

The Checker

Official Publication of the
Central Florida Region
Sports Car Club of America
Volume 57, Issue 2
February/March 2015



Jonathan Parker
2 Wins in Vintage



Grid Bunnies



Cabin Fever Cure



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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West Cost Event Chair - vacant
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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 **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.

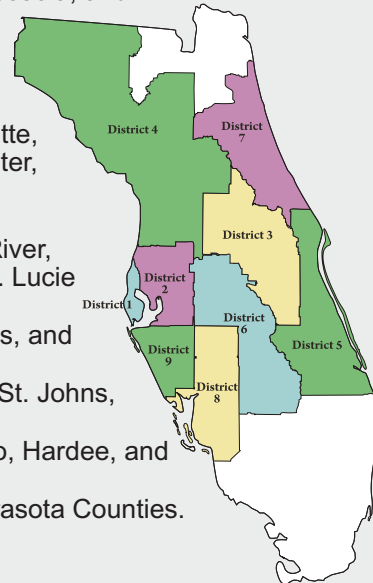
District 5: Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties.

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

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Advertising Rates:

Full Page - \$150/month

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 if you cannot send the ad by e-mail please type or print it clearly and mail it to **The Checker**.

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:

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. 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: Larry Vanscoy



Event Schedule

For CFR and Surrounding Regions

March 2015

| | | |
|-------|---|-----|
| 7-8 | Southeastern Conference Majors | NOR |
| | <i>New Orleans</i> | |
| 8 | SOLO | |
| | <i>Brooksville</i> | |
| 14 | BOG Meeting | |
| | <i>SCCA Building - Sebring</i> | |
| 18-21 | 12 Hours Of Sebring | SIR |
| | <i>Sebring Long Course – Conducted By SIR</i> | |
| 20-22 | Southeastern Conference Majors | RAR |
| | <i>Road Atlanta</i> | |
| 22 | SOLO | |
| | <i>Deland</i> | |
| 27-29 | St Pete Grand Prix | |
| | <i>St Pete Waterfront Street Circuit – Conducted By IRL</i> | |

April 2015

| | | |
|-------|---------------------------------------|-----|
| 11-12 | Driver School & PDX | DIR |
| | <i>Daytona School Course</i> | |
| 12 | RallyCross | |
| | <i>Osceola Heritage Park</i> | |
| 17-19 | Southeastern Conference Majors | VIR |
| | <i>Virginia International Raceway</i> | |
| 19 | SOLO | |
| | <i>Brevard Community College</i> | |

May 2015

| | | |
|-----|--|-----|
| 1 | CFR Test Day/PDX | DIR |
| | <i>Daytona Road Course</i> | |
| 2-3 | Regional/SECS/TES Enduro/SOLO | DIR |
| | <i>Daytona Road Course, Solo on Kart Track</i> | |
| 1-3 | Southeastern Conference Majors | SPR |
| | <i>Summit Point</i> | |
| 24 | ChumpCar 14 Hours of Daytona | DIR |
| | <i>Daytona Road Course - Conducted by DIS</i> | |
| 31 | SOLO | |
| | <i>Brooksville</i> | |

June 2015

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

July 2015

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

August 2015

| | | |
|-----|----------------------------|-----|
| 7 | CFR Test Day | DIR |
| | <i>Daytona Road Course</i> | |
| 8-9 | Double SARRC Races | DIR |
| | <i>Daytona Road Course</i> | |

September 2015

| | | |
|-------|---|-----|
| 4 | Test Day | SIR |
| | <i>Sebring Long Course - Conducted by SIR</i> | |
| 5-6 | Regional Races/TES/Enduro | SIR |
| | Vintage/PDX | |
| | <i>Sebring Long Course, 12 Hour Paddock</i> | |
| 17-20 | CFR Pre-RunOffs Test Days | DIR |
| | <i>Daytona Road Course</i> | |
| 21-27 | SCCA Nat'l Championship RunOffs | DIR |
| | <i>Daytona Road Course</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:

- 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 3 2-10-15

District 3 held their February meeting at Rossi's Pizza in Orlando with Gov. Robin Ragaglia presiding. Attendance was back to normal plus we welcomed 3 new faces - Daniel Crain (Melanie and Kevin's son), Juan who works with Paul McNamara at Reed Nissan and Rich, a new corner worker.

There were 373 cars at our January Majors event at Sebring and that meant the fields were full. It also meant there were many full course cautions and even a couple of red flags. We think the pace car may actually have 'won' several races. It made for some long days and last races that ran into the dark. Fortunately, those cars had working headlights.

Reports from attendees at the Rolex 24 at Daytona gave kudos to the workers providing beverages and shuttles to the corners. There was rain Saturday morning but the track dried for the race. Immediately following the Rolex 24 was a Ferrari event - thanks to those stalwart workers who assisted.

Our Cabin Fever Cure regional event at Sebring is well-named as there were about 250 cars. SARRC and Vintage drivers were eager to get back to racing and run on the long course. The gods smiled and we had fantastic weather for the weekend competition.

The SEDIV annual meeting at St. Simons was well attended by CFR. District 3 members Marc Dana, Robin Ragaglia and Robin Langlotz were recognized and received the following awards.

Marc received the True Sportsman Award. Per the SEDIV regs. "the True Sportsman Award is presented to the SCCA member who consistently demonstrates exceptional driving skill, integrity in all aspects of the sport, respect for SCCA and the rules of the organization, who represents truth and fairness in all areas of competition, who inspires camaraderie among drivers and who consistently show a genuine willingness to help others acquire knowledge and to achieve optimum driving performance."

Robin Ragaglia received the Director's Award - "presented to a SEDIV official for that "something extra" in appreciation for time and effort."

Robin Langlotz received SEDIV's highest award - the John C. Reuter Award. "The John C. Reuter Award, first presented in 1963, is the Southeast Division's highest award. It is awarded to the member of the Division who has made the most outstanding long term contribution to the SEDIV and its competition programs."

CONGRATULATIONS!! Marc, Robin, and Robin.

Dave Welsh reported that Solo has held 3 events; two at Brooksville and one at Geneva. They were all well attended. He said there will be a Solo Board meeting scheduled soon.

Per Art Trier, CFR will hold two Tire Rack Street Survival School events this year. They will be held at Geneva June 27 and November 14. The TRSSS program is a great way to educate and give young drivers some good hands on experience.

RallyX held an event Feb. 7-8 at St. Lucie. They now have a timing system - donated from SOLO.

BIG NEWS!! - PDX will have an event at Daytona running on the full course! Date is May 1st - CFR test day - prior to the Regional May 2-3. There will be 2 sessions, 20 minutes each and there will be 3 passing zones. Entry fee is \$150; entries limited to advanced drivers. Check the web or with Art Trier for additional information.

We are starting to receive information on the 2015 Runoffs at Daytona. Charlie Leonard will be Chief of Paddock, Dave Langston - Chief of Flat Tow; Jack Ragaglia - Co-Chief Pace Car and Robin Ragaglia - Assistant Registrar. The Chief Steward will be holding monthly conference calls with the chiefs. We understand that camping will be available for spectators. More to come - for sure!!

See you at the track!
Fran

New Club Members

District 1

| | |
|-------------------|------------------|
| Bill McClendon | St Petersburg |
| George Lutich | Palm Harbor |
| Bobby Kostopoulos | New Port Richey |
| John Hudak | St Petersburg |
| Andrew Dill | Saint Petersburg |
| Chris Brimmer | Saint Petersburg |
| Drew Braun | Belleair Beach |

District 2

| | |
|------------------|-----------------|
| Stephen Zongker | Riverview |
| William Peterson | Brandon |
| J.Lyndon Olson | Lithia |
| Joe Lauget | Zephyrhills |
| Blake Farrell | Tampa |
| Jerry Rigoli | Sun City Center |

District 3

| | |
|------------------|----------------|
| David Crawford | Orlando |
| James Smeltzer | Sorrento |
| James Smith | Casselberry |
| Joseph Szoke | Winter Springs |
| Ryan Tecklenburg | Saint Cloud |
| John Tremblay | Orlando |
| John Tremblay | Belle Isle |
| Brett Richardson | Winter Park |
| Daniel Crain | Orlando |
| Juan Vargas Diaz | Apopka |
| Shomari Edwards | Orlando |

James Harvey
Gary Jensen
Szczepan Luczynski
Eric Moyer
Robert Palmblad
David Raymon
Terri Vance
Owen Brock

District 4

David Walters
Timothy Gonzales
Andrew Crogan

District 5

Tammy Moffett
Tom Liska
Cheryl Dietrich
William Daniels
Gary Burnette
Allan Bonn
Brian Atkinson

District 6

Richard Plank
Sherry Panaccione
Jordan Mitchell
Steve Mansfield
James Hopkins
Derek Herchko

Winter Park
Orlando
Casselberry
Longwood
Orlando
Winter Park
Ocoee
Orlando

Keystone Heights
Gainesville
Fruitland Park

Melbourne
Melbourne
Stuart
Cocoa
Cocoa
Port St Lucie
Sebastian

Winter Haven
Lake Wales
Sebring
Sebring
Winter Haven
Lakeland

District 7

| | |
|------------------|---------------|
| Michael Zucco | Daytona Beach |
| Robert Wolf | Daytona Beach |
| Peter Van Weele | Port Orange |
| Judson King | Ormond Beach |
| James Herley | Daytona Beach |
| Leora Gardner | Daytona Beach |
| Glenwick Elliott | Palm Coast |
| Billy Bies | Daytona Beach |
| James Smith | Port Orange |
| Nick Shaw | Holly Hill |
| Jack Roose | Daytona Beach |
| Lorenzo Rizzardi | Ormond Beach |
| Daniel Rizzardi | Ormond Beach |
| Lee Reynolds | Deland |

District 8

| | |
|--------------|----------------|
| Elwyn Wenzel | Port Charlotte |
| Jeff Gerardt | Cape Coral |

District 9

| | |
|----------------|--------------|
| Stuart Mullan | Sarasota |
| Wayne Johnson | Venice |
| Richard Harris | Holmes Beach |
| Bruce Andersen | Sarasota |

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 Chevy Engine in a Ferrari?

by Louis Galanos

Heavens Forbid!

Yes, a Chevy V8 engine in a Ferrari. Why such insanity you might ask??? Because in America, especially on the West Coast, in the '50s and '60s it was virtually impossible to get the parts from the Ferrari factory in Italy to fix a broken engine or get other vital drive-train parts on a timely basis and in an affordable manner. A Ferrari sitting in your garage that couldn't run was not worth much so clever Ferrari owners improvised both for the street and racing.

The idea of putting a Chevrolet V8 into a Ferrari appears to have been initiated in 1957 when former Ferrari factory driver, José Froilán González, of Argentina, replaced the engine in his 54/55 Ferrari grand prix car that was gifted to him by Enzo Ferrari with a Chevy engine. His family owned several GM dealerships and this enabled him to successfully race the car in the formula libre class in South America.

Chevy engines later appeared in dozens of Ferraris including 500, 750 and 250 sports cars raced in the United States as C Modified cars. Even the 1958 Le Mans winning 250 Testa Rossa of Phil Hill and Olivier Gendebien was one of several TRs that later got Chevy V8 power which kept them on the track during the golden years of sports car racing in the 60s and early 70s. Oscar Koveleski was one of the early racers to put a Chevy engine in his 857S Monza and today still brags about beating the "factory" Ferraris with his car. Many street driven Ferraris also received Chevy engine transplants to keep them on the street. In 1959 articles appeared in Motor Trend magazine and Sports Cars Illustrated detailing how to install a Chevy motor into a Ferrari.

My friend, Randy Cook, was a CFR corner worker in '62 and '63 and later became the Central Florida Region Vintage Driver's Representative. He recently self published a book about Chevy powered Ferraris of the 50s and 60s titled Bowtie Ferraris. The book documents 71 cars including some that were from the Central Florida area. The photos that accompany

this article are from the book. One photo shows a 750 Monza driven by Robert McNeal of Eua Galle, FL on the track at Sebring and on the grid at Oseloa.



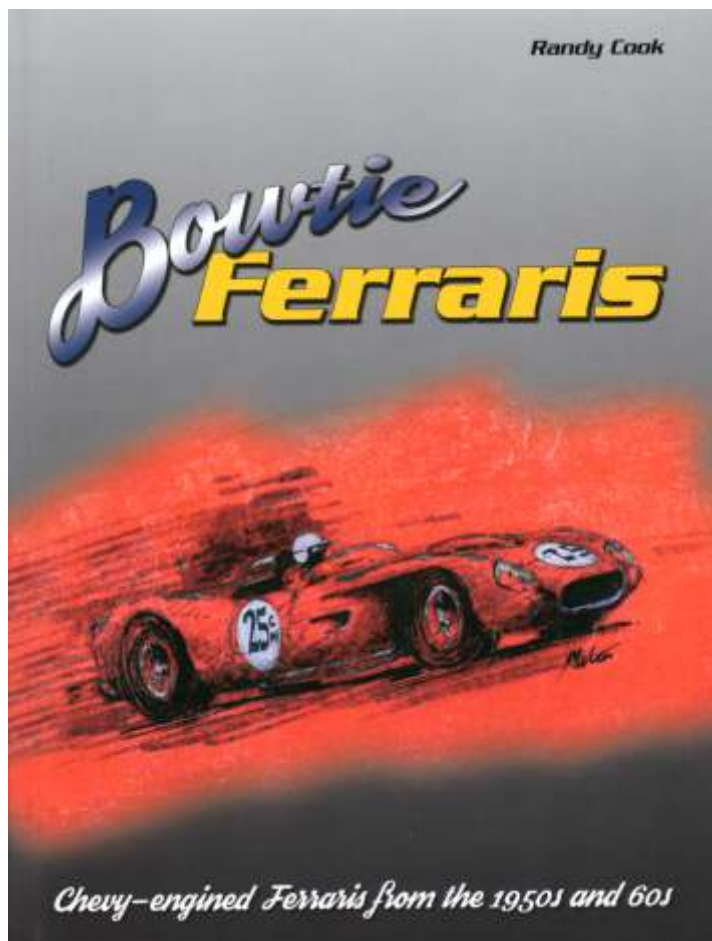
Randy found it necessary to write the book as he owns a 1959 Ferrari 250 GT PF Coupe (see color photo) that is Chevy powered and people kept asking him why would anyone put a Chevy engine in a Ferrari. He found that many Ferrari purists, who lack the knowledge of those early Ferrari post war years in America, literally turned up their noses when they come across a Ferrari with a Chevy engine. Some even showed a bit of hostility and didn't want such a car to be displayed in cars shows that featured Ferraris. Randy has literally had some Ferrari owners give him the cold shoulder at those events. Often lost in the minds of the Ferrari purists, is the fact that many early Ferraris would not be around today for them to enjoy had it not been for the Chevy engines that preserved them until they could eventually be reunited with a Ferrari engine.

If you are a fan of Ferraris and want to know more about this little known aspect of their history you can

find the answers in Randy's well-written book along with a lot of great photos and write ups of the cars. Many photos of these cars not used in the book can also be found on Randy's Bowtie Ferraris Facebook page which also has a link to his website www.racmotorsportspublishing.com from which the book can be purchased. The book is an entertaining read for any Ferrari aficionado who wants to know more about the history of the marque.



Randy Cook's 1959 Ferrari 250 GT PF Coupe



A Word from the Social Director

Hi, I hope everyone enjoyed the last Social at the club racing event at Sebring in February. I had fun planning and preparing it for you.

Unfortunately, I will not be able to do any socials for a while due to the upcoming surgery. I am not sure how long it will take me to get to a point where I can attend and plan the Socials again. Until then Elizabeth Offutt will do a great job in my place as she has done in the past. Please feel free to help her out anytime you can as she has the passion as I to make you happy and provide a pleasant social for everyone.



As far as I know the BOG is still looking for someone to step up and plan the 2015 June Picnic Event. If you are interested or have any ideas please contact anyone on the BOG or your District Governor.

Until I return, I hope everyone has a Great Valentines and great Racing events. Thank You for your kindness, prayers and support through this time.

Pamella MacGregor



Cabin Fever

Fast Cars &



Ken Hazleton in a '72 Vintage 'Vette paces Udo Horn's 'Vette



Peter Cheamitru in a 1979 Splinkie (Lynx-B) signals driver's left to pass for an approaching Lyndon Pollock in the 1999 VanDiemen RF99



Kerry Foote in an HP Class '60 Austin Healey Sprite yields to Dana Deshong in his '95 STU Class Honda Prelude



Michael Seay in a '76 AMC Gremlin scores two SPU wins and Nicole Hecker in a '86 Mazda RX7 scores an EP win and a second.



F500 James Lyle in a 2003 F500 Sidewinder leads Michael Moench in an F500 Sidewinder. Both would win one and place second in the other.



Vintage driver William Charlton in a 1976 Zink Z10C leading Paul Buttrose in his 1968 Zink Formula Vee



Ed Barr uses the whole track taking the 2013 Subaru BRZ to a T4 Win

The Checker Cure - February 7th & 8th photos by Larry Vanscoy

Friendly Faces



Nicole Hecker



Area 3 Director Lee Hill working a corner



Dave Green's first stint as Corner Captain training Rich Stone on turn 6



Membership Chair Darren Gunn happily waving his little flag





Cabin Fever Cured...



Eric Servick in the #2 '05 Dodge Charger trying to stay in front of Randy Kinsland's '06 Corvette. Kinsland would drive to two Group Wins and set a new track record for GT2. Servick would win one and place third in SPO.



Barry Burgoon in the #14 '95 Mazda Miata would take a second and a third in ITA.



Rob Langley (left) and Vic Klassen (right) were done after meeting in turn 5 two laps into their first race. Both were fine, albeit disappointed.



Kenneth Walters in the #80 IT7 '83 Mazda RX-7, William Squillace in the #151 ITS '99 Mazda Miata and Derik Royal in the #15 ITS '99 Mazda Miata going three wide through Turn 1. Walters would go on to take two wins in IT7.

Rolex Moments



I took this while waiting to go on shift Saturday night, on turn 3 of the Rolex 24. photo by Steve Perkins



A shot from Rolex Heritage Exhibition, sporting the CFR colors !! Thanks workers! :-) Darek Stennes



Ole Farts Reunion

photos by
Karen Galvin



The gang gathered around Beau Gabel's 1959 Elva Courier.



John Tremblay, Roger Sell, Bill McDill, Bruce Behrens



Van McDonald inadvertently
put the event T-shirt on backwards



The guys in GT-5: Van McDonald,
Michael Cheung, Chip Willing and Rich Lee



Fran Martin, Sammi Marlis-Ronshausen and Ed Ronshausen



Carol Swanson and Judy McDonald



Sid Finkel and Cliff Heiser

Remember When...

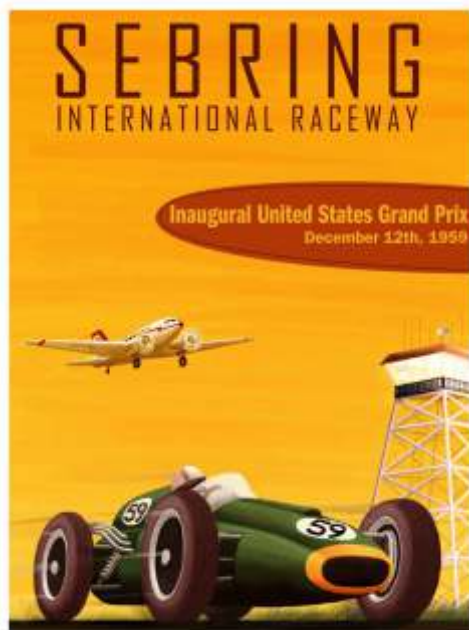
Pictures

Submitted by Louis Galanos

louisgalanos@gmail.com

In the '50s & '60s the **Sebring 12-Hour Grand Prix of Endurance** was considered by many to be the premier motorsports event in North America. As such artists were encouraged to produce posters and souvenir program covers for the event.

Many of those souvenir programs and vintage posters are highly sought after by collectors and command a high price today.



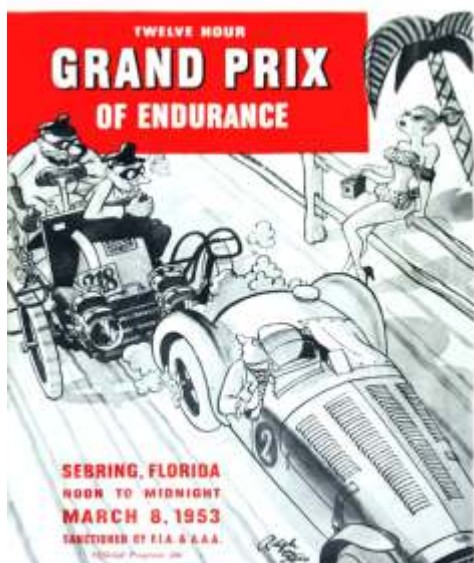
1959 Sebring Grand Prix



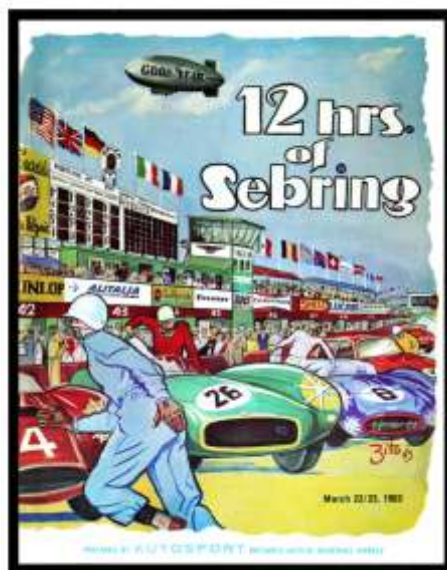
Vintage Sign



1963 12 Hour Poster



1953 Sebring Program Cover



1963 Sebring Program Cover



1969 Sebring Program Cover

2015 CFR Regional Points

As of February 11, 2015

| Class | Last Name | First | Total | Class | Last Name | First | Total | Class | Last Name | First | Total |
|-------|-------------|----------|-------|-------|-----------|-----------|-------|-------|--------------|--------------|-------|
| AS | BARBER | COLINS | 100 | FST | MAMONTOFF | ANDRES | 25 | ITA | BURGOON | BARRY | 80 |
| AS | SEIFREIT | SCOTT | 21 | FST | ADDERLY | ALLAN | 21 | ITA | LANGLOTZ | ROBIN/ROBERT | 60 |
| ASR | DUNN | JACK | 50 | FV | DASSINGER | GARY | 92 | ITA | BURRIS-MEYER | PETER | 56 |
| ASR | BUELL | LEROY | 21 | FV | CHEAMITRU | PETER | 78 | ITA | MAGERO | JAMES | 50 |
| CF | SMITH | MARK | 50 | FV | ADDERLEY | ALLAN | 46 | ITA | RICHARDSON | GARRETT | 33 |
| EP | HUSSEY | DAVID | 50 | FV | SCHNEIDER | HARRY | 39 | ITA | TAYLOR | ERNEST | 32 |
| EP | HECKER | NICOLE | 46 | FV | MATTOX | JOHN | 35 | ITA | HAY | CALLUM | 31 |
| EP | IRVIN | JIM | 36 | FV | SCHIFFER | MIKE | 34 | ITA | KNEELAND | JAMES | 31 |
| EP | KOSTOPOULOS | PAUL | 33 | GT1 | BAUER | ROLAND | 42 | ITA | ROSKOWFF | DAVID | 29 |
| EP | CARSON | JOHN | 31 | GT2 | TAYLOR | TERRY | 69 | ITA | ADAMS | PHILIP | 26 |
| EP | PRITCHETT | DARRYL | 26 | GT2 | MACHAVERN | DILLON | 21 | ITA | CROUSE | JAMES | 25 |
| EP | DYKES | RODNEY | 18 | GT2 | LASCO | PHIL | 17 | ITA | FRIERSON | GARY | 23 |
| EP | MEADOWS | EDDIE | 14 | GT2 | ROBERTS | MARK | 16 | ITA | SHANABERGER | FRANK | 23 |
| F5 | MOENCH | MICHAEL | 46 | GT3 | LAWHORN | DOUG | 50 | ITA | BURAS | TODD | 21 |
| F5 | LYLE | JAMES | 25 | GT3 | MCGAVIC | BILL | 50 | ITA | REYES | SERGIO | 21 |
| FA | BOUGHAN | DONALD | 50 | GT3 | CARSON | WILLIAM | 36 | ITA | GRASER | SHAUN | 20 |
| FB | FALATICK | WILLIAM | 88 | GT3 | PIERCE | PHILIP | 17 | ITA | MCNAMARA | PAUL | 20 |
| FB | WALD | BILL | 50 | GTA | CORWIN | LARRY | 88 | ITA | ELICATI | STEVE | 19 |
| FC | POLLOCK | LYN | 54 | GTA | JORGENSEN | CHAD | 61 | ITA | KING | DOUG | 14 |
| FC | HERSCHER | JOHN | 42 | GTA | BEEBE | LARRY | 18 | ITA | TAYLOR | KENNETH | 14 |
| FC | SCHARNOW | CHRIS | 42 | GTL | LEONARD | CHARLES | 50 | ITA | FREE | THOMAS | 13 |
| FC | HICKS | JERRY | 34 | GTL | BUTLER | WAYNE | 42 | ITA | PEQUITO | LUIS | 2 |
| FE | FERRARA | DENNIS | 42 | GTL | LARSON | JEROLD | 36 | ITB | BOLES | DAVID | 100 |
| FF | SCHIMENTI | JOHN | 100 | HP | HESS | BOB | 87 | ITB | ULBRIK | MICHAEL | 72 |
| FF | SCHIMENTI | ANNA | 35 | HP | BOUSTANI | LOUIS | 50 | ITB | HORN | MICHAEL | 62 |
| FF | KRUPA | STEPHEN | 33 | HP | FOOTE | KERRY | 50 | ITB | ELLIS-BROWN | DAVID | 61 |
| FF | BLOK | ROELOF | 31 | HP | DECESARE | MIKE | 42 | ITB | BOWLING | TAD | 53 |
| FF | POPE | DAVID | 29 | HP | ROBINSON | DON | 38 | ITB | WILCOX | GERALD | 53 |
| FM | WEEDER | CARSON | 50 | HP | FRANCKE | KEN | 18 | ITB | PRADO | EDWIN | 39 |
| FM | EVANSON | RYAN | 42 | HP | BOYLAN | TERRY | 17 | ITB | ULBRIK | STEVEN | 38 |
| FP | CAMERON | GLENN | 50 | HP | ZIRKEL | JAMES | 13 | ITB | MCCORMICK | MIKE | 34 |
| FP | KULLMAN | PAUL | 42 | IT7 | SIMMONS | MATTHEW | 79 | ITB | BALDWIN | JIM | 31 |
| FP | STEIN | W JEFFRY | 36 | IT7 | EATON | BOB | 69 | ITB | GRANT | STEVE | 30 |
| FP | BOYLAN | LARRY | 33 | IT7 | CAREY | LON | 50 | ITB | O'TOOLE | CHARLES | 27 |
| FP | KAPCIN | LOU ANN | 30 | IT7 | WALTERS | KENNETH O | 50 | ITB | MCCORMICK | PAUL | 22 |
| FP | SMITH | TIMOTHY | 17 | IT7 | WATTS | RICHARD | 37 | ITB | BALDWIN | JOSH | 21 |
| | | | | | | | | ITB | FORTEZA | MANNY | 14 |
| | | | | | | | | ITB | PRADO | PEDRO | 12 |
| | | | | | | | | ITB | YATES | CHRIS | 12 |
| | | | | | | | | ITB | YATES | WILLIAM | 12 |
| | | | | | | | | ITB | RAYMON | DAVE | 11 |
| | | | | | | | | ITC | MOERWALD | MIKI | 84 |
| | | | | | | | | ITC | WAECHTER | JIM | 50 |
| | | | | | | | | ITC | LARSON | SCOTT | 32 |
| | | | | | | | | ITC | MCCOIN | BILL | 18 |

Championship

Submitted by Lyn Hodges Watts, CFR Pointskeeper

| Class | Last Name | First | Total | Class | Last Name | First | Total | Class | Last Name | First | Total |
|-------|------------|-----------|-------|-------|-------------|---------|-------|-------|---------------|-------------|-------|
| ITO | TROUP | PAUL | 88 | SM | TUCKER | JAMIE | 46 | SRF | LADONICZKI | BILL | 19 |
| ITO | HENDRICKS | KIMBERLEE | 82 | SM | ROLLAN | SELIN M | 43 | SRF | LADONICZKI | STEVE | 14 |
| | | | | SM | GIBBONS | MARK | 36 | SRF | FARNSWORTH | ROBERT | 9 |
| ITR | VARNA DOE | RUSTY | 89 | SM | LABOUNTY | JEFF | 32 | SRF | HAWLEY | ROBIN | 8 |
| ITR | MOORE | ALAN | 42 | SM | PARDUS | PRESTON | 32 | SRF | LADONICZKI | JOEL | 8 |
| ITR | PARCHMENT | LINDEN | 39 | SM | HARRELL | DENNY | 27 | SRF | BROOKS | ROD | 7 |
| ITR | HENDERSON | BOB | 38 | SM | LOWRANCE | CHARLIE | 26 | SRF | PLEISCHL | ROBERT | 6 |
| ITR | FITTERMAN | LAWRENCE | 35 | SM | WILDING | JOHN | 26 | | | | |
| ITR | MULLEN | IAN | 16 | SM | LAWRENCE | SCOTT | 22 | SRF3 | VANACORE | TODD | 81 |
| | | | | SM | WATSON | JOHN | 21 | SRF3 | SMITH | JEFFREY | 71 |
| ITS | AKARJALIAN | MENAS | 86 | SM | FRIERSON | GARY | 20 | SRF3 | EATON | MARK | 50 |
| ITS | LOWRANCE | CHARLIE | 56 | SM | JOHNSON | DAVID | 20 | SRF3 | JACOBSEN | KERRY | 42 |
| ITS | RHOADES | CLIFFORD | 51 | SM | MURRAY | STEVE | 17 | SRF3 | HILL | LEE | 28 |
| ITS | GOLDIN | STEVE | 50 | SM | ROLLAN | SELIN | 16 | SRF3 | STANLEY | RICHIE | 28 |
| ITS | WATSON | JOHN | 50 | SM | DAVISON | JOHN | 10 | | | | |
| ITS | ROYAL | DERIK | 44 | SM | MAUGERI | BRETT | 9 | STL | VAN STEENBERG | MIKE | 42 |
| ITS | GOLDIN | KEITH | 42 | SM | BURAS | TODD | 6 | STL | PHILBERT | RAY | 36 |
| ITS | SIMOE | MANNY | 39 | SM | ROYAL | DERIK | 3 | STL | FLYNN | CONOR | 34 |
| ITS | LANGLEY | ROB | 33 | | | | | STL | JOHNSON | DAVID | 29 |
| ITS | MAULFAIR | MITCHELL | 27 | SPO | SERVICK | ERIC | 85 | STL | LETTIERI | JOHN | 28 |
| ITS | GIBBONS | MARK | 24 | SPO | PAUL | GENE | 77 | STL | SHIPP | HERBERT | 23 |
| ITS | SERRANO | CARLOS | 23 | SPO | ALLISON | MARK | 35 | STL | LAWRENCE | JAMES | 22 |
| ITS | CARTER | JOHN | 18 | SPO | MAUGERI | CAMERON | 35 | STL | REYES | JAVIER | 21 |
| ITS | MURRAY | STEVE | 18 | SPO | PREUSCH | WILLIAM | 32 | STL | GIRO | RAFAEL | 18 |
| ITS | ROLLAN | SELIN | 17 | SPO | HEYEN | GREG | 29 | STL | INNES | JAMES | 8 |
| ITS | LAWRENCE | SCOTT | 15 | SPO | MCCAULEY | DAVID | 27 | | | | |
| ITS | PARDUS | DANIELLE | 15 | SPO | WILLIAMSON | MICHAEL | 27 | STU | DESHONG | DANA | 60 |
| ITS | HECKER | NICOLE | 10 | SPO | HOLLIDAY | MORRISS | 25 | STU | MULLEN | STEPHEN | 42 |
| ITS | MAUGERI | SPENCER | 9 | SPO | THOMPSON | TROY | 25 | STU | DESHONG | CHRISTOPHER | 25 |
| ITS | BROWNING | DONALD | 8 | | | | | STU | MARCHAND | CHRIS | 17 |
| ITS | CIOCI | WILLIAM | 2 | SPU | SEAY | MICHAEL | 100 | STU | PACE | JOE | 15 |
| | | | | SPU | SEAY | TERRY | 21 | | | | |
| P1 | McCOY | ERIC | 18 | SRF | LUND | H NEIL | 81 | T1 | COX | JAMES | 25 |
| P1 | McCOY | AUSTIN | 17 | SRF | MCKIBBEN | CASEY | 50 | T1 | LAWRENCE | CAMERON | 25 |
| | | | | SRF | BREWER | STEVE | 41 | T1 | MAUGERI | CAMERON | 21 |
| P2 | BONANNO | ROBIN | 50 | SRF | DE BOEVER | QUENTIN | 36 | | | | |
| P2 | DYKHUISEN | JERRY | 42 | SRF | ANNIS | JOHN | 34 | T2 | LAWRENCE | CAMERON | 25 |
| P2 | MEGREGIAN | ARMEN | 39 | SRF | HELMICK III | DAVID | 34 | T2 | MAUGERI | CAMERON | 25 |
| P2 | SOMERS | JASON | 35 | SRF | ROSADO | JOSE | 34 | | | | |
| P2 | RONSHAUSEN | ED | 21 | SRF | MULLAN | STUART | 33 | T4 | BARR | ED | 88 |
| P2 | MC TAGGART | JOHN | 15 | SRF | MEAD | B. DOUG | 32 | | | | |
| | | | | SRF | LERNER | ROBERT | 27 | | | | |
| | | | | SRF | COGGINS | WILLIAM | 26 | | | | |
| | | | | SRF | HANSEN | KEITH | 26 | | | | |
| | | | | SRF | MARINO | KEN | 25 | | | | |
| | | | | SRF | ROSA | JIM | 23 | | | | |
| | | | | SRF | KINLAW | TILDEN | 21 | | | | |



My First Car

by John Leps

At the outset let me say that I was NOT a car nut in my early years of inhabiting this planet; I didn't get a driver's license until I was almost seventeen. I was driving, but not on public roads. I drove our family's old Ford tractor and the older, late 40's Pontiac, to carry food to our four hogs, about a quarter of a mile away, on our farm.

Fortuitously, Manatee Junior College was opening the school year immediately following the completion of my less-than-illustrious high school career (that's a story for another time). I was to attend this new school and, while enjoying the economic benefits of living at home, acquire the discipline required of serious academic endeavor. BUT, neither the tractor nor the Pontiac being suitable for the ten mile commute to classes, my Grandmother volunteered to buy a car which would serve. It ended up being a new 1958 Fiat 600, from the Bradenton Studebaker-Fiat dealership, for the sum of \$1200. Incidentally, in the same showroom, was a Fiat Abarth 750 Zagato Double-Bubble coupe, in all of its aluminum-bodied, dark blue, scorpion emblazoned, knee-high glory. I figured it was just the answer to my commuting-to-class needs but, upon closer inspection, it became apparent there would be no room for any books which, I had been given to expect, would be a necessary accompaniment to my incipient college career. But, I digress; back to the 600.

This chariot was a two-door (suicide-style), I-4, OHV, 600cc (by rather generous rounding up) machine,

generating the grand total of 22 crystallized HP at just before valve-float(which was frequently visited). In retrospect, this minuscule power rating may well be responsible for my being here, with a more-or-less functioning body, some fifty-five years later, to pen this account. But, again, I digress. Said horsepower was conducted to the twelve inch Pirellis via a four-speed, floor-shifter, tranny. This four-speed was a major factor in my soon-to-be acquired delusion that I was in possession of a sports car, for, you see, at MJC I was destined to fall in with a group of sports car nuts. I figured that the four-speed surely qualified me for membership in this group. I assiduously devoured such academic tomes as Road And Track, Car And Driver, Taruffi's "Art Of The Racing Driver", biographies of Stirling Moss,, Phil Hill, Tazio Nuvolari, Rudolph Carrocciola, and, last-but-not-least, the Abarth catalogue(more on this, later). Unfortunately, assimilation of this material didn't do much for my performance in World Literature classes!

The things I learned from this reading went straight from those pages to the Fiat rolling laboratory. I soon mastered the SIFO technique for negotiating the curves of local roads; the FO part requiring some vigorously applied imagination, what with 22 horsepower and all. Anyhow, speed is relative and ten-tenths, in a Fiat 600, seems quite fast indeed from within its minimal sheet metal or, so I was told, by ashen-faced passengers, on numerous occasions. The Pirellis, which were original equipment, were

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.

soon scrubbed down to the threads. I replaced them with a set of Michelin Xs. Now, all doubt about the sporting nature of that vehicle was put to rest. My lap times around Terra Ceia Island dropped precipitously. Small children, stray dogs, and errant farm animals abandoned the vicinity of roadways, in mortal fear of being serged or hemmed, whenever the sound of 600 ccs at full chat was heard.

But, I wanted more. I sent in an order for the Abarth catalogue. I licked my chops as I perused its pages of high performance cams, stiffer valve springs, free-flow exhausts, larger Weber carbs, and other exotic bits and pieces for transforming the Fiat 600 into a full-on racing machine. Then I perused the price list. Well, it was a grand dream while it lasted (about 30 minutes). I was able to scrape together enough coinage to purchase one item with which every race car should be equipped; a water temperature gauge. The Fiat didn't come with one. After installing the one from Abarth it became apparent why Fiat had left it off the car's original equipment roster. It's just as well, they undoubtedly thought, that drivers of this car remain blissfully unaware that coolant temps are hovering just below the melting point of cast-iron.

I DID add a couple of optional items not found on most racing machines, but of immeasurable value. An empty, quart-sized tin can, with a copper tube, soldered into its bottom, and routed through the firewall, behind the back seat, and screwed into a hole drilled into the exhaust manifold was fabricated. With a small air pump, such as used to inflate footballs, a rear-seat passenger could pressurize the can (which was filled with mosquito fogging fluid)

and produce a dense, blue-grey fog out the back of the car. This could be very helpful in thwarting any overtaking attempts. I don't believe the GCR has any prohibitions against such equipment.

Another useful item, which I acquired from a friend, was an air-speed indicator from a WWII aircraft.. I fashioned a pitot tube from a length of laboratory glass tubing and ran it up through the hole left where the windshield washer nozzle, in the cowl, had been. How could this possibly be useful, you might ask unsuspectingly? Well, that Fiat's speedometer only registered up to 60 mph. Let me tell you, that at speeds above 60 mph, such as when descending from the main span of the Sunshine Skyway, in neutral, or when inadvertently driving off a cliff, it's very handy to know your actual speed, even if it's in knots.

Well, just as with all good things, this tale must come to its conclusion (now, those "thank goodness" comments are just a bit rude, don't you think?) The Fiat met its demise, one late afternoon, when it was t-boned by a John Deere grove tractor, as I was racing through an orange grove, trying to get to a dove-hunting field before sundown. This caused it to achieve lateral g-forces far in excess of anything I'd previously been able to inflict upon it, resulting in it ending up high-centered on an artesian well, with water spewing out from under it, in a rather attractive circular pattern.

We traded the thoroughly-used-up remains of my first car for a new, 1962 VW bug. This was a totally reliable, splendid automobile, but it lacked many of the endearing (???) qualities of that Fiat 600!

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



In Memoriam

William P. "Bud" Merrill, 80 of Delray Beach, FL passed away quietly with his family by his side on Sunday January 25, 2015. Bud was predeceased by his wife Pat by almost 15 years. He is survived by his 6 sons, Bob, Harry, Bradley, Michael, Gary, and Mark; and a daughter Lori Anne Merrill Calvin; and 15 grandchildren.



Bud served as an Officer in the United States Army in World War 2 and had served with the Palm Beach County Sheriffs Office and the Delray Beach Police. Bud also worked in the agricultural industry for 40 years in the Delray Beach area.

Bud worked in competitive auto sports for more than 40 years with organizations such as SCCA, VDCA, BMW and many other clubs as an organizer and steward. Bud always

was and always will be a Steward's Steward, and will never be replaced.

Bud had served in almost every position in Florida Region, from Regional Executive to his current post as Parliamentarian. He has worked as Executive Steward and is currently our Deputy Executive Steward. He has told many times that he did not want titles, just the ability to help the region. Bud has also won almost every award that Florida Region and Southeast Division has to offer.

I resisted joining the SCCA Stewards program for almost 10 years, until Bud talked me into joining. He told me that the program was changing and that he thought that I thought a lot like he did, and that we could make a change in the way "it had always been done". I know that I will never be "Bud", but I sincerely hope that I can live up to his expectations.

Bob Ricker

personally flew children in need of medical attention to various hospitals around the Country. He especially took pleasure in his role as a mentor to many throughout their careers. He served on the Board of Directors of Sarasota's Bank of Commerce, and on the Board of the Directors at The Field Club, including six years as Treasurer.

Jim's additional passions included boating, sailing, sports car racing, piloting, tennis and travel. Friendships were very important to Jim and he considered himself fortunate to have enjoyed so many throughout his life.

As Jim often said, he 'didn't miss much' and 'it's been a great run.' Aptly put by his son Jay, Jim was our rock but not made of stone; he loved with a quiet intensity that shone through all his endeavors, great and small.

Services were held Sat., Jan. 31, 2015. Donations may be made to Tidewell Hospice Philanthropy Department at tidewellhospice.org or 855-843-3935, and to The Field Club Foundation.

Published in Herald Tribune from Jan. 29 to Jan. 30, 2015



James Troy "Jim" Keller (1941 - 2015)

Jun. 30, 1941 - Jan. 26, 2015

Jim died peacefully, surrounded by family, on January 26. Born in Pueblo, Colorado, Jim is predeceased by his parents Troy and Lorene Keller. He leaves behind his adored wife of 29 years, Lynn; 5 children and their families who he has loved deeply and are his greatest pride and joy: Bryan Keller (wife Diana), Traci Putnam (husband Durk, children JD and Broc), Jeff Keller (wife Laura, children Olivia and Cole), their mother Nancy Keller and her mother Betty Hild, Jay Keller (significant other Jennifer Hermiston), and Chris Keller; brother Donald Keller; and Lynn's siblings Lisa Evans (children Trip and Bailey, grand-daughter Ellie), Chip Hayhurst (wife Alison, children Britain, Brooke and Haley), and Page Kiniry (husband Bill, children Spencer and Liam), as well as extended family and many, many friends.

Jim graduated from Grand Island High School in Nebraska, earned his B.A. at the University of Nebraska, and his M.A. at Kearney State University. He taught history and was a student counselor before moving to the business world with positions in Kansas City at CenCore and Lear Siegler. For twenty years, Jim was the successful owner of the national direct mailing company, Omni Media, before 'retiring' at age 49 and moving to Sarasota, FL, where he went on to purchase and run several small businesses including his most recent venture in commercial real estate.

Jim contributed to the community, including Sarasota County schools, neighborhood associations, churches and he

To the Editor

THANKS FOR DAYTONA FROM IMSA:

Dear Friends –

Thank you all so much for two wonderful events – the ROAR and then the Rolex. Your performances for each one set a very high standard for the season, and it was greatly appreciated. It isn't just a case of ability and bench strength, it is the understanding and willingness to accommodate that defines a strong race organization. Congratulations to the Central Florida Region on two very successful events.

We need to especially call out Jim Hooker and Ron Offutt for their efforts. Both gentlemen, as always, brought their “A” game to the benefit of both the Marshals' organization and IMSA. There were – not unexpectedly – several requests from IMSA and these were completely satisfied. We asked for and received a crew of loggers (thanks!), we moved the location of turn 5 and requested that the track created a bunker for the Marshals, we developed communications protocols - each of these was handled professionally and promptly.

Our particular take-away from the Rolex focuses on those last two hours. With the end in sight, we were all dog-tired, began to converse a bit about the history of the event and significant milestones, and we focused on the fascinating contests and strategies. However, when – with a very few minutes remaining – things began to happen, and the net tightened up, refocused, and energized: our collective performance and response were picture perfect. That ability to shift from one mode to another when the moment arises is part of the magic of who we are and what we do.

Thank you for sharing that magic with us...See you at Sebring!

Take care and Godspeed.

JoAnne, Liz, and Jim Swintal

From the Editor

I just wanted to take a moment to say “thanks” to those who’ve taken a little bit of their time to contribute to this publication. I sincerely appreciate that we all have busy lives and schedules, but there are many who have great insight and moments in the racing world who’ve taken some time to write down some of those bits and send them along to me to help make **The Checker** a better publication...

Along those lines, District 7 Governor, Larry Morgan, had sent me a logo to use for his upcoming contribution - a new column. I have been waiting with bated breath for the actual first column submission to share with you all, since I think, sometime in early October...

... that’s when he sent me the logo.

The suspense over what that initial column might contain in the form of shared wisdom and insight has been too much for me to take. As such, I feel I must share with you the logo.



If anyone else reading this happens to see Larry, please share with him your feelings of anticipation as well as he may then feel even more inspired to impress us with his knowledge, wit and maybe even a campfire story or two!



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.(2)



5 VW wheels 13 inch for sale cheap pick up only. Also two VW race engines 1.7 liter used in ITC Rabbit pro built one complete minus accessories. Set lap record at Sebring Other engine short block with stock head sale \$200. for both engines. Call Bob at 321-631-4167 no calls after 830 pm please.(1)



1991 Mazda Miata FP (limited prep)/ITA

Fire suppression system, FP Engine by Paul Kullman (No Mo Money), one season on race clutch, newer transmission. Car has been extremely reliable, and the 2013 CFR/SCCA FP champion car. Current log book good to Turkey Trot 2015. I have inherited another car and there is not enough room for 2 cars and the home improvement project is kicking my wallet. Price includes one set spare upper/lower front and rear control arms, rear subframe-NO hardtop. Asking \$6500 Do you need 2 cars? 1992 SM/ITA/FP (car does not have engine modifications), all spares (garage full of suspension, body parts, engines, tires, etc.) and trailer \$20,000 Call Lou Ann 239-240-6985 (evenings) Maverick1racing@aol.com (1)



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

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