

# The Checker

Official Publication of the  
Central Florida Region  
Sports Car Club of America  
Volume 57, Issue 5  
June 2015



## The June Bug Dash Club Course



SARRC • Regional Races • Vintage • PDX







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**

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**Increasing  
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See the SEDiv website for other  
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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 **Logan’s Roadhouse** 3060 W Sandlake Rd Orlando, FL 32819

**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 Tuesday of each month except December, dinner at 7:00pm and meeting at 7:45pm at **Palm Diner** 2710 Kenilworth Blvd., Sebring (behind Kenilworth Lodge).

**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.

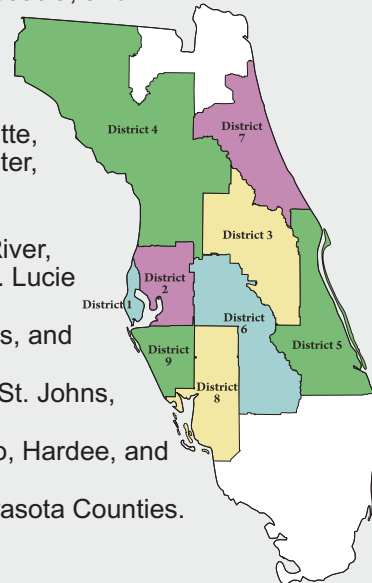
**District 5:** Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties.

**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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### Advertising Rates:

Full Page - \$150/month

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### AVAILABLE TO CFR MEMBERS ONLY:

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

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

Send ads, articles and photographs to:

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Articles may also be mailed to:  
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### Address Changes:

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

**DO NOT SEND ADDRESS CHANGES TO THE CHECKER.**

Cover Photos: Kevin Crain - Dave Green



# Event Schedule

## For CFR and Surrounding Regions

### June 2015

12	<b>Test Day</b> <i>Sebring Short Course – Conducted By SIR</i>	SIR
13-14	<b>SARRC/Vintage/PDX</b> <i>Sebring Short Course – Green Park Paddock</i>	SIR
20	<b>BOG Meeting</b> <i>Embassy Suites, Brandon</i>	
27	<del><b>Teen Street Survival School</b></del> <b>Cancelled</b> <i>Geneva</i>	
28	<b>SOLO</b> <i>Palm Bay</i>	

### July 2015

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

### August 2015

7	<b>CFR Test Day</b> <i>Daytona Road Course</i>	DIR
8-9	<b>Double SARRC Races</b> <i>Daytona Road Course</i>	DIR
8-9	<b>SOLO</b> <i>Orange County Convention Center</i>	

### September 2015

4	<b>Test Day</b> <i>Sebring Long Course - Conducted by SIR</i>	SIR
5-6	<b>Regional Races/TES/Enduro</b> <b>Vintage/PDX</b> <i>Sebring Long Course, 12 Hour Paddock</i>	SIR
6	<b>SOLO</b> <i>Brooksville</i>	

12	<b>BOG Meeting</b> <i>Holiday Inn Express, Davenport</i>	
17-20	<b>CFR Pre-RunOffs Test Days</b> <i>Daytona Road Course</i>	DIR
20	<b>SOLO</b> <i>Deland</i>	
21-27	<b>SCCA Nat'l Championship RunOffs</b> <i>Daytona Road Course</i>	DIR

### October 2015

11	<b>SOLO</b> <i>Brooksville</i>	
16	<b>Test Day</b> <i>Sebring Short Course - Conducted by SIR</i>	SIR
17-18	<b>CFR Championship Weekend</b> <b>Regional Races/Vintage</b> <i>Sebring Short Course, Green Park Paddock</i>	SIR
17-18	<b>SOLO</b> <i>Sebring</i>	
23-25	<b>Porsche Club</b> <i>Conducted by DIS</i>	DIR

### November 2015

12-15	<b>Historic Sportscar &amp; SCCA TransAM</b> <i>Daytona Road Course, Conducted by DIS</i>	DIR
14	<b>Teen Street Survivor School</b> <i>Geneva</i>	
??	<b>IMSA Testing</b> <i>Daytona Road Course, Conducted by DIS</i>	DIR
22	<b>SOLO</b> <i>Geneva</i>	
27	<b>Test Day</b> <i>Sebring Long Course, Conducted by SIR</i>	SIR
28-29	<b>Regional Races</b> <i>Sebring Long Course, 12 Hour Paddock</i>	SIR
29	<b>SOLO</b> <i>Brooksville</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:

- July 21, 2015
- August 11, 2015
- September 8, 2015
- September 29, 2015
- October 20, 2015
- December 1, 2015



# District Meetings

## District 3

District 3's June meeting was chaired by Gov. Robin Ragaglia at our new meeting place, Logan's Roadhouse - corner of Sandlake Rd. and John Young in Orlando. We've got our own room and there is plenty of space so we invite you to bring everyone and come join us for good food and camaraderie.

Reporting on the June Worker's School, the turnout was great and everyone got plenty of information from flagging and communication to membership, grid, starter and the Flat Tow Mafia....plus...hands on experience using fire extinguishers. Congratulations to the newest graduates of The Hooker Academy!

Solo reported record attendance at their Brooksville event - 83 entered, 79 drivers; RallyX also had a record entry of 33 at their most recent event at Osceola Heritage Park. RallyX is taking the summer off; their events will resume in September.

As of this writing, our June Regional/SARRC at Sebring has 146 entries. The Saturday PDX has 36. We will be paddocked in Green Park and the annual pool party/cookout is scheduled for Saturday evening at the Kenilworth. Y'all be cool!!

## Runoffs Tidbits

\*There is no free entrance to this event. You must be a worker/worker's guest or driver/driver's crew; however, people may be needed to sell spectator tickets and that qualifies as working. More info to come.

\*July 22 - registration opens. Register Early!

## Upcoming Events:

July 18-19 - Drivers' School/PDX at Sebring. This year we will offer an open wheel group for students. PDX Sat. novice; Sun. intermediate & advanced. Notice - no vintage group this year.

## ALERT.....ALERT.....ALERT!!!

CFR needs the following:

Chief Scrutineer - position open now

IT Coordinator - (provides timing/scoring results at Tech.) - position open now

Chief Pace Car Driver - position open November 2015

Chief Registrar - position open January 2016

Please let Dana DeShong (Race Board Chair) know if you're interested.

As always - check the web, DLB or with your Chiefs for the most up to date information.

See you at the races!

Fran

## District 6

District 6 meeting was held at the Palm Diner in Sebring. Mike Dawson and Lt. Governor-Elect Jim Morris ran the meeting. Mike Talked about the BOG budget meeting that will be held on June 20, 2015. He said that the board will set the budget for next year. He said that Jim Morris's nomination as Lt. Governor will be on the agenda.

Mike discussed the June SARRC/Vintage/PDX race. He said that the car count was low but there was some great racing and the pool party at the Kenilworth Lodge was well attended. He talked about the July Driver School/Vintage/PDX/TES Enduro at Sebring and the Daytona SARRC races in August. They are expecting a large field of cars in August.

He said that Daytona is undergoing more changes and he did not think it will impact us. Mike said that the Runoffs are set to go. He discussed the parking, camping, test days, etc. He said that we should apply if we want to work. Jim mentioned the Worker School had about 60 people in attendance and it was successful.

Jim suggested that an article for **The Checker** could be a short description of each car class. It would help everyone and especially new workers. They would have some idea of the car classes and the differences in each. This could also be used as a handout at worker registration. He is going to follow-up on this and see what it takes to get it done.

We agreed that we will continue to meet on the 3rd Tuesday at the Palm Diner.

Gene Huckabay, reporting

# BOG Quarterly Meeting

by Kevin Crain

The Central Florida Region Board of Governors met at the site for the 2015 Annual Meeting, Embassy Suites Brandon on Saturday, June 20th. All governors were present as were most of the specialty Chiefs. The hotel, conveniently located just off I-75 at SR 60, is a very nice facility - should be a fabulous venue for the end-of-year festivities.

The governors quickly reported status quo for all districts except that Robin Ragaglia noted the change of location for District 3's monthly meeting being moved to the Logan's Roadhouse on the corner of Sandlake Rd and John Young Pkwy in Orlando and Terry Taylor reported that District 6 has moved its monthly meeting to the third Tuesday vs. Wednesday of the month, same location, Palm Diner next to The Kenilworth in Sebring.

Chuck Dawson, Regional Executive, reported that he had met with SCCA national staff at Daytona earlier this month going over all the minutia related to preparing for The Runoffs. He and Lee Hill, CFR's Budget Director, have been busy putting together the Club Budget and presented it to the BOG for review and approval. Some of the items discussed and approved included the long awaited new Solo trailer, updating club radios to new digital technology, and funding for improvements to the SCCA compound in Sebring; improved storage and a remodel to include additional showers and restrooms.

Walt Williams, Treasurer, presented his report which showed that CFR is approaching a million dollar a year business. While revenues have increased due to the large car counts that this region has been enjoying, especially in anticipation of the Runoffs, expenses such as sanctioning fees and insurance have also been increasing. All in all, the club is currently in pretty sound condition thanks to all the diligence of the budget committee and club staff who are mindful of being good stewards of CFR's assets.

Dennis Joyce and Leland Miller, Co-Competition Coordinators reported that all is good with our two home tracks, Daytona and Sebring. They shared that

Sebring will be repaving in the summer of 2016 and that due to the cure time involved with the new asphalt, they're looking at anticipated dates and looking at what the event schedule might look like next year... included in the discussion was the possibility of moving the April Driver School from Daytona to Sebring and look at possibly adding a Daytona event. More info to come. Joyce also reported that the Flat Tow Mafia has been welcomed by the Daytona Emergency Services personnel and has been in the process of training with Daytona to help improve CFR capabilities in terms of Emergency Services preparedness and response.

Dana Deshong, Race Board Chair, reported that next month's driver school was amended from normal to add an open-wheel class which will result in no PDX as part of the schedule. The Race Board is working on test day schedules for the Runoffs, as well as the schedule for the Double SARRC at Daytona in August. It looks like the Sebring Labor Day race is going to include an extended Enduro, likely to end under darkness. They're also planning for the region's Championship Weekend event at Sebring in October which will include Podiums and Checkered Flag parade laps.

Lee Hill, Area 3 Director, reported to the board that our January Majors event carried the largest car count to date in the country for national events. He discussed national's new website and the plans for additional features moving forward which may include digital log books, registration, etc. There have been some issues with the website that have come up, not necessarily unexpected, but they've been quickly addressed.

Terry Tabor filled in for Chuck Lutz as he reported on the Solo program, which has been doing extremely well, selling out at most venues. The West Coast program is back up and running and things look strong in Solo. The program is showing a modest profit; indicative of the program's leadership the past few years.

Continued pg 14





# June Bug Dash

by Kevin Crain

The Short Course at Sebring International Raceway was the venue for the weekend of racing which, for being the middle of June, was of course hot, but also remained dry; a good weekend for all who were here. This was a South Atlantic Road Racing Championship series (SARRC) weekend as well as Regional Races and also had two Vintage races and a couple of PDX events which ran on Saturday.

The tight schedule began Saturday morning with practice sessions for all eight groups with the first PDX mixed in, followed by qualifying rounds. The first two races of the weekend were in the afternoon, finishing the day with the second PDX session.

I work with the Flat Tow Mafia, which does get me some of the best trackside viewing positions available, as well as positions to snap a few pictures to share... Saturday afternoon I was positioned in Turn 6 when the racing began. The first group out was the Spec Miatas, for which I was initially confused - I only counted 13... The front row took the green with Jamie Tucker driving the #97 Miata leading the way and Gary Frierson in the #141 right behind. These two logged 22 laps in the allotted time with Frierson finishing 2.594 seconds behind Tucker who led wire to wire. The fun battle to watch was for third place between the three cars driven by Steve Murray in the #36, Scott Lawrence in the #29 and Wesley Saunders in the #28. Positions were gained and lost on nearly every lap. Murray would fall out



Gary Frierson in the #141 Miata chased Jamie Tucker in the #97 for 22 laps during the SARRC race, but was unable to find a way around Tucker.



The fun battle to watch was for third place between the three cars driven by Steve Murray in the #36, Scott Lawrence in the #29 and Wesley Saunders in the #28.

of the battle late, while Saunders managed to hold off Lawrence for third by .660 seconds after 22 laps on the Short Course.

The second race brought the open wheelers in three classes, FF, CF and FV. Jim Morgan led the group to green in the #5 Swift DB-6, but John Schimenti in the #69 Swift DB-6 would take the lead early only to have it taken from him by the #73 Swift DB-6 driven by Lawrence Hendrickson. Schimenti and Hendrickson were leading the group and battling for the lead lap after lap with Schimenti looking for an opening to make a pass to get back in front of Hendrickson; that opportunity presented itself coming into turn 6 when the two had come upon a slower FV. Schimenti dove inside of Hendrickson who found himself essentially



John Schimenti in the #69 Swift DB-6 coming through Club Course Turn 6 on his way to a SARRC group and FF win.



picked behind the lapped vehicle and we had a new leader. With lap 21 of the 25 laps completed, I again saw Schimenti and Hendrickson coming into Turn 6 when Hendrickson spun thereby taking the pressure off of Schimenti who would cruise to the group and FF Class win. Joseph Riley in the #15 Crossle 35F would take the win in CF while Carl Dassinger in the #53 Predator P3 would take the FV class win.



Carl Dassinger drives the #53 Predator P3 to an FV win. He would also record a win in Sunday's Regional Race.

Did I mention the heat? The Kenilworth Lodge next to Lake Sebring was the sight for the annual picnic and pool party complete with grilled hot dogs and hamburgers for all those attending. The food was good, the pool was nice and refreshing and the beer was cold. Great way to end Saturday and the police were never called!

Sunday had 14 races scheduled and at 8 a.m. the winged things came to the green flag in four classes. I had moved down past Turn 9 and the drive-over bridge in my Flat Tow position which provided a nice spot to see the speed of the racecars displayed.



Carson Weeder in the #28 Formula Mazda trying to pass Jim Johnson in the #11 Van Diemen RF00 under the crossover bridge exiting Club Course Turn 9.

Race 3 featured Carson Weeder in the #28 Formula Mazda and Jim Johnson in the #11 Van Diemen RF00 putting on a show battling for first with Johnson initially leading the way. Weeder would make the pass to lead midway through the 27 laps completed, but Johnson would take the lead back and then extend to over a 10 second gap at the checkered flag over Weeder for the group win. Johnson won FC and Weeder won FM. Trevor Cooper in the #8 Van Diemen took the FE Class win and Robin Bonanno would take the P2 win.

Race 4 was the IT group, the largest group of the weekend with 23 cars in 4 classes taking the green. This group also provided some exciting moments as its not too often I see cars three wide coming under the bridge exiting turn 9 heading to the walkover bridge approaching the hotel hairpin, Turn 10. There might've been a little rubbing going on, but I later heard all involved agreed it was just racin'.



ITA class 3-wide heading to pedestrian bridge before Turn 10. Gary Frierson in the #141 Miata and James Hopkins in the #139 Honda CRX sandwiching Konrad Czaczyk in the #103 Miata.

Paul Azan in the #173 BMW 328i took the green flag and was never seriously challenged for the group lead, except when managing lapped traffic later in the session. He would go on to an ITR win and a plus 10 second group win over the lone challenger, Rob Langley in the #90 Mazda Miata MX5 who would take the ITS Class win. The ITA class saw Barry



Paul Azan drove the BMW 328i to the SARRC group and ITR win.



Burgoon in the #71 Mazda Miata take the win over Mike Van Steenburg in the #02 Miata by 1.376 seconds after 23 laps of racing. Eric Moye in the #1 Mazda RX-7 would take the IT7 Class victory.

Race 5 featured 19 cars in 6 classes. H Lund driving the #63 SRF3 took the green from the pole and never looked back driving to over a half-minute lead in 24 laps for the group and class win.



Bill Ladoniczki in the #18 SRF had a 3.119 second margin of victory over Byron Mead in the #1 SRF. Ed Barr in the #57 Subaru BRZ would take the T4 Class victory. David Boles in the #79 VW Golf III had a comfortable 30 second margin of victory in the ITB class and Miki Moerwald drove her #47 VW Rabbit to the ITC victory.



Race 6 was the most diversified group bringing 20 cars in 7 classes to the green. Eric Powell in the #47 Porsche 924S, the only entry in the WEP class, ran pole to checkered and was never seriously challenged for the group lead. Mike Van Steenburg who won the STL class in the #04 Mazda Miata tried his best to challenge Powell for the group lead especially early, but Powell had an answer throughout the session. Stephen Mullen in the #155 BMW 328is would take the STU class win over Gary Frierson in the #114 Mazda MX-5 by an 8 plus second margin.



Mike Van Steenburg drives the #04 Miata to a SARRC win in STL. He challenged early for the group lead but finished 2nd overall.

Robert Bentz driving the #147 Fiat X19 won the FP class and Nicole Hecker saw victory in EP class driving the #96 Mazda RX7. Bob Hess drove the #49 Austin Healey Sprite to a 5.3 second win in HP. Wayne Butler (yes, the Butler did it) drove the #30 Mazda Miata to a GTL win.



Nicole Hecker coming through Club Course Turn 3 in a Mazda RX7. She'd drive to a pair of EP victories.

The big bores filled group seven with six entries across five classes, so all but one were pretty much assured of a class win. Michael Seay led the group to the green in the #10 GT1 Camaro and would go on to the group win. Vern Smith in the #34 GTA Monte Carlo looked very strong early gaining on Seay, but mechanical issues ended his day after 8 laps and left Seay unchallenged. The ITO class saw a battle for the win between Paul Troup in the #98 Dawson Motorsports Camaro who led early and Kimberlee





**photos by Kevin Crain**

Hendricks in the #26 Buddy Hendricks Motorsports Mustang GT. Hendricks would finally power around Troup coming under the crossover bridge exiting Turn 9 and drive on to the win. Troy Thompson in the #73 SPO Monte Carlo, Bill McGavic in the #69 GT3 Mazda RX7 and Smith in GTA would all record wins.



Kimberlee Hendricks making the pass on Paul Troup exiting Turn 9.

Vintage racers brought 13 cars on the short course which provides a nice glimpse back into racing history. The battle for the win was fun to watch. Norman Fucini drove the #4 Lola Turbo 440 to the win wire to wire but was challenged throughout by Steve Smith in the #72 Ginetta G-12 who ran the best lap of the group but finished in second by .899 seconds after 16 laps to Fucini. Two of the three Corvettes in the group finished third and fourth in the group with only a .423 second margin between them - Carl Bussard in the #31 holding off Michael Williamson in the #94 after 15 laps.

The Spec Miatas returned to the track for the Regional Race bringing back just 11 cars. The SARRC winner, Tucker did not take the green which left the

door open for Gary Frierson, the 2nd place finisher in the SARRC Race to notch a victory... Frierson and Scott Lawrence battled early for the lead with Frierson leading the way. They were closely followed by Wesley Saunders in the #28 and Steve Murray in the #26 in lap 2. Lap 3 saw a lead change with



Scott Lawrence improved his 4th place finish in the SARRC race on Saturday with a win in the Spec Miata Regional Race on Sunday.





Lawrence getting around Frierson. Frierson would soon experience mechanical issues and faded completing 9 of the 15 laps. Lawrence was challenged late by Saunders who posted the best lap time of the race, but Lawrence would take the win by 1.2 seconds with Murray taking third by 4.6 seconds.

Race 10 brought us back from the lunch break. Did I mention the heat? Not sure if that was a factor, but only 60% of the field from Saturday's race returned to take the green flag. I found myself in Turn 11 for the afternoon sessions. Alan Oppel driving the #00 FF Van Diemen RF82a led the group to green and a pack of four cars kept it tight early. Joseph Riley in the #15 CF Crossle 35F made the most of his time between sessions as he drove past Oppel to take the lead and go on to the group win improving from 7th in group from Saturday's SARRC race.



Anna Schimenti in the #20 Swift DB6 also made some changes as she would improve from her 4th place FF finish on Saturday to take 2nd in group by only .73 seconds and a victory in FF. Carl Dassinger would post his second FV win of the weekend.

Race 11 was the first repeat group of the day and saw all but one of the competitors take the green for the Regional Race. The battle at the front was a repeat performance between Weeder and Johnson, but Weeder would overshoot the hairpin Turn 10 on lap 3 and Johnson would cruise to a nearly 20 second group and FC win. Weeder finished second overall with a FM win. Cooper would take his second FE win and Bonanno her second P2 win of the day.

Race 12 - the return of the largest group of the weekend saw 19 cars in 4 classes back for the afternoon race. The green flag dropped and the

racing began. A lead change in lap 2 saw Barry Burgoon in the #71 ITA Mazda Miata take the lead. Burgoon posted the best lap of the group but didn't have enough to hold off Rob Langley in the #90 ITS Miata MX5 who would make the pass coming to the White Flag and open up a nearly 8 second margin at the checkered for the group win. Burgoon took the ITA victory, his second for the day. Mike Guenther improved from a 3rd ITR finish in the morning race to win in the afternoon and a 3rd in group.



Group 5 brought 16 cars in 6 classes. Lund, who dominated in the morning session did not return for the afternoon. This left Kersting in the #101 SRF3, who finished second to Lund earlier in the day, an opportunity for the group win - he would lead flag to flag. Bill Ladoniczki would record his second SRF class win while improving to second in the group. Ed Barr in the #57 T4 Subaru and David Boles in the #79 ITB VW Golf would notch their second wins of the day and Jim Waechter in the #141 Datsun 1200 would win ITC.



David Boles in the #79 VW Golf bests the seven ITB entries with a SARRC and a Regional win, both on Sunday.

Group Diversity saw 14 cars in 7 classes take the green flag with Eric Powell leading the pack in the WEP class



Porsche 924S. Powell was essentially unchallenged in the morning session. Mike Van Steenburg must've made some adjustments because he worked around Powell at the midpoint of the session to drive on to the group and STL win with a nearly 4 second margin of victory over Powell who notched a WEP win. Chris Deshong, in the #111 Honda Prelude took the STU class win and 3rd overall. John Lettieri improved from the morning taking the FP win in the #19 Mazda Miata while Bob Hess and Nicole Hecker each took their second class wins of the day; and yes, the Butler did it again - Wayne Butler took his second GTL victory.



Bob Hess in the #49 Austin Healey Sprite drove to a pair of HP wins.

The last Regional Race brought back the Big Bores, well all but one. Vern Smith who was the only serious challenger to Michael Seay did not return from the mechanical issues he had in the morning. Seay led flag to flag completing 17 laps in the 20 minute session finishing a lap up on the ITO winner, Kimberlee Hendricks who finished 2nd in group. Troy Thompson who finished 2nd in group in the morning had to make two trips to pit road to deal with an uncooperative window net and finished 4th in group, but recorded the SPO win. McGavic would notch his second GT3 win of the day.



Troy Thompson drove the #73 Monte Carlo to two SPO wins.

Did I mention the heat? The Vintage group closed the show and there was some discussion over the net that the group had agreed to run just a 10 minute session, but that decision was overturned by the time they gathered to the grid. Barely half the field returned for the final session of the day, might've opted for air conditioning. Fucini was unchallenged in his #4 Lola Turbo 440 as Steve Smith, the only serious challenger to Fucini from the morning session, did not report to the grid. Carl Bussard improved to a second place finish in the #31 Corvette and Beau Gabel driving the #38 Lotus Super 7 would take third.



Beau Gabel driving the #38 Lotus Super 7 takes third in Vintage.

Despite the smaller groups, Sebring's Short Course provided for some exciting racing. Other than the aforementioned "rubbing," there were no incidents to speak of. A few spin and goes, with the most serious issue being a motor or two expiring requiring a stoppage at end of session for some track clean up and 32 sessions including 16 races were all completed on time. The concerns with the heat can be easily forgotten once one remembers that we get to race in January and February in this same spot and there's never any snow we have to shovel...





# BOG Quarterly Meeting

Continued from pg 7

Tim Reardon, PDX Coordinator, reported that the three events thus far this year have been successful and they have two more events scheduled this season. The program is close to being a stand alone event, the goal of Reardon and his staff.

Club Secretary, Fran Martin, reported that this year the odd numbered Governor seats are up for election and that nominations are due by October 14th. She also advised all in attendance to start considering the end of year worker award candidates, in the Solo, Club Racing and Administrative areas as well as Distinguished Service Awards, Hall of Fame inductees and Lifetime Achievement Award recipients.

The Membership Chair, Darren Gunn, was playing in Daytona at the Red Bull Global Rallycross so he sent a written report to the BOG. It indicated an increase in membership of 3.1% since March, a nice jump. The BOG discussed some of the incentive programs Membership has been emphasizing in the effort of growing our club.

Lee Hill returned to the floor as Webmaster reporting that since the CFR site had been moved to new servers, the hacking that had occurred earlier in the year has been eliminated and that all is fine currently.

I, as Editor of The Checker, reported to the board the increase in advertising opportunity enquiries, as well as continuing to be open to additional contributors to this magazine who might have some nuggets of wisdom they could share with the readers... still waiting with great anticipation for the first "A Little Off Track" column piece (you can do it Larry!).

After the reports, the BOG dealt with business items. The Regional Executive and Assistant RE were both elected as uncontested nominees so Chuck Dawson and Leland Miller will continue their work for the club as will Treasurer, Walt Williams and Club Secretary, Fran Martin. District 6 now has a Lieutenant Governor, Jim Morris.

The Operating Budget was presented by Dawson and Miller, discussion was had, and most all of the budget

was voted on and approved.

More discussion surrounding the Runoffs was had including that despite the fact that sound control is not monitored, nor necessary at Daytona, National mandates that it will be monitored and enforced. In anticipation, CFR will be setting up equipment at the August event and during the Test Days with results posted near tech so that racing teams can begin preparing for September's Runoffs.

There is much planning and work being done as we prepare for the spotlight in September. Registration to work the Runoffs is being done through SCCA.com and as this is a National Event, if you desire to work the event, sign up early. Registration is expected to open July 22nd. Stay tuned for more information.

The Governors adjourned the meeting and then went into Executive Session, a closed-door meeting to discuss ... I don't know, I wasn't there.

I did however sit in on the Race Board Meeting which moved adjacent to the lobby bar and discussed in more detail the particulars of events forthcoming including the aforementioned Enduro at the Labor Day weekend event in Sebring, amongst other things. Looks like it could be a 3-4 hour race racing into the sunset, which is about 7:45 then, so a time to finish might be 8:30? Further discussion regarding plans for the Championship Weekend ensued considering what went well at last year's event and what could be tweaked or added for this year's.

It should now also be a matter of policy that the colors will be presented at all club racing events prior to the first race of the event taking a moment to honor this great country and the privileges we all enjoy as citizens and residents due to the sacrifices of the many who've fought before us and continue to fight for our freedoms.

Dana wrapped up the Race Board meeting by about 3:30. Stay tuned for more information as it becomes available.



# In Memoriam

Sid Finkel is the most recent of our members to die on June 22, 2015 at the age of 83 in Punta Gorda. Sid joined Sports Car Club of America (SCCA) in September, 1986 and was a member of the Steel Cities Region #39 and the Central Florida Region #83. He raced with us for nearly 30 years and was still active in racing with plans to race with his son Robert this July at the Vintage Grand Prix in Pittsburgh, an annual event for them. Robert races the #50 Morgan Plus 4.

Sid was born on January 21, 1932, in Pittsburgh, PA. His parents were Morris and Rebecca Finkel. He is survived by his two brothers, Howard & Judy Finkel of Houston, Texas, and Tybie & Sandy Perlman of Silver Spring, Maryland; as well as his two children, Karen with husband Hal Kowenski of Silver Spring and Dr. Robert and Kim Finkel of Rockville. Sid has four grandchildren, Jake, Max, Dan and Sam. He is also survived by his dearest, lifelong friend, Linda "Bear" Ferguson of Aiken, South Carolina. Sid was loved dearly by all of these people.

Sid served in the US Air Force, reaching the rank of Captain, and had a successful career as a corporate attorney in Pittsburgh, PA. He always enjoyed travel and one of his former law associates remembered that "Sid was always impeccably dressed, including a beautiful white shirt and expensive-looking cufflinks."

He had intellect and a passion for life, including a keen wit and memorable sense of humor that will be missed by his family, friends and racing associates in SCCA and in other vintage racing organizations.

Memories and condolences may be shared on the Sagel Bloomfield Danzansky Goldberg Funeral Care Inc. website in Rockville MD. Rest in God's peace, Sid! ~ Chaplain Steve Kearney, Motorsports Ministries, (863) 602-7069

Obituary & Memory Wall:  
[www.sagelbloomfelddanzanskygoldbergfuneralcare.com/obituaries/Sidney-Finkel/](http://www.sagelbloomfelddanzanskygoldbergfuneralcare.com/obituaries/Sidney-Finkel/)

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# Working The Races Back In The Days

by: Louis Galanos

If you were a CFR/SCCA member and working the races as a course marshal in the '50s, '60s and '70s you will remember those days as ones of hard work as well as fun. They were also exhilarating and sometimes downright dangerous.

Course marshals back then were literally first responders for just about everything that could happen on the track. They were the first ones to an accident scene rendering assistance to a driver or helping to move a disabled car. They also went on the track during the race to remove debris and were the first to fight any fires that might threaten a driver or car. Believe me when I say that running a long distance with one of those big dry chemical fire extinguishers was not for the faint of heart or weak of back.

With this article are some photos from the good old days of endurance racing at Sebring where CFR members got to be closer to the action than is permitted by most tracks today. Also, they were purely volunteers who did it for the love of the sport and most times the only compensation they received was a souvenir patch.



Going onto the track during the race was part of the job but you had to be quick. This is from the 1966 Sebring race.



Capri pants and possibly sandals. What was he thinking?



Sometimes one had to pull double duty as a blue flag marshal as well as a corner marshal. This photo is from the 1957 Sebring 12 Hours.



I think someone needs to take a break. Hopefully his relief is on the way.





Two CFR members keeping an eye on that Mini as it tries to negotiate the Webster Turns. Yes those are flags on the ground and yes that fellow on the right is wearing shorts.

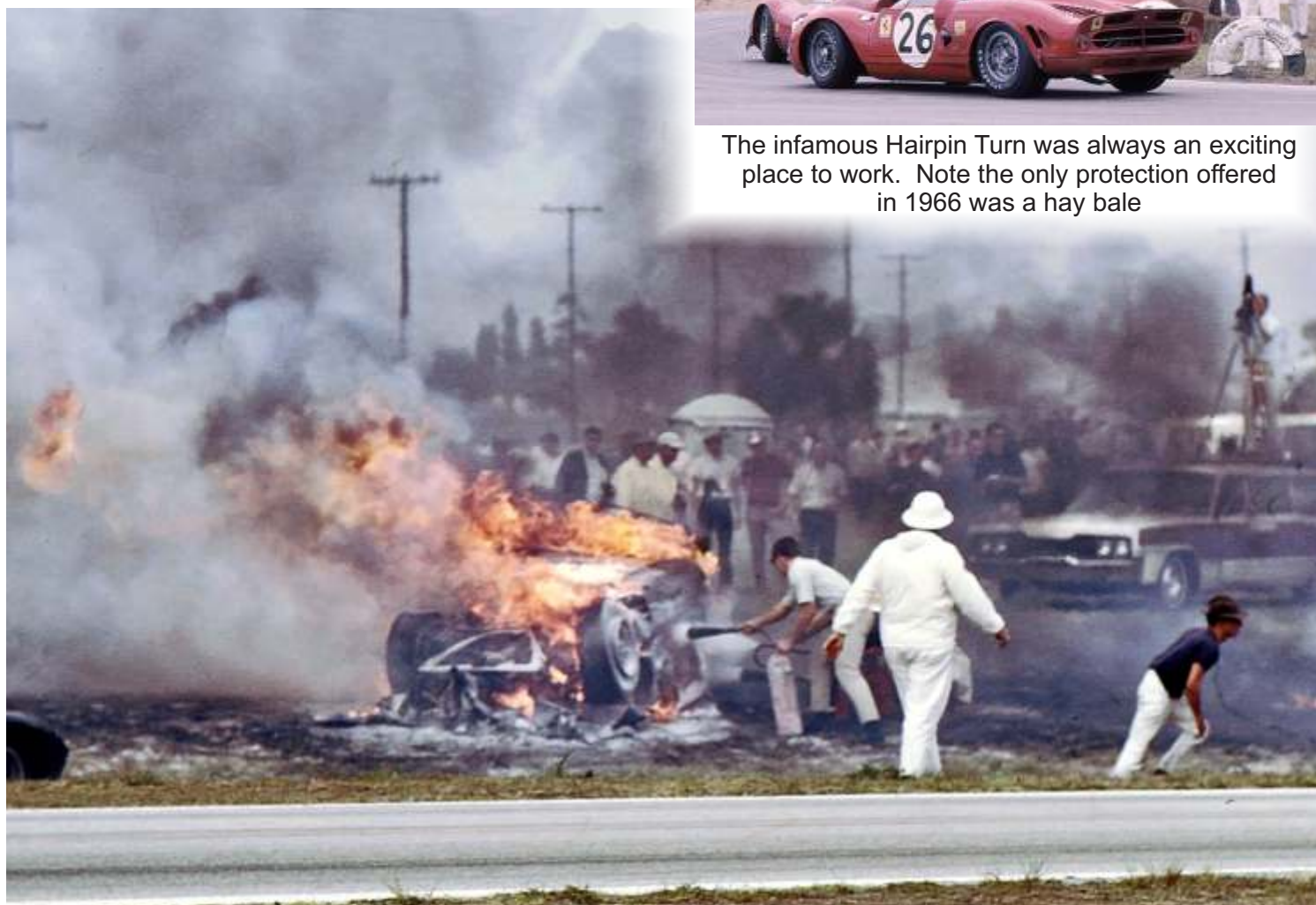
Photos courtesy of  
Louis Galanos



Is there a flag for this situation?



The infamous Hairpin Turn was always an exciting place to work. Note the only protection offered in 1966 was a hay bale



The fatal GT40 accident at Sebring in 1966 used up every fire extinguisher on the corner including those on a fire truck. The GT40 was fully loaded when the accident occurred and the driver perished. The race continued. No red flags back then.



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**HANS Device** Used two times. New condition. All papers. \$500. Joe Schandl 386-478-9188 email: MGAJoe98@yahoo.com <sup>(1)</sup>

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

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**Sebring Turkey Trot**, November 2013:  
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