There is still time.

• Regarding the start stating I "roughed up" Mike. My memory and footage support this. Both Mike and Paul Azan were slow on the flag drop. I accelerated between them because there is a rule at the start that we can't pass under the yellow line. This only applies to starts and re-starts. I had an inch on either side and Mike moved down ever so slightly and hit my car. My hands were totally calm on the wheel. Mike had a full track to the right.

• Regarding Mike's account of the contact in T5. My footage shows him locking up the rears, get totally sideways, correct it all the way down the apex and then continue all the way to the outside of the track still gaining control. I passed him 2/3rds the way through the corner. Mike's control or lack thereof had nothing to do with "getting his power down."

Editor's Note: The Checker is receptive to submissions for publication from all sources - drivers, workers, and other contributors that provide informative and entertainment value for the readers. Its position is not to be a medium for attack or degradation of others.

The October issue of The Checker contained an article titled, "From the Driver's Seat," submitted by Mike Guenther. It was submitted for consideration of inclusion in this magazine and I evaluated it a well written, entertaining piece that shared a point of view of an SCCA driver's racing experience during the SARRC Invitational Challenge in Daytona in late September.

It was just that, the point of view/opinion of one driver from behind his wheel. Inclusion did not validate the author's opinions as factual. It was published only for its entertainment value as it allowed the reader to "ride along" with the author as he recalled his racing experience.

Mike said I passed him going into T6. Take a look for yourself. <https://www.youtube.com/watch?v=0x6ojSXimNY>. While Mike's doing all of this, my competitor is whistling and driving into the sunset.

• NASCAR T2. Yes, I did perform a one move blocking maneuver, BUT, I didn't even block Mike! The move was safe, legal, and one could learn from it. I can't count how many times in a Formula Vee, Touring Car, and production car racing that has been used on me. Mr. Guenther had plenty of room on that giant track to motor by me with his power, which he did easily. Now, I am not sure how he could "put me in a bad spot going into the chicane," when he's in front of me. How do you do that?

• Lastly, the impound area. I had roasted my head with a new blower that didn't work and I run no cool suit. As I recall, Mike basically accosted me with a sour look on his face. My crew vouched for that. I don't remember any positive actions there. I told him that his brake bias in the rear was out of whack and he said, "dang it, my crew is supposed to tell me things like that."

I love racing but I did not have a fun race. I despise races like that. What did I learn? With many humans, it's a natural tendency to blame the other guy. If I ever run another ITS race with ITR cars of the same lap time, I'll ask the chief steward for a split start, especially in a championship race.

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Tools For Sale HELP; I'm down sizing (moving) and I can't take this stuff with me. I have: Six wheeled Mac Tool box with a 22" side cabinet. The box is all roller drawers, measures 60" X 69" and it's full of tools - \$5000.

Welder. It's a Ultramig 200 from Mac. It comes with a bottle of

gas. - \$1200 • Air compressor. 30 gal(?) 3 hp. Horizontal style. \$500 • Parts washer. 30 gal tank. Invaluable in any shop. \$125 • Combination band saw and cut off saw. I have an extra blade for it. There's no telling how many cages and parts this saw has cut. \$100

Three in one lathe/mill. Smithy Midas 1720. Several extra cutters and bits. It sits on a Kennedy base. Not used a lot but boy was it handy. \$1500 • Belt sander. Rockwell. Takes a standard 42" belt. Does a very neat and quick job. \$90 • Bench vise. The jaws are 6" wide and it's very sturdy. It also came from Mac. \$75

Shop carts. Three different sizes. Really handy. \$75 - 100 depending on size. • Two wheeled cart. Hard rubber tires, no flats. \$30 • Micrometer set. 0 - 6" Mitutoyo with friction locks. Measures to tenths. \$500 • Five shop stools. \$15 each • Catalog rack. 48" with holders. Really keeps them organized. \$25

Engine stands. I have two left. One is a standard duty stand and the other will hold Godzilla. \$30 and \$50 • Shelving units. I have two. They measure 8' X 70" and have ten bays each. \$40 each



Vacuums. For some reason I have two. These are the heavier shop vac type. \$25 each



Classified Ads

For Sale

Rod Vise. Used for holding rods safely when torquing or measuring bearings. \$25 • Tap and Die set. Both SAE (to 1/2") and Metric (to 12mm). \$75 • Pop rivets. Bunches of them. \$10 • Valve spring compressors. One pneumatic for standard springs and one manual for roller springs. \$75 each

Floor jacks. Two of them. One is a 3 1/2 ton ez up. Three strokes up to the load instead of pumping and pumping. The other is a 2 1/2 ton standard jack. It currently has an assist handle on it but that will fit either one. \$75 each

Jack stands. Set of four. The heavy ones, not the sheet metal type. \$15 each • I also have a couple of the lighter but taller ones. \$5 • Wheel chock. A heavy duty aluminum one like the semis use. Worked great with my trailer. \$20 • Shop roller seats. I have two of these, one with a back. \$20 • Hundreds of nuts, bolts and washers. Mostly SAE, some metric. \$40 for all.

Electric connector box. Good assortment. \$15 • Holley parts. This is a misc. assortment and it includes jets. \$35 • Three

carburetors. One 2310 (780 cfm), a factory 600 cfm carb and most of an Autolite 4100 4 barrel. \$150 - 100 - 100.

Misc. parts. These are currently on the shelves. They could go with the shelves. There's everything from a new (after market) Ford 460 camshaft, some timing chain sets, some valves, spray paint, ignition stuff (including a MSD 6AL box and some plug wires), transmission plugs, AN fittings and on and on. \$?

NASCAR collectibles. Both 1/24th scale and 1/64th scale. These are from the 1990's. Way too many of them. They all have their original boxes and they were from Mac Tools. \$?

Lighted/Magnifying inspection light. Nuff said. \$10 • I've just listed the big stuff. If what you need is not on the list, call me. Rick rhenschel@cfl.rr.com 407-314-8230 (1)

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Fran Martin
CFR Club Secretary





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Hospitality Suite 6 PM - ??

Saturday - December 13

Registration 7:30 - 9:30 • Breakfast 7:30 - 9:00

General Membership Meeting

9:00-11:30

Worker Appreciation Luncheon

12 Noon - 1:30

Hospitality Suite • Free Time

1:30 - 5:00 PM

Cocktails

6:00 PM - 7:00

Awards Banquet

7:00 PM - 10:30

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Board of Governors Meeting

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