

# The Checker

Official Publication of the  
Central Florida Region  
Sports Car Club of America  
Volume 57, Issue 1  
January 2015



## Winter Vacation Double



**Alan Hulse II**

**2 Wins in HP and a New Track Record**



**Kerry Jacobsen**

**Takes Win and 2nd in SRF3**



Central Florida Region SCCA

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

Education Goals

Retirement

Supporting parents and/or  
adult children

Dreams and Major  
Purchases

Estate and Legacy

Business  
Transaction &  
Succession

Philanthropy

Increasing  
Medical Costs

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# 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 **Jerseys Sports Café** - 13971 North Cleveland Avenue, N. Fort Myers, FL 33903.

**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.

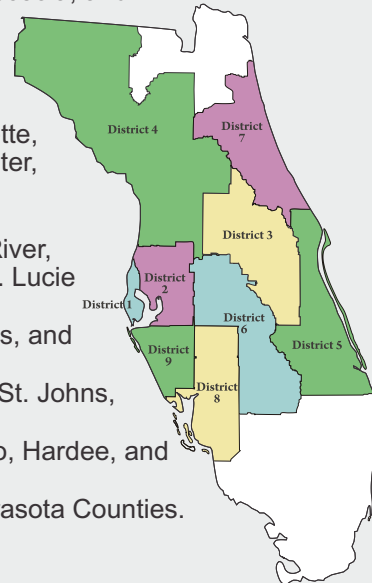
**District 5:** Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties.

**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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### AVAILABLE TO CFR MEMBERS ONLY:

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

Send ads, articles and photographs to:

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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: Dave Green & Kevin Crain





# Event Schedule

## For CFR and Surrounding Regions

### January 2015

|       |   |     |
|-------|---|-----|
| 9-11  | <b>Grand Am Testing</b><br><i>Daytona Road Course- Conducted By DIS</i> | DIR |
| 9-11  | <b>Florida Region Majors</b><br><i>Homestead-Miami Speedway</i>         | HMS |
| 15    | <b>Test Day</b><br><i>Sebring Long Course – Conducted By SIR</i>        | SIR |
| 16-18 | <b>Majors Races</b><br><i>Sebring Long Course – 12 Hour Paddock</i>     | SIR |
| 17-18 | <b>SOLO</b><br><i>Geneva - Practice on 17th, Points on 18th</i>         |     |
| 22-25 | <b>Rolex 24 Hours</b><br><i>Daytona Road Course – Conducted by DIS</i>  | DIR |
| 25    | <b>SOLO</b><br><i>Brooksville</i>                                       |     |

### February 2015

|     |   |     |
|-----|---|-----|
| 6   | <b>Test Day</b><br><i>Sebring Long Course – Conducted By SIR</i>                    | SIR |
| 7-8 | <b>SARRC/Regional Races/Vintage</b><br><i>Sebring Long Course – 12 Hour Paddock</i> | SIR |
| 8   | <b>SOLO</b><br><i>Brooksville</i>   |     |
| 22  | <b>SOLO</b><br><i>Geneva</i>  |     |

### March 2015

|        |  |     |
|--------|--|-----|
| 7      | <b>BOG Meeting</b><br><i>Holiday Inn Express, I4 &amp; Hwy 27</i>                        |     |
| 8      | <b>SOLO</b><br><i>Brooksville</i>  |     |
| 18-21? | <b>12 Hours Of Sebring</b><br><i>Sebring Long Course – Conducted By SIR</i>              | SIR |
| 22     | <b>SOLO</b><br><i>Deland</i>   |     |
| 27-29? | <b>St Pete Grand Prix</b><br><i>St Pete Waterfront Street Circuit – Conducted By IRL</i> |     |

### April 2015

|       |  |     |
|-------|--|-----|
| 11-12 | <b>Driver School &amp; PDX</b><br><i>Daytona School Course</i> | DIR |
| 19    | <b>SOLO</b><br><i>Brevard Community College</i>                |     |

### May 2015

|     |  |     |
|-----|--|-----|
| 1   | <b>CFR Test Day</b><br><i>Daytona Road Course</i>                                      | DIR |
| 2-3 | <b>Regional/SECS/TES Enduro/SOLO</b><br><i>Daytona Road Course, Solo on Kart Track</i> | DIR |
| 31  | <b>SOLO</b><br><i>Brooksville</i>  |     |

### June 2015

|       |  |     |
|-------|--|-----|
| 12    | <b>Test Day</b><br><i>Sebring Short Course – Conducted By SIR</i>            | SIR |
| 13-14 | <b>SARRC/Vintage/PDX</b><br><i>Sebring Short Course – Green Park Paddock</i> | SIR |
| 20    | <b>BOG Meeting</b><br><i>Location TBD</i>                                    |     |
| 28    | <b>SOLO</b><br><i>Geneva</i>   |     |

### July 2015

|       |  |     |
|-------|--|-----|
| 18-19 | <b>Driver School/Vintage/ PDX</b><br><b>TES Enduro</b><br><i>Sebring Short Course – Green Park Paddock</i> | SIR |
| 26    | <b>SOLO</b><br><i>Deland</i>   |     |

## 2015 Publication Deadlines

In an effort to keep the content in **The Checker** as fresh and relevant as possible, a floating deadline will be used typically following Club Racing events. With a set deadline of the 15th of the month(the former system), an event which occurs on the 17th of the month would not be included in the following month's issue, but two months following said event, which would make the coverage a bit dated; hence the reason for a "floating deadline."

**The deadlines for submission to The Checker for 2015 are as follows:**

- February 10, 2015
- March 23, 2015
- April 14, 2015
- May 5, 2015
- June 16, 2015
- July 21, 2015
- August 11, 2015
- September 8, 2015
- September 29, 2015
- October 20, 2015
- December 1, 2015



# District Meetings

## District I 1-13-15

Governor Ron Offutt reviewed numbers and figures for several of our past events, gave some highlights, and comments from various members who were in attendance at those events. These included the November club race, the HSR event at Daytona, the Annual Meeting, Ferrari Challenge series testing, and test days for the upcoming Daytona 24. On the Tuesday of our meeting, the Majors event at Homestead was the previous weekend, and the Majors event at Sebring was the coming weekend. We discussed planning and logistical issues for the upcoming few months that include the three prominent professional series races we staff: the Daytona 24, the Sebring 12, and the St. Pete Grand Prix.

We have new hardware and software for creating and printing ID badges. This is to be put into use for pro event worker badges as soon as practical. Separate issue- we are working with Daytona towards accepting our SCCA credential badges when we have events there, or are staffing events for other organizations. This does NOT mean you don't have to go to registration at each event. Rather it means that you won't need multiple credentials to come and go through various gates over the duration of a single event. It is in the works, but not a done deal yet.

Starting a few months ago, CFR began trying out a bar code scanner system to keep track of some transactions on club event weekends. The bar codes are already on your SCCA member ID credential that you get from the national office each year. CFR wants to make use of that to aid in some record keeping tasks. For now that is being used along with the old paper methods until confidence in the bar code database and report making abilities is trusted. An example of this was handing out gas cards to workers at the Turkey Trot event.

The island country of Barbados has a racing series of their own, and has a new track facility. Steward and CFR officer Leland Miller attended an event there recently. The potential goal is to invite club racing

competitors to take their cars there and participate in those events. Workers are also invited to work their specialties. More information about these opportunities should be coming forth in the next several months.

Signing up to work the many non-CFR events that we staff at Daytona is now available on the DLB registration website.

The CFR PDX program continues to be very popular. The PDX group would like to have some stand alone events in addition to the four events that are held in conjunction with CFR club racing weekends. The only problem is workers.

Our schedule for workers over the past several years keeps growing. Our race worker staff people have regular jobs for income and family responsibilities like everyone else. There are an increasing amount of events for other clubs and organizations that use the Daytona facility, that request CFR workers to staff. PDX needs to have workers with some experience in order to run a stand alone event. They need to encourage PDX interested people to get that experience by working events alongside with already trained and licensed CFR workers.

The many non-CFR events we staff at Daytona make for ideal opportunities for anyone to get worker experience. So people that are usually competitors themselves on club racing weekends can learn these other skills, which include flagging and communications, pits, grid, and most of the positions that are important for the safety and logistics needed to put on an event. You have to sign up and plan in advance. The current perks for working these events include a \$25 gas card, and a \$50 hotel voucher for each day. That does not cover the expense of working those events unless you live nearby, but it does help.

As with all things, refer to the CFR website, and the CFR news website for scheduled dates and specialty chief contact information.

Dave Fredrick



**District 3**'s January meeting was held at Rossi's Pizza and was very lightly attended - probably because there were just a few things happening. Many had volunteered at Daytona working the Roar before the 24 Jan. 9-11, then there was the first Majors of the year at Homestead and - oh yes - coming up the weekend of January 16-18 CFR's Majors event at Sebring. Gov. Robin Ragaglia had her Chief Registrar's hat on and was working on the 398 pre-entered cars so the tag team of Martin and Martin handled the meeting.

Since most of the attendees had been at the Annual Meeting, a cursory review of General Membership and BOG meetings was given. Bottom line - CFR is in good shape both financially and in our track relationships. Race, Solo, PDX and RallyX continue to draw good entries and schedules/venues for 2015 are basically the same as for previous years. The 2015 Runoffs being held at Daytona September 21-27 will generate many opportunities for us. There will also be 4 Pre-Runoff test days September 17-20 at Daytona that are expected to draw a lot of interest.

The following officers were installed:

BOG Chairman - Mike Wingo, BOG Vice Chairman - Paul Troup, Financial Advisor - Jim Magero, Race Board Chairman - Dana DeShong, Solo Chair - Chuck Lutz, PDX Chair - Tim Reardon, RallyX Chair - Doug McCabe. In addition, Leland Miller was appointed Assistant RE replacing Lee Hill who stepped down with his election as Area 3 Director, Dave Welsh was installed as Gov. of District 4 and John Schimenti was approved as Lt. Gov. of District 2.

Osceola Press will continue to edit and publish The Checker. In order to provide more timely coverage, deadlines for submissions will vary. Check the postings on our website.

Pamella and Dave MacGregor have indicated they can no longer chair the bigger social events (June and November). There is an opening for someone to take on this responsibility.

Upcoming - Our February 7-8 race will be a single SARRC/Regional/Vintage event at Sebring on the long course, paddocking on the 12 Hour side.

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

See you at the track!

Fran

**District 8** started off the new year with a lunch from "Rib City" at Governor Mike Schiffer's home on January 3rd. Topics of discussion were the "Runoffs" in September at Daytona, the two "Majors" in January, and the possible CFR racing involvement in the Barbados Islands. There were a few eyebrows raised on that last one! We also recognized Regional Championship winners from District 8: Eric Servick in SPO, Mike Schiffer in FV, and Mitch Grant in TES/SRF. And in the longevity category it was Charlie Hollis celebrating 50 years of SCCA membership this January!

After the meeting we all drove a few blocks over to Jim Baker's home to try out his first class racing simulator that's housed in a small building in his backyard. Everyone got a chance to "drive" the simulator's BMW GT3 at Lime Rock but it was Brian Beasley who posted the fastest time of the afternoon. It was lots fun for everyone and it really gave you the feeling you were driving at the track, thank you Jim for letting us give it a try. As for our next meeting location we are going to try out a new restaurant, so starting in February District 8 will be meeting at "Jerseys Sports Cafe" in North Fort Myers, still on the second Wednesday of the month at 6PM.

Mike Schiffer



# Winter Vacation Double

Middle of January... perfect time of year for racing, right? Absolutely! SCCA National came to Sebring and brought the US Majors Tour for the Winter Vacation Double Majors event. We locals often cringe at the thought of the freezing temperatures we could face; anything under 50° is freezing on the central Florida scale. But, the weather was ideal especially for mid-January and with nearly 400 cars signed up, the anticipation of seeing what Santa might have brought the good men and women racers of the SCCA was about the only thing causing goose bumps.

The event kicked off on Thursday with a test day conducted by Sebring. I figure that the previous weekend's Majors event at Homestead truly served as more of a testing session, but there were some who found the test day to be more of a challenge than perhaps they'd anticipated.

Friday's schedule was filled with two twenty minute qualifying sessions for each of the seven groups which ran without major incident, at least as far as the racetrack was concerned. Sebring was also hosting an air show adjacent to the track which saw a lightweight aircraft crash on the runway killing both on board. Of course, that shut down air traffic for the rest of the day, except for the news helicopters showing up for the evening news... (insert soundtrack, Don Henley's Dirty Laundry.) "We got the bubble-headed bleached blonde, comes on at five. She can tell you 'bout the plane crash, with a gleam in her eye. It's interesting when people die. Give us dirty laundry."

With the field set, Saturday morning started off promptly at 8 AM with 10 minute warm up sessions for each of the seven groups followed by the first round of the double race weekend with scheduled group runs of 30 minutes or 15 laps.

At the Annual Meeting, the BOG agreed that the National Anthem should be played and the US Flag presented before Club Racing events. Race Board Chair, Dana Deshong arranged for the US Marine Corp to play (via a CD) the Star Spangled Banner over the PA system while the Flat Tow Mafia were honored to present the colors in formation on track before the first race on Saturday.

By the time the green flag dropped on race one, we were running 25 minutes behind a very tight schedule.

The first group of the day featured the open wheelers, bringing 41 cars in five classes to the green flag. CFR's Robert Allaer, driving the #52 Van Diemen



Photo by Kevin Crain

Robert Allaer - 2 Group Victories  
Earns 1 Point Majors Championship Lead

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# Majors - Sebring

by Kevin Crain

in FC, would win the group while running a best lap time of 2:10.514 or a speed of 103.161 MPH over the 3.74 mile long course. Richard Colburn, of Northbrook, Illinois would pace a field of nine P2 entries while finishing third overall. St. Cloud, Florida's John Robinson, II drove the #19 Swift DB-6 to a first in class in Formula Ford and seventh overall.



Photo by Dave Green

Greg Ira posted a pair of EP and group victories.

The group was led back to the grid and the race would restart an hour and twenty minutes past the scheduled start time. Greg Ira posted the best lap time of 2:24.158 or 93.398 MPH in the #2 Datsun 260Z on his way to an overall group win and first in a field of 14 EP racers. Peter Shadowen drove the #72 Honda CRX-SI to a first in GTL and sixth overall. Ninth overall, Andrew Aquilante drove the #32 Ford Mustang to a first in T3.

All five F500 entries were from out-of-state. Charlotte, NC's H. Cory McLeod finished first in class on Saturday and would repeat his effort on Sunday. A field of nine FVs were paced by Fletcher, NC's Laura Hayes in the #22 Protoform P2.

Don Ahrens drove the #61 Mazda Miata to a first in FP and twelfth overall. Tim Myers, drove the #22 Mazda RX8 to a first in T4.

The second race Saturday saw 60 cars in seven classes take the green. The first lap saw an incident just before the pedestrian crossover bridge between turns 6 and 7 involving Albert Sauerland, Jr in the T4 class #90 Pontiac Solstice and Travis Washay driving the #95 B-Spec Mini Cooper. The race was immediately red flagged while emergency services responded. Sauerland's Solstice met with the tire wall as well as Washay's Mini and it would be safe to say the cockpit design was sound; the remainder of the Pontiac was mashed.

Two track records were recorded in group 2. Alan Hulse, II drove the #107 VW Cabriolet to a first in HP while setting a new track record of 2:36.733 or 85.904 MPH. John Heinrich down from Clarkston, Michigan established a new record in B-Spec, driving the #35 Chevy Sonic to a 2:47.524 or 80.371 MPH on his way to a first in class.

After the second race, lunch was shortened in an attempt to get back on schedule. The third race featured a field of 66 Spec Racing Fords, 26 of which were Generation 3. This group featured some of the

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tightest racing of the day. Huntsville, Alabama's Cliff White would lay down the best lap time of 2:27.325 but couldn't hold off CFR's Kerry Jacobsen who would win SRF3 and overall by just under 1.5 seconds over White. Chad Galloway would place third less than 2.5 seconds back of White.

Scott Rettich led a field of 40 SRFs placing 15th overall, with Denny Stripling following two seconds back and Lakeland's Derek Schofield taking third, just under 3.5 seconds off the pace.



Photo by Kevin Crain

Dillon MacHavern scores two Spec Miata wins.  
The front of the pack looked much like this all weekend.

The fourth race of the day featured the Spec Miatas, a group of 64 taking the green flag. Always an exciting group to watch as leads really aren't secure until the checkered flag drops. Dillon MacHavern would see victory by .168 seconds over Danny Steyn. BSI Racing's Andrew Carbonell would finish third just over 4 seconds off the pace. Sebastian Landy down from Great Falls, Virginia posted the best lap of 2:36.317 or 86.133 MPH but finished 4th.

Group five brought 30 winged entries in five classes to the grid and would be the only group of the day to complete 15 laps before the time limit. Conner Kearby would drive the #56 Mazda Swift to first overall and first in FA with a 1.308 second margin of victory over Garth Rickards. Keith Grant would set a new lap time record for FA of 1:59.360 or 112.802 but only completed 13 circuits finishing 8th in class.

Gianpaolo Ciancimino from Coral Springs, Florida drove the #99 Stohr WFi to a new track record for P1 of 2:02.256 or 110.130 MPH on his way to first in P1 and fourth overall. Ninth overall and first in FB, Jason Bell paced a field of six. Winter Haven, Florida's Carson Weeder took victory in FM in his #28 Formula Mazda finishing ahead of Paul Schneider of Charlotte, North Carolina who drove to first in FE over a field of five.

The sixth race featured the big bore cars, a field of 56 in seven classes. Three track records would fall during this race. Doug Peterson driving the #87 Corvette set a new GT1 record of 2:03.157 or 109.324 MPH on his way to a first in class and first overall with a margin of victory of less than two seconds over the #59 Corvette driven by Simon Gregg.

John Kachadurian, driving the #80 Porsche GT3 set a new record for GT2 of 2:12.755 or 101.420 MPH on his way to fourth overall and first in GT2. Andrew Aquilante drove the #36 Ford Mustang to a win in T1, eleventh overall and set a new T1 record of 2:16.187 or 98.864 MPH.

Miami's George Nolte drove the #133 Ford GT to a win in GT1W. Paul Young won GT3 in the #79 Ford Probe and Tom Ellis would win AS in the #57 Ford Mustang.

The final group of the day took the green flag only an hour past the scheduled start, which I thought was great considering the number of entries and the amount of time spent between races clearing the track and ensuring a safe racing environment. 45 entries in three classes took the green flag. Overall winner and T2 driver, Cooper MacNeil established a new track record for T2 of 2:21.252 or 95.319 MPH in the #46 BMW M3 while finishing with a sizeable margin of over 27 seconds over second place finisher Preston Calvert.

Nick Leverone, driving the #3 Mazda Miata would win STL while also setting a new track mark of 2:29.065 or 90.323 MPH finishing ninth overall just ahead of Mark Forbes, STU winner driving the #173 BMW 325.

Despite a tight schedule, all races were finished while the sun was still visible and it was time for bench racing at the social, which Chuck Dawson and crew had been working on all that day, being held in the Legends building trackside.

A big crowd filled the room and there were plenty of cold refreshments. The buffet line moved right along and everyone, probably about 400, made it quickly through.

A few remarks were made by the National office staff as well as RBC, Dana Deshong. Racer Parts



Wholesale had some nice things to give away if you were one of the lucky ones sitting on one of the winning chairs.

Sunday brought the second half of the Double with seven groups scheduled for 40 minutes or 15 laps... All but one group would run the 15 laps as scheduled.

Robert Allaer again would pace group 1 taking his second victory of the weekend in FC while also establishing a new track record of 2:08.202 or 105.022 MPH. Richard Colburn would also record his second victory in P2.



Photo by Kevin Crain

Chuck Dawson and Dana Deshong making others happy.



Photo by Kevin Crain

Jay Strole looks pretty happy...



Photo by Kevin Crain

L-R, 2015 SCCA Board Chairman, John Walsh; Flat Tow Mafia Consigliere, Doug Auriemma and Paul Gauzens, SE Division Executive Steward.

David Livingston, driving the #85 Spectrum 14H improved from his fourth on Saturday to a first on Sunday in FF. H. Cory McLeod notched a second victory in F500 and Charles Hearn, driving the #37 Vortech FV improved from second on Saturday to Laura Hayes finishing .162 seconds ahead of Hayes for the win on Sunday.

By the time group two took the green on Sunday, we found ourselves again behind schedule by almost an hour. Two track records would fall in this group. Tim Myers recorded his second victory of the weekend in T4 while also setting a new record of 2:35.814 or 86.411 MPH.

Greg Ira again paced the group with a second win in EP. Andrew Aquilante took a second T3 win and set a new track record of 2:27.171 or 91.485 MPH while moving up to third overall from ninth on Saturday. Charles Leonard improved from his second in class on Saturday to a win in GTL in his #14 Nissan 200SX and fourth overall.



Photo by Larry Vanscoy

Charlie Leonard drives to a GTL second on Saturday and a win on Sunday

Ken Kannard saw the most improvement from Saturday by winning FP, ninth overall, moving up from 53rd overall. John Heinrich recorded his second win in B-Spec while Alan Hulse II also scored his second win in HP.

The third group brought back 64 of the 66 racers from Saturday and saw the tightest finish of the weekend with the first three racers finishing under a second apart. Kerry Jacobsen had to settle for second place on Sunday as James Goughary would improve from 15th in class and 18th overall on Saturday to get the group and class win on Sunday. Tray Ayres also made a huge jump improving from 21st in class to a third in SRF3.



In the SRF class, Denny Stripling would switch places with Scott Rettich on Sunday to win SRF. Bruce Myers improved a spot from Saturday to place third over Derek Schofield.

The first group after lunch on Sunday saw the Spec Miatas on track with 59 cars taking the green. The top three were the same as on Saturday but with a margin of only .37 seconds separating first from third. Dillon MacHavern took his second victory while Andrew Carbonell improved a position to second, trading places with Danny Steyn who had finished second on Saturday.

The fifth race on Sunday again brought the winged cars to the track with 27 of 30 returning from Saturday. Keith Grant made the most improvement by winning the group and the FA victory, jumping 21 spots from Saturday, and beating Saturday's winner, Conner Kearby to the stripe by less than a second. Jason Bell recorded his second victory in FB while Jim Hallman improved from fourth in P1 to a first. Carson Weeder recorded his second FM win and Ryan Norman traded places with Paul Schneider for the FE victory.



Keith Grant in the Swift 016

Group six brought back the big bores only 44 of the 56 returning from Saturday. Two of the returners, John Kachadurian and Andrew Aquilante, weren't satisfied with the track records they established on Saturday and felt it necessary to break their own records on Sunday. Kachadurian ran a 2:11.237 or 102.593 MPH on his way to a second GT2 win and Aquilante posted a 2:15.355 or 99.472 MPH on his way to a second T1 win.

Simon Greg posted a best in group time of 2:05.287 or 107.465 MPH and traded places with Saturday's

winner, Doug Peterson to win GT1 over Peterson by a margin of over six seconds. George Nolte recorded a second victory in GT1W as Tom Ellis also did in AS. Ray Stephenson improved from Saturday's second in class to win GT3 over Saturday's winner, Paul Young.

The final race of the weekend brought 36 drivers to the green flag in three classes. Cooper MacNeil would again win the group, again win T2 and would again set a new track record, besting his previous day mark with a 2:19.789 or 96.317 MPH. STL driver Nick Leverone recorded his second win of the weekend in STL finishing ahead of second place driver, Mike Van Steenburg on both days.

CFR's Christopher Deshong, driving the #111 Honda Prelude, recorded his first Majors victory in STU on a late race pass by beating Michael Flynn to the stripe by .188 seconds.



Who's the proud "little flag waver" now?  
Christopher Deshong takes win in STU on Sunday.

After three days of nonstop racing action, I think it is fair to say that the Winter Vacation Double Majors was anything but a vacation... a lot of people put in a lot of work to pull this event off and I know that the powers that be were pretty happy with how this weekend worked out.

It was a nice tune up for what is coming down the pike with CFR hosting the Runoffs in Daytona just seven or so months out. It will be a lot of work, but if the racing is anything as good as what we just experienced, it will all be worth it.



# Working a Major

Photos by: Larry Vanscoy







# The Roar Before the 24

Photos by: Larry Vanscoy



Left to right, Charlie Kimball, Jamie McMurray, Tony Kanaan, Scott Dixon, Kyle Larson



Patrick Dempsey



L to R, Joao Barbosa, Sebastien Bourdais, Christian Fittipaldi



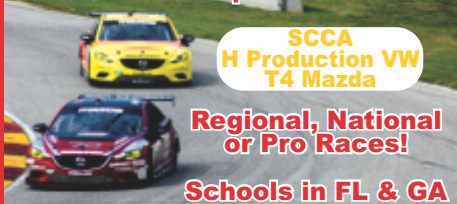
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L to R Joey Hand, Scott Pruett



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# To the Editor

by Steve Kearney

On October 11th I had the joy of conducting the wedding of Jordan McKee and Natalya Zemlyanskaya on Lido Beach at the Lido Beach Resort in Sarasota. The weather was perfect for an early evening ceremony which was punctuated by a symbolic releasing of doves just before dusk.

My wife, Anne, and I also participated in the Rehearsal Dinner at Bob's Train Restaurant - a wonderful place! Bob's Train is an actual train and is an historic location because it's an actual circus train. In fact, it's the only circus train in the world owned by an individual, John Ringling. Included is the biggest circus collector's item, JOMAR (JOHN and MABLE Ringling), the famed private train car of circus magnate John Ringling which is being slowly restored.

During the rehearsal dinner, Jordan's father had him pull up live streaming video from the Runoff's at Laguna Seca as his #55 STU BMW was on track being driven by his racing partner Steve Mullen. The car returned the following weekend to Sebring for Jordan's father to participate in the CFR Championship weekend.

Jordan became a member of CFR SCCA in 2012 and is active in driving PDX events in his #59 Silver track-prepared BMW. Jordan and his new wife, Natalya, also frequently crew for his father at Sebring and Daytona. But most assuredly, Jordan loves to "get behind the wheel..."



Jordan and Natalya McKee with Chaplain Steve Kearney

# To the Editor

To our friends in CFR,

First off, Paula and I want to thank all of you for the Award presented to us last week. It is a real honor to be inducted into "CFR's Hall of Fame."

As some of you know, Paula had a stroke last Tuesday. She was in the hospital for about three days and then discharged. I brought her home and she continues to improve - so much so, she was using a walker and speaking in complete sentences.

Then on Sunday, December 21st, she complained of abdominal pain. It was so severe, I called "911" and

they carted her off to the hospital again. Unfortunately, I believe she has had another stroke. She is off the respirator, but her right side is now paralyzed and speaking is difficult. I hope that with time she will recover.

To those who called or emailed with their thoughts and prayers, I thank you. It is comforting to know we have so many friends that are concerned.

Sincerely,

Tim Lee



# Remember When... You Gotta Be Kidding!!!

## A Deserter Dune Buggy Enters The 1970 Daytona 24

by Louis Galanos

From the very first FIA sanctioned endurance race in 1962, known as the Daytona 3-Hour Continental, to 1970 both large and small-displacement race cars were welcome at the Daytona International Speedway (DIS) and were allowed to race on the 3.81 mile road course that also included the super-fast 31-degree NASCAR high banks.

Record shattering cars like the 7-liter Ford Mk. IVs and Chaparral 2F along with the legendary 5-liter Porsche 917s and Ferrari 512s made their mark at Daytona in the late 60s and early 70s.

While not as fast as a 3-liter Ferrari prototype or 5-liter Porsche 917K the smaller displacement cars actually made up the bulk of the Daytona entries in those days and included Austin-Healey Sprites, MGBs, Porsche 356s, AC Aces, Triumph TR-4s and 1300 cc Alfa's.

While many are familiar with racing makes like Ford, Chevrolet, Ferrari, Jaguar, Alfa and Porsche there was the occasional entry at Daytona that was unfamiliar to the average race fan, like the Howmet Turbine car that was entered in the 1968 Daytona 24.

One Daytona entry has gone unnoticed if not totally forgotten over the past five decades. The very mention of it would, for some, raise some eyebrows and elicit the comment, "You gotta be kidding!"

It may be hard to accept but in 1970 a team from Virginia entered the Daytona 24-Hour Race and practiced with a Volkswagen-powered Deserter GS Dune Buggy. It had a 1600 cc plus VW engine and looked very much like the classic dune buggy you would see on the beach at Daytona or on the desert sand dunes of Southern California.

In 1970 37-year-old Hugh Heishman was a Porsche/VW dealer from Arlington, Virginia and an experienced race car builder/racer having entered and raced in numerous SCCA autocrosses and club events in the northeast.



Hugh also raced or entered his cars in international events at Marlboro, Maryland and Watkins Glen, New York. In 1969 he entered a prototype bodied Zink VSR (Vee Sports Racing) Volkswagen at the Daytona 24 that finished 18th. The same car also raced in the Sebring 12-Hour Grand Prix race that year but was a DNF.

In 1970, "as a novelty," according to Hugh, he decided to enter a VW-powered dune buggy in the Daytona 24. In planning his assault on Daytona he had developed a "cooperative agreement" with Alex Dearborn, who owned Dearborn Automobile Company out of Marblehead, Massachusetts. This company was well known for making Formula V race cars as well as the Deserter dune buggy kit.

In exchange for two Deserter GS dune buggy kits Hugh would turn them into race cars at his Porsche/VW dealership in Virginia. One would be powered by a Corvair engine and the other a VW. At the end of the 1970 SCCA racing season Alex Dearborn would get a completed race car and Hugh could keep the other.

Since Dearborn Automobile also produced Formula V race cars for SCCA competition, Hugh concluded that Alex was interested in getting back the VW powered dune buggy to take a look at the race-



winning VW engines that the Heishman dealership was producing.



In January of 1970 Hugh Heishman along with drivers Jon Krogsgund, Steve Pieper and Jim McDaniel packed up their dune buggy racer and headed south to Daytona Beach. Krogsgund, Pieper and McDaniel were all employees of the Heishman dealership and all were experienced drivers having raced in SCCA club events. Some of them had also raced at Daytona and Sebring the previous year.

Despite the fact that their car looked very much like a dune buggy, few of the drivers or crew from other entries at Daytona that year made any comments or asked questions about why they were entering a dune buggy. Heishman attributed this to the fact that everyone there seemed more concerned about getting their car set up for the race and didn't have time to kibitz with some guys from Virginia with their VW powered dune buggy.

Because their car was a "one-off" kind of race car it was classified as a prototype and placed in the same class as the Ferrari 312P and Matra MS650. However, on the track the speed differential between the 3-liter prototypes, 5-liter Porsche 917's and smaller cars like the dune buggy exceeded 100 mph on the high banks at Daytona and slower drivers were cautioned, back then, to "...stay in your lane lest you get a Porsche enema."



During the first practice session, on the Wednesday before the race, dune buggy driver Jon Krogsgund was exiting turn three in the infield and on the straight to turn four and five (the dog-leg) when contact was made with the JWA Gulf Porsche 917K training "T" car being driven by Jo Siffert. The Porsche was in the process of overtaking the dune buggy when contact was made. Damage was minimal to the #44 Deserter; one of the two-piece all-aluminum rims had to be replaced. The high fiberglass fenders on the body of the dune buggy escaped without a scratch but the lower-to-the-ground Porsche did sustain enough damage to prevent any more time on the track that day.

Not long after the accident Jon Krogsgund and Hugh Heishman were both told that the "Porsche folks" had filed a complaint with the race stewards about the driver and car. According to the April 1970 issue of Sports Car Graphic (p.33) the complaint indicated that, "the drivers in the buggy were all over the road."



Both Krogsgund and Heishman were interviewed by the stewards and some of the corner workers who witnessed the accident were interviewed as well. Later Krogsgund was told that the stewards determined he was not at fault and the incident was declared a "racing accident" and he could continue



to practice and if the car qualified, run the race.

However, team owner Hugh Heishman was having second thoughts about his car's entry in the race. Sometime during that day he made the decision to withdraw the car and told his drivers the next morning during breakfast. Hearing this, a then very disappointed Jon Krogsund decided to tow the car back home rather than stay. The others stayed at Daytona to watch the race.

For Hugh Heishman the decision to withdraw his car from competition was a difficult one. He had raced and entered cars in many events over the years and never had such a complaint filed against him or any of his drivers. In his own words, "I didn't need that type of aggravation."

He also admits that his decision to withdraw the car had a business aspect to it. According to him, "I was a Porsche/VW dealer and I didn't need any headaches associated with my business partners. I didn't want to be accused of causing Porsche any more grief."

The 1970 24-Hours of Daytona was the first time that the now iconic and legendary Porsche 917's and Ferrari 512's met in international competition at the first round of the 1970 World Sportscar Championship. It would also be the last year that many smaller displacement engine cars like the Deserter would be allowed to race at Daytona. Because of complaints by the big factory teams the stewards at Daytona in 1971 cut the starting grid from 65 to 48. Cars that qualified slower than 93 mph were judged too slow and removed from the starting grid. This action, by the stewards, was done literally at the last minute and after many of the slower cars had officially qualified for the race.

The withdrawal of the Deserter dune buggy from the race in 1970 doomed its existence to obscurity and little has been mentioned in the automotive press ever since. One can only imagine the impact the car would have made if it had started the race and even more, if it had outlasted many of the larger cars to eventually take the checkered flag.

## 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!

## Lost & Found

### **Found:**

**Sebring Majors** a key ring containing three keys and a small light. One key has a Miami Dolphins logo.

**Sebring Turkey Trot**, November 2014  
Pro HANS Device; a watch.

### **Lost and not recovered:**

**Sebring Turkey Trot**, November 2013:

A black in color therapeutic magnetic bracelet.

***Contact Paddock Marshall, Charlie Leonard to reclaim/return.***



# SCCA Driver at ARCA Daytona Test

By Gene Paul

Photos by Don Bok

I am trying something different. It's Friday afternoon at Daytona during December's open test session. I had obtained a ride, sight unseen, in order to test to obtain ARCA approval to be able to race their event in February. My team who shall remain nameless, had arrived late and on the first day of testing their cars wouldn't even make it on the track. After painfully watching them all morning, I soon determined that I would not fit in with this group... I quit this team after really hoping they would impress me just a little bit, but it was not to be. I felt extreme disappointment but after all it was my butt in that seat!

I paced around the garage area a bit and composed myself. I realized that God took me out of that car for my own good. I knew that he would lead me to a better solution and he did. I was walking the garage, helmet in hand, as I hoped to salvage the weekend. I began to check out some teams that I had spoken with earlier in the weekend to see what was still available for a drive.

One established team owner, Bob Schacht, didn't have a seat but he walked me over to a good looking Ford Fusion car #59 and also to meet the car's new crew chief, Teddy Brown. Bob said that he had built that car and it was a former Ganassi Racing car that now belonged to Carlos Lira Motorsports. Carlos was the prominent owner of Daytona Beach's Gary Yeoman's Ford and this was the team car to his son Michael's effort in car #58. This particular #59 car was to be driven by a driver from Peru who unfortunately had visa problems entering the US for the weekend.

The seat was open and the car had been shaken down by Michael Lira during the previous day's session. It was a first-class complete team and effort. The first thing that I made sure of was that my 6'3" frame fit in the car, I slid in and it fit like a glove.

It was now late Friday and the day was essentially over. Teddy and I talked to the owner's wife Amanda and made a deal, well 95% of a deal... she had to talk to Carlos. I went back to the hotel and I reflected on my wasted day but also reminded myself that the effort wasn't over yet, there was still hope. I said a prayer of thanks.

Saturday 7 AM: Do you think that I slept well? Well, no I did not! I arrived at the #59 garage and talked to Teddy and asked if this was going to happen? Well not yet, I had one more "interview" with the team manager who looked somewhat skeptical... he was looking at me like "who is this guy?" Finally, with a glancing nod from Amanda, this program was on. Teddy said "get dressed."



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I came out of their hauler lounge uniformed and got in the car. Their own smart looking team immediately sprang into action adjusting belts, steering, radio and other items to get me totally comfortable for my drive. After a few more adjustments I was buckled in and ready to go. Teddy got on the radio and told me to do five laps, then come in. Oh, and by the way don't forget, you don't lift off the gas in the corners.

I pull out on to pit lane and wait for the go ahead signal. The spotter located high above said to go so I started my roll on to the speedway.



The first lap was so much more than any "E" ticket ride that I had ever been on! I have to say it took some faith to flatfoot it into turn one and then also into turn three after traveling down those long straights but the car behaved as they promised and had assured me that it would. It squatted down and stuck like glue.

During the first run, the sun in turn two was shining directly in my eyes and it was a bit distracting but there was no traffic, so I could handle that for a couple of seconds. I could not hear on the radio at speed over the engine's roar so I did my five laps as we had previously discussed and then came in. With a few adjustments to the car and with some more radio volume, I went back out for more laps.

Afterwards, I came on to pit lane, stopped and got a tire slip and then back to the garage. Teddy dropped the window net. "You did OK..." with a sly smile on his face. I have to say that he seemed pleasantly surprised. The crew swarmed the car, tweaking this and that, while I walked around to decompress for a few minutes. I marveled on the extreme G forces in the corners. I have experienced G forces running the 24 hour road course at Daytona, but none like this. I convinced myself the next time out to rely on the seat and headrest padding and try not to hold my head up. We talked about lines. No apex cornering here like in road racing. I was to simulate qualifying runs with the first lap running up top around the whole track then hugging the yellow line at the bottom...no flaring out on the straights.

We ran a few more laps, came on to pit lane, got another tire slip and then go back to the garage. I stay in the car. The crew swarms the car and they jack it up. They pull the brake pads back as it reduces friction. While sitting in the car while they worked I felt like a totally professional driver, the only driver around and that was the confidence that they gave to me...it was great.



OK, time to go back out. One thing now, "Don't hit the brakes, even on pit lane" shouts Teddy on the radio, "Time your roll."



It's easier said than done. I go out a few more times that morning to work on my lines and try to get smoother. More steering movement means less speed. I was in the car about two and one half wonderfully exciting hours as THE driver. Then it was suddenly over just as quickly as it came.

My best lap was a 178.700 MPH average. No, it was not a pole winning speed on the charts but it was fast enough to make last year's race. I missed my goal of 180 MPH but I came pretty close. A point of reference, when team driver Michael Lira shook down the car he only ran one tenth of a second a lap quicker so I felt that I was getting most of what that car had that day with that set up. A tenth of a second at Daytona can be from well placed cloud cover, a gust of wind or a different tire. I got tremendous personal satisfaction from that speed.



I still have much to learn about super speedways so there is more in this driver to give as well. I hope to run again soon. Things could not have gone better with this particular team. We didn't even know one another until late Friday and I felt blessed to be in their car. I made some new friends. Also, ARCA approved me to come back to race in February!

Friends, never give up dreaming or trying new things. There will always be adversity and setbacks. Work it out. There will also be words of encouragement and wise council along the way. Recognize them and take them in. Relish the opportunity and learn from it. Above all, persevere! Also thanks to Laurie Paul, Carlos and Amanda Lira, Teddy Brown and the entire Lira Motorsports crew, the encouragement from Bob Schacht, Randy MacDonald, Howard Bixman, Don Bok, Joe Wells and the ARCA officials and staff and of course mostly the man upstairs.

Who knows what comes next!





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# Classified Ads

## For Sale

**1986 Mustang ITB** \$1,900.00 Has log book. Runs. Fun car to race. Has full AS roll cage if you want to upgrade. Maitland area if you would like to see. Contact Bruce @ 407-402-1132 Have title if needed.(1)



**HELP:** I'm downsizing (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 - \$5,000

**Welder.** It's a Ultramig 200 from Mac. It comes with a bottle of gas and helmets \$1,200. **Air compressor** - 30 gal(?) 3 hp. Horizontal style \$500.

**Generator set.** Used this when I raced and it really came in handy during the hurricanes \$100.

**Belt sander.** Rockwell. Takes a standard 42" belt \$90.

**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. **Shelving units:** I have two 8' X 70" and have ten bays each. \$40 each

**Vacuums.** I have two. These are the heavier shop vac type \$25 each. **Valve spring compressor.** For roller springs \$75.

**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 chocks.** Heavy duty aluminum ones like the semis use \$20. **Shop roller seats.** I have two of these, one with a back. \$20

**Holley parts.** Some Weber stuff. This is a misc. assortment and it includes jets. \$35

**Three carburetors.** One 3310 (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 407-314-8230 rhenschel@cfl.rr.com (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)
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



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