

# The Checker

Official Publication of the  
Central Florida Region  
Sports Car Club of America  
Volume 57, Issue 8  
September 2015



**Greg Ira  
EP Runoffs Champion**

# Which way?



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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 **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.

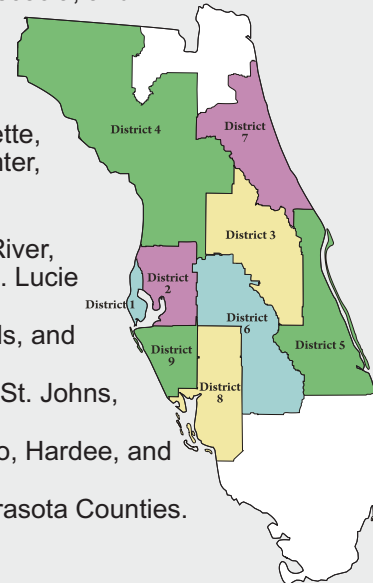
**District 5:** Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties.

**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  
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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:  
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



# Event Schedule

## For CFR and Surrounding Regions

### 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>	DIS

### November 2015

11-15	<b>Historic Sportscar &amp; SCCA TransAM</b> <i>Daytona Road Course, Conducted by DIS</i>	DIS
17-18	<b>IMSA Testing</b> <i>Daytona Road Course, Conducted by DIS</i>	DIS
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>	

### December 2015

4-6	<b>Hooked on Driving</b> <i>Daytona Road Course, Conducted by DIS</i>	DIS
4-6	<b>Audi Club</b> <i>Daytona Full Course, Conducted by DIS</i>	DIS
6	<b>SOLO</b> <i>Deland</i>	
11-13	<b>Annual Membership Meeting &amp; Awards Banquet</b> <i>Embassy Suites, Brandon, FL</i>	

### January 2016

8-10	<b>IMSA Testing</b> <i>Daytona Road Course, Conducted by DIS</i>	DIS
8-10	<b>Florida Region Majors</b> <i>Homestead-Miami Speedway</i>	HMS
14	<b>Test Day</b> <i>Sebring Long Course, Conducted by SIR</i>	SIR
15-17	<b>Southeastern Conference Majors</b> <i>Sebring Long Course, 12 Hour Paddock</i>	SIR
22-24	<b>SCCA National Convention</b> <i>Las Vegas, NV</i>	
28-31	<b>Rolex 24 Hours</b> <i>Daytona Full Course, Conducted by DIS</i>	DIS

### February 2016

5	<b>Test Day</b> <i>Sebring Long Course, Conducted by SIR</i>	SIR
6-7	<b>SARRC/Regional/Vintage</b> <i>Sebring Long Course, 12 Hour Paddock</i>	SIR
12-14	<b>Southeastern Division Annual Meeting</b> <i>Sea Island, GA</i>	

### March 2016

10-13	<b>St Pete Grand Prix</b> <i>St Pete Waterfront Street Circuit, Conducted by IRL</i>	
16-19	<b>12 Hours of Sebring</b> <i>Sebring Long Course, Conducted by SIR</i>	SIR
19-20	<b>Southeastern Conference Majors</b> <i>Road Atlanta</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:

- October 20, 2015
- December 1, 2015





# District Meetings

## District 3

District 3 had one of our best attendance turnouts in recent history at the October meeting. Folks must have finally gotten rested from the long stint at Daytona for the Runoffs. Visitors included Chris, who is working with RallyX to manage the social media side and Jim Zirkle's son Jeff.

Gov. Robin Ragaglia provided a recap from the August 19th BOG meeting:

--St. Pete Grand Prix (March 11-13, 2016) is the weekend BEFORE the Sebring 12 Hour event (March 18-20).

--Paving at Sebring is mostly patching and should not impact our racing schedule as was first thought.

--Chuck Lutz is stepping down as Solo Chief; Terry Tabor will take over those duties.

--Renovations to our building at Sebring have been on hold due to Runoffs at Daytona.

--Rick Henschel has returned as Chief Scrutineer - THANK YOU RICK!

--The BOG voted unanimously to name our Sebring building in memory of Bill Martin. It will be called the Bill Martin Center and a plaque will be placed on the building.

RallyX - Chris reported that the September 26 RallyX event at Ft. Pierce had 30 cars with 10 of them being new drivers. There is a lot of participant enthusiasm but they need bodies to help with set up and take down. Doug McCabe continues to provide course design and event coordination; Paul Troup is the administrator/financial head.

Report from the Runoffs at Daytona:

Bottom line - it was a lot of work for a lot of our folks but all in all, a good experience. There were 572 cars, 420 workers, 1600 crew and 1900 spectators from 28 other countries. CFR was well represented as we had 10 podium finishes out of 28 classes. Apparently spending 11-12 days at the track isn't a major deterrent as some are already considering participation for 2016 at MidOhio.

**CONGRATULATIONS** to our own Lyn Watts and Jim Hooker who were selected as National Workers of the Year in Grid and F&C, respectively. A very well deserved honor!

CFR Championship Weekend - As of this writing, there are 139 entries for the October 17-18 event. This is a short course race paddocking in Green Park and the Sunday races are double points. There is also a Solo on the 12 Hour side.

Daytona Mini-Pro - CFR continues our support of these events and workers are needed. Check DLB for registration information.

Also, don't forget our Annual Meeting, Dec. 11-13 in Brandon. On-line registration is now open for that event, too.

Elections - Per our Bylaws, odd numbered districts (1, 3, 5, 7, 9) elect Governors and Lt. Governors this year. District 3 has two members running for Lt. Governor. Both Dave Langston and Jim Zirkle spoke at our meeting giving a short recap of their experience in the Club. As of this writing, this is the only contested election. Ballots will be mailed to District 3 members 45 days prior to the annual meeting.

Bill Martin's Celebration of Life - we're making plans for this to happen at the Turkey Trot Saturday Social which will be held in the Legends Building. Stay tuned for more information.

## Upcoming Events:

10/23	Porsche Club	Daytona
11/12-15	HSR/TransAM	Daytona
11/22	SOLO	Geneva
11/28-29	Turkey Trot	Sebring
11/29	SOLO	Brooksville

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

CFR needs the following:

Chief Pace Car Driver - position open November 2015

Chief Registrar (or dedicated Assistant Chief) - position open January 2016.

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

## PUT ON YOUR THINKING CAP.....

Regional Special Awards - Know someone who's always at our events, holds an office, supports our Region in multiple ways, someone you always call on to get the job done?? CFR has a number of awards to say "Thank You!" at years' end. Worker of the Year, Distinguished Service, Hall of Fame and the Bill Cannons Lifetime Achievement Award all recognize different levels of tenure and participation. See more details and how you can submit names elsewhere in this issue.

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

See you at the races!

Fran

## District 8

CFR District-8 at the SCCA "Runoffs" in Daytona!

Yes, the 2015 "Runoffs" are now history and CFR District-8 was there. Congratulations to all of those who made the trip and participated, it takes a year long effort to make the event and those who participated should really feel a sense of accomplishment when it's all over. I myself spent Wednesday through Saturday roaming Daytona Speedway soaking in all the racing action and enjoying the activities. Other D-8 members that attended were: Kenny Taylor (helping in paddock), Tom Brewsaugh (flagging in practice), Bill & Mary Newman (enjoying the production races), and Jeff LaBounty (car owner/crew).

The District-8 drivers that qualified for the National Championships and their finishing positions: **GT-3** Bill McGavic (5th). **STU** Gary Frierson (5th). **Spec Miata** Trace Hance (20th), Scott Lawrence (24th), Gary Frierson (31st), Cory Collum (not scored). **FV** Harry Schneider (22nd). By the way, Harry was the oldest driver at the "Runoffs" at 84 and finished highest of all the CFR Formula Vee drivers entered in the FV race... great drive Harry! Congratulations to all our drivers and especially Bill and Gary with their top five finishes!

All in all it was an outstanding eleven days of racing; some close and some wild finishes, some wrecks but no real serious injuries, a few rain showers during practice & qualifying but not during the races except for the "Friday

Night Lights" Spec Miata race, which had a wet track about half the race. Overall the event had lots of great competition and all the races will be rebroadcast at a future date on SCCA.com. Check out the web site for details because the race coverage was very good! A big thank you to all the CFR folks who helped SCCA National put on a really super "Runoffs", it will be one to remember!

Hope to see you at our next District-8 meeting.

Mike Schiffer



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10% of your purchase comes back to CFR.

# Central Florida Region Special Awards

CFR recognizes our outstanding volunteers who give so much to our Region all year long with **Year End Awards** presented at the Annual Meeting.

## WORKER OF THE YEAR First Awarded in 1985

Recognizes individual volunteers in Administration, Club Racing and SOLO who have been especially effective in handling their responsibilities and supporting CFR during the year.

Submit names to Regional Executive or Chm. of Board for Admin.; to Race Board Chm. or Chiefs for Club Racing; to Solo Chief for SOLO.

## DISTINGUISHED SERVICE AWARD First Awarded in 1970

Recognizes someone who has gone over and above the usual activities to support our Region. They may hold multiple positions or simply do their voluntary job with expertise, extra care and enthusiasm.

Submit nominee to a District Governor, Chm. of the BOG or CFR Officer.

## HALL OF FAME First Awarded in 2001

Honors members who have provided service to the Region for many years. Recognizes those who have been workers, officials or volunteers in any capacity who have made a positive impact on the Region by dedicating their time and talent over a long period.

Submit nominee with a short write up of CFR service to District Governor, Chm. of the BOG or member of Hall of Fame Committee (currently Sammi Ronshausen or Fran Martin).

## LIFETIME ACHIEVEMENT AWARD First Awarded in 2012

To recognize and honor a member who has served CFR in varying capacities over many years. This award is intended to be presented as CFR's ultimate recognition for a member's service and dedication to the Region. It was renamed the Bill Cannons Lifetime Achievement Award to honor our first recipient.

## Workers of the Year

<b>2014</b>	Race - Bob Storke Solo - Dave Welsh	<b>2003</b>	Robin Ragaglia
<b>2013</b>	Adm - Dave Langston Race - Tom Sterrett, Solo - Scott Swartz	<b>2002</b>	Jack Ross
<b>2012</b>	Admin - Lee Hill Race - Jim Hooker Solo - Brendan Lutz	<b>2001</b>	Jack Ragaglia
<b>2011</b>	Adm - Pam MacGregor Race - Sally Larsen Solo - Art Trier	<b>2000</b>	Glenn* & Georgia Sterly, Gloria Theen
<b>2010</b>	Race - Ricky Watts	<b>1999</b>	Rich & Gail* Kasson, Chuck Orr
<b>2009</b>	Adm - Steve Kearney Race - Patty Socher	<b>1998</b>	Bob Hayward* & Jo Schnedl
<b>2008</b>	Adm - Charlie Leonard Race - Rick & Barbara Henschel	<b>1997</b>	Joyce Hayward & Sam Bass
<b>2007</b>	Adm - David Boles Race - Jim Hooker, Charlene Gunn	<b>1996</b>	- ?
<b>2006</b>	Dave Fredrick	<b>1995</b>	- ?
<b>2005</b>	Jim Sleeth & Matt Coyne	<b>1994</b>	Mark Chiles & Brenda Ashburn
<b>2004</b>	John Giordano	<b>1993</b>	Gary West
		<b>1992</b>	Tom Hardy
		<b>1991</b>	Bill Phillips
		<b>1990</b>	Ted & Jean Garrod
		<b>1989</b>	Bob Sager* & Bob Anthony
		<b>1988</b>	Barbara Maire
		<b>1987</b>	Sharon Priep
		<b>1986</b>	Terry Kluesner
		<b>1985</b>	George Hall
			* Deceased

## Distinguished Service Recipients

<b>2014</b>	Sally Larson	<b>1991</b>	John Schnedl*
<b>2013</b>	Chuck, Carla, Chas Dawson	<b>1990</b>	Bob Cone
<b>2012</b>	Charlie Leonard	<b>1989</b>	Bob Cassidy
<b>2011</b>	Leland Miller	<b>1988</b>	Dick Valentine
<b>2010</b>	Tim Reardon, Dat Nguyen	<b>1987</b>	Robert Langlotz
<b>2009</b>	Rich Kasson	<b>1986</b>	Bill Martin
<b>2008</b>	Jack Ragaglia	<b>1985</b>	Don Johnson*
<b>2007</b>	Robin Ragaglia	<b>1984</b>	Pete Spitale*
<b>2006</b>	Jim Magero	<b>1983</b>	Penny Pennington
<b>2005</b>	Dennis Joyce	<b>1982</b>	Howard Duncan
<b>2004</b>	Steve Kearney	<b>1981</b>	Terri Coole*
<b>2003</b>	Gary & Cheryl Poindexter	<b>1980</b>	Bob* & Bunny* Nelson
<b>2002</b>	Bob Sager*	<b>1979</b>	Grace & Ken Payne
<b>2001</b>	Lee Shafer*	<b>1978</b>	Pete* & Kathy Spitale
<b>2000</b>	Dave Theen	<b>1977</b>	Bill Martin
<b>1999</b>	Ara Dube*	<b>1976</b>	Bill Cannons
<b>1998</b>	Bob Anthony	<b>1975</b>	Lou Galanos
<b>1997</b>	Fran Martin	<b>1974</b>	Lou Galanos
<b>1996</b>	Bev Stockton	<b>1973</b>	Rod Bauer
<b>1995</b>	Bobby* & Lolita* McCammack	<b>1972</b>	Hans Mohen
<b>1994</b>	Jim Sleeth	<b>1971</b>	Clovis Cook
<b>1993</b>	Sammi Ronshausen	<b>1970</b>	Lorraine Thomas*
<b>1992</b>	Terry & Stephanie Kluesner		

## Hall of Fame Honorees

<b>2014</b>	Tim & Paula Lee	<b>2012</b>	Ed Diehl
<b>2013</b>	Steve Kearney		Joyce Haward
	Robin Ragaglia	<b>2011</b>	Berta Sager*
			Glenn* & Georgia Sterly

## Bill Cannons Lifetime Achievement Award Recipients

<b>2013</b>	Bill* & Fran Martin
<b>2012</b>	Bill Cannons

\*Deceased





*Racing to the Bay!*

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# Two CFR Workers Win National Awards

By Karen Galvin

Two Central Florida Region members were chosen to be among the nine in the country to be named SCCA Workers of the Year for 2015.

"The award winners represent notable performances among the volunteer positions that make the SCCA SafeRacer Club Racing program possible," according to the SCCA website.

Here's a little background on our very deserving award winners:

## Jim Hooker, Chief of F&C

Jim Hooker of Gulfport won in the Flagging and Communications category. A continuous member since 1996 who also holds regional licenses in race control, course marshal and as a starter, he is chief of flagging and communications for CFR.



How did he get interested in working? "In 1985, I was at the first iteration of the St. Pete Grand Prix. I noticed there were a lot of people on the other side of the fence, and I thought that was something I wanted to try. Finally, in 1996, my life was at a point and I was in a position where I could do it."

The best part of being a corner worker? "Being so close to the action and more involved with the cars and drivers than the other specialties. I have worked just about every specialty other than grid, but my favorite is working corners. I don't get to work corners as much as I'd like because I sometimes have to step up and work in race control or the pits if we're short of workers."

Jim says a big part of the appeal is the group of workers. "For many people, that's their family, and race weekends are the only time they all get together. The annual meeting

is the social event of the year."

The coolest thing that happened at a race? "At the social after a Historic Sports Car event at Daytona, which was held in what was then Daytona USA, I was looking at the winning GT car from a race that had been driven by Tommy Kendall, Paul Newman and Mark Martin. Someone standing behind me says, "That was one really fast car." I turn around and realize it's Paul Newman. For 30 minutes, we talked about nothing but racing."

"What do I wish people knew about being a corner worker? I wish they knew just how demanding and involved it is. No matter how hot or cold or wet it is, we stand out there and do our job. On the other hand, there's no seat that's any closer to the action. We have the best seat in the house, and it's free.

"My favorite corners? At Daytona, the Bus Stop was my stomping grounds for many, many years. At Sebring, it's a toss-up between the Hairpin and Turn 10.



"We have a great group of workers, and we work well with Daytona and Sebring race tracks. Because we do such a great job and have the right people in place to manage those events, we have higher car counts for a single event than some regions have in a year.

"We also support two of the biggest endurance races in the world -- the 12 Hours of Sebring and the Daytona 24. People are amazed when they hear that we get to work at those events."

"Out on a corner, you have to be able to depend on your fellow workers. We try to work in pairs. Everyone has a job to do, and you have to have someone who will watch your back and keep you out of trouble."

"It really takes everyone involved, from administration through all of the specialties, as well as the drivers, to pull off an event and make it go so well."



## Lyn Hodges Watts, Grid Bunny

Lyn Hodges Watts, who lives in the Ocala National Forest, took home the award in the Pit and Grid category. An SCCA member since 1987, Watts also holds a national license in race administration.

Asked how she got interested in racing, she said she's been "a car freak" since she was a little kid. A friend took her to her first race shortly after high school, a NASCAR race at Daytona, and she was soon hooked on racing ("hanging on the fence like an idiot" is how she put it).

When she learned that a neighbor's nephew was going to be racing at Sebring and she could be on his pit crew, well that really got her attention. The year was 1987, and the driver was Steve Craven, who was driving in GT1 at the time. Knowing that she loved cars, he introduced her to the CFR Chief of Tech, Bruce Clark, which led to her working in Tech for about 7 years.

During that time, she also started racing, mostly driving rented ITA Mazdas. Her favorite car to drive was a Mazda RX-4. She said she couldn't afford to race all the time, so she'd split her time between driving and working Tech.



About 10 years ago, she switched to working Grid, which she loves because she gets to see all the cars up close and talk to the drivers just before they go out on the track. She says she's definitely a Grid Bunny (she can often be spotted wearing the bunny ears). She

quotes one of Lyn's Laws to the drivers: "Have fun and play safe!"

She says she feels like all of the people at the races are her kids, no matter what their age or if they're workers, drivers, spouses or girlfriends.

Winning this award makes her smile, although she said it's kind of overwhelming to win a national award. She can't believe that some of her "kids" nominated her for it.

"That's very cool. I love my racing family. We say that a lot, but it really IS a family."

When asked about the most exciting race she's ever worked, she said it's the last race she worked. Or, on second thought, the next one she's going to work.

Which brings us to what might be another one of Lyn's Laws:

"Let's keep having fun at the races!"







# Labor Day Members' Memorial

Story and Photos by Kevin Crain

Labor Day weekend in Sebring, Florida. Two weeks preceding the Runoffs in Daytona, I was expecting that there would be some who would take advantage of the track time in preparation for the Runoffs - fine tuning, experimenting, etc. Not so much, as it turns out, but still a great weekend of racing to be had on the Long Course and mix in some PDXers.

This weekend had eleven races including a Vintage group as well as an Enduro to end Saturday's racing. The Vintage group was the first to start the weekend's racing and it saw 13 cars take the green flag.

The #72 Ginetta G-12 would take the group win on both Saturday and again on Sunday, driven by Brian Smith on Saturday running a best lap of 2:29.180 or 90.253 MPH on the 3.74 mile long course and driven by Steve Smith on Sunday with a slightly slower best lap of 89.572 MPH.



Sarasota's Dale Lagasse drove the #00 Ford Mustang to a second place finish on Saturday and Region 11's Stephen Sanguinetti drove the #12 Lotus Elan S-2 to a third place finish.

The second Vintage race on Sunday saw Tim Smith take second in the #99 Shelby Mustang while Ken Hazelton finished third in the #52 Corvette.



Group 2 was the "alphabet soup" grouping featuring cars from 8 different classes. The Sprint race Sunday morning was paced by group and SRF3 winner Neil Lund in the #63 SRF finishing ahead of second in group and class, Stuart Mullan in the #44 SRF3 by 1.107 seconds.



Third in group was STL winner, Buzz Marcus, in the #74 Mazda Miata followed by ITA winner, Barry Burgoon, in the #71 Mazda Miata just a half-second out of the third-in-group position.

Group 2 class winners included 5th overall and ITS winner, Rob Langley, driving the #90 Mazda MX5, William Coggins in the #7 SRF, Rusty Varnadoe in the #23 BMW in ITR, David Moyer in the #3 Mazda RX7 in IT7 and Gerald Wilcox in ITB driving the #144



Group 3 brought 11 Big Bores to the green flag in six classes. Eric Servick drove the #2 Dodge Charger to the SPO win and first overall running a best lap of 2:32.513 or 88.28 MPH in the Sprint Race. Paul Troup, driving the Dawson Motorsports #98 Chevrolet Camaro, took the ITO win and ran second overall finishing just over 2 seconds ahead of Cam Worth,

GT3 winner in the #8 Mazda RX3.

Terry Taylor, driving the Dawson Motorsports sponsored #33 Datsun 240Z, finished fourth overall on his way to the GT2 win. Largo's Roland Bauer took the #24 Corvette to the GT1 win and Larry Corwin took home the GTA win in the #5 Chevrolet Monte Carlo.



Group 4 was the second largest group running bringing 33 cars in six classes to the start of the Sprint Race. Glenn Cameron paced all finishing 2.5 seconds ahead of hometown racer, Charles Lowrance. Cameron drove the #54 MG Midget to an FP win posting a best lap time of 2:34.999 or 86.865 MPH. Lowrance in the #50 Mazda Miata would take the STU win.

Nick Malatesta in the #56 Mazda Miata would take the SM win by a healthy 2.746 seconds over Jamie Tucker in the #97 Miata. The Spec Miata class seems to always have a "photo finish" so this margin of victory surprised me a little.



Alan Hulse II, driving the #37 VW Cabriolet took the HP win finishing ahead of SPU winner, Michael Seay, driving the #76 AMC Gremlin. Jerry Larson posted the ITC win in the #119 Datsun 210.

Group 5 brought the "wings 'n things" group to the Long Course and with it the new FA #03 Mazda FM driven by William Wald who would take the FA and overall group win by a narrow .111 seconds over FC winner Jim Johnson driving the #11 Van Diemen RFoo. Wald's best lap of 2:13.313 or 100.995 MPH would stand as the best lap posted by any driver this weekend.



Dennis Dobkin, driving the #39 Norma M20F, took third overall in the Sprint Race while winning P1 over P2 winner, Robin Bonanno in the #50 Radical Clubsport by just better than half a second.

Joseph Riley took the win in CF driving the #15 Crossle 35F. Michael Moench took the F500 win in the #74 Sidewinder, Roelof Blok won the FF class in the #141 Van Diemen RF-83.



Gary Dassinger outpaced four other FVs taking the win in the #26 Predator 3 during the morning race.







The TES/ECR Enduro was the final race on Saturday and it brought 39 cars to the green flag for a 75 minute Enduro. The team of Mitch Grant and Hector De La Torriente completed 27 laps driving the #11 SRF to the SRF and overall win. Kenneth West and Marc Dana teamed for the ITS win in the #99 Mazda RX7 and second overall.

Gary Frierson placed fourth overall in the #141 Mazda Miata and a WITA win. Wesley Saunders in the #111 Mazda Miata would take the SM win finishing ahead of STL winner, John Lettieri driving the #19 Miata.

The team of Bruce Hunt and Doug Davidson took the ITA win in the #98 Miata and Neil Lund would record his first of two wins of the weekend driving the #63 SRF3 to the class win.

Eric Moyer and David Moyer completed 25 laps in the #3 Moyer Boy Racing Mazda RX7 for the IT7 win finishing ahead of the STU winning team of Michael McKee and Stuart Mullen in the #4 Mazda Miata. Miki Moerwald drove the #47 VW Rabbit to the ITC win although I believe it was to the detriment of the motor...

The Feature Races began after lunch on Sunday and I'm not sure if it was the start of Football season or the very hot weather or what exactly but there were many DNS (did not show) for the second races of the day...

Group 2 saw Stuart Mullan improve from his second place overall in the morning's Sprint Race to take first overall and the SRF3 win in the #44 SRF3.



William Coggins recorded a second SRF win in the #7 improving six spots to second overall. Barry Burgoon again finished third overall with his second ITA win while Rusty Varnadoe in the #23 BMW 328is improved 15 positions to take fourth overall and a second ITR win.

Clifford Rhoades took his second fifth overall position for his second win in ITS while Gerald Wilcox also recorded a second win in ITB finishing a third of a second in front of David Pazdur in the #153 Mazda Miata for his first win in STL. Eric Moyer recorded the IT7 win to go along with his Enduro win.

The afternoon race for Group 3 only brought back 8 of the 11 who ran in the morning. Timothy Smith driving the #99 Ford Shelby Mustang made the most of his time between races as he took first overall and the SPO win improving from ninth overall in the morning. All the other class race winners from the morning repeated except for Larry Corwin who DNS for the start.

Group 4 brought 27 of 33 back for the afternoon race and Charles Lowrance led all to his second STU win and first overall in the #50 Miata. All the class winners repeated except in FP where Lou Ann Kapcin recorded her win in the #00 Miata.

Group 5, the final group of the weekend, only returned half the field for the Feature Race. Dennis Dobkin took his second P1 win finishing first overall in the #39 Norma M20F.



Mark Smith improved from his second place finish earlier in CF to win and place second overall in the #145 Crossle 40.



Stan Hallock won FC in the #23 Van Diemen RF94/5. Roelof Blok in FF and Gary Dassinger in FV completed the weekend with their second class wins.



# To the Editor

## To the Central Florida Region of the SCCA,

After much consideration, I've decided to pursue the seat of Lieutenant Governor of District 3. Why? I'm glad you asked!

Having been involved with the club over the past 13 years or so, I've served a variety of roles. I'm currently the Medical Director, Emergency Services Chief for region, Chief Course Marshal for region and serve as Southeast region D.A. for Emergency Services. I humbly received the Administrative Worker of the Year in 2013 by CFR. Most of you probably know me as the "godfather" of the Flat Tow Mafia.

In my professional life, I worked both in law enforcement and emergency services, retiring from the Osceola County Fire Department as a Lieutenant. My experiences and professional training have prepared me for the roles I have within the club to make the fun we have at the race tracks as safe as possible.

In that regard, the Flat Tow Mafia has grown from a guy with a truck to a trained and organized group of men and women who are prepared to respond to any incident at our club events. In my absence, I'm confident that the FTM would perform with the same professionalism and efficiency, as we've been

training for just that scenario.

As safety is always of utmost concern, I asked the CFR BOG for protective gear for the FTM to which the club positively responded and we now have full Fire Suits and protective head gear because you just never know when or if an undetected fuel leak may cause a flash fire or when a race car might break causing the driver to lose control. Our people should be as protected as possible. It is less painful to be prepared than to recover. I thank the BOG for their recognition of this and their support.

It is within my nature to look for and pursue opportunities for improvement. Just because we've always done something in a particular manner doesn't mean it cannot be improved upon. I'm willing to put my time and efforts toward this mission and not just talk about it. That's why I am pursuing this leadership position.

While only the members of District 3 can vote for me, I felt that letting my reasoning known to the whole of CFR is appropriate as my concerns and ideas are for the benefit of all and I hope to better serve the club in the role of the next Lieutenant Governor of District 3.

I sincerely ask for your support,

Dave Langston

## Classified Ads

### For Sale

**Zink Z-12** – Vee Tec Motor, All log books, many new parts, 2 sets of slotted wheels, some spares. Placed 4th last race 5/14. Only needs new belts. \$5,000, CF or Mini Sprint Trade. Deltona, FL Contact: stattracing@gmail.com 386-747-0642 (1)



### Wanted

**WANTED** – Used Helmets. RallyCross Needs helmets for ride-alongs. The ones we have will no longer be legal after this year. Contact Paul Trouper - trouper@mindspring.com



by Kevin Crain

The Runoffs returned to Daytona, albeit 46 years after the last time, and the event was a success. Very little rain, despite being scheduled right smack in the peak of the Atlantic hurricane season. The only significant rains occurred on Friday during the dinner break before the Spec Miatas took the track under the lights at Daytona, the first Runoffs race ever held under the lights, and the show was spectacular... including the fireworks show at the drop of the checkered flag.

Many of the CFR volunteers worked the entire event including 11 consecutive days of racing between the four test days conducted by CFR, the four days of qualifying and the final three days of which 27 races covering 28 classes were held.

Despite the logistics of executing such an event with volunteers from all over the country, many of whom had never worked at Daytona, I would have to say the event was very successful. We did learn that "we do things differently at our track" than what we do here, but at this point, we move on and perhaps have gained insight from the other perspectives.

The following pages for this event will be mostly photography, but I do want to highlight the successes of the drivers who call Central Florida home...

Greg Ira of Florida Region, who often races at our home tracks, and CFR's Jeffrey Cripe finished first and second in EP. Had it not been for a brake line issue,

the top three would've all been "local boys" as Kip Van Steenburg had led the first 12 laps before losing his brakes. Ira would take the National Championship in the #2 Datsun 240Z and Cripe drove the #96 BMW328iS to the second place finish.



Our other local National Champion won the SRF Gen 3 race. Kerry Jacobsen drove the #38 Tactical Machining SRF3 to a win from the pole. Tray Ayres in the #7 Ayres Racing SRF3 who started fourth hooked up with Jacobsen as a drafting partner and the two combined led all 14 laps. Ayres crossed the stripe first at the white flag but it was Jacobsen who would be the first to the checkered flag by .055 seconds edging out Ayres for the win.



Photo by Larry Vanscoy



Jeffrey Cripe and Greg Ira in the Winners Circle

Photo by Terry Galvin

Ormond Beach's Todd Vanacore would perform well, finishing just 4 seconds back to take fifth from the 8th starting position. New Smyrna Beach's Chad Galloway drove the #105 SRF3 to ninth of 29 drivers, but on doing so, also set a new track record for the Gen3 of 2:10.215 or 98.422 MPH.





Formula Continental - Robert Allaer starting from the third position drove the #52 LTD Motorsports Van Diemen RF02 to a podium finish taking second place by just 2.224 seconds behind the leader after 50 miles of racing.



Photo by Larry Vanscoy

Formula Mazda - Carson Weeder, starting from the third position, drove his #28 FM to the runner-up position. He led the first lap of the race and battled the pole-sitter, Joseph Burton-Harris, throughout but faded a little at the end for the second place finish. His peers did, however, designate him the "Sunoco Hard Charger."



Photo by Larry Vanscoy

Grand Touring 1 - Stewart Bachmann drove the #68 EXSYS/Eppinger/Hoosier/Mobil 1 Chevrolet Camaro SS to a second place finish from the sixth place start. CFR's Raymond Webb finished off the podium in 4th but had a strong showing starting from the 9th position.



Photo by Kevin Crain

Grand Touring 2 - Bobby Kennedy starting from the fourth position took second in the #118 Ford Mustang.



Photo by Larry Vanscoy



Start of the SRF Gen 3 Race

Photo by Kevin Crain





H-Production - Alan "AJ" Hulse, driving the #137 VW Cabriolet set a new track record on his way to the podium, finishing third overall, just .001 seconds out of second and .011 out of first, about the thickness of the bumper from being a national champion. His best time of 2:17.981 or 92.882 MPH is the new track record.



Photo by Larry Vanscoy

Super Touring Light - Deuce Keane II drove the #45 KBR Performance/Weis Insurance Honda Civic SI Coupe to a podium finish charging late to take third by .038 seconds starting from the seventh position of a field of 37 race cars.



Photo by Larry Vanscoy

Sherry Dowling driving the #47 Dowling Bros. Beasley Lola T-540 Suzuki won the Sunoco Hard Charger award in P2 finishing seventh from a 12th place start of 17 entries.



Photo by Kevin Crain

Touring I - Ormond Beach's Cameron Maugeri drove the #06 BTI Motorsports Ford Mustang to the second place finish improving from the third starting position.



Photo by Larry Vanscoy

Spec Miata - Controversy in Spec Miatas? Who'd thunk? There were fireworks, protests, disqualifications and we had to wait until Monday afternoon to get the final results. Cory Collum started fourth, led the first two laps only to be DQ'd after failing an inspection of valves.

A protest by BSI Racing was won and then lost on appeal, so the pole sitter, Andrew Carbonell, driving the #79 BSI Racing Miata had a range of emotions before the final outcome of a second place finish out of the 61 who took the green flag. Alex Bolanos, driving the #57 Momo/Autotechnik/Apex Alignment Miata led laps 3-13 but the draft wasn't his friend at the end as Jonathon Goring would end up taking the lead and the checkered flag on the final lap dropping Bolanos to third. And then there were fireworks!



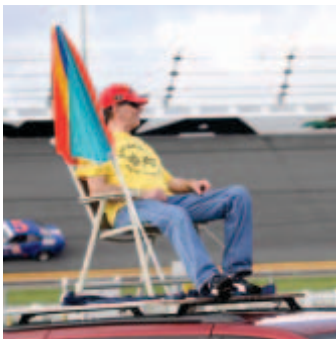
Photo by Kevin Crain





*The Checker*

Photos by Dave Green







Photos by Dave Green







*The Checker*

Photos by Dave Green







Photos by Terry Galvin



Michael and Bonnie McKee taking a break between chores.



Sally and Jerry Larson running traffic control in the Paddock.



Van McDonald, Chip Willing and Paul Mevoli,  
fifth-place finisher in GT Lite



GT3 driver Bill McGavic with GT Lite drivers  
Peter Shadowen and Charlie Leonard







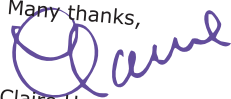
Dear Sports Car Club of America Central Florida Region,

Today, you made a huge impact in the lives of Hospice of the Comforter patients and families! Your gift is a meaningful tribute to the memory of William H. Martin and we will notify the family of your kindness.

Generosity like yours provides continued support for patients and families needing end-of-life care. Doctors, nurses, social workers, home health aides, chaplains and volunteers use their special skills to make patients' lives more comfortable and full of meaning.

One hundred percent of your gift will support the compassionate care and services provided at this crucial time. Your tax receipt will arrive soon, but we couldn't wait to say "thank you!" Hospice of the Comforter is excited to now be a part of the Florida Hospital family. Our mission is still the same – caring for patients and families when they need us most.

Many thanks,



Claire Hogan  
Hospice of the Comforter  
Assistant Development Officer

## ANNOUNCING THE 3<sup>RD</sup> ANNUAL OLD FART RACERS REUNION

The 3<sup>rd</sup> Annual Old Fart Racers Reunion is scheduled for November 28<sup>th</sup>, the Saturday of the Sebring Turkey Trot Event. This year's get together will be held at the Turkey Trot Social in the Legends Building following the races.

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

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

Come join us for the celebration of all the fun we have had together through the years. If you can't make the evening festivities feel free to stop by our usual Sebring paddock area during the day.

See you there!

Questions? Call Van McDonald 941-729-3545.



# The Care & Feeding Of Your Helmet...

By Jerry Hicks, **HelmetWorks**

Most of you don't know me, some do. I am the District 2 Governor but more importantly for this article is that I own and operate a custom helmet painting business called HelmetWorks. No, this isn't an ad for that but it does result from my work in that area.

For the most part, folks take pretty good care of their personal safety equipment. Having been a paramedic for a LONG time and having seen just about every kind of injury you can imagine, using that equipment and taking care of it is the only way I'd race. To that end, I'd like to pass along some helmet care info and tips. Follow a few simple steps and your helmet will give you many years of faithful service.

Every now and then I get a helmet in here that I just don't want to work on because it is in such bad shape. It smells really bad, it's damaged inside and out, the visor is pretty much obscured and so on. I've seen helmets that look like the owners raised a family of mice or gerbils in them. The padding layer is chewed through all the way into the styro liner and they SMELLED like a family of rats had lived in them. I can hear the gagging out there and the question on everybody's mind is the same: "How could anybody put that on their head like that?" Let me assure you, they do.

I've seen helmets with gouges in the outer surface that go all the way to the matrix (the resin/cloth layer) and have cracks inside the gouge... all covered up by a sticker (or multiple stickers because they're so big) so the damage is not visible to tech. This is not only dangerous to the wearer but also a disservice to the people who work hard to keep us safe - the tech inspectors. Some look like they were dragged behind the tow vehicle all the way to Daytona or Sebring....

I've seen visors so scarred and permanently fogged that they look like it was done intentionally. When I asked about it, the owner said, "Well, I wear tear-offs over it so it's okay" Here's your sign... The mounting screws and locks have been lost and replaced with a wide variety of mismatched hardware. The funniest-and worst-answer I ever got to the "Why" question was simply "Well, the forward motion of the car into the relative wind keep it in place." I'm not sure how relatives fit into that but I have a pretty good idea.

Look at your neck strap. I've seen buckles rusted half through, straps more frayed than the cuffs on a hippie's bell bottom jeans, and anchor bolts that are barely

attached. I can hear the older folks laughing and nodding about the jeans and the younger ones will have to ask mom and dad about elephant bells. I saw one that was actually frayed half way through on the non-buckle side and the guy was still using it!!! I've seen straps that are barely attached to the helmets, the attachment bolts loose and maybe even a non-standard fastener that replaces the one lost by the user who took it off because it "didn't work right".

All that being said, taking care of your helmet is easy if you just follow a few simple tips and make them your routine.

Don't use your helmet for anything but its intended use and that doesn't include carrying water for your radiator.

When you take your helmet off after use, CLEAN IT before you put it on the table or in the bag. If it's a summer event (When is it NOT a hot day at the track down here when the helmet goes on?) clean the inside with a gentle soap and water mix using a DAMP cloth. Don't soak the cloth and swab out the inside - it'll take forever to dry and while it does it can degrade the padding material.

There are commercially-made cleaners out there that work well. Most are in spritz bottles and take only a few pumps to get enough to do the job. Spritz/wipe it, wipe it with a dry cloth, and put it in front of a fan or blower to dry it. Don't leave it sitting in the sun upside down to dry, the sun will only hasten the wear on your pads and liner where it's exposed.

When you clean your visor, DO NOT use an alcohol-based window cleaner. The alcohol will degrade the antifog layer on the inside and may even attack the outside surface as well. USE TEAR-OFFS to protect your visor. The scariest part of any race for me is that early morning lap into the sun when the glare on my visor is so total I can't see through it. Add to that fogging on the inside from your breath and scratches to the outside that magnify the glare and you're nearly blind-not a good thing.

While we're talking about visors and anti-fog layers...some are chemical and others are a physical layer of treated material. I learned a very hard lesson on my own Sparco. I did all the careful cleaning and afterward I put it on my dryer with the warm air on, the visor closed, and the timer maxed. When I went to get it, there was a weird crinkling around the edge of the inside of the visor that matched the eyepoint seal, almost like a sunburn peeling off. Turns out this visor had a layer of anti-fog film



on it and the heat made it wrinkle around the edges. I caught it just in time before it made the visor unusable. The wrinkles look like wadded up Saran Wrap left to unwrinkle itself. It's at the very edge of the visor but it would have been total had I not checked on it. Lesson learned-if you're going to put your helmet on a dryer, OPEN THE VISOR so the warm air has a place to exit!

Don't EVER hang your helmet by the strap. I know there are hooks made specifically for this that mount on your rollbar, etc. but it's a very bad idea. Not only will the helmet's swinging motion rub through the strap prematurely, the motion will allow the helmet to swing around in the car and bang into "stuff" like the roll bar, seatback, dash, etc. Those chunks missing from the surface may look cool like you're a road race gladiator, but they don't do your helmet any good.

Put your helmet in a bag, a pillowcase, whatever to protect it. A helmet is one of the most important investments you'll make, so invest in a good bag.

One of the biggest problems I've seen is with matte-finish helmets. I know many of you think it looks cool, but that stuff gets soft and gummy after a while. When it gets to that stage, everything under the sun-literally-sticks to it. If you keep that helmet in a fleece-lined bag, it will eventually look like a giant cotton swab. If you don't keep it in anything, it will eventually collect a little of everything it comes in contact with. If the matte is still solid, it's nearly impossible to get it off the helmet without damaging the surface under it. It might surprise you, but most manufacturers that make matte helmets start with a glossy shell and spray the matte stuff on later. Every matte helmet I've ever stripped was like this and that made it easier to strip only because the gloss underneath has to be scuffed anyway. By the way, sanding with 2-grit paper is the only way to get that off that we've found. For those of you not familiar with sandpaper-the grit is measured by how many abrasive grains are on a square inch of paper. 800 grit is very fine, 600 less so, 250 is fairly rough, and so on. See where I'm going with 2-grit?

If the matte has gone sticky, it's a mess to remove. Most of the other painters I hang out with won't even touch a matte helmet in any condition-they send them back to the

owner if they show up at the shop. I always ask first to avoid any heartburn over it. If you ask the manufacturers how to remove it, they'll laugh at you and ask if you realize how much money and research they spent developing a matte that WON'T come off. I know this for a fact. SO, how do you take care of the matte finish? Well, keep it clean with soapy water on a damp cloth (never use solvents on ANY helmet), keep it out of the sun unless you're wearing it, and when that stuff gets sticky there aren't many choices.

I can fix just about anything that you can do to a helmet: I can replace most of the edging, I can replace a visor, I can fix minor scratches and chips in the outer coating, and I can often replace a chin strap. However, I can't or won't fix anything that indicates shell damage. If I can see cracks or broken fibers in your fiberglass or cracks in the plastic, I'll pass on the job. Yeah, I can hear a few of you winking

and nudging..."Get him to paint it just for a 'shelf piece'." I know how that works... I've seen a couple of those on the track and while I hate to ruin anybody's day, I'll tell tech about it as would any other painter I hang out with.

Take care of your helmet, treat it with the respect it deserves for what it does. Think about it-some think the firesuit is the most important safety gear. That's true if you catch fire but how often does that happen? Not often compared with

the number of head impacts that happen.

One more thing on that last note. I get asked a lot about the difference between a 2.5lb helmet vs a heavier helmet when they all have to pass the same specs and is it worth the extra cost? You have to judge that but here's the answer. When you're involved in an impact that involves your head and neck, your head becomes a missile propelled by inertia and the heavier your head is, the more impact or force you impart on whatever you bang your head on. Equal and opposite reaction comes into play here so it's a two for the price of one thing. A lighter helmet adds less impact than a heavier version, even of the same helmet. I wear a medium-weight helmet and am quite happy to have it.





# The 2015 Solo Nationals – Why go?

by Angela Carlascio

Solo Nationals. I count down the days like a kid counting down to the last day of school. I can't stop thinking about, preparing for nor talking about it. So what's the excitement about? Well I've already said it, "Solo Nationals." The event where all of us crazy autocrossers get together from all around the country to meet on 58.2 Acres of concrete at Lincoln Airpark in Lincoln, NE.

The Breakdown: 35.6 acres for course layouts. 5.7 acres for grid space. 16.9 acres for paddock space.

Wait. 35.6 Acres of concrete for course layout. Let that sink in, now let's add the word grippy to it shall we. Acres of grippy concrete. Deep breath in and exhale. It's glorious.



I know. I know. We all travel how far and spend how much money to spend how much time in the seat for only 6 runs over 2 days? It's okay. I hear that argument all the time. "For that amount of money Angela I could go to multiple DE days and get tons more time behind the wheel. The dollar per minute doesn't add up."- Anonymous. Sigh. I get it. I really do. Autocrossers like Club Racers are a special gift. There is a 10mm bolt somewhere in our head that needs to be tightened but as usual the ninth of nine 10mm sockets has disappeared. It is what it is and it is something that makes me/us Smile! Let me give you a visual picture.

You arrive at Lincoln Airpark and as you approach the gate you see the banners for all the sponsors and the one welcoming you to the 2015 Solo Nationals. It hits you. You're here! You sign the waiver and you proceed to enter the largest autocross event of the year. Rows and rows of trailers/campers/tents and cars enclosed by the competition courses in the front and the test-n-tune course in the back.

You will be spending at least 3 days here and for some maybe a little over a week - its home. This is where the 6am engine starting and exhaust alarm clock can wake you up. As you cruise the rows looking for your spot in paddock you spot people you know, cars you recognize, you see regional tents and the excitement grows. For some it's like heading into a family reunion

(one you want to be at) and for the first timers it's just unbelievable that you found this many people that are into what you are into and so many cars! So many prepared and modified cars! Cars prepared to the limits of the SCCA rule book itself! It's. It's. It's just so beautiful!

You park. You set up. You meet your neighbors. You wander. You take photos. You call friends. You start doing so many things that you don't even realize what has begun, a week of vacation that offers little to any sleep and days that go by faster than you want them to.

Daytime. Between the car prep, the practice runs, the many repeated course walks, the lunches and presentations that vendors hold, watching the competition, supporting friends, competing, more car prep and/or repairs, then finding some point in there to relax – time just flew by writing that.

Nighttime. If the weather holds and even if it doesn't there is the Welcome Party, the Night on the Town, the nightly Four Square games at Team Atlanta, the Big Wheel Pro Solo held by the Texas Region, movies against trailers, people re-locating golf carts, beer gardens and then whatever craziness happens in the C Prepared area because that's like Vegas. What happens there, stays there. Trust me, I haven't really covered most of what goes on. And don't forget the awards banquet on Wednesday and Friday night. Your activities calendar – not empty.







Competition. That's what we're here for. Some of us will compete in classes larger than we ever had in our local region. Others not so much. But one thing is for sure, you will more than likely be competing on one of the largest courses in the country on a surface that offers the most grip than you have been on. You should see the amount of clag that comes off tires. People have to add extra fuel to their tanks to keep the cars from fuel starving. And here is where my argument for going really comes in. You only have 6 runs to get it done. That's 3 runs per day and each day is on a different course to beat some of the toughest competition from around the country. Every position a battle. This is where the thousandths of a second count. The pressure, the excitement is unbelievable and it will leave you autocross hungover but probably with a craving to return.

The Dreaded Budget. The entry fee this year was \$170, then you have test-n-tune sessions at \$45 each, travel,

hotel, food and drink, car rental (optional), golf cart rental (optional), and expenses for the car (like new tires). My advice is to share costs wherever you can. You can "Fly and Drive" by buying a seat as a co-drive. There are ways to do it on the cheap. In fact Heyward Wagner wrote this article to assist <http://www.solomatters.com/8-tried-and-true-tips-for-a-500-solo-nationals-budget>.

The 2015 Solo Nationals had the largest entry it has had in its 43 years of running with 1,222 competitors in 74 classes. Every driver and volunteer made it happen. Not everyone will go home with a trophy. In fact only .06% win the coveted Solo National Championship jacket. So in my opinion when you go you have to go with the right frame of mind and that is because you simply love the sport and love the people even more. It is what will bring you back the next year and acting like that kid who is waiting for the last school bell to ring.





# CFR RallyCross #4

## Port St. Lucie Fairgrounds

Submitted by Paul Troup

There was a lot going on Saturday September 26 in the Central Florida Region. Lee Hill was racing at the Runoffs in Daytona. The RallyCross faithful gathered in Port St Lucie for Round #4 of the RallyCross Season. About 30 cars participated, some with two drivers.

Like Solo, RallyCross is considered a "lower speed" event. Like Solo, RallyCross is a timed event where drivers maneuver through a course set up with orange cones. Unlike Solo, RallyCross is run in a field rather than on a concrete or asphalt surface.

We were pleased to welcome Tom Suddard and Ed Higganbotham from Grassroots Motorsports to Round #4. They helped Doug McCabe set up a



challenging course for the participants. With about 15 acres upon which to build a course, there are a lot of cones, turns and monitoring stations that need to be set up. Tom and Ed shared car 20 for the day. Their Ford Focus had good grip but a few mechanical gremlins.

John Lambert and Ken Likittle were front and center. John is the SCCA National Champion in Modified



Rear Wheel Drive running a Miata will full roll cage. John drove his #101 Miata to and from the RallyCross Runoffs in Iowa!



Ken drives a Subaru WRX #507 and placed third in the Prepared All Wheel drive category at the National Runoffs in Iowa. He had the only flat tire at the Port St Lucie event.

Not everyone was an experienced RallyCrosser. Rommy Laheran participated in her first event with her Mazda3 sporting lucky #13. John Lambert helped Rommy get acquainted with the course and some driving techniques; she lowered her times by 30 seconds by the last run of the day!



Class winners are determined by the lowest cumulative time-add all the run times together. If one hits a cone or misses one of the course guideposts (gates) seconds are added to those times. Abbey Callaway survived a missed gate on her first run and a cone on her last to win the Stock All Wheel Drive class with her #321 Subaru WRX. She posted the first time of the day under 100 seconds and followed with two





more sub 100 second runs. Abbey took all the photos in this article, so she is more than a talented driver!

In the Prepared All Wheel Drive category Alan Rodriguez gave up power for less weight in his #44 Subaru Impreza. He won a close battle with Likittle and Doug Williams by having fewer penalty seconds added to his time.

Like the Grassroots Motorsports team, other cars were shared by two drivers. An interesting combo was Stephanie and Sean Nieto, driving their #19 Subaru Impreza. When Sean was in the car the number was 119. We will not mention who had the best total time...



The most “customized” car was shared by Ted #813 Jones and Zach #83 Krause. It was registered as a Miata.



RallyCross #4 was a fun event with drivers having a variety of skill levels and experience enjoying an excellent day. Our thanks to the folks from Grassroots Motorsports for their help and support and Abbey Callaway for the great photographs. All the timing was supervised by Dave Welch, a Solo pro who was especially helpful at this event. SCCA member Judy Ramboldt helped with registration and timing.





# Remember When...

## Pictures

*Submitted by Louis Galanos*

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

## 1968 Sebring 12 Hour Grand Prix

The 1968 Sebring race saw its smallest crowd in recent memory. Some blamed the rules makers (FIA) for outlawing the big bore (7-liter) American cars that had won at Daytona, Sebring and Le Mans only to be replaced by smaller displacement (3-liters or less) cars that only European car builders were fielding for the championship.

Porsche was the clear favorite at Sebring in '68 especially after their 1-2-3 rout with prototype 907s at Daytona six-weeks earlier. The best America could do at Daytona was a Shelby Mustang which finished fourth overall.

After 12 hours of racing at Sebring in '68 the Porsche 907 of Jo Siffert and Hans Herrmann took the checkered flag with a commanding 11-lap lead. Second overall was a factory Porsche 907 being driven by Vic Elford and Jochen Neerspasch. Two of the four factory Porsches that were entered dropped out early but the remaining two dominated the race.

Much to everyone's surprise two entries by Roger Penske finished third and fourth. Both cars were Chevrolet Camaro's with Mark Donohue at the wheel of the third place finisher.

The popular favorite at the race in '68 was the Howmet turbine which used kerosene fuel for its jet-like engine. The car also produced a lot of exhaust heat and other drivers were loath to end up behind the car for any length of time. If they did they saw their coolant temperature rising and broke as soon as they could for clean air.



**The Penske prepared Chevy Camaro of Mark Donohue (driving) and Craig Fisher would finish third over and first in the Trans-Am class.**

While the race was a disappointment to some the best was yet to come in the next few years with the introduction of the Porsche 917 and Ferrari 512s. The 1970 Sebring race would have the closest finish in the history of Sebring up to that time. With movie star Steve McQueen's Porsche coming in second behind Mario Andretti's Ferrari the 1970 race would go down as probably the best Sebring ever run.



**Jo Siffert exits what would be the winning Porsche 907 while co-driver Hans Herrmann readies to enter the car for his turn at the wheel.**





Race fans loved the Howmet TX turbine driven by Ray Heppenstall, Ed Lowther and Dick Thompson. The rough Sebring course broke some engine mounts and the car was a DNF.



The AMC Javelin of George Follmer, Jerry Grant and Skip Scott failed to finish due to a blown engine.



The MG B of Jim Gammon, Chris Waldron and Ben Scott was not classified because they didn't complete enough laps.



The Triumph TR250 K of Bob Tullius and Jim Dittmore also succumbed to the notoriously rough Sebring circuit. They had to withdraw with a busted suspension.

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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!



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**Breakfast 7:30 - 9:00**

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**Worker Appreciation Luncheon  
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12 Noon - 1:30**

**Hospitality Suite • Free Time  
1:30 - 5:00 PM**

**Cocktails  
6:00 PM - 7:00  
Awards Banquet**

**Guest Speaker: Joie Chitwood III  
7:00 PM - 10:30**

**Sunday - December 13**

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