

The Checker

Official Publication of the
Central Florida Region
Sports Car Club of America
Volume 58, Issue 4
May 2016

Daytona Classic Features 2 Enduros



John Davison Earns First Pole On Mother's Day Weekend



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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.

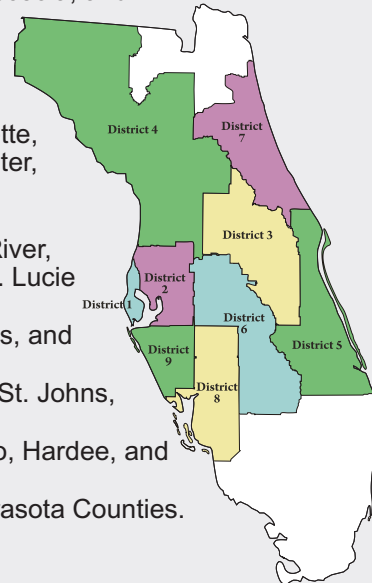
District 5: Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties.

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. 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
Cameron Maugeri



Event Schedule

For CFR and Surrounding Regions

May 2016

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
25 **SOLO**
Valkaria

July 2016

23-24 **Bracket Enduro** **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
27-28 **SOLO**
Orange County Convention Center, Orlando

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 **Tire Rack Street Survival** **DIS**
17-18 **Regional/TES&ECR Enduro** **DIS**
Daytona Road Course
18 **SOLO**
Daytona

October 2016

2 **SOLO**
Brooksville
14 **Test Day** **SIR**
Sebring Short Course, Conducted by SIR
15-16 **CFR Championship Weekend** **SIR**
Regional Races/Vintage
Sebring Short Course, Green Park Paddock
15-16 **SOLO**
Sebring
21-23 **Porsche Club** **DIS**
Daytona Full Course, Conducted by DIS
30 **SOLO**
Brooksville

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:

- June 20, 2016
- July 26, 2016



District Meetings

District 3

District 3's May meeting at Logan's Roadhouse was led by Gov. Robin Ragaglia. We welcomed John Tremblay (long time member) and had a good turnout of regulars. CFR was very busy the past weekend at Daytona (Race, Solo, PDX) and at St. Lucie (RallyX) so it was nice to see many of the same folks attending our district meeting.

Reporting on the Daytona event - there were 27 PDX and 76 test day entries for Friday; 292 entries for the Regional/ Enduro and for the Solo held on the back lot, 80 for Sat. and 135 for Sunday. Something for just about everyone. Except for a Corvette vs wall on Friday (PDX) and Miata vs wall (race) on Saturday, track time was free of major incidents. Again, weather was just about perfect. Do we dare wish for it to continue in June?

RallyX came to play at St Lucie and had 35 cars doing agricultural runs...including a 2016 Mustang GT. It's great to see that program growing.

Solo continues to have good turnouts for Brooksville - 60-65 at the April event. Remember, you are required to pre-register for this venue as its held on an active military base.

The BOG meeting will be held June 18 in Bradenton at the Courtyard by Marriott, site of this year's Annual

Meeting in December. During the mid-year meeting, the RE, Ass't. RE, Secretary and Treasurer are elected and next year's budget is presented and approved. Contact your governor if you have questions or have items you'd like addressed by the board.

The Sebring July Drivers School is being advertised as an alternative driving school with a Bracket Enduro as part of the program (3.5 hours each day). A competition license is not required to participate in the bracket enduro.

Upcoming Events:

June 5 Solo Brooksville

**June 11-12 Double SARRC/Vintage/PDX
Sebring (short course)**

June 18 BOG Bradenton

June 18 RallyX St. Lucie

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

See you at the races!

Fran

From BOG Chair

The CFR By-Laws provide for elections of the Regional Executive, Assistant Regional Executive, club secretary and treasurer at the mid-year meeting of the CFR Board of Governors. The mid year meeting of the BOG will be held on June 18 at Courtyard by Marriott, 100 Riverfront, Bradenton. CFR members in good standing wishing to hold such positions should submit their resumes to the BOG Chair, Michael Wingo by email at mb_wng@yahoo.com.

The resumes should include the member's past CFR and/or SCCA experience, business background and reason for wanting the position.

Resumes shall be submitted no later than May 27, 2016.

Daytona Classic

by Kevin Crain

Daytona Classic 2016, - Our first club racing event, not including the Driver School in April, at the newly remodeled Daytona International Speedway was probably about as good as you could ask for. The weather was ideal, if you like overnight lows in the upper 50s and daytime highs in the mid 80s, low humidity, no chance of rain.... Truly ideal.

We arrived late Thursday afternoon, quickly got through Registration and found a nice corner in the concrete Geico Camping area next to Lake Lloyd and prepared for the 3-day weekend of racing. On a personal note, camping overnight in Daytona's infield is really pretty cool when you think about the history and prestige Daytona International Speedway has - right up till about 3 a.m. when an evacuation alarm begins blaring telling us to not use the elevators while we quickly, and in an organized fashion, evacuate the building...for about 10 minutes. Kudos to the PA system because sounded like they were in my trailer with me. REALLY wanted to find the snooze button to that alarm.

So, Friday was a Test Day, conducted by CFR, which mixed in a PDX (Performance Driving eXperience) day run on the full course. A moderate turnout for testing gave everyone including the PDX group plenty of track time and space to run. About the only negative for the day was in the PDX group when a very beautiful Corvette met a wall in Infield Turn 1 before lunch... Reminder that #%*@ happens even in the most controlled of situations.

Saturday brought not only the usual qualifying sessions and the first of the 20 minute Sprint races, but also the first of two Tropical Endurance Series Enduros, a 75 minute race run at the end of the day. SOLO was on property as well, but unlike last year when they ran the course in the east end of the infield, they were provided the use of the paved surface now available due to the removal of the old Superstretch Grandstands which provided the SOLO group a much larger than normal space to set up their courses. Saturday was a practice course and Sunday's course was sized comparably to a National Championship course. CFR had a whole lot of racing happening in Daytona...

The first group to qualify on Saturday was the Improved Touring class which brought 42 cars in 4 sub classes on the track at 8 o'clock sharp for qualifying.. Aaron Nash would take the group pole in the #87 ITR BMW 325is running a pair of 2:12 laps taking the overall pole by 3.783 seconds. Unfortunately for Nash, these qualifying times would not

be matched in either of the races he'd start with a best time run in the afternoon's Sprint race six seconds slower, completing just three laps; Sunday's Feature would be no better.

Group 2 qualifying brought what I call "alphabet soup" group with 23 cars in 8 classes. Bobby Kennedy drove the #52 Ford Mustang to the T3 class and overall pole running a pair of 2:17 laps. David Smith in the #01 Mazda RX7 also earned a spot on the front row taking the EP pole with a best lap of 2:19.576.



Bobby Kennedy, Group 2 Pole Sitter in T3 Mustang

Group 3 featured mostly Spec Miatas with 50 cars covering three classes, SM, SMSE and ITS. As is usually the case with these guys, the lap times were close, very close. John Davison, driving the #10 Spec Miata would earn his first pole with a time of 2:19.034, making mama (our very own Robin Ragaglia, District 3 Governor, Registrar and so many other hats...) very proud on what was coincidentally enough, Mother's Day Weekend. Starting next to Davison was John Carter in the #67 Spec Miata who ran an identical best time, but was .036 seconds slower than Davison on their second best laps. The top four would qualify inside of 4/10ths of a second of each other.



Spec Miata front row. John Davison, pole sitter, on the outside in the #10 and John Carter in the #67 on the inside.



The “open wheelers” filled a group of 33 cars in 12 classes with CFR's Don Boughan taking the overall Group 4 and FA pole running a very consistent pair of 1:55 laps in the #57 Van Diemen RFoo. Sherman Chao earned a spot on the front row in the P2 class #3 Stohr WF-1 running a best lap of 1:56.943. Because this group of cars is formed due to the nature of their exposed wheels vs. anticipated speeds, there is a large spread in lap times; in this weekend's case, a difference of nearly four minutes between the overall pole sitter and the slowest qualifier.



Group 4 Pole Sitter, Don Boughan.

Group 5 saw 25 cars in six classes comprised of the Super Touring and Spec Racer Ford vehicles. Thomas Anspach posted a best lap time of 2:10.796 earning the overall pole in the #14 SRF3-D edging out SRF3 pole winner Todd Vanacore in the #19 SRF3 by less than a quarter second.



Group 5 Pole Sitter, Thomas Anspach.

The “big bores” filled the final group, bringing 20 cars in 8 classes to qualify. Cameron Maugeri driving the #06 Ford Mustang took the group and T1 pole running a best lap of 1:57.577. Larry Hoopaugh from Chester, South Carolina



Group 6 Pole Sitter, Cameron Maugeri

would drive the #1 SPO-W Pontiac Gran Prix to a best time of 1:58.084 to earn a spot on the front row.

Saturday morning was going so smoothly the final qualifying group, for Saturday's TES Enduro, started 40 minutes EARLY! 63 cars in 11 classes ran and Deuce Keane in the #145 STL Honda Civic Si paced them all with a best time of 2:12.177 to earn the overall pole with the entire field qualifying within 20 seconds of Keane.

The racing began after the lunch break with Group 1 returning to the track for their 20 minute Sprint Race. Jacksonville's John Maddox, driving the #73 ITR Porsche 911 RSC would take the overall win from the third position at the start edging out Keith Goldin, ITS winner in the #29 Mazda RX7, by less than 2 seconds. Winter Haven's Barry Burgoon took the ITA win and sixth overall in the #71 Miata. Eric Moyer took the IT7 win in the #8 Miata a half-second ahead of IT7-W winner Mical Fountain driving the #16 Mazda RX7.



John Maddox, Group 1 overall and ITR winner.

The second race of Saturday afternoon saw Ormond Beach's Bobby Kennedy run green flag to checkered for the overall and T3 win in the #52 Mustang with a very comfortable 44 second margin over David Smith, EP winner. Ed Barr notched the T4 victory and fourth overall in the #57 Subaru BRZ. Lake Wales' Matt Newcomer drove the #116 Baby Grand to the SPU win and was sixth overall.

Seventh and eighth overall were W. Griffin, HP winner, in the #1 Honda CRX and Mickey Thompson, GTL winner, in the #7 Miata. Mike McCormick, drove the #23 VW Jetta to the ITB win edging out David Ellis-Brown for the win by .027 seconds. Miki Moerwald drove the #47 VW Rabbit to an ITC win knocking six seconds off her qualifying times.

Sprint Race Group 3 saw 53 cars, 52 Miatas and an MX5 take the green flag. This group likes bumper to bumper action and this race was no exception. Cape Coral's Cory Collum would take the checkered flag in the #23 Miata for the SM and overall win from the sixth starting position edging out John Carter in the #67 Miata by .081 seconds. Selin M. Rollan in the #87 Miata finished nearly a second ahead of Preston Pardus in the #42 Miata for third overall. Pole sitter John Davison got shuffled back and finished fifth overall.



Cory Collum, starting from the sixth position, heads to the green flag and eventually would be the first to see the checkered.

John Wilding took the Southeast SM win in the #126 Miata and 10th overall while Miami's Rene Badia Jr. took the SM-W win in 21st overall position.

The final race on Saturday, before the Enduro, brought Group 4 out for their 20 minute Sprint race. Pole Sitter Don Boughan made the start but mechanical issues ended his weekend before completing a lap. This opened the door for Sherman Chao who completed 10 laps in the allotted time taking the P2 and overall win finishing ahead of FE winner, Paul Schneider, by almost 10 seconds.



Sherman Chao in the P2 #3 Stohr WF-1 leads Carson Weeder through the east horseshoe, turn 3.

William Falatic in the #67 Astra Summerhawk took the FB win and finished 4th overall by .071 seconds ahead of Carson Weeder in the #28 Formula Mazda who took the FM-W win.



P1 winner, Eric McCoy leads Thomas Green in the FE #88 who took third overall and a second in FE.

Sixth overall was Eric McCoy who took the P1 win in the #26 Norma M20F and 9th overall was FE-D winner, Theodore Thorp in the #09 Van Diemen.

Mike Burkhardt paced a group of seven Formula Fords in the #39 Van Diemen RF98. Linda Stewart, driving the #97 Van Diemen RF95 took the FC win. Other class winners were Bob Urso in the P2-W #19 Decker Mk, Robert Frassetto in the FV #122 Lynx B, Andres Mamontoff in the FST #12 Evolution MK1 who set a new track record for FST, and Charles Thomson in the F500 #21 Sidewinder A-12.



FC winner, Linda Stewart leads FF driver Roelof Blok through T3.

The first Enduro of the weekend capped off a beautiful Saturday. 59 cars took the green flag and the team of John Teece and James Cox would complete 29 laps for the overall win in the #51 SRF3 with a nearly 32 second margin of victory.



John Teece and James Cox team up for the overall Enduro win.



Rob Bailey driving the #174 Miata took third overall and the ITS win over Selin Rollan in the #14 Miata by over 7 seconds. John Maddox completed 28 laps and notched the ITR win in the #73 Porsche 911 RSC finishing eighth overall. The team of Mick Robinson and Rodney Thompson drove the #45 SRF to tenth overall and the SRF win.



Barry and Drake Burgoon win ITA Enduro in a field of 18 teams.

The battle for the ITA Enduro win saw the team of Barry Burgoon and Drake Burgoon in the #71 Miata edge out Todd Burris in the #156 Miata by .285 seconds after nearly 100 miles of racing. Only .321 seconds behind Burris was STL winner James Innes in the #101 Mazda MX5. The father/son team of Dana and Christopher Deshong combined for the STU win in the #111 Honda Prelude.



James Innes, STL Enduro winner, leading the STU Enduro winning car driven by team Deshong heading to the start/finish line.

Beautiful end to a good day of racing...? Could only be the social hosted by CFR! Great time to get to see some of the voices we hear in our heads throughout the day with some good eats put together by the Dawson crew and the much appreciated ice cold beverages to talk over while sharing perspectives from the driver's to the crew's to the worker's and to even the Steward's (insert smiley face here) views! It's what racin' family looks like at the end of the day...

Sunday morning was Mother's Day and was just as perfect as the previous two days. The schedule had nine races, two Sprint Races followed by six Feature Races and the second TES Enduro, with a qualifying session for the Enduro mixed in.

Group 5 took the green flag shortly after 8 a.m. for their Sprint and the Gen 3 Spec Racer Fords led the way. These drivers like to work together like the Spec Miata guys and get tucked up nice and tight, bumper to bumper I suppose if they had any; a few so much so that I'm pretty sure I could smell the odor of fiberglass meeting tires once or twice from my vantage point at the entrance to pit road as the cars came through the east banking towards the start/finish line.



Casey McKibben, SRF winner, likes his draft tight, pushing Byron Mead toward the finish line.

Todd Vanacore, from just up the coast a bit, took the group 5 and SRF3 win in the #19 SRF3 by a whopping .032 seconds over Chad Galloway, from just down the coast a bit, in the #05 SRF3 who took second overall. Melbourne's Mark Eaton took the SRF3-W win and third overall trailing Galloway by .201 seconds in the #92. Pole Sitter Thomas Anspach notched the SRF3-D win, finishing fifth overall just .384 seconds behind Lee Hill in the #72 SRF3.



Todd Vanacore entering the chicane heading towards a Group 5 win for mama on Mother's Day.

Charlie Lowrance drove the #50 Miata to seventh overall and the STU win and Casey McKibben improved 4 positions to take ninth overall and the SRF win in the #88.

James Innes paced a field of five STL competitors in the #101 Honda Civic Si for the win and Cocoa Beach's Peter Keane took home the trophy for STU-D in the #28 Honda Civic.



Michael Seay made mama real proud with two GT1 and group 6 wins for Mother's Day

So if you weren't awake already, the second group out Sunday morning featured the ground pounders in Group 6; 19 cars in 10 classes, so everyone gets a trophy... Biggest mover of the group was Michael Seay in the #10 GT1 Camaro who shaved 14 seconds off his qualifying time posting a best lap of 155.710 or 110.76 MPH winning overall from the ninth starting position by over 8.5 seconds ahead of SPO-W winner, Larry Hoopaugh in the #1 Pontiac Gran Prix.



Larry Hoopaugh wins SPO-W and second overall in both group 6 races.

Pole Sitter, Cameron Maugeri took third overall in the #06 T1 Mustang. GT1-W winner Raymond Webb took fourth overall in the #121 Dodge Intrepid edging out GTA winner Roger Reuse, in the #88 Camaro by .32 seconds.



Sid Collins notches a pair of GT2 victories in a Porsche 911.

Sid Collins in the #74 Porsche 911 took the GT2 win ahead of two other GT2 drivers taking 8th overall. Collins Barber in the #5 Camaro took home the win in the American Sedan

class, finishing 12th overall ahead of SPO winner Carl Boyd in the #126 Panoz Esperante, ASR winner Austin Armellini in the #26 Shelby Can-Am, and GT3 winner Doug Lawhorn in the #58 Porsche 911.



Carl Boyd, SPO winner, passing outside of ASR victor, Austin Armellini in the #26 Shelby Can-Am.

Thus ended the 20 minute Sprint races and onto the 30 minute Feature races. Group 1 returned to the track and 34 IT class competitors took the green flag. All of the class winners repeated from the Sprint race on Saturday and even the top six overall, who all shaved some time from their best laps the day prior, finished in the same positions except for Barry Burgoon who improved to finish fifth overall swapping spots with Charlie Lowrance.

Group 2 followed and would mirror Group 1, right? Well not so much. Bobby Kennedy who essentially ran away with the overall Sprint victory on Saturday retired after seven laps, but did take home the T3 win. Mitchell Maulfair improved two positions to take the overall win and his second EP win. Ed Barr notched his second T4 win of the weekend and took second overall while also knocking off over 1.5 seconds from his best lap from the prior day's race.



Mitchell Maulfair entering the east horseshoe heading to a group 2 win and his second EP victory of the weekend in a Porsche 944S.



Matthew Newcomer needed only three tires through turn 3 as he heads for his second SPU victory.

Matthew Newcomer took also took a second win in SPU while improving three positions to third overall less than a second ahead of fourth overall driver, Nicole Hecker who improved from Saturday's third place performance to take a second place finish in the EP class in the #96 Mazda RX7. Mickey Thompson and W. Griffin both recorded their second wins in GTL and HP respectively with Thompson improving two positions to finish ahead of Griffin for sixth overall.



David Ellis-Brown in the #31 VW Jetta entering turn 3

David Ellis-Brown improved six spots overall and took home the win in ITB in the #31 VW A3 Jetta edging out Patsy Zymowski in the #122 Mazda MX5 for eight overall by just .154 seconds. Miki Moerwald took home her second win of the weekend in ITC.



Miki Moerwald in the #47 VW Rabbit looking for the inside pass on Robert Duffy in the #04 Honda Civic.



Turn 3 flagging and communications crew.

Group 3 - Miata Time! The Feature Race had a dozen fewer drivers take the green flag than Saturday's Sprint race, but that meant only 41 cars left the grid... Cory Collum is the model of consistency - best lap time within .002 seconds of the prior day and finished with his second overall and SM win, this time edging out Selin M. Rollan by .214 seconds at the checkered flag. Preston Pardus improved one position to take third overall. Nick Malatesta in the #56 finished fourth .052 seconds ahead of Andrew Carbonell in the #8.



Preston Pardus in the #42 Miata looking to stay in front of Selin M. Rollan as they maneuver turn 3.

David Johnson in the #33 SMSE Miata improved six positions to finish seventh overall just .070 seconds behind Adren Hance III and take his first win of the weekend in the SMSE class.

This took us to lunch, except for about half of the last group and the lone non-Miata team of Miki Moerwald and Tom Sterret as they were preparing for the qualifying session for the second TES Enduro of the weekend, which began right after lunch. Talk about the consistency in the SM class. Selin M. Rollan won the pole by edging out Preston Pardus in their second best lap times by .135 seconds as they ran identical 2:19.643s on their fastest times. Group 3 pole sitter, John Davison, qualified third ahead of Nick Malatesta by .156 seconds.



Selin M. Rollan takes the pole for the Sunday Enduro.

After that, we're back to Group 4 and their Feature Race. 25 of the 28 who ran the Sprint were back on track. Sheman Chao repeated his efforts and took both the P2 and overall win by a comfortable 27 seconds over Carson Weeder who improved 3 positions overall to take his second FM-W edging out FE winner Paul Schneider by .105 seconds for second overall. The FE class took overall positions third through eighth.



Paul Schneider in the #73 FE took home a pair of FE wins. Hot on his heels is FE second place finisher, Thomas Green who also finished with a group third and fourth finish.

Mike Burkhardt moved up three spots to finish ninth overall with his second FF win by 1.276 seconds over John Schimenti in the #69 FF Swift DB6. Linda Stewart shaved 2.7 seconds off her best lap time enroute to a second FC win. John Fuchs who didn't run in Saturday's Sprint Race



William Falatick approaching Turn 3. Left with a pair of FB wins.

took the FV win in the #144 Caracal D. Repeat winners included Eric McCoy in P1 and William Falatick in FB.

Group 5's feature was one of the more exciting of the day garnering a round of applause from the tower... With the SRF cars, drafting plays a big role in and working well with others is mandatory to compete at the front - right up to the checkered flag. A four car pack led the way from the start trading leads along the way to the finish when they were three wide at the stripe. Jean-Luc Liverato in the #8 SRF3 improved five positions from the morning's first Sprint Race to win by .004 seconds over SRF3-W winner, Mark Eaton, in the #92. The morning's winner, Todd Vanacore finished third overall, just .071 seconds back of Eaton. Fourth overall was SRF3-D winner, Thomas Anspach in the #14 just 1.207 seconds from winning it all.



Race of the day. Jean-Luc Liverato leading the morning's Sprint Race winner, Todd Vanacore, through Turn 3 who is followed by Thomas Anspach in the orange and white #14, who took a pair of SRF3-D wins.



Charlie Lowrance in the #50 Miata racks up two STU wins.

Charlie Lowrance, Casey McKibben, and James Innes repeated their efforts from the morning with class wins in STU, SRF and STL respectively finishing 9th, 10th and 11th overall.



James Innes driving the Honda Civic Si to his third STL win of the weekend, including Saturday's Enduro.

The final Feature Race brought Group 6 out for the second time on Mother's Day and 19 cars took the green flag. What could be more exciting than the last finish? For Raymond Webb it might've been blowing a right front tire on lap 1 bringing out a full course caution. It didn't cost him the GT1-W win, as the only car in class, but I imagine it is an unnerving bit of excitement in a race car with that much speed and power... So the safety car gathers the field and we get to line up for a second green flag to be dropped.

Michael Seay again drove through the field to take his second GT1 and overall win of the day again beating Larry Hoopaugh to the checkered this time by 8.5 seconds. All the class winners repeated from the morning's Sprint Race with the exception of Bobby Reuse taking the seat in the

GTA Camaro that Roger Reuse drove to victory in the Sprint to third overall and Travis Floyd in the #124 AS Ford Mustang who fixed whatever gremlins impacted him in the morning to finish 10th overall and a victory in American Sedan.



Travis Floyd earns an American Sedan victory in the #124 Mustang.

So after a long weekend, we're down to the final race, the second 75 minute TES Enduro of the weekend. Primarily Spec Miatas, the green flag dropped and the top four teamed up and checked out. The leads changed a few times over the first hour. The Enduros had a mandatory five minute pit stop and the top four entered the pits at the same time. When they exited the pits for the sprint to the finish with about ten minutes left in the race, it was John Davison in the #10 Miata leading the way. This too would be a photo finish and after 106 miles and 75 minutes of racing, the four who had been leading the way all crossed the stripe within .282 seconds of each other.

Selin M. Rollan in the #87 Miata would get the win finishing ahead of Preston Pardus in the #42 by .079 seconds. Nick Malatesta in the #56 finished third edging out Davison in the #10 by .026 seconds.

Nicholas Soriano in the #30 Miata finished eighth overall with the SMSE win. Miki Moerwald, the only non-Miata driver, would shear a pulley after 5 laps in the #47 VW Rabbit which meant her co-driver, Tom Sterrett didn't get to contribute in their ITC Enduro victory.

All in all, a great weekend of racing at the World's First Motorsports Stadium.



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What It's Like To Race At A New Site

by Angela Carlascio

Daytona International Speedway May 7 – 8: Words. I have so many of them but I'll refrain from all of the ones running through my head right now and stick to the ones that you may be interested in. First of all, if you hadn't heard, CFR Solo found a new site! That site is at Daytona International Speedway in the South Parking Lot, Gate 70. And it's just so ... big! How big you ask? Well I don't mind telling you that it fits all three of our event sites into one space. That's just Bonkers!

That's large enough to have a Nationals style course people! And we did thanks to course designer and SCCA member, Ian Stewart. Many of the aspects were taken from a Wilmington Pro and modified to fit the event space. It was a course that was generally ran by most members in the 70 second range. Yes, 70 seconds. The average time of a course walk nearly 15 minutes and for times, 75.355. Of course the faster guys were down in the mid-60's but ya know ... showoffs! According to 98 FS Steve Marcum it also had a higher number of DNF's and those weren't by Novices! I was one of them and I'd just like to admit right now that the excitement of running a course that big, right here in CFR, may have been the leading cause to my right foot staying down when it shouldn't have. These things happen.

Terry Tabor and so many others put a "lot" of time and effort into this event. During the Drivers Meeting he said, "...this should give you a taste of Lincoln {Nationals}. We hope you like the taste."

And while some like 15 ASP driver Kyle Robertson who posted that he was skeptical at first said that he "Loved the straights to really stretch the cars legs ... [and] have some pretty technical sections to really test us."

Then there was the story of success from 51 NS driver John Wolski who said at first his wife wasn't excited about the event site not being the kart track. But after working with her she left the site with a smile on her face and a day that ended with dropping 7 seconds off her time.

Running at a new site isn't without its hiccups and a parking lot is a parking lot and

it had its spots. I can tell you that my driver's seat let me know that I was not on a smooth surface and some of it on Saturday was straight up rough. Then there were the elevation changes and in pavement, the white painted lines for parking nor the dirt/rocks didn't give the best area for chalking a cone, drainage areas that were practically ditches and other items. The pavement we had for paddock and grid on was beautiful but not an area that we could use very much of to run on. So if you wanted a small taste of rallycross, you're welcome.

All in all we had a practice event on Saturday with 85 drivers and a competition event on Sunday with 131 drivers. Did it run smoothly? Nope. Any new event site has its issues with different aspects. It's expected and they can be worked on and improved. The workers had get to acclimated to a faster course with three cars running at one time. Things change at this level.

Will we go back? Well Terry Tabor posted on the CFR Solo Facebook page that a survey will go out to find out if the interest is there. From what I've been reading on Facebook, hearing from friends, etc. there may very well be an interest.

Still the rough surface may not be suitable for some drivers and their cars. But with time and course design we may come to better terms.

So who did what? Well it was 151 EM Scott Minehart who took FTD with a smoking fast time of 63.663 and course designer 1 STX Ian Stewart with the top PAX time of the day on Sunday with a run of 66.909.

With the bigger site we had the bigger numbers and we saw increases in the number of entries into the classes to



All three of our sites fit the Daytona International Speedway South Parking Lot, Gate 70. Impressive!

include our Novices who had graduated out of Novice. XP had a beautiful 1972 Datsun 510 wheeled by #6 Russel McMullen and a terrific 1986 Toyota Corolla Levin S/C N2 Ae86 driven by #86 Ian Aguila.

Sunday welcomed 18 Novices with 11 Ross Trumble taking the win with a 75.777 in a Honda S2000 and not far behind him was Richard Bryan in a MR2 by only .041 and then John Wolski in a WRX behind him by .111. What a battle for our Novices.



#75 STX Terry Tabor. Photo Credit: Sarah Maddox

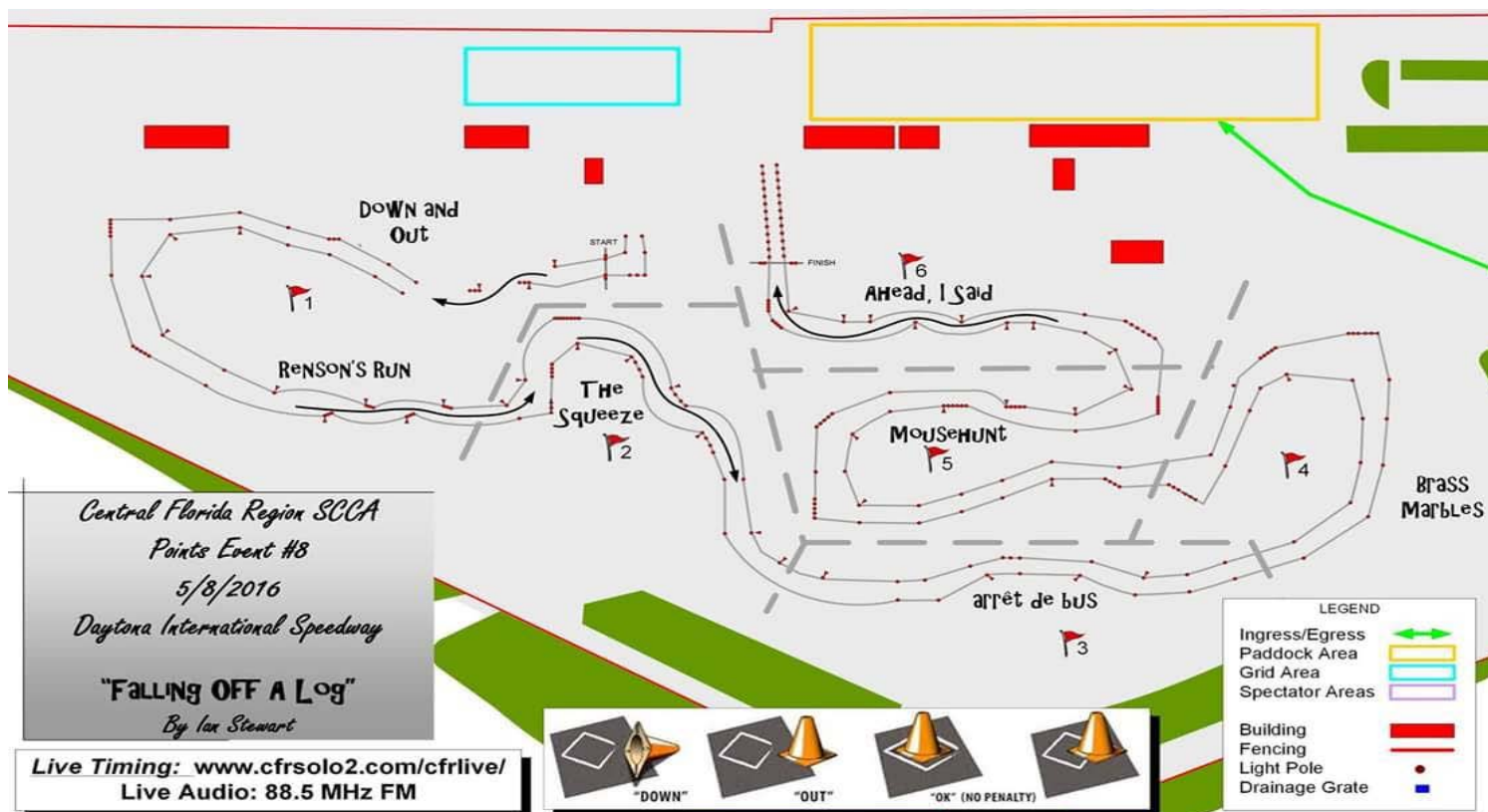
No surprise in having the STX crew show up with 11 entries. PAX winner 1 STX Ian Stewart took first with 180 STX Mike King running right behind him by .028. ES was next up with 8 entries and the return of FastPhil Currin in his MR2 Spyder taking the win with a time of 70.463.

FS and HS were next up with the entry numbers of 7 each. It was 85 FS Brian Myers who took the win with his time of 71.314. Then it was 7 HS Robert Palmblad in the Fiesta ST that his dad purchased from him taking the win with a time of 72.748 and 57 HS Martin Wilson right behind him for second place.

Check out YouTube with some key search words like SCCA Autocross Daytona 2016 or just type in my name Angela Carlascio to see some (slower) video.

Again a very strong and warm Thank You from so many of us for making this event happen. I'm autocross hungover with feelings of a Nationals event behind me. That says a lot and sums up so many of the words that are going through my head.

For event schedule and results check out www.cfrsolo2.com.





RallyCross #1 Attracts Record Field

by Paul Troup

Photos by Abbey Callaway, RallyGirl Photography

The Central Florida Region RallyCross program got off to a great start April 9 at Port St Lucie Fairgrounds. A record number of drivers (35) drove two challenging courses during the day.

We welcomed familiar faces and new enthusiasts with a variety of cars both old and new.

On the new side, James Brown and Olin Hershberger dropped by a rental car facility and ran some hot laps in a 2016 Mercedes CLA45 AMG rental car.



They decided to skip the afternoon session due to some strange “wear” on the tires.

David Kincaid, last year's CFR Champion in Prepared Rear Wheel Drive was back running some quick times in his BMW 325i. David also helped with the new timing equipment and computer system.



Grant Wall also brought a BMW to the event-a 3i8i that competed in the Modified Rear Wheel drive class



Two pick up trucks joined the festivities, both Ford Rangers. Kevin Guevara was in “stealth” mode with his ride while Andy Surprenant let everyone know #42 was ready to bite...



On the subject of “bite,” knocking over a cone will “bite” your time-it adds 2 seconds to the total time. Alan Rodriguez had a few cone kills in the early going and for his last run put the hammer down hard. Note his right front wheel...



As the dust got more pronounced the all wheel drive cars stirred up some significant clouds. Mitsubishi driver Donald Vaughn was all but invisible during his run.



Carlos Filipe was last years CFR Modified Front Wheel Drive Champion and returned with his 2003 Peugeot to begin his title defense. His car runs near the rev limiter for the entire course.



Thanks to a new timing system we were able to reward class winners at day's end:

| | |
|----------------------------|---------------------------------|
| Stock Front Wheel Drive | Travis Ouellette |
| Stock Rear Wheel Drive | Cody Maitland (beat his Dad) |
| Stock All Wheel Drive | Logan Binnix |
| Prepared Front Wheel Drive | Dan Stumpfhauser |
| Prepared Rear Wheel Drive | David Kincaid |
| Prepared All Wheel Drive | Ken Little |
| Modified Front Wheel Drive | Carlos Filipe |
| Modified Rear Wheel Drive | John Lambert |
| Modified All Wheel Drive | Richard Lawrence |

The fastest time of the day was Richard Lawrence.

Thanks to Jimmy Callaway recording times, Abbey Callaway taking great photos, Patti Socher managing registration and Chas Dawson handling Tech we can declare this event a success!



RallyCross Trailer Gets a New Look

Talented CFR members Abbey Callaway and Benny Gomez collaborated to endow the RallyCross trailer with outstanding graphics. Abbey is a graphic designer – when she wasn't on the RX course winning the stock all wheel drive class last year she was creating a RallyCross t-shirt for the Central Florida Region.

Benny Gomez owns SBC Signworks in Tampa. His team took Abbey's design and created a wrap for the RallyCross Trailer. We followed the installation on a beautiful Florida day...



Benny has already prepared the surface and positioned the piece. Here he is removing the protective cover.

The construction of the trailer does not make the installation easy. All the air bubbles need to be removed, and those big rivets don't help. Benny uses a “rivet brush” to ensure a good fit around each one.



Presto! The passenger side of the trailer is finished. To complete the look Benny did the driver side as well...



Some New Winners at RallyCross 2

by Paul Troup

Photos by Abbey Callaway, RallyGirl Photography

Port St Lucie was the site for the second CFR RallyCross event of the season. Two entirely different courses presented challenges for the drivers, and fun was had by all.



Phillip Barone had a good day in his Toyota MR2 winning the Prepared Rear Wheel Drive class.



Proving that "age and treachery will overcome youth and enthusiasm" John Maitland out drove son Cody at this event and placed second in Stock Rear wheel Drive.



On the subject of age, perhaps the oldest car at the event belonged to John Layzell. His bug may not have been the fastest but he finished all the runs and took a second place in Modified Rear Wheel Drive Class.



After winning Stock All Wheel Drive in 2015, our photographer Abbey Callaway switched cars and classes to a Miata. A leaking tire forced some creative rim selection which impacted Abbey's times.



Off the showroom floor and out to the course came Tony Brizzolara in a 2016 BMW 328. Not only did Tony win Stock Rear Wheel Drive he demonstrated that the roof, trunk lid and hood were good for bringing cones back to the trailer when the event was over...



The winners for the day gathered in front of the RallyCross trailer for a group photo after the awards ceremony.

Thanks to Larry Morgan and Ash Rovecamp for their help in Tech, Registration, and Timing.



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1500 cc Honda parts. 4 into 1 header \$100; complete short block \$200; Webcam cam \$75; Moroso pan \$125; competition head \$100. Contact Earl Clemenson 239-898-2736, email itcman@comcast.net(1)



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