

# The Checkers

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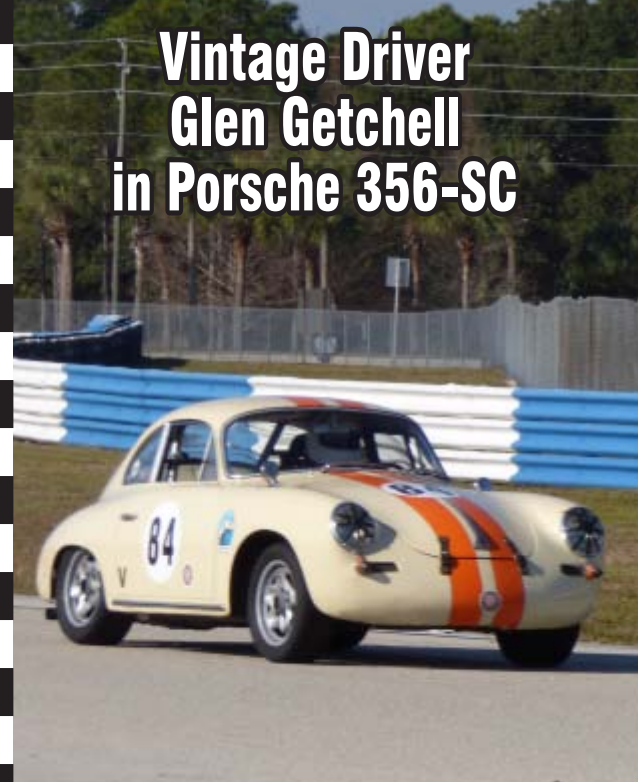
## Cabin Fever Cure



**SOLO Driver JG Pasterjak  
Running Stupid Cupid Event  
in Brooksville**



**Vintage Driver  
Glen Getchell  
in Porsche 356-SC**



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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 – 7:00 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.

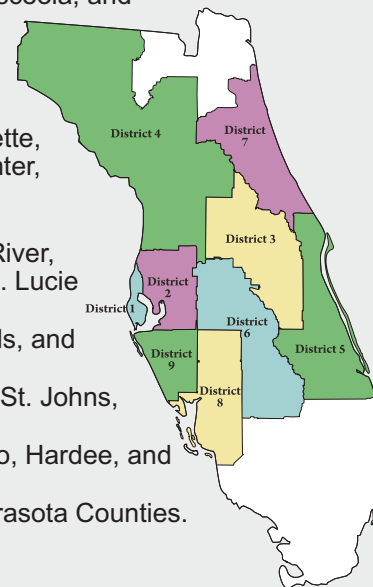
**District 5:** Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties.

**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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### Address Changes:

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

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

Cover Photos: Kevin Crain



# Event Schedule

## For CFR and Surrounding Regions

### March 2016

- 5 **BOG Meeting**  
*Holiday Inn Express, 14 & US 27*
- 10-13 **St Pete Grand Prix**  
*St Pete Waterfront Street Circuit, Conducted by IRL*
- 16-19 **12 Hours of Sebring** SIR  
*Sebring Long Course, Conducted by SIR*
- 19-20 **Southeastern Conference Majors**  
*Road Atlanta*

### April 2016

- 2 **Chump Car 14 Hours of Daytona** DIS  
*Conducted by DIS*
- 2-3 **SOLO**  
*Orange County Convention Center, Orlando*
- 9 **RallyCross**  
*St. Lucie Fairgrounds*
- 9-10 **Driver School & PDX** DIS  
*Daytona School Course*
- 14-15 **Flat-Out Motorsports DECF Charity Track Days** DIS  
*Daytona Road Course, Conducted by DIS*
- 15-17 **Southeastern Conference Majors** VIR  
*Virginia International Raceway, Alton, VA*
- 17 **SOLO**  
*Brooksville*

### May 2016

- 6 **Test Day/PDX** DIS  
*CFR Test Day, Daytona Road Course*
- 7-8 **Regional/SECS/TES Enduro/SOLO** DIS  
*Daytona Road Course, SOLO on Kart Track*
- 7 **RallyCross**  
*St. Lucie Fairgrounds*
- 22 **SOLO**  
*Brooksville*

### June 2016

- 5 **SOLO**  
*Brooksville*
- 10 **Test Day** SIR  
*Sebring Short Course, Conducted by SIR*
- 11-12 **Florida Cup/Double SARRC/Vintage/PDX** SIR  
*Sebring Short Course, Green Park Paddock*
- 18 **BOG Meeting**
- 18 **RallyCross**  
*St. Lucie Fairgrounds*

### July 2016

- 23-24 **Driver School/Vintage/TES Enduro/PDX** SIR  
*Sebring Short Course, Green Park Paddock*

### August 2016

- 5 **Test Day/PDX** DIS  
*CFR Test Day, Daytona Road Course*
- 6-7 **Florida Cup/Double SARRC** DIS  
*Daytona Road Course*
- 21 **SOLO**  
*Deland*
- 27 **RallyCross**  
*St. Lucie Fairgrounds*

### September 2016

- 2 **Test Day** SIR  
*Sebring Long Course, Conducted by SIR*
- 3-4 **Regional/TES&ECR Enduro/Vintage/PDX** SIR  
*Sebring Long Course, 12 Hour Paddock*
- 16 **CFR Test Day/PDX** DIS  
*Daytona Road Course*
- 17-18 **Regional/TES&ECR Enduro** DIS  
*Daytona Road Course*

## 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:

- April 12, 2016
- May 10, 2016
- June 20, 2016
- July 26, 2016

# District Meetings

## District 3

Gov. Robin Ragaglia presided over a great turnout for District 3's March meeting. We were glad to welcome Gwen, a visitor from the Mini Club, Darren Seltzer (Solo National Champ.) representing TNIA and the Starting Line program, and an almost stranger, Chuck Lutz and family.

Robin presented the Robert Clark Award to our Chief Scrutineer, Rick Henschel. This SEDIV award is presented annually to a member for their participation and dedication.

Our February Regional was well attended with 240 cars and Solo held an event at Brooksville that same weekend.

**Possible date change:** Sept 16-18 Regional at Daytona may move to Sept. 30-Oct 2 as the dates for the 2016 Runoffs at Mid-Ohio are Sept 19-25.

By the time you read this both the St. Pete Gran Prix and Sebring 12 Hours will be history. CFR supports both of these pro events. Thank you to all our volunteers!!!

Gov. Robin gave a recap of the first quarter BOG meeting, held at Sebring, March 5th:

Competition Coordinator - Our relations with both Daytona and Sebring continue to be good. St. Pete Gran Prix will continue to be held the middle weekend of March for next 3 years; Sebring 12 Hour will follow on next weekend.

RE/Treasurer - The Silver Nissan will be replaced by a mini-van to be used for equipment and people transport; 2016-17 budget is being developed. The Region is financially sound.

RBC - The May race will be a TES, not ECR; the pace car will be getting a new radio to allow headset communication. The July Drivers' School may include a Bracket Enduro and there are changes to the SARRC program. We are looking at including multiple interests (PDX, TRSSS, TNIA) as well as our regular racing schedule at various events.

Area 3 Director - The National Club has shown a modest operating profit; the boards will focus more on the importance of Regions to the Club; CFR received the Tom Burke Award for Jumbo Region Growth - Congratulations! to Darren Gunn.

Solo - has held 4 events with 214 participants; still have good turnouts. Looking at a new site in Valkyria as well as TICO airport, Sebastian, Melbourne, McDill AFB and Patrick AFB. Solo is proceeding with a publicity initiative to post more information & pictures; Angela Carlascio is publicist.

PDX - is in their 6th successful season with 7 events scheduled for this year; the April PDX has already filled 69 of the 80 slots. They will have expanded passing zones at all tracks; helmets have been purchased as well as devices to provide for communication between driver and instructor; novices must now have signoffs from two instructors (two separate events).

RallyX -Chris Pinkert is Interim Chair.; the Subaru MegaMeet in Tampa was well attended; CFR RallyX was represented.

Secretary - Even numbered districts will elect Governors/Lt. Governors this year.

Membership - Volunteer program seems to be working; want to bring spectators back to our events and include groups and parade laps to increase interest; offer a new worker orientation so they will see all aspects of club racing, learn the track, meet experienced workers, pace car ride-alongs.

Checker - New submission deadlines have been published; new address for Checker is [Checker@OsceolaPress.com](mailto:Checker@OsceolaPress.com).

New Business - District 2 - BOG approved new Lt. Governor James Crouse. F & C shared their operational needs for both DIS and SIR (primarily for mini pro at DIS) with the focus on being proactive in contacting organizers well ahead of their events as they often do not know what they need. All contractual discussions continue to be the responsibility of Competition Coordinator.

Annual Meeting - District 9 is hosting the 2016 Annual Meeting; Dec. 9-11. Site is Courtyard by Marriott, Bradenton, on the Manatee River; \$99 rate.

See you at the races!

Fran

# The Stupid Cupid Day Autocross

by Angela Carlascio

The Stupid Cupid Day (SCD) Autocross Event. Oh wait. Sorry. For all those who aren't aware, Stupid Cupid Day is Valentine's Day. So why did I call it Stupid Cupid? Well the Checker is about SCCA auto events not my personal dark humor view on Hallmark holiday's so let's move on shall we. On 14 February all of us who "love" racing came together to celebrate and show our love by running the second West Coast points event at the Hernando County Airport in Brooksville, FL. This non-active airstrip sees more action than any old non-active runway ever thought it would see as so many clubs happily run here. In fact, the day before we ran, FAST held their pre-Valentine's Day event there and some of our attendees attended that one.

The event had 52 participants in a total of 26 classes with the largest being C Street and E Street having a tied entry of 5 drivers each. C Street is home to the Twins I spoke about last year (BRZ and FR-S) and E Street is still the loving home to the ever faithful and fun to drive Mazda Miata (zoom-zoom).

For Fastest Time of the Day it was the F Modified class fighting for the top spot as they welcomed to Central Florida the 2015 National F Mod Ladies Champion #143 Michelle Quinn. Cutting his way into the mix was #79 JG Pasterjak of Grassroots Motorsports in A Mod (formerly F) to challenge #191 Ken Trier for the FTD position. But Ken had the door wide open with a lead of 1.082 seconds.

Moving over to the ever coveted Top Pax Time of Day, #175 Greg Shumaker made it his second win at Brooksville in his 2014 STX Subaru BRZ over competitor #60 Ken Marion in his Super Street (SS) 2004 Porsche GT3 by a slim difference of .205 seconds.

Being the day of showing some love – to include when I pay for parts and tires - your very own District 5 Governor (that would be me) invited everyone to decorate their cars in honor of SCD (have to admit it's better than VD). Needless to say my JC was not thrilled about this and by the end of Run 1 all the hearts on his hood were gone, except 1. The one showing love for Green Built, my engine builder. However, #1 Tanya Kort in her F Street Ladies (FSL) 2015 BMW M235i took home the prizes for best decorated car. Admittedly it was the magnet of her and her autocrossing husband #43 Denny that did it for me as well. Go team Flyin' Hawaiian!

Thank you for coming out and celebrating the Love of Autocross!



#191 FM Ken Trier taking top PAX time of the day.  
Photo: Dave Green, Flag To Flag Photography



#175 STX Greg Shumaker takes home the PAX.  
Greg known for cone killing only had a count of 9 this day.  
Photo: Turtle Shark Photography



"Yeah. I'll be getting rid of most of this on her first run." - #91 SMF JC  
Photo: Slacker Gurl Racing



#11 JB Katherine Martin getting ready with her Dad, #91 FM Stephen Martin.  
Photo: Dave Green, Flag To Flag Photography

# 2016 CFR Regional Points

Class	Name	Total	Class	Name	Total	Class	Name	Total
AS	ANDREW WILKIN	100	GT3	BILL MCGAVIC	100	ITC	BILL MCCOIN	42
AS	COLLINS BARBER	60	GT3	WILLIAM CARSON	42	ITC	JIM WAECHTER	42
AS	MICHAEL ALBANO	39				ITC	STEVE DAVIS	35
EP	DAVID HUSSEY	50	GTA	LARRY CORWIN	78	ITC	MARK BRACKETT	32
EP	JIM IRVIN	50	GTA	CHAD JORGENSEN	59	ITC	WILLIAM EGAN	32
EP	DARRYL PRITCHETT	42	GTA	VERN SMITH	50	ITC	B H (BARRIE) BATCHIN	15
EP	NICOLE HECKER	36	GTL	JAMES KNEELAND	50	ITO	PAUL TROUP	50
EP	JOHN CARSON	32	GTL	JEROLD LARSON	46	ITR	RALPH RADHAY	50
EP	EDDIE MEADOWS	30	HP	MIKE OGREN	96	ITS	JOHN CARTER	72
EP	MITCHELL MAULFAIR	17	HP	MEREDYDD FRANCKE	64	ITS	CHARLIE LOWRANCE	68
EP	CHARLES WICHT	14	HP	LOUIS BOUSTANI	46	ITS	ROB LANGLEY	66
FA	WILLIAM WALD	92	HP	BOB HESS	39	ITS	MARC DANA	46
FB	PATRICK BENNETTS	71	HP	KERRY FOOTE	38	ITS	RICHARD GALLUP	46
FB	WILLIAM FALATICK	46	HP	TIM SLATER	35	ITS	RICHARD GALLUP	46
FC	LINDA STEWART	69	HP	GERALD WILCOX	35	ITS	KEITH GOLDIN	46
FC	JOHN HERSCHER	50	HP	DON LOFTIS	16	ITS	CLIFFORD RHOADES	42
FC	STAN HALLOCK	42	IT7	LON CAREY	50	ITS	STEVE GOLDIN	30
FC	TIM MONTEPELIER JR	42	IT7	ERIC MOYE	50	ITS	SCOTT LAWRENCE	29
FC	LYN POLLOCK	36	IT7	BOB EATON	42	ITS	MANNY SIMOES	29
FF	ANNA SCHIMENTI	76	IT7	BRIAN MOYE	42	ITS	MENAS AKARJALIAN	26
FF	JOHN SCHIMENTI	67	IT7	DAVID MOYE	18	ITS	MARK PATERNITI	22
FF	DUKE WALDROP	39	ITA	BARRY BURGOON	100	ITS	STEVE MURRAY	18
FF	JOHN ROBINSON II	25	ITA	STEVE ELICATI	65	ITS	DANIELLE PARDUS	16
FF	ROELOF BLOK	17	ITA	PETER BURRIS-MEYER	63	ITS	MATTHEW NEWCOMER	15
FF	DAVID POPE	13	ITA	PETER BURRIS-MEYER	63	ITS	BRUCE ANDERSEN	14
FM	CARSON WEEDER	50	ITA	ERNEST TAYLOR	51	ITS	KENT HOFFMAN	14
FP	F CHRIS MARCHAND	36	ITA	ERNEST TAYLOR	51	ITS	JASON DAHDAH	12
FP	LARRY BOYLAN	35	ITA	TODD BURAS	39	ITS	JOHN WATSON	12
FP	LOU ANN KAPCIN	35	ITA	KENNETH TAYLOR	39	ITS	DERIK ROYAL	11
FP	JAMES HOPKINS	21	ITA	GARRETT RICHARDSON	36	ITS	MEGAN PIRROTTA	10
FV	CARL DASSINGER	100	ITA	SAMUEL LECHTNER	31	ITS	MITCHELL MAULFAIR	7
FV	PETER CHEAMITRU	56	ITA	CALLUM HAY	30	P1	ERIC MCCOY	46
FV	MIKE SCHIFFER	39	ITA	DAVID ROSCKOWFF	25	P1	DENNIS DOBKIN	25
FV	HARRY SCHNEIDER	39	ITA	JOHN MASSE	24	P2	ROBIN BONANNO	81
GT1	MITCHELL GELTZ	25	ITA	LUIS PEQUITO	18	P2	MICHAEL STRASSER	46
GT1	JAMES KENNY	25	ITA	STEVE KNOB	17	P2	ED RONSHAUSEN	42
GT1	MICHAEL SEAY	25	ITA	JANET MARNANE	16	P2	VICTOR CULBERTSON	16
GT1	STEVE KENNY	21	ITA	FRANK SHANABERGER	13	SE-30	OLIVIER BELLANGER	35
GT1	JOHN SCHALLER	18	ITA	ERIC SERVIC	9	SE-30	JASON GREENE	34
GT2	PHIL LASCO	39	ITA	PAUL MCNAMARA	7			
GT2	SID COLLINS	34	ITB	DAVID ELLIS-BROWN	88			
GT2	CONOR FLYNN	34	ITB	JOSH BALDWIN	65			
GT2	TERRY TAYLOR	34	ITB	JIM BALDWIN	64			
GT2	JOHN MADDOX	31	ITB	CHARLES O'TOOLE	52			
GT2	MARK GRIFFITH	29	ITB	MIKE MCCORMICK	50			
GT2	RYAN GIDDINGS	16	ITB	DAVID TILL	48			
			ITB	MICHAEL HORN	47			
			ITB	STEVE GRANT	35			
			ITB	DAVID BOLES	25			
			ITB	MANNY FORTEZA	25			
			ITB	TAD BOWLING	23			
			ITB	EDWIN PRADO	21			
			ITB	MATTHEW SIMMONS	17			
			ITB	MICHAEL ULBRIK	10			
			ITB	WILLIAM YATES	9			
			ITB	PAUL MCCORMICK	7			



# Championship

CFR Regional Points as of February 18, 2016  
Submitted by Lyn Hodges Watts, CFR Pointskeeper

Class Name	Total	Class Name	Total	Class Name	Total
SM JOHN DAVISON	46	SPO WILLIAM PREUSCH	36	STL BRUCE ANDERSEN	39
SM SELIN M ROLLAN	46	SPO ERIC SERVICK	34	STL JOHN DAVISON	34
SM WESLEY SAUNDERS	45	SPO TROY THOMPSON	34	STL RAFAEL GIRO	31
SM JAMIE TUCKER	43	SPO MARK ALLISON	30	STL DERIK ROYAL	28
SM JOHN CARTER	42	SPO MICHAEL WILLIAMSON	30	STL SELIN ROLLAN	25
SM CORY COLLUM	36	SPO MARK (SQUEAK) KENNEDY	25	STL JOHN WATSON	20
SM TODD BURAS	28	SPO ROBERT LOGSDON	25	STL ANDREW CHARBONNEAU	19
SM PRESTON PARDUS	26	SPO MIKE DECESARE	17	STL MICHAEL FLYNN	18
SM ANDREW CHARBONNEAU	17	SPO DAVID MCCAULEY	16	STL JAMES LAWRENCE	15
SM JEFF LABOUNTY	17			STL JACK RAGAGLIA	14
SM DENNY HARRELL	16	SPU MICHAEL SEAY	50	STL MATTHEW CARMAN	10
SM DERIK ROYAL	11	SPU WAYNE BUTLER	42	STL DONALD BROWNING	6
SM SCOTT LAWRENCE	9	SPU DANNY STATTER	42	STL IVAN CARDWELL	3
SM STEVE MURRAY	3	SPU BOB SHAFER	25		
SM SELIN ROLLAN	3	SPU JIM WISE	25	STU CHARLES LOWRANCE	100
SM JOHN WATSON	3			STU CHRISTOPHER DESHONG	42
SM RICK ADAMCZYK	2	SRF TOM PANAGGIO	50	STU STEPHEN MULLEN	39
SM KEVIN FARRELL	1	SRF B DOUG MEAD	46	STU RUSTY VARNADOE	39
		SRF STEVE LADONICZKI	38	STU DANA DESHONG	35
SMSE JOHN WILDING	96	SRF JOSE ROSADO	37	STU GARY MERIDETH	32
SMSE MARC KINLEY	64	SRF PATRICK WINKELMAN	29		
SMSE CALLUM HAY	63	SRF KEN MARINO	26	T4 KEVIN KOELEMAYER	100
SMSE DAVID JOHNSON	54	SRF BILL LADONICZKI	25	T4 KEN PAYSON	39
SMSE BILL SATTERFIELD	53	SRF ROBERT PLEISCHL	22	T4 PATSY ZYMOWSKI	35
SMSE JOHN ADAMCZYK	39			T4 ED BARR	21
SMSE MARK MCCALLISTER	30	SRF3 TODD VANACORE	87		
SMSE DAVID BROWN	28	SRF3 STUART MULLAN	66		
SMSE RON OLEWINSKI	27	SRF3 H LUND	65		
SMSE NILO AYUYAO	23	SRF3 LEE HILL	42		
SMSE FRANK SHANABERGER	10	SRF3 BRANDON KENNEDY	36		
		SRF3 DEREK SCHOFIELD	36		
		SRF3 DAVID HELMICK III	30		
		SRF3 MARK EATON	26		
		SRF3 JUSTIN WEIR	17		

## Did You Know?

### We have a volunteer incentive Program!

Do your friends a favor by inviting them along to participate as a volunteer at any CFR club meeting for **FREE** and, if they enjoy themselves which of course they will, they can become full members for just \$30 for the first year. Even better news - by being their referring member they will get an additional \$15 off! So their first year is just \$15.

SCCA Volunteer Incentive Program reduced membership rates are renewable for second and third years by working at least four (4) days each prior year.

**Wait! There is more!** YOU can claim a referral discount from national on your renewal for every member you introduce. When inviting a guest it is always a good idea to use the Guest Passes issued in The Checker as this will ease the registration process; please make sure your guest hooks up with the specialty chief at the event or with Darren Gunn, CFR-SCCA Membership, beforehand so we can make their first time as pain free and enjoyable as possible.

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

# Cabin Fever Cure



Photos and commentary by Kevin Crain

Sebring is for lovers... must be, the Cabin Fever Cure was on Valentine's Day weekend at Sebring International Raceway, we love racing, and we were there, albeit some were only there in our hearts and minds. Otherwise, it was a great weekend of racing with Vintage racers in attendance as well as the inaugural Florida Cup series kicking off. Deep in the middle of winter, the mid 70s and sunny weather also helped to Cure that Cabin Fever...

The weekend had seven groups of racers with the Big Bores leading off the weekend. Saturday morning had everyone taking the usual practice sessions and qualifying sessions and the racing began in the afternoon with 26 drivers from four regions taking the green flag for the first Sprint race. Sunrise, Florida's Jon Leavy earned the pole in the #18 Camaro with CFR's Phil Lasco sharing the front row in the #14 Panoz GTS. Leavy would lead the field to the green, but would only complete four laps running a best-in-field time of 2:10.766 or 102.96 MPH over the 3.74 mile course. Lasco would lead all to the group and GT2 victory logging eight laps before the race was checkered early due to an incident on track. Vern Smith drove the #34 Chevrolet Malibu to a third overall and GTA win. Bill McGavic captured the GT3 win, fourth overall in the #69 Mazda RX7 and Bosco Logsdon drove the #28 Chevy Camaro to fifth overall and the SPO win. Dan Moon, from Fremont, Michigan really enjoyed the Cabin Fever Cure with an ASR win. CFR racers Andrew Wilkin in the #65 AS Mustang, Paul Troup in the #98 ITO Camaro, and Mitchell Geltz in the #42 GT1 Camaro all took home class victories.



Bosco Logsdon notches SPO win in Sprint Race. Squeak Kennedy drove this same car to a win on Sunday in the Feature Race.

49 Spec Miatas filled the field of Group 2's Sprint Race with drivers from seven different regions competing. CFR's Jamie Tucker in the #97 earned the pole by .044 seconds over the 3.74 mile course. While not holding the

lead throughout, Tucker did go on to win an always tight SM finish with the top three within  $\frac{3}{4}$  of a second at the checkered flag. Miami's Alex Bolanos in the #57 Miata would finish second and John Davison, debuting the #10 Miata would taste the lead, but finished third overall.

David Johnson, in the #33 Miata would win the new for 2016 SMSE (Spec Miata Southeast) victory, sixth overall, with John Wilding in the #126 Miata finishing second behind Johnson. John Adamczyk would place third in class in the #05 Miata. The purpose of this class is to give the owners of the 1.6 Mazda Miata a low cost class in which to compete in SEDiv series such as SARRC, ECR & Time Trials.

The final race Saturday was the Wings 'n Things... the open wheelers. Seventeen drivers in seven classes filled the field with Patrick Bennetts in the #63 FB Stohr F1000 leading the way. Cameron Das in the #91 Van Diemen DPo8 shared the front row at the start and would finish second overall to William Wald in the #03 Pro Formula Mazda who would take the FA and overall win. Bennetts took third overall and the FB win. John Herscher in the #0 Van Diemen RF01 took the FC victory. Anna Schimenti took the FF victory in the #20 Swift DB6 and Carl Dassinger, in the #53 Predator P3 paced the FVs.



Carl Dassinger cured his Cabin Fever with two FV wins.

Sunday morning brought Group 4 with 49 drivers exchanging Valentine wishes... Six classes of cars with 29 being ITS competitors. Richard Gallup in the #101 Mazda RX7 earned the pole, but finished third overall, second in ITS to Marc Dana in the #63 RX7 who took the ITS win and second overall. Kevin Koelemeyer in the #11 Mazda MX5 would take the T4 and overall win starting from third. Christian Melone would take the Spec E30 class win over five other competitors, 12th overall. Ralph Radhay in the #23 BMW 328is would record the ITR win, David Boles in

the #79 VW Golf took the ITB win, and Eric Moye drove the #03 Mazda RX7 to the IT7 win.



David Boles wins ITB in morning Sprint. Was involved in multi-car incident on first lap of the afternoon Feature and did not continue.

The Vintage group saw 27 drivers take the green flag minus the pole winner, Norman Fucini who experienced mechanical issues during the qualifying session. Ken Hazelton in the #52 Corvette would lead the field to the start and although he ran a best in group lap time, ended up finishing second to Steve Smith in the #36 Lotus Elan by just over 1 second. Carl Bussard in the #31 Corvette would take third.



Ken Hazelton drove the Corvette to a second in the morning and later on in the afternoon, a win in Vintage in their second race.

Group 6 had 18 drivers in three classes. Lee Hill in the #72 SRF3 was on the pole by .067 seconds over H Lund in the #63 SRF3 and the two led the field to the green. But it only counts at the end and Todd Vanacore in the #19 SRF3 would finish the 9 lap Sprint with a comfortable 7½ second margin of victory. The three would finish the afternoon race in the same order with Vanacore enjoying a nearly 14 second margin in the Feature race after 13 laps on the circuit.

Tom Panaggio drove the #191 SRF to fifth overall and the SRF win with Barry Burgoon in the #71 Miata behind Panaggio for the ITA win over 9 other ITA competitors. The Feature race featured the same winners...

The final group of the event was Group 7, the “alphabet soup” group with 39 competitors in eight classes. Charlie Lowrance in the #50 Mazda Miata earned the pole and would record two STU and overall wins. Jim Irvin in the #100 RX7 would also record a pair of wins in the EP class taking third overall in the Sprint race and second overall in the Feature.

Buzz Marcus took second overall and the STL win in the #74 Miata in the Sprint race. Michael Lewis drove the #149 Acura Integra to a pair of FP wins finishing 7th overall in the Sprint and improving to 5th overall in the Feature. Michael Seay drove his #76 AMC Gremlin to a pair of SPU wins. Louis Boustani took the #11 VW Scirocco to the HP win, eighth overall in the Sprint while Jim Nealon drove the #42 Nissan Sentra to the GTL win. Jim Waechter rounded out the class winners with an ITC victory in the #141 Datsun 1200.



Jim Waechter wheels the Datsun 1200 to a Sprint ITC win.

The Feature races began before lunch on Sunday bringing back nearly all the Big Bore racers. Michael Smellie would improve from his second overall to win the Feature and GT2 class in the #8 Mazda RX7 by 2 seconds over Conor Flynn in the #9 Porsche 997. Vern Smith, Bill McGavic and the #28 car, this time driven by Squeak Kennedy would finish as in the Sprint with 3rd-5th overall and class wins in GTA, GT3 and SPO respectively. Paul Troup, Dan Moon, and Andrew Wilkin each notched their second wins of the weekend in ITO, ASR and AS. No GT1 drivers reported for the green...

Group 2, the Spec Miata and SM-SE group brought 48 of the 49 who started the Sprint back for the Feature... Alex Bolanos would improve from his second overall to take the Feature victory and SM win by a comfortable and rare 5½ second margin over Nick Malatesta in the #56 Miata. Jamie Tucker finished third in SM and overall finishing less

than a tenth of a second behind Malatesta. John Wilding in the #126 SMSE Miata would take the class win and a fourth overall finishing just ahead of John Davison in the #10 Miata.



John Wilding takes a Feature Race win and a second in the Sprint in the SMSE class.

The open-wheelers came back for the Feature race and William Falatick in the #67 Astra Summerhawk really enjoyed Valentine's day getting the overall win and improving from the second place finish in FB on Saturday for the class win as well. Falatick finished 3¼ seconds ahead of John Herscher who notched his second FC win improving from 4th overall on Saturday. All the class winners from Saturday repeated with the exception of the Formula Ford class where John Schimenti in the #69 Swift DB6 finished ahead of Saturday's winner, Anna Schimenti.



William Falatick in the #67 Astra Summerhawk takes Sunday's Feature Race overall win and FB victory.

The Group 4 cars who started Sunday's racing came back out as the second group after the lunch break. The green flag dropped and an incident on lap one sent the field back to re-grid for a second start. The field took the second green flag and after five laps, chaos broke out ... the field of 37 worked into the 4/5 turns, somebody got sideways and seven cars met in unfortunate circumstances just before the drive-over bridge at turn 6 blocking the racing surface. The field was checkered while cleanup took

place.

Emergency services responded immediately and, I have to say, did a tremendous job of getting seven vehicles untangled and cleared of the racing surface and clearing the surface of debris in short time. Sebring's Truck 14 took charge directing the array of wreckers, flat beds, ambulances, fork lift and Flat Tows. As a responding Flat Tow, I was quite impressed with the "command and control" displayed at this scene.

The results? Kevin Koelemeyer in the #11 Mazda MX5 repeated his earlier performance taking the group and T4 win by .3 seconds over ITS winner, Richard Gallup in the #101 Mazda RX7. Carlos Mendez took the S-E30 win in the #12 BMW 325i, David Ellis-Brown took the ITB win in the #31 VW Jetta while Eric Moye and Ralph Radhay each got their second wins of the day.



Kevin Koelemeyer in the #11 Mazda MX5 takes a pair of Group and T4 wins.

Vintage - Group 5 took the second green flag of the day and Ken Hazelton in the #52 Corvette would take it from green to checkered for the group win. Jonathan Parker worked on some things between races and improved from 26th in the morning race to second by just 1.2 seconds in the afternoon race in the #195 Porsche 911. Robert Demetrius also in a Porsche 911, the #27, finished third.



Jonathan Parker takes second in the afternoon Vintage race in the Martini Racing Porsche 911

Group 6 returned 16 of the 18 cars from the morning Sprint race for the Feature. Results nearly identical to the morning except that Justin Weir in the #51 SRF3 fixed some things from the morning and improved 13 positions to fourth overall and in SRF3. The mornings winners were also the afternoon's winners... The only non-repeat, sort-of, was that Vanacore who won both overall and SRF3 did set a new track record lap in the morning of 2:24.692 or 93.053 MPH but could not repeat that effort in the afternoon.



Todd Panaggio in the #191 SRF takes two wins on Sunday.

Remember the "alphabet soup" group? 28 of the 39 who started the Sprint returned for the final race of the Cabin Fever Cure/Valentine's Day weekend covering eight classes of cars. Four drivers repeated for their second wins of the day including overall and STU winner, Charlie Lowrance. Jim Irvin repeated in EP improving to second overall while Christopher Deshong in the #111 Honda Prelude took third overall and second in STU. Mike Ogren in the #39 VW Scirocco improved from second to Louis Boustani in HP to take the HP win by .35 seconds.

Michael Seay would repeat his SPU win. Hugh McHaffie would drive the #63 Miata to an STL win finishing overall behind Seay. Jerry Larson did some work between sessions and drove the #146 Nissan 200SX to a GTL win in the Feature race. Thom O'Connor would round out the class winners with the win driving the #01 ITC Honda Civic.



Charlie Lowrance drives the Firehouse Billboards Miata to two group and STU wins.



Michael Lewis driving the Lewis Racing Solution Acura to a pair of FP wins.



Jim Irvin, two EP wins and second and third overall in the Riverside Motorsports RX7.



Jerry Larson drives his Nissan 200SX to the GTL Feature win.





# A Day With The Novices

by Angela Carlascio

Photos by Turtle Shark Photography

SCCA Brooksville West Coast Points Event #3, March 6, 2016: It was just last year when Brooksville was in need of workers to put on the event. Today when West Coast Event Chair Dave Welsh asks for volunteers there isn't a lack of hands going up. Bravo to everyone stepping up to keep this site going as we love the grip of concrete!

For this event long time SCCA member Jay Stannard and I were asked to help out the Novices. Our assignment, hold the mandatory Novice [course] Walk through and then instruct as needed during their run groups. Jay and I were both happy to assist.

The Sunday event had 69 drivers with 8 Novices. Some were brand new to the sport and others had returned due to their growing addiction like #1 Yakym Khlyapov. Novices are allowed to run three events in this class before heading out into the open. Or if they win the Novice class like #10 Mike Norman in a 2003 Nissan 350Z then their next event will be in their regular class. Congrats!

I've been autocrossing for over 10 years and to work with the Novices was a huge help. It reminded me of where everyone of us starts at. Okay. Unless they're some alien like SCCA Hall-of-Famer "The Rocket" Randy Pobst who won his very first event and then there was no stopping him. Walking them through the course, starting with the very basics of what to do, what not to do, where to look and not load it up with terms or things that were way beyond what they needed to know, was extremely helpful.

Novices can also take advantage of Instructor Runs where we drive about 7-8/10ths to show them the course, the line, throttle control, turning early, etc. It's amazing to see what happens after. In other words, their times come down as their confidence goes up. And sometimes they get a little too much into it and go agricultural like #22 Chris Martinez did in his 2014 Ford Focus. Two words: shop vac.

#17 Nicolaus Donahoe in his 2015 Subaru BRZ showed us that he was already practicing the "Spin to Win" method when he did two complete 360s in the finish and left the timing equipment standing. Bravo!

Co-driver #77 Stan Johnson showed #2 Martin McKerrell that Martin's 2009 BMW M3 was capable of being 3 tenths out of first place. Some days, Martin, you're the driver and others the car owner. Been there. Love it.

Then you have #3 Matt Martin who saw that his 1999 Camaro SS can do more than a straight line. After seeing that his car could be controlled, he significantly took down time. His smile said it all. If you go home smiling, you've won.



Dave Welsh is so dedicated to having the events at Brooksville happen that he is even willing to work on his transmission seals at the event so we can all run. Thanks Dave doesn't seem to cover it!

Thank you and welcome to all of our Novices. We want to see you at our next event. Having you come back not only expands the club but also the classes and competition and that's why we do this.



#2 N Martin McKerrell with Novice Instructor #91 Angela Carlascio (passenger)

Congrats to FTD and PAX winner #191 FM Ken Trier. You were truly using the force on the course!

Check us out at [www.cfrsolo2.com](http://www.cfrsolo2.com) and follow us on Facebook by Liking our Central Florida Region SCCA Solo (CFR Autocross) page.



#3 N Matt Martin finds body roll in his 99 Camaro

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# 1961 Sebring 12-Hour Race

Part 2 of 3

by Louis Galanos

In 1961 at Sebring your place on the starting grid was determined by engine size and not your qualification speed. However, all entrants were required to practice a minimum number of laps with some of those coming during night practice. One car showing up for practice was a Ferrari GT with racing numbers on the hood and both doors. Some astute observer checked the entry list and found that the car was an illegal entry and the driver and car were escorted from the track. Interesting enough, the fellow who did this pulled the same stunt in 1960 by parking his little Fiat at the end of the grid then joined the race until the folks in timing and scoring realized he wasn't on their entry lists and the car was black flagged and escorted from the track.

Before or after official practice times, the area in front of the Start/Finish line was often quiet as teams worked on their cars or set up their pit area with tires, tools and other equipment needed for the race. It was during these times that one could see some of the drivers practicing their Le Mans style run to their car and the tricky leap into the cockpit of the open racers.

During a lull in the night practice Ferrari driver Olivier Gendebien could be seen pacing off the distance to where the drivers would stand then he would dash to his car carefully placing his hand on the hood before leaping over the high expanse of Plexiglas surrounding the cockpit of his Ferrari 250 Testa Rossa 61.

His first try resulted in a not too graceful landing so he went back for another try. This time his landing was even worse and he had injured himself. When Ferrari team manager Romolo Tavoni came over to check the situation Gendebien told him that he had badly twisted his ankle and wouldn't be able to continue the practice session. Tavoni was not pleased and, in typical Italian fashion, showed it. A pit crew member was then dispatched to get some ice for Gendebien's rapidly swelling ankle. The injury would not stop Gendebien from driving on race day, but he would be in constant pain throughout the race. On race day Gendebien exhibited a noticeable limp when walking around the pit and paddock.

An early indication of what kind of fan turnout the track might have in '61 was the number of early arrivals with some showing up a week before the race which was becoming a tradition at the track. They were there to stake out their favorite viewing spots and set up their tents and viewing scaffolds. Since the airport property had a working



environment, with many businesses and warehouses, there was no one to sell the early arrivals entry tickets. Only later in the week would Sebring personnel enter the spectator areas to collect the required entry fee and some remembered seeing race fans scramble for hiding spots in order to avoid paying for their ticket.

Some of the early Sebring arrivals were talking about not going out to the Webster turn bleachers near the warehouses along the Warehouse Straight. These buildings housed a variety of businesses and in a previous year one of the warehouses was full of "... dead whales, or at least ground-up portions of them possibly to be used as fertilizer or pet food." On a hot day the rather unique smell could be detected at a great distance and the race track was just feet from the warehouses. According to some drivers back then they would hold their breaths when passing the buildings because the smell was strong enough to make you gag. Fortunately in '61 the winds were favorable and race fans could actually sit in the bleachers without holding their noses or needing a gas mask.

For college students, on spring break, Sebring had become a much anticipated stop going to or coming back from the beaches in Ft. Lauderdale and Miami. The Sebring race had a reputation for being a place where students could party without being hassled too much by the local authorities. In later years a Miami Herald columnist would describe the Sebring environment as bacchanalian replete with "topless bimbos" dancing on car hoods. Needless to say that reports like that didn't discourage people from attending the race.



The early arrivals were in luck this year because the Sebring promoters had the most active program planned since its inception. The normal Friday race schedule for Sebring was usually very relaxed with a concours d' elegance and an antique car parade with the big fan draw being the 12-hour race on Saturday. Much to the delight of race fans already at the track the race promoters scheduled a full day of racing on Friday with a 4-hour Enduro for GT cars (under 1000 cc) along with a brand new

100-mile event for Formula Juniors and a 1-hour event for go-karts which would be run on the 2.2 mile short course. As an added special attraction, British ace Stirling Moss and his Rally champion sister, Pat, would be driving Austin-Healey Sprites in the GT race along with Dan Gurney in an Abarth 1000 and Bruce McLaren in a Sprite.



Stirling Moss & sister, Pat, getting ready for the GT race.

Photo: [www.barcboys.com](http://www.barcboys.com)

The race for small GT cars started early on Friday at 9AM with 27 drivers doing the Le Mans dash to their cars. Since it was only 4 hours long some expected a hard fought sprint to the finish but since some of the cars were also entered in the 12-hour a few of the drivers made an effort to not push too hard. The winning trophy went to the Fiat-Abarth of Harry Washburn followed by the Donald Healey entered Sprite of Walt Hansgen.



The GT race for small cars was part of a full schedule of events on Friday. Photo: [www.barcboys.com](http://www.barcboys.com)



Getting ready for the Formula Junior race. Photo: John Mahall

In the Formula Junior event Hansgen again repeated his second place finish this time driving a Cooper. The winning car was a rear-powered Gemini of Charles Kolb and he beat everyone hands down in the 20 lap event run on the 2.2 mile short course. Some notable drivers in this race included Pedro Rodriguez in his "Pepsi-Cola" Cooper and Ronnie Hissom in a Carroll Shelby prepared Lotus-Ford. Racing a Stanguellini was Guida Lollobrigida who some thought was cousin to Italian actress Gina Lollobrigida.



Jean Lloyd flips her Stanguellini during the Formula Jr. race. She was not seriously injured. Photo: AP wire

The go-kart race was another story with 60+ drivers on the grid doing a Le Mans style start to their karts. The mechanics had the twin-engine karts already running with the rear wheels off the ground as the drivers dove into their vehicles. Going past the Start/Finish line, sometimes eight abreast, with clouds of oil smoke following them made an exciting sight for all who witnessed it. As they passed the pits at 75 mph, some of the "... drivers were literally folding themselves up to reduce wind resistance." It was remarkable that there were no accidents during the

event.



The Kart race produced some eye-opening speeds. Photo: [www.barcoys.com](http://www.barcoys.com)

Early on race day Sebring veterans who were staying in hotels outside the track were already up and on the road to the track by 4 AM. If you waited until sunrise you stood a good chance of being stuck in the kind of monumental traffic jam that Sebring was known for. On more than one race day some Sebring race fans didn't get into the track until several hours after the 10 AM start.

By 9:30 AM most of the 65 cars that would start the race were on the starting grid. One car was being pushed into place by its crew while a mechanic was still working under the hood. Also on the grid were dozens of photojournalists taking last minute pictures of cars and drivers while the print journalists did last minute interviews. Those photographers assigned to cover the start would stay in the pit area while the others would climb into a hand full of 4WD SAABs, donated by the manufacturer, to get out to the turns to cover the early action.

One late arriving driver, looking like he had just gotten up, began to strip to his skivvies in his pit enclosure before donning his Dunlop driving suit. He then rushed out to the grid to be photographed with his car and co-driver.

While this was to be the year of the rear-engine car with seven Porsches, two Maseratis, and one Ferrari with power plants behind the driver it was apparent that one of the drivers had changed his mind about such cars. That driver was British ace Stirling Moss who, at the last minute, took over the front engine #23 Mazer of Masten Gregory and Lloyd Casner which was a brand new Type 61 and the last of the 22 built. Moss had been unhappy about the handling of the new rear-engine Tipo 63 and demanded the switch. When asked about the switch Casner said they were "happy" to make the swap but it was apparent that Masten Gregory was a bit miffed.

The cars were lined up according to engine size with the 4.6L Corvettes then a couple of 3.7L Aston Martins first on the grid. They were then followed by a host of 3.0L Ferraris and Maserati Tipos. Last on the grid was a French made Deutsch-Bonnet Le Mans with a 2-cylinder 701 cc Panhard engine. Just up on the grid from the Deutsch-Bonnet was a Fiat-Abarth 1000 that was surprisingly fast having lapped the course consistently in well under 4 minutes which was a speed formerly the sole province of the biggest production cars.

Amid all this chaos on the starting grid the colorful pageant that was Sebring continued with a high school band marching and playing. As the band passed the lineup of cars some of the drivers gave out appreciative cat calls and wolf whistles to the teenage baton twirlers in their short-shorts & tasseled boots. In the politically correct environment of today that behavior might get you a special feature on YouTube or one of the girls might clobber you with her baton.



Kay Taylor and the Sebring High School band.  
Photo: Sebring International Raceway

After race founder and promoter Alec Ulmann gave his annual driver's meeting comments he escorted newly elected Florida Governor, Farris Bryant, to a waiting convertible where they did a lap of honor escorted by four official SAAB pace cars and a cadre of police motorcycles. As they finished up at the Start/Finish line the 5-minute warning horn was sounded. The drivers went to their starting positions across from their cars as grid stewards did their best to clear the pits of remaining spectators.

The voice of starter Jesse Coleman could be heard as the countdown over the PA system began at the 1-minute mark and Governor Bryant began to unfurl the start flag. Every time the remaining seconds were announced, 45, 30 then 15, the area around the Start/Finish line and pits

became quieter. Then the announcement of 10, 9, 8 and so on. When the one mark was reached a shout of "Go!" went up from the pit area and the drivers sprinted to their cars.



Drivers sprinting to their cars. John Mahall photo.

To the encouragement of pit crews, race fans and even grid marshals the drivers vaulted into their cars to see who would be the first away. Having the advantage of being first in line two Corvettes were 1-2 under the Mercedes-Benz Bridge followed by the #18 Ferrari of Gaston Andrey & Allen Newman in third place. They were quickly passed by the #9 Nethercutt/Lovely Ferrari 250 TR 59 which finished third at Sebring in 1960.

As all eyes watched the thundering herd of cars blast thru turns 1 and 2 it was almost comical to see coming under the bridge the 748 cc Berga of Bentley/Grady putt-putting along as the last to leave the grid.



The pack heads thru turn 1. Photo: www.barcoys.com

But hold on, there was still one more car on the grid and it was none other than British champion Stirling Moss in his Camoradi Maserati Tipo 61 Birdcage. Moss was unable to get the engine to turn over due to a dead battery. To say that Moss was not happy would be an understatement and it took six minutes to place a new battery in the car so he could get going. Moss described what happened on the grid in his own words (stirlingmoss.com).

Moss, "... the battery was flat as a pancake! It took 6 minutes or so to coax the car into life."

Before the Le Mans start Moss had asked the team very specifically whether the cars battery was fully charged.

“Oh, yes” they reassured him, there would be “no problems”.



Stirling Moss sits in the Maserati Tipo 61 that will fail him at the start.

Photo: [www.barcboys.com](http://www.barcboys.com)

Once he got going Moss drove flat out for two solid hours managing to get the car up as high as second place before bringing the car into the pits for a scheduled stop and to turn the car over to Graham Hill.

Fifteen minutes after the 10 AM start, the leading four cars were amazingly close and on the same lap. In the words of one sports writer they were so close when they passed the Start/Finish line “... you could throw a blanket over them.”

Much to the dismay of the factory Ferrari manager, Romulo Tavoni, the leading car at 10:15 was not one of his but the private entry North American Racing Team (NART) Ferrari 250 TR 59/60 of Pedro and Ricardo Rodriguez. The Maserati Tipo 63 of Masten Gregory and Lloyd “Lucky” Casner was second, the factory Ferrari 250 TRI/61 of Phil Hill & Olivier Gendebien was third, and the Maserati Tipo 63 of Bruce McLaren and Walt Hansgen fourth. Stirling Moss was literally burning up the track to make up for lost time on the grid. In 15 minutes he went from dead last and a lap and a half behind to 14<sup>th</sup> overall. For many race fans they were getting what they had come for and that was a duel between Ferrari and Maserati.

Even in 1961 there were conspiracy theorists and the start of the race spawned the thought that when Stirling Moss switched Maseratis at the last minute that someone in the Camoradi camp decided to teach him a lesson by putting a dead battery in the car. It made for great theater but, if true, turned out to be a disaster for the team because Moss beat hell out of the car in trying to make up for lost time on the grid. Moss beat his own 1960 Sebring record at least

three times in the first hour and was picking up as much as five seconds a lap on the competition. Some in the Maserati pits groaned when they heard the news because they believed the car wouldn't last long at that pace. And, they were right.

As usual during those early laps of the race some drivers will push a little too hard to keep up with the pack and not get lapped too often. For some of them it came at a high price and on the second lap the Pete Lovely, Jack Nethercutt Ferrari 250 TR 59 entered pit road trailed by a cloud of oil smoke being pumped out of the engine breathers.

Joining the Lovely/Nethercutt Ferrari in the pits was the Aston Martin DB4 GT of Sherman Decker and Bob Bucher. Bucher exited the car and showed his pit crew a huge bash on the left side of his car. As this was happening the Ferrari 250 GT of Fernand Tavano and George Arents went by the pits with a tremendous dent in the right side of the car. As Bucher described it, the brakes on his Aston Martin failed to stop him in time and he hit the Ferrari. The Maserati Tipo 61 of John Fitch and Dick Thompson entered the pit road on lap 4. The car was already experiencing transmission problems that would cause their early retirement.

In the GT category the Chevrolet Corvette C1 of Don Yenke and Ben Moore were leading with the Ferrari 250 GT SWB of Denise McCluggage and Allen Eager running second. McCluggage was driving her own entry and was on a shoestring budget. She had managed to recruit an eager bunch of young men from the Binghamton Automobile Racing Club (BARC) of Binghamton, NY to assist her. McCluggage had some mechanical help from NART but was short handed for everything else so the young men volunteered to do lap charts and pit signals for her. Two of their members, Sherm Decker and Bob Bucher, were in the race driving the #8 black Aston Martin.



Denise McCluggage checks lap times with her volunteer BARC boys pit crew. Photo: [www.barcboys.com](http://www.barcboys.com)



The driver of the Porsche 718 RS 61 gives a hand signal as he is passed by a NART Ferrari Dino 246 S on the front straight.  
Photo: [www.barcoys.com](http://www.barcoys.com)

in their NART Ferrari with the Ginther/von Trips car second and the Hill/Gendebien 250 TR third. The McLaren/Hansgen Maserati was fourth and the Moss/Hill Maser was fifth. In the Maserati pits the mechanics voiced concern that when Moss made his scheduled pit stop that the car might not start. The faulty battery situation was weighing heavily on their minds.

Still in the pits was the Nethercutt/Lovely Ferrari and mechanics were working to find out what was causing oil to be pumped out the breathers. At this point the mechanics had the oil sump removed. Also experiencing oil problems was the #49 Porsche RS61 of Jo Bonnier. After some hasty repairs co-driver Dan Gurney took out the car but returned 20 minutes later. Leaking oil had gotten onto the clutch and it was slipping.

The problem with the oiled clutch was affecting the other Porsches. A shot of carbon tetrachloride was only a temporary fix. The main culprit was a sloppy main-shaft [seal] that sent oil gushing onto the clutch.

Pit stops and reports of accidents and retirements on the course were coming in at an unusually rapid pace for any 12 Hour. On the course the D.B. Le Mans Panhard of Howard Hanna and Frank Manley had blown its 701 cc engine and the car sat forlornly in a grassy area. The A.C. Ace Bristol of Leo May and James Johnston was withdrawn due to accident damage. Also going behind pit wall was the Porsche 718 RS60 of Augie Pabst and Bill Wuesthoff after they entered their pit with oil leaking badly from the rear of the car. With less than 2 hours into the race pit crews were getting ready for the first scheduled pit stops.

Moss entered the pits for a scheduled stop and driver change at 11:40 AM. He mentioned to the mechanics that a

“ticking” was coming from the engine. By some unofficial accounts of the race in less than two hours of racing Stirling Moss had gone from dead last to second place before handing the car over to his co-driver Graham Hill. By any account it was a tremendous racing effort, but what about the car?

While servicing the car, the Camoradi mechanics were all wondering if the car would start but start it did and Hill entered the race hoping to match Moss' record run. It was not to be because not long after taking his turn at the wheel Graham Hill experienced a clean break in the exhaust system at the manifold. As he drove the car back to his pit the engine heat coming from the break turned the cockpit of the car into an oven. Once he stopped at his pit he exited the car quickly and was seen stamping his feet in a water puddle. The heat in the cockpit from the broken exhaust had burned his feet. The car was withdrawn but not before the Camoradi pits signaled the #24 rear-engine Tipo 63 to come in. At 12:45 PM Moss was transferred to what was his original entry that was now being driven by Masten Gregory and Lucky Casner. When reporters asked Casner about this his only comment was, “... it was the thing to do.”

Just after 1 PM Moss was back in the pits complaining about a loose wheel and a possible brake problem. While mechanics removed vegetation from the air scoops Moss was on his knees and then his back as he and a mechanic tried to determine what was wrong in the rear end of the car. At 1:33 PM luck would run out for the Camoradi team and Stirling Moss as the second car driven by him that day retired with rear suspension problems.



After his car retired Stirling Moss stepped into the Maserati Tipo 63 of Masten Gregory and Lloyd Casner. Gregory was not happy about this. Moss broke the suspension and it had to retire.

Photo: [www.barcoys.com](http://www.barcoys.com)

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