

The Checker

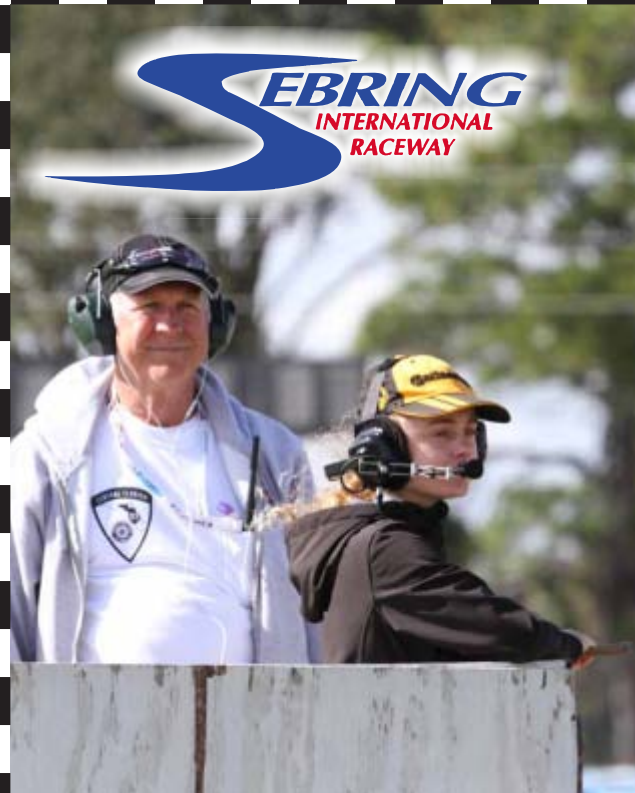
Official Publication of the
Central Florida Region
Sports Car Club of America
Volume 58, Issue 1
January/February 2016



Winter Vacation Double



Casey Gunnell
MAJORS
STL Winner



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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.

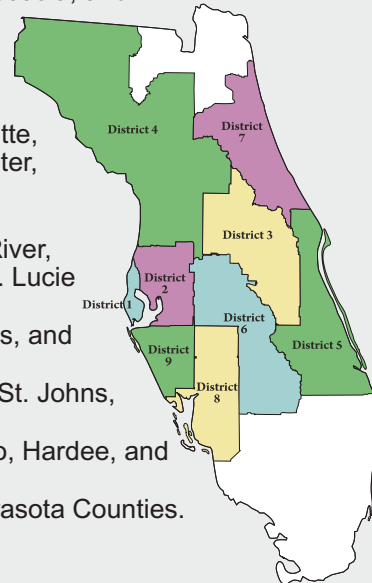
District 5: Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties.

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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Half Page - \$115/month

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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:

Checker@OsceolaPress.com

Articles may also be mailed to:
2775 Old Dixie Hwy., Unit C
Kissimmee, FL 34744

Address Changes:

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

DO NOT SEND ADDRESS CHANGES TO THE CHECKER.

Cover Photos: Dave Green



Event Schedule

For CFR and Surrounding Regions

January 2016

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

February 2016

5-7	SE Division Annual Meeting & Banquet <i>Sea Island, GA</i>	
13-14	Florida Cup Regional/Vintage <i>Sebring Long Course, 12 Hour Paddock</i>	SIR
27-28	Southeastern Conference Majors <i>NOLA Motorsports Park, Avondale, LA</i>	NOLA

March 2016

5	BOG Meeting <i>Holiday Inn Express, I4 & US 27</i>	
10-13	St Pete Grand Prix <i>St Pete Waterfront Street Circuit, Conducted by IRL</i>	
16-19	12 Hours of Sebring <i>Sebring Long Course, Conducted by SIR</i>	SIR
19-20	Southeastern Conference Majors <i>Road Atlanta</i>	

April 2016

1 ??	Chump Car 14 Hours of Daytona <i>Conducted by DIS</i>	DIS
9-10	Driver School & PDX <i>Daytona School Course</i>	DIS
15-17	Southeastern Conference Majors <i>Virginia International Raceway, Alton, VA</i>	VIR

May 2016

6	Test Day/PDX <i>CFR Test Day, Daytona Road Course</i>	DIS
7-8	Regional/SECS/TES Enduro/SOLO <i>Daytona Road Course, SOLO on Kart Track</i>	DIS

June 2016

10	Test Day <i>Sebring Short Course, Conducted by SIR</i>	SIR
11-12	Florida Cup/Double SARRC/Vintage/PDX <i>Sebring Short Course, Green Park Paddock</i>	SIR
18	BOG Meeting	

July 2016

23-24	Driver School/Vintage/TES Enduro/PDX <i>Sebring Short Course, Green Park Paddock</i>	SIR
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August 2016

5	Test Day <i>CFR Test Day, Daytona Road Course</i>	DIS
6-7	Florida Cup/Double SARRC <i>Daytona Road Course, SOLO on Kart Track</i>	DIS

2016 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 2016 are as follows:

- January 18, 2016
- February 16, 2016
- March 21, 2016
- April 12, 2016
- May 10, 2016
- June 20, 2016
- July 26, 2016



District Meetings

District 3

District 3 held our first meeting of 2016 at Logan's Roadhouse with Governor Robin Ragaglia providing the essential information. Attendance was a little lighter than usual - probably a result of the previous weekend's Majors event at Homestead and the upcoming Majors event at Sebring.

Gov. Robin reported that the November Turkey Trot event saw good competition among 235 cars. This was the first points event for our regional drivers. The social event honoring Bill Martin was very successful. No one went away hungry and the libations of vodka martinis, margaritas as well as the usual wine and beer were quite well received.

Our Annual Meeting was held the weekend of December 11-13 at the Embassy Suites in Brandon. Thank you to Gov. Jerry Hicks and the members of District 2 for a fun weekend. The Hospitality Suite was...well...very hospitable; Lou Galanos shared his extensive photo collection with us at the Worker Luncheon and Joie Chitwood III, President of DIS, provided the Banquet attendees with a very entertaining speech on his history in motorsports and with Daytona. District 9 will host our 2016 Annual Meeting.

CONGRATULATIONS! to the following winners of CFR's Special Awards:

Race Workers of the Year - Jimmy and Paula Hildock - Tech. Inspection

Administration Worker of the Year - Neil Harmon

Distinguished Service - Ron Offut

Hall of Fame - Terry Kluesner; John Schnedl

Election results for odd numbered districts - Gov./Lt. Gov: D1 - Sammi Ronshausen/John Switzer; D3 - Robin Ragaglia/Dave Langston; D5 - Angela Carlascio/Jerry Larson; D7 - Larry Morgan/Christian Wilder; D9 - Charlie Leonard/Stephen Mullen.

Recapping the General Membership and BOG Meetings:

*Improvements (showers & shelving) at the Bill Martin Center are still in process.

*A Dodge Mini Van will be purchased to replace the aging Nissan.

*Per our Treasurer and Financial Advisor - our investments and monetary position are good.

*Michael McKee made a presentation on membership & marketing for CFR.

*The Florida Cup will be a new competition series between CFR and Fla. Region; it will consist of 6 events all held within existing events, evenly split between the two region's tracks.

*SARRC weekends will all be doubles: June - Sebring short course; August - Daytona; November - Turkey Trot - Sebring - Long Course.

*In 2015 - CFR was responsible for 17% of the regional racing in the U.S.

*Per Competition Coordinator Dennis Joyce - CFR provided 1000 staff days at Daytona events.

*Solo reports strong attendance; most events are full. They accept only online registration - no onsite registration; their trailer is finalized - under contract. There will be a small increase in 2016 insurance.

*RallyX - Paul Troup is managing; they have 25-30 entries at each event and are still looking for new sites. There will be a Subaru MegaMeet in Tampa and our RallyX folks will have a booth there.

*PDX - Four events are scheduled including 4 sessions on Friday during the test day at Daytona in August. Ken Trier is training to become one of their stewards.

Other Information of Interest:

*National Convention in Las Vegas beginning Thursday 1/21. CFR will be represented.

*Sebring Majors - January 14-17 - 329 pre-entered. Weather forecast is typically Sebring - everything from heavy rain, wind, lightning to bright sunshine. Be prepared.

*Solo - Brooksville - had 52 participants; Deland - 1/16-17 has 64 pre-entered.

***NOTE** - SEDIV calendar has incorrect date for CFR October race. **CORRECT** date is October 15-16.

The **February** meeting of District 3 convened at Logan's Roadhouse with Governor Robin Ragaglia presiding. We welcomed Rich who is an AutoX participant but is

interested in trying out other aspects of our club.

CFR has been busy since our January meeting:

Sebring Majors - 350 cars came and played relatively safely. The weather cooperated (mostly) with no rain for the weekend and just a little fog on Saturday.

There was a Solo held at Deland (64 pre-entered) the same weekend as the Majors. The weather cooperated for that event too as the participants competed on a mostly dry course.

The SCCA National Convention was held in Las Vegas Jan. 22-24 and CFR was well represented. Kudos! to Darren Gunn as CFR won the trophy for Membership Growth among the jumbo regions.

Then we had a small event (Rolex 24 at Daytona) which our stalwart volunteers staffed. Thanks to everyone who helped make this endeavor successful.

Jan. 23, CFR was represented at the Subaru Mega Meet (Raymond James Stadium) in Tampa. There were 900 cars there and our RallyX contingent generated lots of good interest.

Just last weekend the Area 3 meeting was held at St. Simons. There have been changes to the SARRC program - more on this later.

Now we're headed into our February event on the long course at Sebring with 275 entries. Weather promises to be cool and we hope dry.

And - an AutoX at Brooksville on Sunday - HAPPY VALENTINES DAY to all!

Things they are a'changin'.....

SARRC - Championship will be divided into 2 Area Championships - South (Florida - Area 3) and North (everyone else - Area 12); points awarded for SARRC races at Sebring, Daytona, PBIR & Homestead for the South and Barber, Road Atlanta, Charlotte, Kershaw and VIR for the North. Points at Roebing will count for either South or North Championship. Champions determined by best 7 points finishes; max. of 2 out-of-area finishes may be counted. Drivers must participate in at least 3 SARRC events. The SIC will be a RunOffs, winner-take-all event. More details on the SARRC web site.

REGISTRATION - As of 1/1/16, Topeka will no longer staff their office on Saturday. Previously they assisted with competition license questions. Our Registrars can't issue licenses based on drivers' physicals and drivers can't renew their competition licenses online. Chief Steward may be authorized to issue waivers for affected drivers.

In the Future - National is developing an online system built on the system used last year for the Daytona Runoffs and Solo Runoffs. All race entries will look the same and there will be no forcing of the regions to participate. No go live date yet. CFR is still on DLB.

HELMETS - per the latest issue of Sportscar - SA2005 helmets and Solo M2000 and SA2000 will expire January 1, 2017. You should plan ahead (no pun intended)... as Snell will be introducing their new SA2015 standard in October 2015.

Upcoming Events:

March 5 - BOG - Location TBD 14/27 or Bill Martin Center in Sebring

March 10-13 - St. Pete Grand Prix

March 16-19 - 12 Hours of Sebring

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

Fourteen members of District 8 took the green flag for 2016 with a Bar-B-Que dinner at Governor Mike Schiffer's home on January 23rd. Topics of discussion were the two "Majors" in January, the new "Florida Cup Regional Championship Series", and the 2016 CFR Racing Calendar. We also watched a few highlights of the 2015 Daytona SCCA Runoffs and an excellent documentary on Formula One entitled "1". It was a fun evening with lots of racin' conversation enjoyed by all.

As 2015 fades into our rear view mirrors we'd like to give a final recognition to our District 8 champions in the Regional Championship Series: **Lyn Pollock** 1st in FC, **Bill McGavic** 1st in GT3, **Eric Servick** 1st in SPO, **Mitch Grant** 1st in ECR/SRF, **Lou Ann Kapcin** 2nd in FP, **Gary Frierson** 2nd in ECR/STU, **Mike Schiffer** 3rd in FV.

As for our next meeting in February, District 8 will be returning to "Jerseys Sports Cafe" in North Fort Myers, still on the second Wednesday of the month at 6:00PM.

Mike



From the Editor

Hacked! Not me, but some of us... In today's world of electronic everything, convenience and efficiency are a couple of the claimed benefits of our electronic age. No more do we have to wait for an envelope to be delivered with our water bill so that we can then scratch a check to put into the return envelope that we then mail back to the utility company. Now we can just check our email and then click a link to pay electronically - convenient and efficient.

Likewise, in the old days, people would send via postal service content that was then retyped or scanned to be included in this magazine... then Al Gore invented the internet which allowed us the convenience of being able to transfer files thereby eliminating the need to retype and scan - efficient. And for the most part, this has been a good thing in terms of the amount of work needing to be done to produce a printed item such as this magazine and the quickness of being able to share photos and the like.

Now the down side. The internet boom created companies such as AOL and Yahoo that made it easier for us to get on the internet and share things via email. These companies make it convenient for us in that our contacts, those who we like to send and receive email to and from, have their information stored in "the cloud" which simply means it is stored on their computers versus on our own. This means we can sign on with our phones, tablets, computers etc. and have said convenience because we don't have to make sure that we synchronize our contacts across all the different devices we use. The only real problem with this arrangement is that we assume that information is secure... and it should be, except it's not.

Ever get one of those emails from someone you know to find that it has a link in it, likely ending in .ru, which is the end of the internet address for a website in Russia? Their email account has most likely been hacked. When you receive that email, rest assured that it is the hacker verifying your good email address and prepare to receive all kinds of unwanted crap from that point forward. The hackers are looking for good email addresses. They then sell those acquired lists to spammers who will then bombard you with offers from cheap pharmaceuticals to bathroom remodeling ideas to Russian wannabe brides. Many are just annoying; some have hidden dangers which can pass on viruses or even lock down your computer and hold it hostage until you pay a ransom.

Why am I writing this? Glad you asked! The email to submit content for **The Checker** is changing to **checker@osceolapress.com** because there is now so much garbage coming in that I have to filter through to find the good stuff that many of you share. I receive on average over 200 emails daily that fit the "crap" description on an email address that is not published anywhere other than in **The Checker** and on the website. It has been acquired by hackers who've cracked other's email accounts which contained this address in their contacts and has since been shared/sold to spammers.

How to help protect yourself from getting hacked? Change your password often using a mix of alpha and numeric characters, upper and lower case, and symbols when allowed. This will help prevent those in your address book from getting an unwanted treat by opening an email sent by a hacker that they believe was sent by you.

Kudos to Registration

Hi Robin and Toni - I just wanted to send my sincerest gratitude for all your help on Saturday morning to get me out on track. My family and I drove 2 1/2 hours to have a fun Valentines Day weekend in Sebring and I didn't realize that I didn't renew my competition license until Robin pointed it out at registration (i.e., I renewed my membership but not my competition license). As an SCCA racer for over 10 years (and CFR member), I can't believe I missed that.

Without your quick thinking and genuine kindness, I

would not have made on track and had a wonderful weekend with my family. I truly appreciate your efforts and can't thank you enough.

I received an email from SCCA this morning and everything is processed, with a new competition license being sent out this week.

All the best and see you soon,
Wayne Hussey
#36 EP Mazda RX7

Winter Vacation Double

Photos by Dave Green

So, Friday's Practice and Qualifying Sessions were a little damp...





Central Florida Region SCCA



Winter Vacation Double



Photos by Dave Green

but, things cleared up nicely for the weekend!



Winter Vacation Double

Photos by Dave Green

All kinds of Flags were on display.

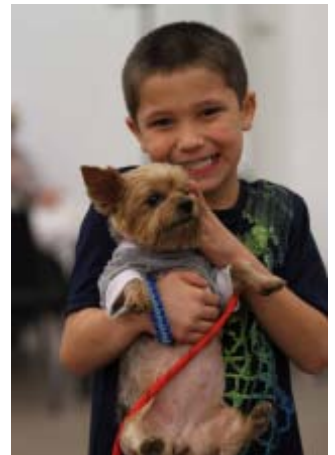




Winter Vacation Double

Photos by Dave Green

Racer Parts Wholesale gave away some nice stuff at the social...



Mid January in Sebring - Hot Racing, Cold Beverages and Good Friends!

ROLEX 24

Photos by Larry Vanscoy





SCCA Solo Season Openers

by Angela Carlascio

West Coast Solo - 10 January 2016 Brooksville, FL @ Hernando County Airport - The month of January is not a very competitive month across the US for many Soloists as they deal with cold wet weather so they turn to other sports like, uh. Well. Football. But here in Florida, January is the month we kick off a brand new year long season of Solo competition and the West Coast held its event opener first.

There were 52 entrants in 25 classes on Sunday with the temperatures starting at comfortable going down to chilly but mostly, that was from the wind. The course condition: dry. Basically when you have that even with so-so temps you're good and we were. The course was built on off-sets, transitions and a figure 8 crossover in the back for the turnaround. It was fast. It was put your foot down and trust yourself fast, and it was fun.

Many competitors hadn't competed in weeks or months due to the holiday season so being out on the dry concrete of Brooksville that offers grip was appreciated. #54 STU Caitlin Dunlap, who won her class that day, commented that maybe the time off for her was a good thing. Looking at the times that day I think most would agree, it felt good to be back.

Taking Fastest Time of the Day (FTD) was #191 F Modified's Ken Trier with a blistering 41.522. F Mod competitor #74 Tom Buckman was more than happy to take a screen shot of his time of 42.047 as being only .5 seconds behind Ken was a moment he did not want to forget. Heading over to the battle for Top PAX time of the day it was #175 STX Greg Shumaker and #194 GS Trevor Renson fighting for the top. With only .035 separating the two, Greg Shumaker was able to take the win for the PAX Top Time of Day. Congrats to both for putting on such a good fight. For Greg it was a battle of the cones having 2 or more cones on every run but on the 6th and final run was when he got the job done.

The next event for the West Coast is Valentine's Day February 14th at Brooksville. What better way to avoid the overcrowded restaurants and spend some quality time with your car. We'll have an update for you soon!

East Coast Solo - 17 January 2016 DeLand, FL @ DeLand Airport - See that lovely screen shot of the radar of the state of Florida I took with my phone back on 17 January? Well that is what basically kept waking me, and I'm sure

others, up all night. There were tornado watches issued and all I could think was, this better clear up because we have our East Coast Solo opener in DeLand tomorrow. Hey, it's the state of Florida and things keep moving and those storms were moving. Continuing to watch the radar I called my friend to move back our scheduled departure time to the site by a half-hour. Figuring that we would miss most of the mess that would be I-95 heading north from Melbourne, I was correct.

We arrived at the site with 70 other brave souls in 29 classes to find it warm and drying. Bravely I put on my Hoosier R Compounds, went up to register and then out for course walks. As I looked to the sky the darkening clouds were moving in and a very light and short period of rain began to fall. As #43 BSP Denny Kort stated, "That was just to bring in the cold front." Give that man a job in meteorology because he was right, the temp started to drop and the wind pick up. But the thoughts of dry and sunshine were heard as the sun came out and the course stayed dry.

When it comes to DeLand it is "drive the slide" and the interesting part of that is that type of surface makes it nearly a driver equalizer when it comes to competition amongst the classes. This course was a series of sweepers leading to a turnaround and then transitions back to the finish.

If you head over to http://www.cfrsolo2.com/2016/01-17-16-DeLand_raw.htm which lists the Raw Times you will see how the classes can equalize out. But first, we need to congratulate #74 FM Tom Buckman with his Fastest Time of Day of 42.236. Once you move away from that you will see the various classes all being tenths and hundredths apart. In my opinion it's hard to put the power down on a slippery course and it really becomes all about the car control. Now, that aside, the course does improve with each run group BUT rooster tails of dirt can still be seen in the last heat. So then, what about PAX?

For PAX it was another tight battle for #194 GS Trevor Renson who last week lost to #75 STX Greg Shumaker in his BR-Z. This week the battle was between him and #34 HS Robert Palmblad in his 2015 Ford Fiesta ST. With only .3 seconds separating them the win went to Palmblad. Who, by the way, is our 2016 Solo Co-Chair. As for #75 Greg Shumaker, he was campaigning the F Street 2015 Ford Mustang GT owned by 2016 Solo Chair Terry Tabor coming in the third spot.

Our next "drive the slide" DeLand event is 20 March. Come out and join us by registering at www.dlbracing.com.

My First Solo Event and new SCCA Member

by Robert Palmblad Sr.

Ten years ago or so I entered my first autocross with the Martin Sports Car Club in Novice and won. At that time I was 65 years of age. I told myself then, so what if I had the fastest car in the novice class, no big surprise, after all I'm Robert Jr's father and the tree is not too far from the fallen apple. Fast forward 11 years to November 2015 as I enter my second event in Palm Bay as a Novice but this time with the SCCA. Again I'm a winner with an H Street Ford Fiesta ST a.k.a. The Green Hornet. Okay, so it was a rainy day and only a few showed for the event, still.... Next up, another Martin event. Well ten years ago I won the novice class so I'm not eligible now to run as a novice. I am co-driving Bob Jr's as he refers to it, de-fanged (no supercharger) Miata, in SMST2. Third time out and I bested the Novice winner by two seconds on a 40-ish second course. Being now full of myself, I decide to join the SCCA and enter all the events for 2016. I will co-drive with my son with in his Miata or my newly purchased from him, Fiesta ST. The following is an account of my first event as a bonafide SCCA member.

Sunday, 17 January 2016, DeLand Airport. I had an interesting day as the transition from a rear drive Miata to my front drive Fiesta ST was quite a humbling experience. This was a fast transitional course, quite the opposite of the short sweeper laden course I first drove the Fiesta on in Palm Bay. It also had a rough dusty surface with wildly varying levels of traction (anyone familiar with the DeLand site knows exactly of what I speak).

The day started out with us leaving at 6:30 a.m. After a dark stormy night the weather looked very promising. The radar agreed, looking like it would be another typically beautiful winter day in central Florida. When the event coordinator asked about the forecast, I cheerfully volunteered that the radar looks great with no rain in site. He was asking because if there is rain, they cover the electronic timing equipment with plastic. Confidently we set up the timers - without covers, then the sun disappeared and dark clouds moved in. Fifteen minutes later, a cold front moved in; the temperature plummeted and it started raining. Adding to my poor weather forecasting skills was my choice of what to wear. Now the wind gusts are blowing tents over (one nearly attacking my newly acquired Fiesta ST, but thanks to my son's quick action, it didn't), and I am freezing my proverbial hind quarters off!

If you run, you work, and now I'm entertaining thoughts of standing out on the aged airport runway for an hour

and a half, freezing to death. Fortunately, there were three heats and we ran in Heat 3 and worked in 2. The rain ended nearly as quickly as it started and the wind was quickly drying out the course. Half-way through Heat 1, it was dry and the magical Florida sun reappeared, warming the hearts and hands of everyone in attendance. As I was thawing out, my son scared me to death by informing me my workers station would be Starter. Thinking my lack of experience might cause chaos and mayhem, I shadowed the first heat worker for several runs and realized I had nothing to fear. Just pay attention to the course workers, listen to the radio, and watch the current cars on course before sending the next one out. I made it through my work heat without incident.

Heat 3. I had walked the course twice and thought it would be fairly easy to stay on course, forgetting what I have been told on every novice walkthrough: that it's a lot different seeing the course at walking speed than at driving speed. I rode with my son on his first run and quickly remembered why they stress that in the walkthrough - I was in deep trouble. By the third turn, after banging my head against the passenger window post, I was completely lost. I did manage to hear him hit a cone and shouted, "You got a cone!", "nah" he replied, "that's just the rear wheel coming back down". Needless to say, the next words out of my mouth were not suitable for print! To put it mildly, riding shotgun with an experienced driver at the limit on a quick, complex, transition heavy course is not the most confidence-instilling experience. Suitably terrified, I headed out on my first run with my son in the passenger seat.

To help my son be a better novice instructor (yes, I'm being sarcastic), I proceeded to make nearly every conceivable mistake a novice can make. They called me off course, which I was, but it wasn't due to not looking ahead; my new Fiesta ST had just introduced me to the world of lift-throttle oversteer. On my second run I was considerably more timid (I thought), but I was bitten by the little Green Hornet again and suffered another DNF. I was however seeing the course a little better. My best run was my fourth run, but my time was bettered by a half dozen novices. I clearly have a very steep learning curve ahead, but I am having a great time doing this with my son, who incidentally (warning: proud parent bragging follows) collected his CFR Region 2015 H Street SCCA autocross championship trophy and proceeded to set the top PAX time of the day!



CFR's Adrian Fawdington FIA's 2015 Outstanding Official

Story from SCCA.com

Photo Credits



Adrian Fawdington, of England, by way of Davenport, Florida, was awarded the FIA's Outstanding Official of the Year Award for 2015. Aside from that, he is also an SCCA member who has worked numerous races in and around the Central Florida Region.

Fawdington said he has been involved in motorsports for more than 45 years. His history with SCCA goes back to 2004 and he currently holds a national flagging and communications license. As a result, Fawdington can often be seen as a corner captain at professional and amateur racing events in the United States.

Like many involved in the sport, Fawdington was exposed to motorsports at a young age by his parents. His family would ride their bicycles to the local track – Mallory Park in Leicestershire – to see the local club racers take to the track. Even through a period when Fawdington lost his eyesight, he went to the track to hear the cars.

Spending the winter months in the warmer temperatures of Florida, Fawdington has a history of working several events at Sebring International Raceway, through SCCA. When in England, Fawdington spends his time as an event organizer and trainer for the Motor Sports Association – the governing body of motorsports in Great Britain recognized by the FIA.

When comparing the events he works in the States and those in Europe, especially the amateur ones, Fawdington said there are some noticeable differences.

“Here in the United States I work many Florida events, including the Rolex 24 at Daytona and 12

Hours of Sebring,” Fawdington said. “But, I also work out of state club events in Georgia and Alabama. What I love about the American events is the all-inclusive atmosphere and clean, respectful racing with little judicial compliance. American club-level motorsport is very much a minority category, versus in the UK it's much more mainstream. I think NASCAR oval racing has contributed to this perception.”

Additionally, Fawdington said he enjoys working at races with SCCA and MSA, back in the United Kingdom. The differences are surprisingly small and easy to overcome.



Adrian Fawdington receiving award at MSA-UK's "Night of Champions" Awards Banquet

“I love working both type of events and it's very easy adjusting,” Fawdington said. “The flags are very similar, with local interpretations. Views on personal safety are similar, costs are helped a little here, is the US, where as in UK they are not.”

Fawdington also said he likes the red flag rules in the SCCA which bring all cars to a stop on track as soon as possible, and in a safe manner. He also pointed out the shared camaraderie and respect between competitors and workers at the corner stations. From a big-picture standpoint, Fawdington also said he applauds the amount of training and assessment that hopeful driver must go through before getting their license to race. As a result, he said the level of driver discipline and respect for the rules and regulations regarding the event is very high. In the end he said what's left if good, clean racing.

As a long-time member of the motorsports community, Fawdington has some important views on what makes the sport so interesting. He also

discusses some of the drawbacks that he's run into over the years.

"To me motorsport is thrilling, dynamic, dangerous to a degree, exciting, demanding and ever changing," Fawdington said. "It is a highly-charged, state-of-the-art sport full of thrills and excitement surrounded by great like-minded people.

"What I don't like is the occasional disregard for workers/marshals demonstrated by competitors, or very serious incident to drivers.

"Without doubt in my 50 years in the sport, everything has changed for the better. Circuit design is a huge improvement as safety features are always changing for both car and driver. The end-result is a huge difference to safety and reduced injury rate.

"Training of marshals and officials has gone from zero to hero, substantially improving personal care and incident response. The sport is still demanding, highly competitive, spectacular and substantially better managed and controlled. It is in great shape, as safe as ever, but still exciting and dynamic. Bring it on and give me more."

With his recent accolades and long history in the sport, Fawdington has no plans to slow down, or step away from the racetrack anytime soon.



Adrian and Nicki Fawdington

"I see my time in Motor Sport staying with me till my dying day," Fawdington said. "It's in my blood and it's a bug for which there is no cure, thankfully. I have so much to enjoy and a huge amount to contribute with so much knowledge. The passion only dies when you depart planet earth."

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For more information please feel free to contact me at any time, contact info on back page. Be safe out there!



1961 Sebring 12-Hour Race

Part 1

by Louis Galanos



By March of 1961 the controversy surrounding the poorly reviewed 1960 Sebring 12 hour race was forgotten by most. Gone were any threats of boycotts by factory Ferrari & Porsche over the Sebring requirement, in 1960, that all entrants use Amoco gasoline. The Sebring track's major sponsor, the American Oil Company (Amoco), had withdrawn its sponsorship of the race after the Fédération Internationale de l'Automobile (FIA) dictated that Sebring promoter Alec Ulmann could not enter into any exclusive agreements with companies, like Amoco, and require entrants to use their products. Ulmann protested to the FIA citing that they allowed such an exclusive arrangement for the 24 Hours of Le Mans, but the FIA ignored Mr. Ulmann's argument.

Losing your major sponsor didn't deter Alec Ulmann because he was a genius when it came to marketing and promotion and it didn't take him long to find another sponsor in the form of Italian airline Alitalia. Not only did Alitalia provide money for the purse and a beautiful sterling silver trophy but they were able to transport many of the European competitors to the East Coast of the U.S. where they could then arrange for transportation to Florida.

The 1961 Sebring 12 Hours race would be the 10th anniversary of what many now called "The World's Greatest 12-hour Endurance Race." Both Alec & wife, Mary Ulmann, were going all out in anticipation of a large crowd of race fans and attendance by a "who's who" of New York and Palm Beach (FL) society along with a smattering of Florida's political big wigs. Later, writers would characterize this moment in time as part of the golden era in sports car racing in America.

One of Mary's responsibilities was to see that all the invited guests were well treated and the Automobile Race Club of Florida (ARCF) hospitality tent in the paddock was the place to find gourmet food - Florida delicacies like gator tail and oysters all washed down by copious

amounts of expensive champagne. There was even a fully stocked bar where ARCF members and invited guests could find a drink long after drinking establishments outside the track were closed. More than one guest would spend the entire race in the hospitality tent eating, drinking, and smoking cigarettes.

In the previous 10 years Sebring had built up a national and international following as well as a host of sponsorships by both national and international companies. For those involved in motorsports Sebring was the place to be. Going to Sebring and sunny Florida in March was also a good excuse to get away from the frozen regions of the U.S. & Europe and Florida complied with bright sun and mild temperatures during the entire week before the race. More than one participant at Sebring in 1961 returned home with a sunburn.

The 1961 race at Sebring was getting a lot of attention in the international motorsports press because it was the season opener for the International Manufacturer's Championship that was sanctioned by the FIA and Porsche would be returning with seven entries as they hoped to repeat their OA win from the previous year.

Ferrari, which won in 1956, '58 & '59 would be there to challenge Porsche with 13 entries including a radically new rear-engine Ferrari Dino 246 SP to be driven by Richie Ginther and Count Wolfgang von Trips. One automotive magazine described the all-new rear engine Ferrari as, "... ugly, brutish and blindingly fast with almost unbelievable road-holding."



The rear-engine Ferrari Dino 246 of Wolfgang von Trips (driving) and Richie Ginther. The car failed to finish due to a broken steering arm. Photo: www.barcboys.com

The car's "ugliness" seems to be a direct result of wind tunnel testing by Ferrari which by all accounts was a 1st for them. The testing produced a rather large front nose on

the car & a hump at the back. During the 1st day of practice driver Richie Ginther clocked a record 3:14 lap which broke Stirling Moss' record run in 1960 by 3 seconds and set the standard for the day. Many tried to equal it including Moss in his Birdcage Maserati but all were unable to do so. When asked about this, Camoradi team manager Lloyd "Lucky" Casner said, "We can break the record lap time whenever we want to."

The team of six Maserati Tipo entries were there to challenge the Ferraris but few gave them any chance at winning because not a single Maserati finished in 1960 and two of the cars at Sebring in '61 were new unraced rear-engine Type 63's. Chief Camoradi mechanic Lee Lilley said, "We really don't know what we have here. The Maserati hasn't been tested enough to give us much idea but we do know that she has great speed."



The Maserati Tipo 63 of Walt Hansgen & Bruce McLaren. It failed to finish due to a busted rear axle. Photo: www.barcboys.com



John Fitch (in car) & Dick Thompson's Maserati Tipo 61 failed to finish due to gearbox problems. (Photo: www.barcboys.com)



The rough Sebring course broke the suspension on Masten Gregory & Lloyd Casner's Maserati Tipo 63. Drivers did not like that large wind screen. Stirling Moss was the last to drive the car after his Maser broke. Photo: www.barcboys.com



Like the other Maseratis, this Tipo 61 failed to finish. It was driven by Dave Causey & Luke Stear. Photo: www.barcboys.com

While the talk in the automotive press might have been about the Germans vs. the Italians among the rank and file entering the gates on race day the talk was about the six Corvettes that were entered in the race and maybe this year would be their year. While Porsche, Ferrari, and Maserati were fielding factory teams the Corvette entries were all privateers without any factory support from General Motors.

GM could not overtly help the Corvette entries because in June of 1957 they joined the other members of the Automobile Manufacturers Association (AMA) in a gentlemen's agreement to discontinue any factory support for auto racing and motorsports. This agreement



came about following the tragedy at the 1955 24 Hours of Le Mans where 83 spectators were killed and hundreds injured. However, there were some at GM who turned a blind eye when a lot of high performance goodies made their way out the factory backdoor and to some of the racers. Officially, however, factory support was forbidden.

The Corvettes were always welcome at Sebring because they helped raise the interest in the race, although they had never seriously threatened to take the victory away from the European entries. However, in the mind of Corvette fans, this could be the year. Prior to 1961 the last time an American made car had won at Sebring was 1953 when a Cunningham built C4R took OA honors.



The Corvette C1 team in the pits during practice. The #4 car was driven by Delmo Johnson & Dave Morgan & finished 11th OA & 1st in class. The 1P car was used only for practice. The #1 car was driven by Don Yenke & Ben Moore & finished 32nd OA. The #2 car blew an engine and failed to finish. It was driven by Ray Reardon & John Kilborn. Photo: www.barcboys.com

Besides rooting for their favorite marque many race fans would also be rooting for their favorite driver and Sebring in '61 provided some of the biggest names in the business including five former Sebring winners. One of those was American favorite Dan Gurney with his movie star looks. Also from SoCal was Richie Ginther and Phil Hill and from Texas, oilmen Jim Hall and Hap Sharp. Sebring veteran Briggs Cunningham would also be there along with popular woman driver Denise McCluggage. Englishmen Stirling Moss and Graham Hill seemed to attract the ladies along with the diminutive duo of Rodriguez brothers Pedro, 21 & Ricardo, 19. The ladies thought they were "cute." In the pits momma and papa Rodriguez were there keeping an eye on the boys and supposedly protecting them from predatory females.



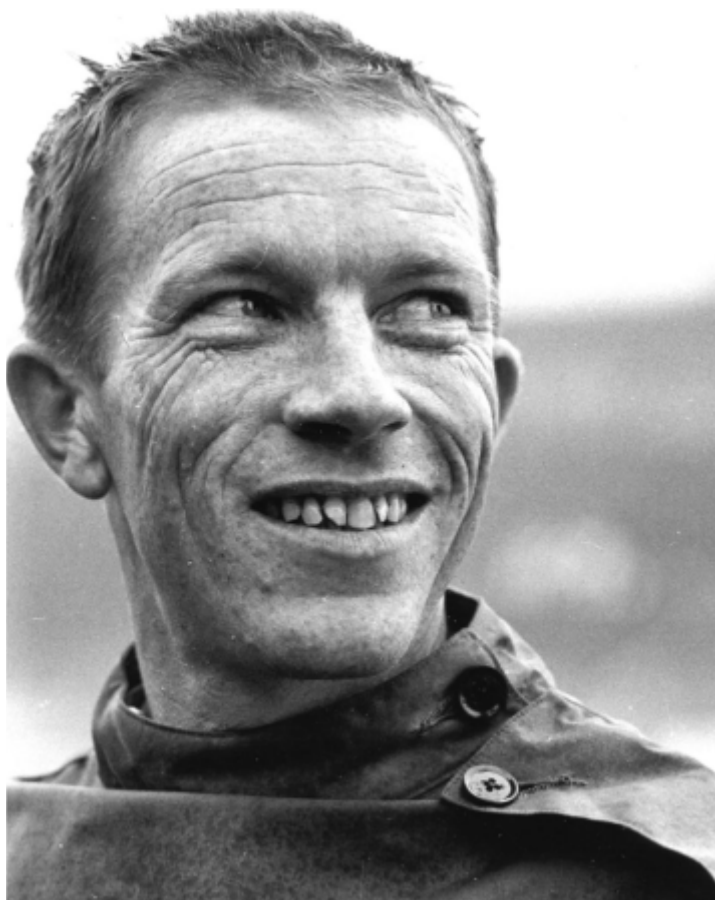
Later in the race Giancarlo Baghetti and Willy Mairesse had their factory Ferrari 250 Testa Rossa reassigned to Richie Ginther and Wolfgang von Trips. They finished 2nd OA. Photo: Paolo D'Alessio



The legendary English drivers Stirling Moss and Graham Hill. Photo: www.barcboys.com



The legendary female driver, author & motorsports journalist Denise McCluggage discussing racing strategy w/a shirtless Stirling Moss. McCluggage commented that Moss liked to intimidate other drivers with his superb physique. Photo: www.barcboys.com



Californian Richie Ginther drove the 2nd place Ferrari.
Photo: Paolo D'Alssio

The Rodriguez brothers had been racing at Sebring for several years. The first time they raced at Sebring they were too young to legally drive in Florida but could drive a race car because they had obtained an FIA race license in their native Mexico. Ironically in 1961 Stirling Moss could not drive himself to the track because his British driving license had been suspended for one year for dangerous driving in his native England. Like the Rodriguez brothers, when they were young, he had to be chauffeured to the track.



Pedro Rodriguez & female friend at Sebring in 1961.
Photo: Graham L. Smith

Belgian Olivier Gendebien arrived at the track for practice in a foul mood. It seems that he had been stopped for speeding on his way south and had to pay a \$150.00 speeding fine before he could continue on his way. To keep that in perspective, \$150.00 in 1961 is the equal of almost \$1,200.00 today. Gendebien would be co-driving a factory Ferrari 250 Testa Rossa 61 with Phil Hill.

Adding an air of nobility to this event would be Count Wolfgang von Trips of Germany. His full name was Wolfgang Alexander Albert Eduard Maximilian Reichsgraf Berghe von Trips. Some in the pits at Sebring in '61 nicknamed him Wolfgang von Crash because of the numerous accidents he had in racing. Tragically von Trips would die at the Italian G/P at Monza 6 months after Sebring when his Ferrari went off the track and into a barrier. Not only did he die but 15 spectators were also killed. Some believed his fate to die young had been determined since the plane he was to take to the U.S.A., following the Italian G/P, crashed in Scotland.



Count Wolfgang von Trips added an air of nobility to the 1961 race.
Photo: Paolo D'Alessio



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