

The Checkers

Official Publication of the
Central Florida Region
Sports Car Club of America
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2009 Sebring 12 Hour



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Personal, non-commercial, classified ads are free to CFR/SCCA members for two (2) issues.

We prefer to receive ads by e-mail at checker@clearlysaid.com, if you cannot send the ad by e-mail please type or print clearly and send the printed classified ad to *The Checker*.

Deadline and Other Information:

Articles, photographs and advertisements must ARRIVE at *The Checker* no later than the 15th of the month prior to desired publication. We prefer to receive articles electronically, either on disk or by e-mail. (If you are not sending your article in a

Microsoft Word document, please save your file in text only format so that it can be read appropriately.) Attach your article to an e-mail sent to Checker@ClearlySaid.com. Articles may

also be mailed to 136 Dublin Drive, Lake Mary, Florida 32746. Photographs will not be returned unless specifically requested.

Label all photos for return and send a self-addressed return envelope with sufficient postage. Allow 6 to 8 weeks for return.

Articles received past the deadline will be placed in the following issue. Articles requiring extensive edits or typing may not appear until the following month even if they meet the deadline.

Address Changes:

Go to www.scca.com and log on. You will need your member number (and password if you have already created one). You can make your changes online. 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.

Checker mailing labels are generated from the region records, which are updated from the list from the national office in Topeka. Because of delays in receiving those updates you may experience a delay in the receipt of your *Checker*. You may also experience delays if *The Checker* mailing labels were produced prior to your notification.

DO NOT SEND ADDRESS CHANGES TO *THE CHECKER*.

Cover Photos — Henry Kowalski, ColourTech South:



When & Where

2009 Event Schedule for CFR and Surrounding Regions (Updated)

For Registration and updates to the CFR schedule, go to www.cfrscca.org. For more complete SEDiv information, go to sediv racing.org.

May			25 Mid-Year Meeting Atlanta			17-18 SARRC/Restricted Regional Sebring - Short			CFR		
2-3	National/ECR	CFR	August								
	Daytona Int'l Speedway		8-9	SARRC/SARRC/Restr'd Reg'l	CFR						
16-17	SARRC/ECR/FES	FL		Daytona Int'l Speedway				31 - Nov 1	Regional	FL	
	Homestead								Palm Beach International		
June			September			November					
6-7	Restricted Regional / SOLO	CFR	5-6	Restricted Regional	BUC	6-8	HSR			DIS	
	Sebring - Short			Roebling Road		14-15	Track Trials			BUC	
20-21	Driver's School/ECR/ECR/FES	FL	5-6	Restricted Regional/ECR	CFR		Roebling Road				
	Homestead			Sebring - Long		14-16	Italian Cars at Daytona			DIS	
27-28	Regional	FL	19-20	Regional/SARRC	FL	21-22	Palm Bch Classic/2010 SARRC			FL	
	Palm Beach International			Homestead			Palm Beach International				
July			21-27	Runoffs	NAT	28-29	Restricted Regional			CFR	
2	Brumos 250 (This date may move to July 4, but this appears to have a scheduling conflict with NASCAR)DIS			Road America	www.scca.com		Sebring - Long				
			26-27	Restricted Regional	CFR	December					
				Daytona Int'l Speedway		11-13	CFR Annual Meeting				
3-5	Lou Ella Cook Dbl National		October			11-13	Audi Club			DIS	
	SEDiv Roebling		9-11	PCA	DIS	19-20	2010 SARRC/SARRC			FL	
11-12	Drivers' School/Vintage	CFR		SARRC Invitational Challenge			Palm Beach International				
	Sebring - Short			SEDiv Roebling Road							

District Meeting Times and Places:

(See inside front cover for contact information.)

District 1 — 2nd Tuesday 7:30 p.m., Joe's Crab Shack, 2730 Gulf to Bay Blvd, Clearwater (east of US 19).

District 2 — 4th Wednesday 7:00 p.m., Beef O'Brady's 5025 Fowler Avenue; Tampa.

District 3 — 2nd Tuesday 8:00 PM Rossi's Pizza & Pasta 5919 South Orange Blossom Trail Orlando 321-228-0430.

District 4 — Contact Governor for details.

District 5 — 2nd Monday Dinner at 6:30 PM, Meeting at 7:30 Charlie & Jake's 6300 N. Wickham Road, Melbourne.

District 6 — 3rd Thursday, Dinner at 7:00 PM, Meeting at 7:45 Quality Inn, 6525 US Hwy 27 N., Sebring.

District 7 — Meetings alternate between Edgewater and Debarry locations on the 2nd Tuesday of each month. Dinner at 6:00 PM, meeting at 7:00 PM. Contact the district Governor for directions

District 8 — 2nd Wednesday 6PM Uno's Chicago Grill Daniels Parkway, Fort Myers.

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.

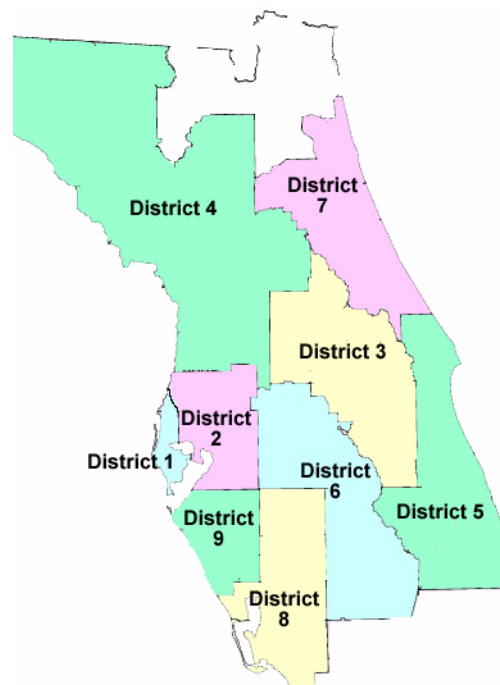
District 5: Brevard, Indian River, Martin, Okeechobee, and St. Lucie counties.

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.





Club News

Welcome New Members!

You have just joined the best SCCA Region in the country. Contact the Governor of your District and start attending meetings in your area. Your Governor can help you get started in the motor sports activity of your choice: Solo 2, competition racing, or become a race worker on THE BEST race worker staff. (Free training provided.)

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Dominic Cape, St. Petersburg

District 2

Paul Corea, Dade City

Philip Landis, Land O Lakes

Joel Lauget, Zephyrhills

District 3

Gary W. Archibald, St. Cloud

Todd Christy, Longwood

Robin Johnson, Orlando

Seth Knorr, Orlando

David Paquin, Winter Park

Kyra Ann Paris, Orlando

Kimberly Scott, Orlando

Jorge L. Vazquez, Heathrow

District 4

Glenn D. Cameron, Hawthorne

Rosemarie Cameron, Hawthorne

John C. Leonard, Spring Hill

District 5

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Brendon Granitski, Palm Bay

Steve Marcum, Melbourne

Alan Petersen, Indialantic

Brandon Schindler, Titusville

Robert Thorne, Melbourne

District 6

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Ronnie Hill, Mulberry

District 7

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Mark Andrew Freed, Ponte Vedra

Zoe Fulton, Ponce Inlet

Andrew Greene, Ormond Beach

April Whitman Hansard, Port Orange

Eric John Hansard, Port Orange

Erin Rene Hansard, Port Orange

John B. Hansard, Port Orange

Tyler Malmberg, Deland

Alex Soule, Daytona Beach

Barry Weaver, Orange City

District 9

Brittany Bellew, Parrish

Emaly Bellew, Parrish

Forest Bellew, Parrish

John B. Bellew, Parrish

Robert Blackrick, Bradenton

John R. Hendrick, Nokomis

Francisco Navarro, Naples

Ly Truong, Parrish

Out of Region

Charles Edwards, Cicia

David Frick, Boynton Beach

Jim Osborn, Delray Beach

Don Resnick, Lake Worth

For those that live out of Region, you may attend any meeting that's close to you, and be sure and check the schedule to see what's happening every month. The list of Officials on the inside cover is there for your convenience if you have any questions. Or check out our wonderful web sites. And I am always available for help when you need it. Your membership Chair, Joyce Hayward

R.E. Report

Rick Balderson

The RE is in exotic Wauchula upsidedown

working on a gas turbine.

The report will return next month

District News

District 3

District 3's 18-20 faithful met in our usual location in Orlando – Rossi's Pizza/ S.Orange Blossom Trail – for our April meeting. The St.Pete Grand Prix is now history and CFR again supported the event that showcased IRL Lights, ALMS and IRL races. A big thanks to those members living in the St. Pete/Tampa area for taking on the responsibility of meeting with the promoters prior to and during the event.

Our April Driver's School was cancelled due to a very light entry of only 9 cars. We were sorry to have to make that decision as we always welcome opportunities to bring in new drivers. But, as was pointed out, with only 9 entries, the students wouldn't have gotten much on track competition experience.

Gov. Bill Martin reported that we will have a test day prior to our May National at Daytona. This is a SCCA sanctioned test day (different from test days at Sebring) and will be conducted according to National requirements. As of our meeting, there were 43 drivers registered for the test day. For you National drivers, this event is part of the Super Sweep series. There is a possibility of test days for other dates but whether we run them or not depends on the success of this one. Looking toward January 2010, we are planning on a double national at Sebring – January 8-9-10.

The Daytona 4th of July racing has been compressed and the Grand AM event that we support will be run at 2PM on Saturday, July 4th. We'll register Friday evening and Saturday

morning. Logistics should be interesting.

Robin Langlotz, our Area 3 Director, reported he will be attending a BOD the weekend of May 9-10. Expected items for discussion include the Runoffs Schedule, Miata Spec. Tire and Sound/ Db measurement.

As voted by our attendees at our last two meetings, **OUR MEETING WILL BE CHANGING** from the 2nd Monday to the 2nd Tuesday of each month beginning with next month – May, 2009. Same location (Rossi's Pizza) – just a different day. Check your meeting notices. Don't forget to check our web site for most current event schedules and contact your chiefs to work.

See you at the Races!

Fran Martin

District 8

Maybe its the economy, maybe its the District Governor's meeting skills, but the District 8 meeting had only 9 folks attending. Now that number is up from March but really, where are you people?

Started out with Gov. Weeze giving highlights of the March B.O.G. meeting. Only topic of interest was the new sound control violators NOT being black flagged off the track. Guess we will catch them with their infractions later. Also, District 9 invited us to their May meeting/bar b q/ general good time at DeSoto Speedway on May 23. Sounded like some of us are going to try and make it so Ill let the Theen's know and bring it up again at the next meeting.

Asst, R,E, Camacho gave a short report on his trip to the National convention. He said he was impressed with the diversity of the subjects covered and felt he had come back with some good ideas. Ron said it was quite a positive and educational experience.

Discussions from the floor covered the group pairing of Spec Racer Rambos and Prod cars with one party stating he didn't think it was a good

mix. This was kicked around the table for awhile where it was generally agreed that with the amount of classes we have, divided by the number of groups, somebody isn't going to like the groupings.

We heard that the "Group44" vintage GT6 has been going through some slight color scheme changes and we look forward to seeing it in the vintage group, Well. maybe NOT its new owner/driver but the car sure is pretty!

Also, the cancellation of Diver's school at Daytona was discussed with a lot of ideas offered such as: New date earlier in the year? or how about a "super school"?

A group speaker had been scheduled, but for the second month in a row, failed to find their way to the meeting.

Next two meetings are May 13 and June 10 at 6 pm.

Meeting /dinner adjourned about 7 pm and it was noted we passed a Spec Miata Driver entering the parking lot as we were driving out! Another example of how life, in general, is a lot like working the grid!

Letters to the Editor

To CFR:

Thank you so much for the floral arrangement you sent. It means so much to know we have so many friends thinking of us.

Tres & Lisa Stephenson & Family

Dear Editor

I'd like to respond to the letter to the editor submitted by Bill & Tricia Rose in the March issue. As one of those "spec car" drivers that Mr. Rose seems to have a general distaste for, I whole heartily agree that separating "spec cars" from "non spec" cars would be a terrific idea. I feel that because "spec car" races tend to be just that, races, that our "non spec" brethren deserve as much opportunity to lap the track unencumbered by the threat of a "race breaking out". Why should us selfish "spec car" drivers ruin a race weekend for the "non spec" drivers any way. "Non spec car drivers are surely entitled to a "worry-free" weekend of racing which was clearly promised somewhere in the SCCA sales literature these last 60 years.

And I'd like to go one step further by suggesting that we also separate those cars driven by people who are going to make a mistake in a race ("mistakes waiting to happen" drivers) from those who will race "mistake free". And of course, ALL "spec cars" should automatically be classified and grouped as "mistakes waiting to happen" and must apologize to each of the other members in the group as part of the "grid" procedures.

Now I realize this will cause a considerable amount of extra work and there will be those drivers who think that they are in the "mistake free" group when it's obvious they are "mistakes waiting to happen". But I think in time it will become obvious who is who and the repair costs will certainly drive down the car counts of the "mistakes waiting to happen" drivers, thus freeing up precious track time to the mistake free drivers. Heck I am envious of those guys already.

As a "spec car" driver (SRF to be specific, typically the largest group of participants, whether you like it or not and we get to pay just a tiny bit more than everyone else to enter a race.) I can assure you we don't want to be racing with production cars, open wheeled cars, GT cars, IT cars, or even Spec Miatas. See you "guys" spit crap from every orifice, are too slow in

turns, too fast on the straights, too loud, don't have the right mirrors to see us, and typically weight a whole lot more than us. And while I was as unhappy about the situation at Sebring too, I simple remembered one important phrase that will usually encapsulate everything negative and positive about an SCCA race weekend, "That's Racing."

Tom Panaggio

SRF #91

Workers at St. Pete - Ted Garrod



Check out the action through the fence!



Columns

Flag Ravings

Sally Larson

THE FOUR DAY 12-HOUR: By and large, we were blessed with good weather. One afternoon of rain was a boo, but it was followed by a neat rainbow and a terrific job by the track blower to get rid of the water on track. It sure was easier watching their efforts than having to go out, brooms in hand, for a do it yourself session. The economy took its toll with smaller crowds, cars and even workers, but everyone did themselves proud. Thanks to the SVRA folks for a great show. I heard there were close to 100 cars in their events. We had a Vintage car pull off drivers' left on our corner, and saw the driver leap out and start rolling on the ground.... it was a 'stop, drop, and roll' maneuver since he'd had gas ignite in the cockpit. The car was totaled, but very fortunately the Driver wasn't seriously injured. Have to compliment Ron, our communicator at the time of the incident. Great calm call explaining and requesting everything we needed. The driver even returned to our corner later... in his ground rolling performance, he'd lost his keys in the process. Our sharp-eyed workers were able to find the keys - proof that Corner Workers can do anything!

This reminds me to say.... Drivers, if you have a car fire, pull off near a worker if at all possible. Or, if you see workers waving fire bottles or the FIRE sign and pointing at you, that IS your sign - pull over! There is a signal for Fire too.... stand up, raise your right arm up, bend your elbow and point to the left and hold your left arm straight out to the side. You have formed an F, as in Fire. If you see a worker doing it, nod yes or no. Steam and smoke look very much alike across a hot track and we need to know if you require immediate assistance. On track or drivers right

or left, we're all a team and we work together to keep each other safe.

ANOTHER REMINDER: At the 12-hour weekend morning meetings, the IMSA Chief made it a point each day to remind us to blue flag early and often. He said the pro drivers DO notice and watch for the blue flag...to the point that they can tell when the flaggers switch. Flaggers who do not flag enthusiastically are ignored....those that do are much appreciated. And what's true for pro races, should be equally important for club racing and our Drivers' Schools. Look the driver in the eye and emphasize what you're saying with your flag. My Dad used to tell me that if you do something, you should do it right... and that's equally important in anything we do.

AND FINALLY: I was sitting at my corner awaiting the start of the 12-hour, when I heard 'where are the Clydesdales?' Now I'm well aware of horse power on track, but not with hoofs and tails! Turns out, yes, it was the Budweiser horse team and wagon doing a parade lap on pit lane. I didn't get to see if but heard it was an 'unbridled' success.' Gosh, I sound like Dennis!

NO MARCH SHOWERS: we were denied permission by the Sebring track to again install showers for this year's 12-hour. Apparently there was some ground water ruling against it. Don't forget to thank Charlie Leonard, a CFR Driver and our Paddock Marshall for his effort to at least try to help us clean up our act. Thanks too for 'Dinner by Dawsons,' and to all those who kept us supplied with food, drinks and all the other things we needed trackside on the corners, and to the support crew in the Compound - thanks for a job well done.

SORRY TO HEAR: our CFR April Drivers' School at Daytona was canceled due to very low registration. We'll miss seeing all those interested but will look forward to seeing you at the July Drivers' School at Sebring. These are tough times financially for all of us but all the Workers will be there when you need us at the next School.

SUGGESTION BOX: OK, we all have tricks of the trade. Whether you're a Veteran Corner Worker or a Rookie, you all have good ideas about how to be better equipped or how to better accomplish tasks. It's time to share ... here's an example. Jim Hooker mentioned a way to keep your headset dry during a rainstorm. Our rain suits' hoods seldom do the job. Jim suggested using an inexpensive shower cap... available at any drugstore, or, provided in your motel room. They are usually big enough to fit the head of King Kong so they not only go over the earmuffs, but just might fit over your hat brim as well. Jim also mentioned that a large balloon will cover the mike and stay in place. Never thought of that before. Now's the chance to be a hero and help your fellow Workers. Drop me a line with any tips you might have and I'll include them in the column. This also goes for any worker supplies... whites, tools, or anything you've found useful to have and take along - be sure to add a source for anyone to check it out. I've always said, the weekend I don't learn something new or better when I'm working, it the time I should hang up my pink hat. Our email address is: sunnyday@infionline.net, Thanks for any information we can pass along.

Turning the Corner

David Ellis-Brown

Well, our next stop is at Daytona for the Enduros. The ITR,S,A,& 7's will run on Saturday while the ITC's & B's will have a go with the SM's+ on Sunday. By the time you read this the race weekend will have been run, so I hope that all of you that entered, had a great, accident free weekend. I will report in the next Checker on the results. As of this date, April 15, there are some 216 cars entered for the Daytona event, of which there are some 65 IT cars. Both counts are somewhat down from last year. I assume it is the economy! Hopefully both numbers will increase before the event. I believe that racing at Daytona is still a goal of most racers, and that CFR is

second to none at putting on "Racer Friendly, Hassle Free Events". We will have to wait and see how much the economy affects the car counts. Unfortunately, the Region had to cancel our April Driver's School due to the lack of entries. Just a sign of the times!

I really don't have a lot to talk about this month. I am looking for new subjects to cover in this column? Any suggestions? Any burning issues that you would like to see covered? I have some interviews scheduled in the future with CFR members engaged in Improved Touring. On the car side, I am personally going to attempt to replace the stock, re-chipped ECM (electronic

control module) on my car with a Mega-Squirt unit. I am just beginning to gather data for the project, and have found some local expertise to assist in the effort. So maybe this would be a good subject to cover. Has anyone else in IT attempted such an endeavor?

Also by the time you read this, I will have held a "poll" with many of you, (IT competitors only), at Daytona on the subject of permitting "Jacking Plates" of some sort, to be added to the underside of our cars. My strategy is to submit the results of the poll to the CRB/ITAC and "hopefully" get consideration and implementation of "Jacking Plates" into the IT Specs. I don't

know about you, but the underside of my car is a dented mess because we just can not seem to get the jack on to a suitable place every time. I will discuss the results of this poll next month.

Well, That is all I have this month. I don't get much feed back on this column, so I have to assume that I'm doing OK. Or maybe nobody is reading it? Which is it?

Keep in touch, e-mail is
tonianddaviddeb@aol.com. See you at the races.

How to Pick the Right Oil For Your Racecar

Bob Burris

I race a 1990 Mazda Miata in the spec. miata class of the SCCA. I have had many discussions on what type of oil to use, what brand gives the best protection and may run cooler in my four cyl. race car. Everyone has a favorite brand or weight of oil to use for their car. Lately with some extra time on my hands I decided to investigate for myself what would make a good oil to use in a pre OBD11 emissions racecar.

The first thing I found was that the oil companies have been reformulating our oil to make it "better" for the modern car with catalytic converters for the last three to four years. I.E. better for fuel economy, extended drain periods and to increase the life of emissions systems. It seems that the very thing that is a anti wear additive in oil also clogs the emissions systems, Zinc and phosphorus (ZDP). It is about this time engine builders stated seeing more catastrophic engine failures in the cam area. These included engines with flat tappets and engines with single cam engines with high valve spring pressures. Cars such as BMW M3, M5, Porsche and air cooled engines. It seems that the new certified oils rated API SM and energy conserving are low in the ZDP wear additive about 800ppm as compared to the SJ,SL rating oils of 1000 to 1700ppm. It seems the 2005 and newer cars do not need as much ZDP being that car makers have tightened the engine tolerances and reduced the valve spring pressures thus reducing the wear and allowing the use of thinner oil. Some oils are zinc free using Boron instead as a anti wear additive. The oils with a SL,SJ rating are getting harder to find and though SM are backwards compatible supposedly they do not provide the protection to older cars up to 2001 for SJ and SL for 2001 to 2004.

When you buy an oil you are buying a slew of additives which not only vary from oil to oil but manufacturer to manufacturer. You are getting anti foaming agents, anti oxidants, corrosion inhibitors, detergents, dispersants, extreme pressure additives and viscosity index improvers to reduce the tendency of oil to change viscosity with temperature. While the last one called VII's for short, are a good idea, they break down over time and align together in high pressure areas like bearings and thin out. That's why it is a good idea to use a short spread of oil viscosity like a 10w30 instead of a 5w30 or 15w40 etc.

Some manufacturers use a timkin OK bearing test or a 4 ball test to prove their oil is best at protecting your engine against shear forces.

These tests can be rigged and are of questionable value as they were designed for industrial oils and bearings and had little to do with the real world of automotive engines as Mobil oil has stated. Also the oils that do best on this type of test have extreme wear additives that some say are for gear oils and not for engines. I am going to keep from getting too deep into this and losing your interest and at the end list articles and web sites that you can delve deeper if you so desire. So to the crux so to speak.

If you are racing a car with no catalytic converter buy a racing oil synthetic is usually better 9 out of 10 times. It should be close to manufacturers recommended SAE weight for ambient temperature. These have no detergents so not for street use or extended drain intervals. They also have better wear protection and reduce friction. At high speed a petroleum oil 5w30 can be 15w in the bearings due to shear stress yet a synthetic oil 5w30 will be 30w at the bearings that's a big difference. If a 5 or 10w30 is required and ambient temperatures are climbing above 100°F then go to a 40 or 10w40. If the engine is air cooled or older with greater bearing clearances then 20w50 will have a thicker film.

Some people are using diesel oils, do not do this as these oils have much greater detergency and total base number which helps keep the engine clean. This is not recommended for gas engines and could lead to plug fouling. Nowhere should it say for emissions system protection or for particulate filters such as cj-4 or LE oil in gas engines.

Since we are shooting for 1200-1400ppm of ZDP if you have an oil of less than 1000 ppm do not use it since you will have to use too much additives to raise it to what you want.

Molybdenum disulfide is added to SM rated oils for fuel economy and to improve protection by some people. Redline and Royal Purple use high levels of moly since it is a friction modifier and neutralizes oxides and to make up for low ZDP'S. There are companies that claim 38 percent reduction in friction and 60 percent reduction in wear and in temperature. The best additives were GM's EOS and STP 4 cyl. oil treatment but these are being discontinued. Most additive packages that boost ZDP either omit detergents or use a CA detergent that reduce efficiency of anti wear properties, detergents reduce acids in oil but with our short change periods that is not needed.

If I can not find the oil I want I like to use

motorcycle oil added to regular oil from the same manufacturer. Mobil 1 website OK's using all motorcycle oil or mixing it 50/50 to regular oil to get the proper ZDP level. The use of mobil 1 MX4T oil which is a 10x40 oil or the V twin oil which is a 20w50 in a 50/50 mix with regular mobil 1 will get you in the 1400-1500 ppm ZDP range which is a SJ rated oil. Motorcycle oils have a higher ZDP and high temp. detergent technology for superior wear protection and are designed for higher temperatures in localized areas at the bearings and cams. You can also mix oil weights to get the weight you need. A 0/30 with an 20/50 will give you a 10w40 etc. So an 0w30 without the right ZDP level mixed with 20w50 with the right ZDP package will give you a 10w40 with the right ZDP level. API SM oils have 939ppm of Zn and 770ppm of Phos. SL rated oil has 1182ppm of Zn and 994 ppm of phos. SE-SJ oils have 1280ppm Zn and 1301ppm phos.

Cars with track time or sustained high RPM's or high oil temperatures should change oil after every event or every other event. This translates to 10 hours max with a 10 qt. or higher capacity or higher. Smaller capacity should change oil at 5 hrs. max. Regular oil analysis is the best way to determine ideal drain periods. One rule of thumb is to change oil when the TBN (total base number) is reduced by half of original requiring to know what your virgin oil TBN is. You must have a TBN of 10 or higher to start to get the protection you need. If you use additives you must do oil analysis if you have over 1800ppm of ZDP it will cause wear and it can foul plugs and oxygen sensors. Another way is to change oil when TAN (total acid number) equals the TBN. With this knowledge and a proper filter like a mobil 1,wix, K and N gold, amsoil filter, Napa Gold or the factory filter you should be protected the best you can be. With this information you should be able to buy oil at any parts store and be using a oil with the proper additives for your race car.

If new oils have less wear additives why aren't there more failures? There are two types of failures catastrophic and non catastrophic. Ever since SL rated oils have arrived there have been more catastrophic cam and lifter failures and bearing wear. Some builders are using baked on coatings or sintered nitride followers to prevent wear. In non catastrophic failures, the most common, engines show measured wear in a few hours of use but take a while to become noticed without a teardown.

Should you use a full or semi synthetic oil? In a



SAE paper called Oil Development For Nascar published in 2000 stated a 50 weight oil non synthetic provided the same protection as a 30 weight synthetic as long as the additive package is the correct. Also a semi synthetic it probably is only 10 percent so, so it is the base stock that matters the most more than the synthetic part.

All of this information is a friendly suggestion and not an expert opinion or advise also I do not endorse any product this is meant to give you the tools to help you make a decision on what you need to look for in an oil. If you would like to find out more on this subject you can go to the following places.

Mobil 1.com, valvoline.com, Redline oil.com, Streetcommordores.com, info@LNengineering.com, Motor oils-fuel economy vs. wear. Machinery Lubrication Mag. July 2003 By Blaine Ballentine; amsoil.com

A Race To Remember — Recollections of Sebring 1970

Lou Gallanos



The Steve McQueen #48 white Porsche 908/02 side by side with the #19 Ferrari 512S of Mario Andretti and Arturo Merzario on the back airport straight of the old 5.2 mile Sebring course.

In 1970 my fiancé and I were college students and also race officials for Sports Car Club of America.

We volunteered to work the Sebring 12-Hour race and arrived at the track two days before the race so we could get a good camping spot in the paddock as well as see some of the fabulous cars and drivers before the hoards of fans descended on the track on race day.

Once we were settled in at the paddock and got our work assignment for the race we decided to take a tour of the paddock and pits.

We marveled at the variety of cars from the large super fast 5.0-liter factory Ferrari 512's and Porsche 917's to the very small Austin Healy Sebring Sprite that was driven by an all woman team of drivers.

On one of our walking tours we came across actor and racer Steve McQueen. He was in the

pit area talking to a gentleman I assume was a journalist. McQueen had entered a 3.0 liter Porsche 908/02 in the race along with co-driver Peter Revson.

Being a huge fan of the actor I didn't want to be intrusive so I waited until he was done talking to the other gentleman.

Then, when I was able to make eye contact with McQueen I pointed to my camera and asked, "Can I take your picture?"

However, what came out of my mouth was not English but gobbledygook. I had become so tongue tied at seeing this movie legend that I couldn't speak intelligibly.

McQueen must have thought I was a foreign photographer who couldn't speak English because all he said to me was, "OK, but don't ask me to pose." This was also spoken rather gruffly.

Now this is not the first time I have met a celebrity

like Steve McQueen. In 1969 I met James Garner at the 24 Hours of Daytona. He was there with a team of Lola T70's that he had entered in the race as part of his American International Racers (AIR).

James Garner was very friendly and accommodating and went out of his way to accede to fan requests.

In all fairness to Mr. McQueen he may have had a good reason to avoid fans and photographers; he was in constant pain from a broken left foot suffered in a motorcycle accident two weeks earlier in California.

During the practice sessions prior to the race I noticed that McQueen would frequently get his crew to make adjustments to the leather and metal boot that he crew created to help make driving with a broken foot more comfortable.

At one point the crew spray painted this boot with

black paint to make it look like a driving shoe and less obvious as a cast.

Fortunately for McQueen he had a very capable co-driver in Peter Revson and Revson would assume the lion's share of driving time as the 12-hour race wore on and the pain in McQueen's foot became more intense.

Once the race started the big 5.0 liter Ferrari 512s and Porsche 917's dominated the race with the Mario Andretti - Arturo Merzario Ferrari holding first place for almost ten hours.

As the race progressed the rough 5.2 mile airport course took its toll of cars and drivers and one by one both big and small cars retired with a variety of mechanical problems.

As a result, by the 10th hour, the McQueen/Revson Porsche was running 1st in the 3.0 liter class and a surprising third overall behind the second place Porsche 917K of Pedro Rodriguez and Jo Siffert and the first place Andretti/Merzario Ferrari 512s.

What was to happen next has become the stuff of legends. With two hours left in the race the leading Andretti/Merzario Ferrari pulls into the pits with the same bearing problems that sidelined another factory Ferrari. The Rodriguez/Siffert Porsche 917K takes the lead with McQueen and Revson second and the Ferrari 512s of Nino Vaccarella and Ignazio Giunti third.

With 27 minutes left the Rodriguez/Siffert 917 retires with suspension problems and the McQueen Porsche is amazingly now in first place.

Ferrari team manager Mauro Forghieri gambles that the now second place Vaccarella/Giunti Ferrari 512s can use its big 5.0-liter engine to overtake and pass the slower 3.0-liter Porsche 908/02 of McQueen/Revson.

To accomplish this he decides that Mario Andretti is the driver to do this and when the Ferrari pits, Andretti takes over as driver.

Andretti drove flat out and eventually passed Peter Revson's Porsche and won the race for Ferrari with 23 seconds to spare in what at that time was the closest race in the history of Sebring and what many, even today, say was the most exciting Sebring of all.

Addendum to the Story:

Steve may have actually won the 1970 Sebring race.

Before publishing my McQueen/Sebring story I sent out copies to a number of friends and associates to have them critique it.

One response from a former CFR member peaked my interest because he believes that the Steve McQueen - Peter Revson Porsche 908/02 may have actually won the race.

The reader in question is a Mr. John Bradley who currently works and lives in the Washington, D.C. area.

However, in 1970 he was living in Florida and, like me, was a volunteer race official for Central Florida Region of Sports Car Club of America.

My specialty was as a licensed SCCA corner worker and John's specialty was as a licensed SCCA timer and scorer. As such, we both worked driver's schools, as well as Regional and National races.

To raise money for Central Florida Region the licensed workers were hired out to work professional events like the 24-Hours of Daytona and the 12-Hours of Sebring. Over the years we must have crossed paths many times but never formally met.

At the 1970 Sebring race John was scheduled to work timing and scoring and arrived early with a rental truck to get a good parking space in the paddock, which he did.

John then ran into a friend from Fort Walton Beach, Florida who had a Z28 entered in the race. He had trailered down by himself.

The friend needed to get to the FIA physical at the firehouse in Sebring and had to use the tow car to do it. At the same time the race car had to be at tech inspection at the shuffleboard court, so John drove the Z28 from the track into town to get inspected.

According to John it was a "fun drive" with spectators along the road encouraging a bit of speed.

John pulled the Camaro into the tech line immediately behind the Porsche 908/02 of Steve McQueen and Peter Revson.

John was racing pro MX at the time on Maico and he had read in Cycle News that McQueen (on a Husky) had broken his foot at a race in California

so he went over and the two started talking.

John worked timing and scoring for Thursday night's practice and by Friday the club members from MacDill Air Force Base arrived to work the races and relieve him.

In that group were Roger and Gerlinda Newman from Tampa who had been recommended to Steve McQueen's production company (Solar) as people who could do lap charts for them.

The Newmans and John were good friends and he went to see them in the tower at Sebring before the start. John had full credentials as a worker and could go almost everywhere as a result.

On one of his visits to the Newmans he met Steve McQueen again and they talked. While talking to Steve someone from the Solar team asked John to be a runner between the team and the course officials. As a result he stayed with the Solar team for the rest of the race.

Most of the time during the race John was upstairs with the Newmans charting. With them were Steve's wife, Neile, and Jack Reddish of Solar Productions and his wife.

To this day John feels that the #48 Porsche won by almost a full lap. He thinks that the Andretti Ferrari 512s passed the #48 car to get on the same lap between timing and scoring and the finish line.

But the clock ran out before Mario crossed the finish line (trailed by the Revson/McQueen Porsche). The flagman waived the checker flag believing that Mario's Ferrari was the leader.

Although not critical of timing and scoring, John believes they were caught out early in the day when Peter Revson spun out and stalled thus missing a half-lap on the watch but a full lap according to the timing and scoring flip clock.

After the Victory Lane celebration and ride to the airport hanger on the Porsche; John, the Solar crew and the McQueens returned to Mr. McQueen's motor home (a real luxury in those days.)

The group asked if Steve wanted to protest the results. He said (roughly), "I had a blast. We finished second overall and won our class. NO!"

And that's the way Steve wanted it - no turmoil. He thought he'd be made out to be a spoiled movie star instead of a racer and the latter was far more important to him.



Steve McQueen in the pits with unidentified reporter.



Steve McQueen and Peter Revson at the 1970 Sebring 12 Hour.



Steve McQueen gets his foot cast tended to by his crew prior to the start of the 12-Hour race.



Mario Andretti's car is out of the race with mechanical problems. Here he is looking over the time sheets for the leading cars prior to taking over driving duties of what will be the winning #21 Ferrari 512S. Andretti beat the Revson/McQueen Porsche by 23 seconds. On the left is Ferrari driver Peter Schetty.





Picture Pages

Scenes of Sebring

Bill Martin

Space Shuttle Launch from the CFR Compound



The Membership Booth, 2009 Edition



The new Gallery Of Legends Walkway



Membership Maiden, Sammi, and assistant, Dan



CFR's contribution to the Walkway



SIR's has a new Jet Track Dryer



The 1959 Formula One Champion - Cooper Climax



Inside The Gallery Of Legends



Inside The Gallery, one of the triumphant Audis



Team Joest hospitality in the Paddock



Vintage Austin-Healy



The Peugeot Paddock Headquarters



Audi hospitality. That's not a reflection in the windows



The Patron Transporter



Sebring Paddock Midway 12 Hour Style



Vintage Porsche - Carrera 6



Vintage Cobra Daytona Coupe



Skip Barber Compound, one of two





The World Challenge line up for Tech



Lining up at the Radio Room at 6:45 AM



All the attractions aren't on the Race Course



The Lunch Crew starts early to be ready for the break



Friday Night, the salad is served



Piggin' out on IMSA's food donation after Night Practice



Dinner is served - Roast Pork



With a seating for 175, the Dinner seemed to be enjoyed by all



Dining on top of the dumpster, what a treat - Ron & Jean Sharpe, James Foyle



The feeding frenzy at the goodie table winds up the festivities



The Starting Ceremonies



Just before the call to Clear The Grid





The Turn 17A Corner Crew did their version of "the sky is falling"



The Turn 16 Corner Crew keeps watch as a couple of P cars enter the long straight



The Start Audi Sport Team Joest and de Ferran Acura



A Ferrari F430 GT leads the Autocon MS Lola into Turn 16



Brabham, Sharp, Francitti Acura



Leitzinger, Franchitti, Devlin Mazda powered Lola B08/80 Turn 17A



It's Audi - Peugeot - Audi in Turn 15



Kathy Noda and Paul Dorsey handle the flags in Turn 15



Intersport Racing Lola B06 into the Pit Straight



And The Winner is - The McNish, Capello, Kristensen Audi - Surprise, Surprise, Suprise

A Peugeot 908 approaching Turn 16. It that swoopy or what?



Part of the Turn 15 Corner Crew takes a little R&R during a break





Sebring 12 Hour

Henry Kowalski ColourTech South



















Saint Petersburg Grand Prix

Chuck Green (chuck@cgphotographylargo.com)



Saint Petersburg Grand Prix

Jim White

St Pete GP Officials allowed us the use of two Honda pickups for use around the circuit to shuttle people to and from our base



We used this to shuttle workers to their corner stations -- umm -- not really



Long line of hungry workers for Saturdays banquet



Vigilant corner workers at turn 8 with turn 7 in the back ground



Full tables and full stomachs were the order of the evening





Lasagna, garden salad and garlic rolls for a hungry crowd



Solving the problems of the world



For dessert two real good cakes



Plenty of hats posers and shirts from various race teams for door prizes





Port of St Petersburg allowed us the use of their terminal building



Inside the Terminal Building



Microsoft Co-Founder Paul Allen graciously let us use his Yacht

May 2009



Tatoosh for our base - well not really



Yes, that's a 43" sailboat!











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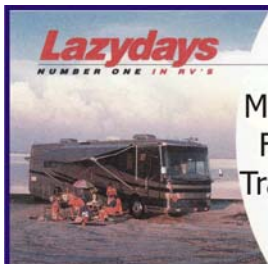
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south.net, or 850 539 5906. (1)

Found - a Cannon SD card at Sebring during an SCCA race last year on the Green park side of entry to turn #7 (hair pin). I recently reviewed the pictures contents & found the following identifying contents;. 1. FL license plate # I34-2YK 2. NASCAR Cup Cars night race from Daytona, 3. Birthday cake with "Happy 16th birthday Allie" Contact: Keep Morse, 941-720-0172, or keep racing@mac.com (1)

Racing Real Estate Wanted - Losing my house and race shop to I-4 expansion project. Looking for a new property in Seminole County; must have 2500 sq ft house (or larger) and 5 car garage (attached, detached, or mixed acceptable). Please call Michael Kern with any information on a property 40 -772-6876 or email

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WANTED - 1973 or 1974 MGB GT - any color, any condition. Does not have to run. Prefer overdrive transmission. If you have one wasting away in your garage or backyard? Please call or send an e-mail with pictures. Must have clean title. Fred Humberstone, 813-925-8565 or fhumberstone@verizon.net (2)

Parts

OEM Porsche wheels for sale - (2) 16x6 and (2) 16x7 fuchs off my '80 sc. shod with kumho ecsta mx tires with less than 1000 miles. 1500\$/offer. also oem steering wheel from same. 250\$ contact john at trojanman126@hotmail.com. port charlotte (1)

Formula Vee racing tires - Set of 4 (2 front, 2 rear) mounted and balanced Hoosier FV race tires. R55A compound - 2/ 22.5 x 5.5 & 2/ 21.0x5.0. Bought early last year (4/7/08) at FV 45th Anniversary Event at Roebbling. Just scuffed and then kept bagged in a dark cool place. Prefer not to

ship. Will throw in a pair of used Goodyear Rain D0560 - 2/ 23.0 x 5.0. \$400 321-728-9964 John G. View at: <http://picasaweb.google.com/fvee1234/FV#5314132764858669058> (2)

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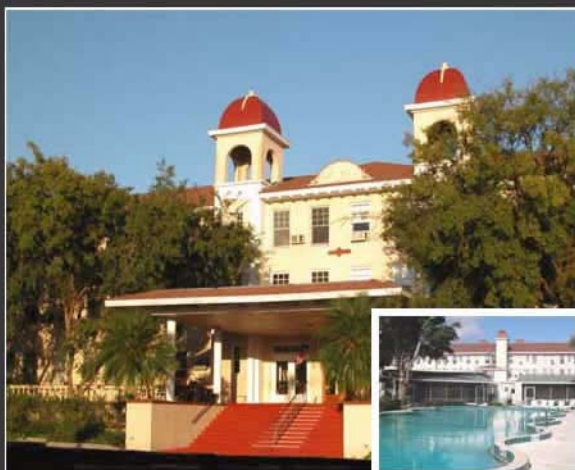
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