

# The Checker

Official Publication of the  
Central Florida Region  
Sports Car Club of America  
Volume 58, Issue 5  
June 2016

## June Bug Dash



## Bill Stewart Scores Group & 2 SPO Wins



## Brooksville SOLO Coverage Inside



# Which way?



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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 **Beef O’Brady’s** 2471 N McMullen Booth Rd., Clearwater, FL 33759- Corner of Enterprise & McMullen Booth Rd., across from the Publix Shopping Center

**District 2** – 4th Wednesday of each month except December – 7:00 pm at **Perkins Restaurant**, 5002 E Fowler Ave, Tampa, FL 33617

**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:** Alacuja, Bradford, Citrus, Dixie, Gilchrist, Hamilton, Hernando, Jefferson, Lafayette, Levy, Madison, Marion, Sumter, Suwanee, Taylor and Union Counties.

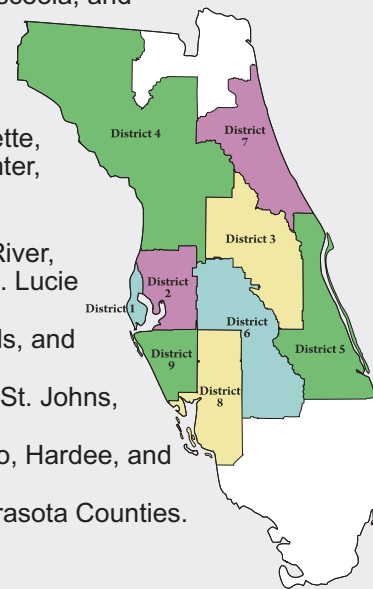
**District 5:** Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties.

**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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Send ads, articles and photographs to:

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### Address Changes:

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

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

Cover Photos: Kevin Crain  
Tane Hapu



# Event Schedule

For CFR and Surrounding Regions

## June 2016

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

## July 2016

23-24	<b>Bracket Enduro</b> <i>Sebring Short Course, Green Park Paddock</i>	SIR
24	<b>SOLO</b> <i>Deland</i>	

## August 2016

5	<b>Test Day/PDX</b> <i>CFR Test Day, Daytona Road Course</i>	DIS
6-7	<b>Florida Cup/Double SARRC</b> <i>Daytona Road Course</i>	DIS
6-7	<b>SOLO</b> <i>Brooksville, 6th Test 'n Tune, 7th Points</i>	
27	<b>RallyCross</b> <i>St. Lucie Fairgrounds</i>	
27-28	<b>SOLO</b> <i>Orange County Convention Center, Orlando 27th Practice, 28th Points</i>	

## September 2016

2	<b>Test Day</b> <i>Sebring Long Course, Conducted by SIR</i>	SIR
3-4	<b>Regional/TES&amp;ECR Enduro/Vintage/PDX</b> <i>Sebring Long Course, 12 Hour Paddock</i>	SIR
16	<b>CFR Test Day/PDX</b> <i>Daytona Road Course</i>	DIS
17-18	<b>Regional/TES&amp;ECR Enduro</b> <i>Daytona Road Course</i>	DIS
17	<b>Tire Rack Street Survival School</b> <i>Daytona</i>	DIS
18	<b>SOLO</b> <i>Daytona, Points Event</i>	

## October 2016

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

# 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:

- July 26, 2016
- August 10, 2016
- September 6, 2016
- September 19, 2016
- October 17, 2016

# District Meetings

## District 3

Gov. Robin Ragaglia chaired the June meeting for District 3 at Logan's Roadhouse. As is often the case, our meeting followed a weekend of CFR activity; however, we still had 21 stalwarts attending.

Art Trier reported that the Brooksville Solo had 53 entrants. Their fields are increasing at every event. The Florida Cup/Double SARRC/Vintage/PDX held June 11-12 at Sebring saw 145 cars for the races and 31 for PDX. Given all the rain the previous week, things were a tad soggy in Green Park. Our Flat Tow Mafia crew not only handled tows on track but were called for extra duty extricating some participants from the Sebring 'swamp'.

Sprinkles and clouds on Saturday, nothing but sun, heat and humidity on Sunday...a reminder to us all to use sunscreen and hydrate, hydrate, hydrate! Our Saturday evening social was held in the Legends building in the 12 Hour Paddock. No complaints from anyone on the libations, food and especially sitting in the AC!

Reporting for RallyX activities, Chris Pinkert said they have held two events so far this year (35 and 34 entries) but have an agreement with the site at Ft. Pierce/St. Lucie for the next 7 events. Nineteen participants are already signed up for the next 'fun run in the dirt'.

Gov. Robin discussed the agenda for the upcoming BOG to be held in Bradenton, Saturday, June 18. Beside the regular reports, next year's budget is presented for approval; the RE, Ass't. RE, Secretary and Treasurer are elected and there are old and new business items to be discussed. It promises to be a long day.

The July 23-24 weekend will be a Bracket Enduro (alternative driving school) and will offer activity for Vintage, TES, PDX each day and track time for the bracket enduro/drivers' school entrants on Saturday. There are no school sessions scheduled for Sunday. We'll be on the short course at Sebring paddocking again in Green Park.

## Upcoming Events:

August 5	CFR Test Day/PDX	Daytona
August 6-7	Florida Cup/Double SARRC	Daytona
August 27	RallyCross	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

## Missing *The Checker*, Meeting Notices, CFR Communications, Ballots, etc. or know someone who is????

Maybe your contact information isn't up-to-date on the SCCA National Website. CFR cannot make changes to member information.....that's YOUR responsibility.

### Here's what you need to do:

1. Go to the SCCA website (scca.com)
2. Login with your member number and password or set up your new account.
3. Make sure all your information (mailing address, email address, phone number) is correct.

See How Simple? Now.....

**GO DO IT!!!.....**

**PLEASE AND THANK YOU!**

Fran Martin  
CFR Club Secretary



# 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!



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## ***Workers Wanted***

**Drivers** - Fill that down time by assisting those who work to maintain a fun, safe racing environment!

**Club Members** - Get involved today! Your help is needed to keep CFR the Premier Club Racing Program in the US.

Contact Dana Deshong for more information: 813-689-7662 • [ddeshong1@verizon.net](mailto:ddeshong1@verizon.net)

# Let's Talk Brooksville

by Angela Carlascio

photos by Tane Hapu

Let's talk about the Hernando County Airport in Brooksville, FL. A site that has seen World War II Bombers land there. A site that still has active military as we witnessed a helicopter pilot pickup and move cargo from one side of the airfield to the other. And me watching them hoping that the load was secure because optically it looked like they were flying the cargo over my car ... yeah, that will make you hold your breath.

A site that by order of Homeland Security we have to preregister for and the reason, the DoD can still make the runway we run on active and available for emergency equipment. Which, to my memory, has not happened.

The abandoned runway we use is concrete and for all the action that it sees its in pretty good shape. It actually still drains pretty well when it does that unfortunate "R" word. So where am I going with all this? Well this article is about the last 3 events we have held there. Those events were 17 April, 22 May and 5 June. All three event dates were nice and dry as the rain held until we started packing up.

Not much can be done for course design when using a runway when you think about it. It's down one way, turn around and then come back up the other. Yet look at the pattern of cones in the pictures included in this article, it can get pretty crazy out there. There are a mix of elements to keep you moving. The question is where does the challenge come in? Where does showing up have the seat time pay off? Well, the answer is in the course design.



Looking down the line of cones it does seem like a "sea of cones" the trick is to find the sections and then link them together. Behind #194 GS Trevor Renson 2010 Mazda Speed 3 lays a series of thread the need type offsets.



#91 SMF Angela Carlascio lifts JC's back passenger side tire off the ground as she turns him in for the next element. Hoosier A7's and Brooksville concrete ... a good match.

#85 FS Brian Myers designs a majority of the courses that we run on here. His challenge is to make sure we aren't running the same course event after event and with monthly events that has to be a challenge. Brian correct me if I am wrong, but didn't one of your course designs end up looking like a Robot? At least on paper? Anyway. In the past 3 events we have seen courses where the first was open and fast, the second was technical – in other words you better keep the wheel turning if you want to keep that foot down and to keep that foot down you better be lined up and don't you dare get throttle happy because there will be a price and it will be paid, and finally June's course was a bit more open but still technical. Brian came in and said something to the tune of, if you have a skinny car you should be fine. By the way, he drives a Mustang. So I'm guessing he meant his car wasn't skinny? Either way this is basically what this site boils down to, how fast will the cars dare themselves to go.



What a great group shot of drivers waiting to take on the course. New comer #89 SMF driver Alejandro Rivera (pictured in gray) looks at his car. Alejandro came into SMF after putting back in the rear interior panels in his 1989 Honda Civic coupe. He's making improvements to the car as he learns how he wants the car to feel out on course.





The E Street class has been going strong and here is picture proof that Mazda is the owner of the class. #7 ES Scott Schwartz (not pictured) has been working hard to beat #4 ES Kevin Bonitz (pictured) and at the 5 June event he finally topped the ES class not only with the win but he was the only one to break the 37's. And he did it clean, nice job Scott.

When you think about it, and compare a larger open area like the Daytona backlot that we ran in May, wasn't that really a bunch of go down this way, turn around come back up that way and then turn and go this way to get over to the finish? So, for me, in my thinking, the elements we run on a runway course are critical in how we can improve our skills on a larger course. Because those elements will be there but the areas that tie to the next will require more speed. In the end, it's all in the control. Slow In and Fast Out? Fast In and Slow Out? The choices are ours.



#13 Cam-C Roger Averill takes the weight off the back suspension as he applies the brakes and puts the nose down to take on the upcoming element. We see this Cam class driver is constantly working to improve his 1996 Ford Mustang from his posts in 321 Motorsports Mafia on Facebook; keep it up.

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

The #44 Cam-T black beauty of Ed Machlak has been traveling the country as of late taking on the cones. Ed participated in the Cars n Cones event and recently went to the DC National Tour. The 1969 Chevy Camaro sounds as beautiful as it looks. In the back ground we have another great group shot of drivers talking about the course. In this sport the effort to help each other go faster is not unheard of.



Speaking of black beauties check out #101 SMF Jeremie Maldonado 1999 Honda Civic. SMF enjoyed 5 entries at the 22 May event. That's a first for Brooksville. Thanks to the whole crew that came out from Orlando, we hope to see you guys again soon. Their cars are always impeccable. #21 Matt Griffin, you were missed as you would have been the sole non-Honda entry.



#98 FS Steve Marcum has been working hard to get this 2015 Cadillac ATS to work the cones like his prior cars and at the 5 June event the car finally submitted. Steve was able to top #85 FS Brian Myers by .001 of a second to take 3<sup>rd</sup> place behind Brian's car which was being co-drive by Nick and Caitlin Dunlap that day. This car is amazing to watch out on course as those magnetic shocks really do take down a large amount of body roll that one would expect to see for a car this size.



# June Bug Dash 2016

by Kevin Crain

Photos by Kevin Crain

The kiddos are out of school and the temperatures are only being rivaled by the humidity so it must be time for the June Bug Dash! Only four short months ago we were in Sebring for Club Racing and we had to deal with temperatures in the mid 70s and sunny weather. Oh to have to put up with that now!

I arrived at the Bill Martin Center at the CFR Compound to find several inches of water surrounding the building. This was of course after pulling my trailer through a small pond just to get to the building. Conditions were probably better suited for a RallyCross event. The skies opened up earlier Friday afternoon pouring onto already saturated grounds causing the Test Day the folks at Sebring International Raceway were trying to conduct to be ended early.

The June Bug Dash is run on the Club (short) Course and paddocking was in Green Park which makes it worthwhile to get in early to claim a piece of higher ground...

The sun set, the rains tapered off, and we awoke Saturday morning to a beautiful, sticky morning. This was the first SARRC event in CFR for 2016 which I thought might've bumped the competitor counts up a bit, but maybe some decided to not make the trip due to all the rain we'd been having for the couple of weeks leading up to this weekend. As things turned out, the rains popped all around us but didn't interfere the rest of the weekend.



Short Course Turn 11. Necessity is the mother of invention. Hot sticky day? Create your own wind! Smart, very smart...

The racing surface was primarily dry except for a little stretch between the drive-over and walk-over bridges between short course turns 9 and 10 where the swamp waters still lurked on driver's right. Practice sessions began promptly at 8 a.m. led by the big bore group and we're back at it.

Saturday saw 10 minute practice sessions for each of eight groups including the Vintage Racers here this weekend, followed by qualifying sessions and mixed in amongst that, the PDX group was also here running sessions on the short course, something for everyone. Groups 3 and 4 were the open-wheelers and they were combined for the practice and qualifying sessions, but when it came time to race they ran in separate groups due to the short course and the speed differentials between say a Formula Atlantic car versus a Formula Vee.



PDX Chief Steward, Art Trier, (center) taking care of business.

After the lunch break groups 5-8 ran qualifying sessions and the first 20 minute Sprint race took the green flag at about 3:30. Group 1 was the Big Bore group and 15 cars in six classes hit the circuit. Cocoa's Austin Armellin who qualified third would quickly work to the front and completed 17 laps in the allotted time taking the Group win and also setting a new track record for ASR in the #26 Shelby Can-Am of 1:10.255 or 87.11 MPH on his way to a comfortable 42 second victory over GT2 winner, Michael Smellie in the #8 Mazda RX7.

Michael Seay in the #10 Chevy Camaro would take the GT1 victory and 4th overall. Bill Stewart in the #76





Stewards, Capt. John Anderson, Joe Gandy and Herb Shipp take their work very seriously...

Porsche 996 led a field of five SPO competitors for the win and fifth overall. Travis Floyd drove the #124 Ford Mustang to ninth overall and the American Sedan victory by 2.5 seconds over Collins Barber in the #55 Chevy Camaro. Paul Troup drove the #98 Chevy Camaro to the ITO win beating Chris DiMarco to the checkered flag by 2.7 seconds.

Group 2 was the Spec Miata group and 28 cars would take the green flag going four wide into the hard right turn at turn 2 - and they all made it through. These guys always put on a good show and today was no exception. The front four or five draft and push each other trading leads along the way. After 15 laps it was Jeffrey Labounty in the #5 Miata taking the Group and SM win by .147 seconds over Cory Collum in the #23 Miata. Nick Malatesta in the #56 Miata would finish third and John Davison in the #10 Miata would finish fourth. David Johnson in the #33 Miata would finish 5th overall but took the SMSE victory over John Wilding in the #126 Miata by .609 seconds.



Janet Harhay overseeing command and control of timing and scoring.

A PDX session ended the day and it was off to the "picnic." Traditionally CFR has hosted a picnic, most recently poolside at the Kennilworth in Sebring. This year, it was moved at the last minute to the Legends Building, which is also where lunches were being served this weekend. The event was nice in that everyone could get indoors out of the heat and humidity and enjoy some good food and beverages while discussing the days events. I pondered the day as well and realized that this was the first day of racing that there were no incidents on track requiring anything more than a flat tow...



Elizabeth Offut and Bonnie McKee serving at the social. These ladies always seem to be having fun.

Back at it on Sunday and the rains continued to evade us, although a little fog crept in with the sunrise, and then quickly lifted. 14 races on the docket...

Group 3 brought the lower speed open-wheelers to the track comprising of FV, FF and F500 competitors. Carl Dassinger led all to the group and FV win in the #53 Predator P3 completing 15 laps and finishing with a comfortable 51 second margin of victory over Peter Cheamitru in the #18 Splinkie. David Pope drove the #98 FF Van Diemen to the class win and set a new track record lap of 1:21.026 or 75.53 MPH. Zachary Crowder of Youngstown, FL took the F500 victory.

Group 4 was up next and saw the higher speed open-wheelers take the green flag. Pole sitter, William Wald, in the #03 FA Mazda Pro Formula and Donald



Boughan in the #57 FA Van Diemen Rfoo led the field to green and ... remember what I said about the day before when not a wrecker, ambulance or flat bed had seen any track time? An incident in turn 2 brought out the yellows and the rescue vehicles and the Safety car. Everyone was alright, but cleanup shortened this race down to 12 completed laps.

Wald and Boughan put on quite a show in the front once we were back green and Wald would hold off Boughan for the group and FA win by .383 seconds. John Herscher in the #0 Van Diemen Rfoi would take third overall and score the FC win over a field of six competitors, finishing .779 seconds ahead of Justin Gordon. Michael Strasser in the #35 Star Mazda Sportsracer took fifth overall and the P2 victory over a field of three.

Group 5 saw 25 cars in three classes take the green with pole sitter Richard Gallup in the ITS #10 Mazda RX7 and Barry Burgoon in the ITA #71 Mazda Miata leading the field. Gallup would complete 15 laps to take the overall win by .865 seconds over Jeffrey Labounty in the #5 ITS Miata. Burgoon would take fifth overall and the ITA win by .766 seconds over Pete Burris-Meyer in the #02 Miata. Lon Carey in the #17 Mazda RX7 would take the IT7 victory over a field of six drivers.

Group 6 saw 24 drivers in five classes led to the green flag by pole sitter, Lee Hill in the #72 SRF3 next to Todd Vanacore in the #119 SRF3. This group also saw an incident in turn 2 which again brought out the safety crews. Once we were back underway it was Hill and Vanacore battling in the front. Hill would set a new track record of 1:15.069 or 81.52 MPH but it was Vanacore who would take the win at the checkered flag by .051 seconds over Hill with Stuart Mullan in the #44 SRF3 taking third.

Ken Marino in the #4 SRF was victorious over a field of seven finishing sixth overall. Ed Barr drove the #157 Subaru BRZ to the T4 win with an eighth overall finish. Mike McCormick in the #23 VW Jetta took the ITB by 2.5 seconds over Manny Forteza and Bill McCoin in the #16 Ford Fiesta finished ahead of Miki Moerwald by about the same margin for the ITC win.



BOG Chairman Mike Wingo discussing Grid procedures with Grid Chief, Sammi Ronshausen and Lyn Watts.

Group 7 was the Vintage group and Michael Williamson brought the field to the start. Pole Sitter, Norman Fucini did not make the start. Williamson led the way and would take the victory after 10 laps - the race was stopped early as a driver who had pulled off the track adjacent to pit out had momentarily lost consciousness - perhaps heat related, and the field was checkered early to allow safety crews to respond. The driver would be fine.



Albert Carr in the #22 Austin Healey Sprite leading the Vintage Group down pit road.

The final Sprint Race brought Group 8, 21 drivers in six classes, to the start with overall pole sitter, Dave Karably in the #55 EP BMW Z3 next to Charlie Lowrance in the #50 STU Mazda Miata. Lowrance would set a new track record for STU posting a 1:17.981 or 78.48 MPH and would notch the overall win over Karably who finished second overall in another incident shortened session. Third overall was Michael Lewis in the #149 Acura Integra who took the FP win over Don Ahrens in the #61 Miata. Alan Hulse II took the HP win in the #37 VW Carbriolet and John Davison would score the STL win and seventh overall in the #10 Miata Wayne Butler in the #22 Chevrolet Pro Challenge took the SPU victory.

The Feature Races, 30 minute allotted time, began with Group 1 returning to the track. Bill Stewart must've tweaked a few things on the #76 Porsche since Saturday's Sprint race as he would move through the field from his fifth starting position to take the Group and SPO win. Smellie would repeat the GT2 victory and again finished second overall. Andrew Wilkin drove the #65 Ford Mustang to fourth overall and the AS victory recovering from the mechanical issues the day before. ITO driver Troup, ASR driver Armellini and GT1 driver Seay recorded their second victories of the weekend.



Andrew Wilkin looks like a yellow mustard guy. No grey poupon here! Wilkin takes AS win in the Feature Race.

Group 2, Miata time! Again, always tight racing with this group and this time it was Collum edging out Labounty by a whopping .576 seconds with Davison just .847 seconds behind Labounty for third, completing 23 laps. Johnson and Wilding again finished 1-2 in the SMSE class.



As the smoke was subsiding, Kent Hoffman in the #64 was getting his Miata turned back around race direction in turn 2 while Marc Kinley makes it by on the inside on Saturday.

Group 3, first on the track on Sunday morning, returned first after the lunch break for their second race. The class winners repeated but overall finishing changed. Zacary Crowder worked the bugs out and took the overall win in the #100 Qre F500 finishing a very comfortable one minute plus margin over David Pope, FF winner, who was having a great day shaving .245 seconds off his own track record set a few hours earlier. Dassinger notched his second FV win.

Group 4 returned with just 75% of the field from the morning Sprint race. Wald repeated the group and FA win completing 26 laps and finished 19 seconds ahead of repeat FC winner, John Herscher, who moved up to second overall. Strasser repeated as the P2 victor.

Group 5 saw 20 competitors take the green and Barry Burgoon would repeat his ITA victory but improved from fifth overall in the Sprint to take the Group win finishing nearly six seconds ahead of ITS winner, Charlie Lowrance in the #50 Miata who improved from his third place ITS finish earlier. Lon Carey would take his second IT7 win of the day.

Group 6 returned and Vanacore wasn't satisfied with just another win - he shaved .035 seconds off of Lee





Scrutineering real hard... Tech department discussing proper methods of post-race inspection procedures.

Hill's short-lived track record as well. Mick Robinson in the #75 SRF3 improved from fifth in the Sprint to second in the feature nearly seven seconds behind Vanacore. Hill would finish third. Bill Ladoniczki in the #18 SRF who finished second by .361 seconds improved to take the SRF win over Marino by 38 seconds and fifth overall. Ed Barr repeated in T4 but also established a new track record of 1:21.238 or 75.33 MPH.

Mike McCormick repeated with the ITB win. Mike Moerwald avenged her second place finish in the Sprint race to take the ITC win over McCoin by .838 seconds.

The Vintage group brought back just three competitors for their second race and it was Dale

LaGasse in the #167 Lotus Elan completing 14 laps in the allotted 20 minutes for the win. Albert Carr drove the #22 Austin Healey Sprite to second and Harvey Lewis drove the #17 Datsun 510 took third.

The final race of the day brought 16 drivers in six classes back to take the green flag. Michael Lewis again won the FP class but improved from third overall to take the group win completing 23 laps with a nearly 30 second margin of victory over Don Ahrens. Mitchell Maulfair improved to take the EP win in the #187 Porsche 944S and third overall finishing nearly 5 seconds ahead of Jake Warner driving the #117 Mazda Miata to the STL win over Brian McGreevy.

Dana Deshong, Race Board Chairman, was seen working on the #111 Honda Prelude Sunday afternoon and it paid off as he would take the STU victory and sixth overall. Seventh overall was Wayne Butler who repeated with the SPU win. Gerald Wilcox notched a win in the #144 HP VW Gti, improving from his second place finish in the Sprint.

And thus concluded the 2016 Edition of The June Bug Dash. As it turned out, the weather cooperated as we didn't have to deal with any more rain. The Flat Tow Mafia was busy on Saturday pulling cars with minor electrical and other issues, didn't do much on Sunday, except assisted some who found that the water soaked Green Park tended to absorb trailers parked in one place for too long. The racing was good and those who maybe put too much credence in the weather forecast missed out on a pretty good weekend. See ya' next time!



Dave Langston bought a new truck and broke it in flat towing Austin Armellini from the walkover bridge between turns 9 and 10. Now he gets to buy the FTM ice cream at the next event. Ask him why the next time you see him.



# Scenes from Green Park



Doc Stan Hallock changing out tires.



PDXers staging on grid.



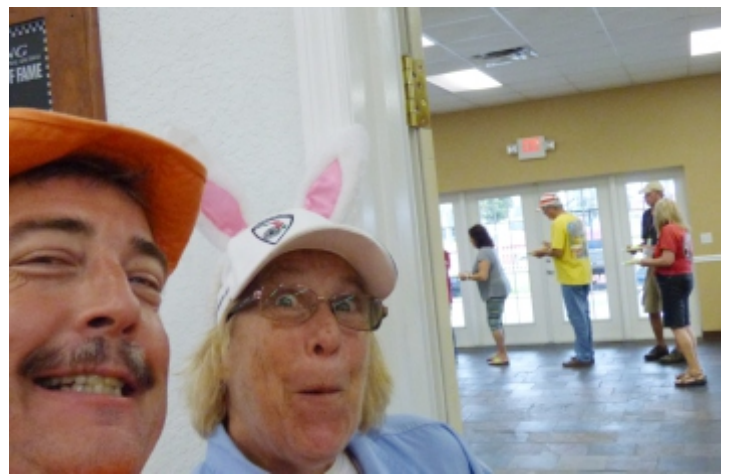
Boughan "garage."



Team Burgoon enjoying some lunch.  
Car ready to chew up the track.



Nicole Hecker "supervising" Randy (dad) Hecker on brake diagnosis and repairs.



Grid Bunny Lyn Watts teaching me how to take a selfie.  
Need some practice on centering the image...



# A “Boggy Day” for RallyCross #3

Photos by Abbey Callaway  
RallyGirl Photography

by Paul Troup

After a week of frequent storms the faithful gathered at Port St Lucie for Round 3 of CFR RallyCross. Mother Nature spared us rain during the event, but setting up a course proved challenging as there was standing water on parts of the property.

“Run what ya brung” has always been a RallyCross feature; in the past this has frequently meant a rental car. At this event we were pleased to welcome Ariezel Maldonado and Eric Rivera co-driving a “rental” Toyota Yaris.



After shedding some fender liners the duo overcame missed gates to finish first and second in Stock Front Wheel Drive.

Traction was obviously an issue, so keeping the cones upright was a challenge. Felix Dunker hit 4 during his 6 runs but still managed to post the best total time of the day and win the Modified All Wheel Drive category in his Subaru WRX.



RallyCross regular Olivier Laurent also battled the cones, taking out 3 during the day. However, he had a clean run that was the fastest of the day, which helped him emerge victorious in Prepared All Wheel Drive with his WRX...



Chris Pinkert and James Callaway co-drove Jimmy's Subaru Impreza to a 1-2 finish in Stock All Wheel Drive. Jimmy and wife Abbey are responsible for the excellent action photos in this article.







The Brothers Schwersenska have been improving their times at each RallyCross event with their Beetle. Brother Jay had 6 clean runs to finish third in Stock Front Wheel Drive. After shedding some fender liners the duo overcame missed gates to finish first and second in Stock Front Wheel Drive.

Another “new” entry was the RallyCaddy driven by Paul Troup. His day was cut short due to a missing skid plate so the street tires went back on the car before its trip to the car wash...



A special thanks to Patti Socher and Ash Rovecamp for their help with registration, tech and timing/scoring.



After a great day of racing the cones were returned to the trailer and the victors posed for a group photo. Congratulations-see you all in August!



# 2016 CFR Regional Points

Class	Name	Total	Class	Name	Total	Class	Name	Total
AS	COLLINS BARBER	148	FV	CARL DASSINGER	150	ITA	BARRY BURGOON	200
AS	ANDREW WILKIN	125	FV	MIKE SCHIFFER	113	ITA	PETER BURRIS-MEYER	144
AS	TRAVIS FLODY	68	FV	PETER CHEAMITRU	94	ITA	STEVE ELICATI	133
AS	MICHAEL ALBANO	39	FV	HARRY SCHNEIDER	76	ITA	ERNEST TAYLOR	81
AS	CATHY BURNETTE	35	FV	HARRY BRADLEY	35	ITA	KENNETH TAYLOR	69
			FV	JOHN FUCHS	21	ITA	CALLUM HAY	60
ASR	AUSTIN ARMELLINI	75				ITA	TODD BURAS	39
			GT1	MICHAEL SEAY	100	ITA	STEVE KNOB	36
EP	NICOLE HECKER	114	GT1	MITCHELL GELTZ	25	ITA	ROBERT (ROBIN) LANGLOTZ	36
EP	MITCHELL MAULFAIR	109	GT1	JAMES KENNY	25	ITA	GARRETT RICHARDSON	36
EP	DARRYL PRITCHETT	75	GT1	STEVE KENNY	21	ITA	SAMUEL LECHTNER	31
EP	DAVID HUSSEY	50	GT1	RAYMOND WEBB	21	ITA	PAUL MCNAMARA	25
EP	JIM IRVIN	50	GT1	MICHAEL KERN	18	ITA	DAVID ROSCKOWFF	25
EP	JOHN CARSON	32	GT1	JOHN SCHALLER	18	ITA	FRANK SHANABERGER	25
EP	EDDIE MEADOWS	30				ITA	JAMES SMITH	25
EP	DAVE KARABLY	25	GT2	SID COLLINS	84	ITA	JOHN MASSE	24
EP	BUDDY HENDRICKS	17	GT2	RODNEY WILLIAMSON	42	ITA	BOB BURRIS	22
EP	KIMBERLEE HENDRICKS	15	GT2	PHIL LASCO	39	ITA	LUIS PEQUITO	18
EP	CHARLES WICHT	14	GT2	MARK STRONG	36	ITA	PHILIP ADAMS	17
			GT2	CONOR FLYNN	34	ITA	JANET MARNANE	16
F500	CHARLES THOMSON	25	GT2	TERRY TAYLOR	34	ITA	PAUL SCHWEMMER	16
			GT2	JOHN MADDOX	31	ITA	ROBERT P LOGSDON	11
FA	WILLIAM WALD	142	GT2	MARK GRIFFITH	29	ITA	ERIC SERVICK	9
FA	DONALD BOUGHAN	21	GT2	RYAN GIDDINGS	16			
						ITB	MIKE MCCORMICK	146
FB	WILLIAM FALATICK	96	GT3	BILL MCGAVIC	100	ITB	DAVID ELLIS-BROWN	134
FB	PATRICK BENNETTS	71	GT3	DOUG LAWHORN	50	ITB	MANNY FORTEZA	103
			GT3	WILLIAM CARSON	42	ITB	PETER MCCORMICK	70
FC	LINDA STEWART	119				ITB	JOSH BALDWIN	65
FC	JOHN HERSCHER	100	GTA	VERN SMITH	89	ITB	JIM BALDWIN	64
FC	STAN HALLOCK	78	GTA	LARRY CORWIN	78	ITB	CHARLES O'TOOLE	52
FC	LYN POLLOCK	69	GTA	CHAD JORGENSEN	59	ITB	MATTHEW SIMMONS	51
FC	TIM MONTEPELIER JR	42	GTA	GARY BURNETTE	39	ITB	DAVID TILL	48
						ITB	MICHAEL HORN	47
FE	THOMAS GREEN	42	GTL	JAMES KNEELAND	92	ITB	STEVE GRANT	35
FE	TILDEN KINLAW	34	GTL	MICKEY THOMPSON	50	ITB	DAVID BOLES	25
FE	KENNETH WELD	31	GTL	JEROLD LARSON	46	ITB	TAD BOWLING	23
						ITB	EDWIN PRADO	21
FF	JOHN SCHIMENTI	109	HP	MIKE OGREN	96	ITB	MICHAEL ULBRIK	10
FF	ANNA SCHIMENTI	105	HP	GERALD WILCOX	81	ITB	WILLIAM YATES	9
FF	DAVID POPE	63	HP	MEREDYDD FRANCKE	64	ITB	PAUL MCCORMICK	7
FF	ROELOF BLOK	46	HP	BOB HESS	57			
FF	DUKE WALDROP	39	HP	W GRIFFIN	50	ITC	MIKI MOERWALD	96
FF	JOHN ROBINSON II	25	HP	LOUIS BOUSTANI	46	ITC	BILL MCCOIN	88
			HP	KERRY FOOTE	38	ITC	MARK BRACKETT	68
FM	CARSON WEEDER	100	HP	JOHN KISH	38	ITC	JIM WAECHTER	42
			HP	TIM SLATER	35	ITC	STEVE DAVIS	35
FP	LOU ANN KAPCIN	71	HP	DONN HOBBS	34	ITC	SCOTT LARSON	34
FP	DON AHRENS	42	HP	ALAN HULSE II	25	ITC	WILLIAM EGAN	32
FP	F CHRIS MARCHAND	36	HP	DON LOFTIS	16	ITC	B H (BARRIE) BATCHIN	15
FP	LARRY BOYLAN	35	HP	JAMES ZIRKEL	15			
FP	JAMES HOPKINS	21				ITO	PAUL TROUP	100
FP	GLENN CAMERON	17	IT7	ERIC MOYE	142	ITO	CHRIS DI MARCO	42
			IT7	BRIAN MOYE	113			
FST	ANDRES MAMONTOFF	25	IT7	LON CAREY	100			
			IT7	DAVID MOYE	81			
			IT7	BOB EATON	73			
			IT7	MICAL FOUNTAIN	39			
			IT7	JERMAINE WALTERS	33			

# Championship

Submitted by Lyn Hodges Watts

Class	Name	Total	Class	Name	Total	Class	Name	Total
ITR	RALPH RADHAY	92	SM	CORY COLLUM	132	SRF	JOSE ROSADO	100
ITR	JOHN MADDOX	50	SM	JOHN DAVISON	110	SRF	KEN MARINO	93
ITR	DONALD SIMMONS	36	SM	JOHN CARTER	96	SRF	B DOUG MEAD	74
ITR	MARK NASRALLAH	17	SM	SELIN M ROLLAN	85	SRF	BILL LADONICZKI	71
ITS	CHARLIE LOWRANCE	147	SM	JEFF LABOUNTY	63	SRF	CASEY MCKIBBEN	50
ITS	ROB LANGLEY	117	SM	WESLEY SAUNDERS	63	SRF	TOM PANAGGIO	50
ITS	KEITH GOLDIN	96	SM	PRESTON PARDUS	61	SRF	TODD HALL	38
ITS	JOHN CARTER	87	SM	ADREN HANCE III	45	SRF	STEVE LADONICZKI	38
ITS	RICHARD GALLUP	87	SM	STEVE MURRAY	44	SRF	BILL CULLEN	35
ITS	MANNY SIMOES	85	SM	JAMIE TUCKER	43	SRF	JIM ROSA	32
ITS	MARC DANA	46	SM	GARY FRIERSON	41	SRF	PATRICK WINKELMAN	29
ITS	CLIFFORD RHOADES	42	SM	SCOTT LAWRENCE	37	SRF	ROBERT PLEISCHL	22
ITS	SCOTT RICHARDS	42	SM	TODD BURAS	28	SRF3	TODD VANACORE	180
ITS	SCOTT LAWRENCE	41	SM	CHRIS MASON	25	SRF3	LEE HILL	114
ITS	STEVE GOLDIN	37	SM	KEVIN FARRELL	18	SRF3	STUART MULLAN	101
ITS	JASON DAHDAH	34	SM	ANDREW CHARBONNEAU	17	SRF3	MARK EATON	65
ITS	STEVE MURRAY	32	SM	SELIN ROLLAN	17	SRF3	H LUND	65
ITS	DAVID LAVENHAGEN	27	SM	DENNY HARRELL	16	SRF3	DAVID HELMICK III	59
ITS	MENAS AKARJALIAN	26	SM	KENT HOFFMAN	14	SRF3	CHAD GALLOWAY	38
ITS	KENT HOFFMAN	26	SM	RENEM BODA JR	13	SRF3	MICK ROBINSON	37
ITS	GRAHAM PARTAIN	22	SM	DERIK ROYAL	11	SRF3	BRANDON KENNEDY	36
ITS	MARK PATERNITI	22	SM	DOUG WILLIAMS	9	SRF3	DEREK SCHOFIELD	36
ITS	JEFFREY LABOUNTY	21	SM	CHRIS FULTON	8	SRF3	J RONNIE BLEDSOE	28
ITS	MEGAN PIRROTTA	18	SM	JOHN LETTIERI	8	SRF3	JUSTIN WEIR	17
ITS	DANIELLE PARDUS	16	SM	AUSTIN LAWRENCE	7	SRF3	BUDD SEVERINO	14
ITS	JON HALL	15	SM	GREG KIMBLE	5	STL	RAFAEL GIRO	66
ITS	CLIFF HUFF	15	SM	BRIAN WARD	5	STL	JOHN DAVISON	59
ITS	CLIFF HUFF	15	SM	MICHAEL VAN EPEOEL	4	STL	JAMES INNES	50
ITS	MATTHEW NEWCOMER	15	SM	RENE BADIA JR	3	STL	BRUCE ANDERSEN	39
ITS	BRUCE ANDERSEN	14	SM	MIKE TEARNEY	3	STL	BRIAN MCGREEVY	35
ITS	JOHN WATSON	12	SM	JOHN WATSON	3	STL	PAMELA MARTINDALE	33
ITS	DERIK ROYAL	11	SM	RICK ADAMCZYK	2	STL	DERIK ROYAL	28
ITS	MITCHELL MAULFAIR	7	SM	ALFRED THOMAS	2	STL	SELIN ROLLAN	25
P1	ERIC MCCOY	71	SM	ERNIE WILDING	1	STL	STEVEN ELICATI	21
P1	DENNIS DOBKIN	25	SPO	DAVID MCCAULEY	85	STL	GARY FRIERSON	21
P2	ROBIN BONANNO	123	SPO	MIKE DECESARE	55	STL	DANIELLE PARDUS	21
P2	MICHAEL STRASSER	96	SPO	CARL BUSSARD	53	STL	JOHN WATSON	20
P2	ED RONSHAUSEN	42	SPO	BILL STEWART	50	STL	ANDREW CHARBONNEAU	19
P2	VICTOR CULBERTSON	16	SPO	CARL BOYD	42	STL	MICHAEL FLYNN	18
SE-30	OLIVIER BELLANGER	35	SPO	WILLIAM PREUSCH	36	STL	JAMES LAWRENCE	15
SE-30	JASON GREENE	34	SPO	ERIC SERVICK	34	STL	JACK RAGAGLIA	14
SMSE	JOHN WILDING	184	SPO	TROY THOMPSON	34	STL	MATTHEW CARMAN	10
SMSE	DAVID JOHNSON	150	SPO	MARK ALLISON	30	STL	DONALD BROWNING	6
SMSE	MARC KINLEY	129	SPO	MICHAEL WILLIAMSON	30	STL	IVAN CARDWELL	3
SMSE	CALLUM HAY	121	SPO	MARK (SQUEAK) KENNEDY	25	STU	CHARLES LOWRANCE	175
SMSE	FRANK SHANABERGER	72	SPO	ROBERT LOGSDON	25	STU	CHRISTOPHER DESHONG	81
SMSE	BILL SATTERFIELD	53	SPU	WAYNE BUTLER	134	STU	RUSTY VARNADOE	81
SMSE	RON OLEWINSKI	50	SPU	DANNY STATTER	78	STU	DANA DESHONG	78
SMSE	NILO AYUYAO	46	SPU	MATTHEW NEWCOMER	50	STU	STEPHEN MULLEN	39
SMSE	MARK MCCALLISTER	44	SPU	MICHAEL SEAY	50	STU	GARY MERIDETH	32
SMSE	JOHN ADAMCZYK	39	SPU	EDWARD MICHALAK	42	T4	ED BARR	121
SMSE	NICHOLAS SORIANO	35	SPU	BOB SHAFER	25	T4	KEVIN KOELEMAYER	100
SMSE	DAVID BROWN	28	SPU	JIM WISE	25	T4	PATSY ZYMOWSKI	95
T1	CAMERON MAUGERI	50	T1	CAMERON MAUGERI	50	T4	MARK MONTERO	71
T3	BOBBY KENNEDY	50	T3	BOBBY KENNEDY	50	T4	KEN PAYSON	39

# The View From The Back of The Pack

by Cal Hay

To finish well, you have to start well. I Googled that and it's not immediately apparent it's been said before. I'm sure it has, but just in case I wanted to get credit for saying it here. I've been racing for a few years and trust me, I am no expert, but wanted to share some observations with any who care to read this.

First, what a great event at The June Bug Dash in Sebring! CFR, we all put on a great show and Thank-You workers, volunteers, staff, drivers, crew and family who made it all worthwhile. So much in racing is about preparation and maybe 10 or 20 times as many hours can be spent in prep/repair of a car compared to the amount of time racing. We want to make that effort count for something!

I think the start of the race is the most important moment of controlled cooperation between the entire field, the Starter, corner workers and officials. The G.C.R says: "standard SCCA start is a rolling start and not a flying start." Flying being the operative word because it's going to take time for the race to sort out and less speed means more time to react to a highly unpredictable environment. Personally, if I'm on track I'm having fun and if half the track is between me and the driver in front, I'm still going to enjoy the pace lap and race start to finish. But in consideration of others especially other classes that are mixed within the group whose finishing position may be affected by my gap, it is courteous and safer to be, as the G.C.R says: "at a constant low speed, well bunched and close enough that the majority of drivers can see the flag"

It's not a guarantee that the Starter will show the green flag if he/she believes that the field is not following procedure. In an aborted start, the Starter does not display the flag and again from the G.C.R: "by shaking his head in the negative if the field is not in good order" and, "Drivers raise one hand to confirm that the start is aborted." For those of us without pin-point vision to see the Starter "shaking his head," if there is no green flag there is no racing. (If Stan Hallock has glasses for that, sign me up!)

For drivers who remember, raising the hand helps in the fluid communication on track and if there is a double yellow at corner 1, we have a few indicators that it's time to go around and try again.

If they would let me, I'm ready to race after I pass the Splitter, however the pace lap is as important as any. If the pace car is doing its job, the Stewards have seen to it that the Starter follows procedure and drivers bunch up in time at a slow pace then we can all start well together. From previous experience, thoughts of "are my hood pins in?" or "am I on the inside or outside?" or "when does the Snack Shack close" have never worked well for me on the pace lap!

All drivers need to work at getting it together on the back straight and the pace has to be slow enough to let that happen. Hanging back, especially at the back to get a flying start may achieve position but does not garner much respect. For those who believe that they should have qualified higher, qualifying was the time for that. There is only so much space and time available and no one can make any more of it for a "front packer" starting in the rear as the train moves through the first few turns!

For those who are newer and a little uncomfortable with close car driving, there is nothing wrong with asking to be gridded last to give time to absorb it all. Holding a line, being predictable and avoiding sudden moves for the corner even if the inside driver hasn't quite made it there, will go a long way to making it to lap 2. Only one driver can finish first, but if all cars come off the track on their own power and most importantly with their drivers intact, then we have all finished well.

Hoping that you can keep all four on the track!

Cal



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