

The Checker

Official Publication of the
Central Florida Region
Sports Car Club of America
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November/December 2009



CFR on the Rocks



December 2009

Now Accepting Donations
Registration is Open for
SCCA-CFR Annual Meeting
December 11th - 13th, 2009







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Quarter Page - \$85/month

AVAILABLE TO CFR MEMBERS ONLY:

CFR Business Exchange - \$50/year

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

ALL ADS MUST BE PREPAID.

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 it clearly and mail it to *The Checker*.

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ADS AND ARTICLES MUST ARRIVE AT THE CHECKER ON OR BEFORE THE 15TH OF THE MONTH PRIOR TO THE DESIRED PUBLICATION DATE.

Send ads, articles and photographs to Checker@ClearlySaid.com. Articles may also be mailed to *The Checker* at 136 Dublin Drive, Lake Mary, Florida 32746.

Printed Photographs will not be returned unless specifically requested. Include a self-addressed return envelope with sufficient postage. Allow 6 to 8 weeks for return.

Address Changes:

Make your changes on line 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.



When & Where

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. RJ Wings and Things, 5025 East Fowler Ave, Tampa FL. **NEW!**

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 — District 5 Meeting 2nd Monday of the month Dinner 6:30 Meeting 7:30. For Meeting Location contact Peter Lier District 5 Governor 772-473-2001 blkgt3@yahoo.com

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

District 7 — District 7 will no longer alternate between Edgewater and DeBary for their monthly meetings. All meetings are at Stavros Pizza on 17-92 in DeBary on the 2nd Tuesday of each month. Dinner at 6:00 PM, meeting at 7:00 PM.

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: Alachuha, 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.

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.

November

6-8 HSR DIS
14-15 Track Trials/ECR Finale BUC
Roebling Road
13-15 Italian Cars at Daytona DIS
28-29 Restricted Regional CFR
Sebring - Long

December

11-13 CFR Annual Meeting
4-6 Audi Club DIS
8-9 Grand Am Test DIS

2010 Schedule for CFR and surrounding Regions as of 9/16/09

January 2010

1-3 National/National FI
Homestead
8-10 National/National CFR
Sebring - Long Course
28-30 National Convention
Las Vegas

February 2010

5-7 SEDiv Annual Meeting
Jekyll Island
11-14 Double Drivers' School BUC
Roebling Road
20-21 SARRC CFR
Sebring - Long Course

March 2010

6-7 Tom Nehl National Bucc
Roebling Road
27-28 SARRC/SARRC
FlaP.B.I.R.

April 2010

17-18 Driver's School CFR
Daytona Int'l Speedway
24-25 Jim Stark-SARRC/SARRC Bucc
Roebling

May 2010

1-2 **National/CFR Enduro** CFR
Daytona Int'l Speedway
15-16 SARRC/ECR/FES Fla
P.B.I.R.

June 2010

5-6 **Restricted Regional** CFR
Sebring - Short Course
12-13 Driver's School/ECR/ECR/FES Fla
Homestead
26-27 SARRC/ECR/FES Fla
P.B.I.R.

July 2010

3-4 SARRC/SARRC/ECR/ECR SEDiv
Roebling
17-18 **Drivers' School/Restricted Reg'l**
CFRSebring - Short Course

24 Mid-Year Meeting Atlanta

August 2010

7-8 SARRC/SARRC/Restricted Reg'l CFR
Daytona Int'l Speedway

September 2010

4-5 PDX Bucc
Roebling Road
4-5 Rest'd Reg'l/CFR Enduro CFR
Sebring - Long Course
18-19 SARRC/SARRC Fla
Homestead
25-26 Rest'd Reg'l CFR
Daytona Int'l Speedway

October- 2010

9-10 SARRC Invitational Challenge
SEDIVRoebling Road
16-17 2011 SARRC/Rest'd Reg'l CFR
Sebring - Short Course
30 Regional Fla
P.B.I.R.

November- 2010

13-14 Track Trials/ECR Bucc
Roebling Road
13-14 Palm Beach Classic/2011 SARRCFla
P.B.I.R.
27-28 Restricted Regional CFR
Sebring - Long Course



Club News

Welcome New Members

District 1

Thomas Ingerson	Palm Harbor
Robert W Vanlandingham, Jr	St Petersburg
Patrick J Winkelman	Palm Harbor

District 2

Dr. Lawrence J Fitterman	Tampa
Larry Halverson	Tampa
James Norman	Tampa

District 3

Dr. Nadeem Naqsud Ahmed	Orlando
Bradley A Almony	Casselberry
Christina Blair	Oviedo
Andrew Carnero	Orlando
Michael Carnero	Orlando
Hannah Cordell	Ocoee
Kevin R Doan	Orlando
Colten Ellis	Orlando
Michael A Francis	Winter Park
Shannon Hair	Orlando
Holly Hetrick	Orlando
Parker Hill	Maitland
Michael G Huml, III	Sanford
Samuel C Huml	Sanford
Keeley Jones	Winter Park
Casey Kostewicz	Lake Mary
Alfredo T Lim	Lake Mary
Mark Luczak II	Winter Park
Kevin Nugent	Winter Park
Eric Padilla	Orlando
Sloan Parker	Clermont
Skylar Peterson	Sanford
Spencer J Pigot	Windermere
Kaleb Rowland	Altamonte
Danielle Southon	Winter Park
Charles F Thomson III	Orlando
Matthew Tillman	Oviedo
Toby Tobkin	Oviedo
Amyka Wilkin	Apopka
Emma Wilkin	Apopka
Shunda Wilkin	Apopka
Wesley A Williams	Orlando

District 4

Dr. Nadeem Naqsud Ahmed	Orlando
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Bradley A Almony
Christina Blair
Andrew Carnero
Michael Carnero
Hannah Cordell
Kevin R Doan
Colten Ellis
Michael A Francis
Shannon Hair
Holly Hetrick
Parker Hill
Michael G Huml, III
Samuel C Huml
Keeley Jones
Casey Kostewicz
Alfredo T Lim
Mark Luczak II
Kevin Nugent
Eric Padilla
Sloan Parker
Skylar Peterson
Spencer J Pigot
Kaleb Rowland
Danielle Southon
Charles F Thomson III
Matthew Tillman
Toby Tobkin
Amyka Wilkin
Emma Wilkin
Shunda Wilkin
Wesley A Williams

District 5

Justin Lamar Bellomy
Ryan D'Agostino
Christopher W Irving
Terry Kennedy
Tim Meister
Colby Nolan
Amanda Nunez
Jack Paige
James P Ruggeri
Michael Hugh Sanguinetti
Scott Solar

Casselberry
Oviedo
Orlando
Orlando
Ocoee
Orlando
Orlando
Winter Park
Orlando
Orlando
Maitland
Sanford
Sanford
Winter Park
Lake Mary
Lake Mary
Winter Park
Winter Park
Orlando
Clermont
Sanford
Windermere
Altamonte
Winter Park
Orlando
Oviedo
Oviedo
Apopka
Apopka
Apopka
Orlando

Melbourne
Port St Lucie
Stuart
Edgewater
Mims
Vero Beach
Titusville
Vero Beach
Port St Lucie
Port St Lucie
Indialantic

Kaylie Williams
Justin Wilson

District 6

Charles M Dawson	Sebring
Andrea Knapp	Lakeland
Zachary Knapp	Lakeland
Greg Riching	Lakeland
Stephen Samples	Lakeland
Felix J Serralles	Haines City

District 7

Philip Edward Adams	New Smyrna Beach
Lisa Bruno	Daytona Beach
Nick Bruno	Daytona Beach
David Cline	St Augustine
Matthew James Cress	Daytona Beach
Chad Galloway	New Smyrna Beach
Connor Gibson	Deltona
Joseph Patrick Hucker	Daytona Beach
Elizabeth L Kleinschmidt	Deltona
Ryan E McFarland	St. John's
Russell Shadowen	Deland
Richie Stanley	New Smyrna Beach
Douglas Wilson	Ormond Beach
Miles Wilson	Ormond Beach

District 8

Christopher LeGrand	Ft Myers
Nicholas A Slosser	Ft Myers

District 9

James Wade Keller	Sarasota
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Out of Region

Ryan Albert	Palm City
Kala Axson	Lyman, SC
Rene M Badia, Jr	Hialeah
Jeff Dulaney	Naples
Jordan Halleck	Fleming Island
Valerie Kinker	Bethlehem, Pa
Alex Leuthold	Jacksonville
William Vaughn	Jacksonville

The New Members list increased a little higher than normal this month.

Almost Thirty new members are graduates of our recent "STREET SURVIVAL" that was held in Geneva at the Police Training area. This event was chaired by Governor of District 7, Art Trier, and staffed by Central Florida Region volunteers.

The web site is www.STREETSURVIVAL.org



RE Report

This is the good news / bad news report. First, the good news. Plans for the January Quad Winter Nationals at Homestead and Sebring Presented by Appalachian Race Tire are moving right along. We've had discussions with Go Racing TV that May / Could lead to the event being recorded and perhaps a live streaming web/pod cast. Details as soon as available. Now the bad news, with the budget under a LOT of pressure and having lost our ability to purchase event "T" shirts at the right price, we are unable to do the CFR "Tis at the Turkey Trot and the Double National in January. More

good news; gas cards will still be available as well as the room program. Perhaps more important, dinners / socials will be served as in the past. Contrary to the approach of others, dash plaques will also be available. CFR is still in need of a Beverage Chair, Now is the time to sign up. Do not miss this opportunity. Speaking of signing up, the CFR annual meeting registration in elsewhere in "The Checker", put sure to attend, District 1 has worked hard and long to make sure we have a Great time. Besides, it's a great party hotel. See you at the next event

District News

District 1

District 1 met on October 13 at Eat At Joe's Crab Shack in Clearwater, FL. I forgot to count how many were in attendance -- and people came in as the meeting progressed. (Hi Pamela!) As usual it was total chaos -- but fun. And as usual we started with introductions around the hall.

Ron Offut gave a report from the BOG meeting held in September while both Sammi & I were unavailable. Thank you Ron for the extensive report. News of import to those in District 1 (not necessarily official BOG news): Potential discussion/decision at December Annual Meeting about the printing frequency of the Checker. Increase in Dues in June of \$5/member to supposedly cover Checker Printing Costs, and the Non Daytona National in May 2010.

We had 4 members in the district who had travelled to the Run-Offs at Road America in Elkart Lake, Wisconsin. Each had the opportunity to share their experience. It was an awesome experience for them and the "thrill" was still evident in their relating of the stories. The runoff experience can be seen at www.goracingtv.com. SpeedVision was not at the event this year, so no Christmas Day watching of the GT1 race.

If you didn't get your August Daytona Race Worker Gas Card from Robin Langlotz, please e-mail him about it. Apparently there were some folks who didn't get it. I don't remember if I did or not. I do know I was actually at that event. Or at least I think so.

Nominations are needed for Worker of the Year -- speak to your chief or a chief (Drivers/crew can always nominate their favorite worker to the specialty chief), The Distinguished Service Award and/or the Hall of Fame.

District 3

District 3 continues to meet the second Tuesday of each month at Rossi's Pizza on South Orange Blossom Trail in Orlando. Gov. Bill Martin summarized the third quarter BOG meeting for the group. Plans are underway for the Quad National Event in January. For our half of the event at Sebring - test days are scheduled for Wed. and Thurs., January 6 & 7 with National Races to run Fri., Sat., Sun. -- January 8, 9, 10. Direct marketing to all National Drivers is under discussion as are potential sponsors.

We supported the PCA Event at Daytona this past weekend (Oct. 9 -11) and will be at Sebring along with solo, Oct. 16 -18. This time of year -- the fun never stops! According to Chief Scrutineer Rick Henschel -- the Runoffs produced some interesting results -- especially in the Tech. and COA areas. Get him to tell you about it. Our Area Three Director, Robin Langlotz is off to Topeka for a round of meetings starting Wed. 10/14 and should have an interesting report upon his return.

Janet Harhay

We discussed the possibility of those who have the length of service in the region to be able to vote and/or nominate the appropriate people. Otherwise, it's feels like a rubber stamp or an indifference to someone who is totally deserving but unknown to the masses who haven't been around as long. How many long term, deserving members haven't been awarded?? Check out who has at <http://www.cfrscca.org/AbouttheRegion/HallOfFame/tabid/1417/Default.aspx>

The position for Chief of Beverage has opened up. If you're willing to assist in this MUCH needed specialty -- please talk to RBC or RE.

The 2009 Annual Meeting is on it's way. Some promised donations have still not arrived, but the committee is moving on with making plans. An example of the center piece was on display. Menu's have been distributed and we are currently working on getting a Taste Testing date set. Our giveaway has been completed and delivered. We're on pace for having a wonderful event. Hope you all can attend. Be sure to get your reservation at the Hotel by December 4th -- as that is when the special SCCA room rate expires. Special Thanks to Dan Liddy and Paul Mevoli who have sent in donations to the Annual Meeting fund.

Dennis Joyce announced that workers would be needed for the up-coming "Pro" races -- HSR, Grand Am Test Days, Italian Cars, Audi Club, 24 Hours...etc. He said the PCA event October 9th - 11th at Daytona was lightly staffed.

Finally. Gary Steffan won the Ford GT40 giveaway. Congratulations Gary.

Fran Martin

Next up on our November event calendar is HSR (Nov. 6-8), Italian Cars at Daytona (Nov. 13-15), Turkey Trot race at Sebring (Nov. 28-29) and throw in some Grand Am testing, too.

Again -- be sure to register for our Annual Meeting hosted by District 1 at Indian Rocks Beach December 11-13 and submit your nominations for our Distinguished Service, Worker of the Year (Admin., Race, Solo) and Hall of Fame awards. Contact Sammi Ronshausen or Bob Sieck for more information on Hall of Fame and your governor or chief to submit a nominee for Worker of the Year and Distinguished Service. Listings of past winners are on our web site.

WE NEED A BEVERAGE CHAIRMAN / CHAIRPERSONS!! Please - contact Robin Ragaglia for additional information.

See you at the Races!

District 8

The "Gov" John Woessner was a bit under the weather so I took off my Assistant R.E. hat and put on my Lt. Governor cap and held our meeting with the help of 10 rowdy District 8 members! First off, we will not have a meeting in December. It happens to fall on the Wednesday just before the CFR Annual Meeting. If you haven't made plans to attend; please consider doing so. Guest speaker this year is Bob Julius of Group 44 fame. Should be fun.

Attention drivers; if you are pulled into impound and your car is found to be under weight, don't use "my car overheated and I lost 2 gallons of antifreeze that's why it's 8 lbs. light" excuse...it's been tried and didn't work (note: see the latest Court of Appeals for details).

Next meeting is November 11th come join Weeze and I and the usual suspects for some wonderful bench racing and good food at Uno's on Daniels Parkway in Ft. Myers

Ron Camacho

In Memoriam

Rich Shafer

A Letter from Butch Kummer:

Rich Shafer (Mr. Cool Shirt) passed away late yesterday afternoon (Oct. 3) from complications after a wreck at Turn Three of the Crow Mountain Hillclimb. It was Rich's second run up the mountain, and witnesses say there were no brake lights (there definitely were no skid marks) and that he didn't appear to try and make the corner. There was a heavy impact against the rocks on the outside of the corner. He was conscious and talking to the workers as they cut the roll cage to get him out (they were aware of his history of back issues), and said he had a lot of pain in his lower abdomen. The EMTs were not able to find a pulse in his feet, and that's when they called for Life Flight. His blood sugar was also well over 200 – high enough that they asked if he was diabetic. I'm not a doctor (or a lawyer), so I'll not speculate on what happened to cause the wreck.

Reportedly his heart stopped at least once before he got to the hospital (Erlanger Medical Center in Chattanooga) but they got him going again.

Reportedly they also tried clamping his aorta to restrict the blood flow to his lower extremities so I'm guessing he had major bleeding in his abdomen and/or legs, but they were unable to control it. I don't believe he ever regained consciousness at the hospital, but his wife Eilene, son Tom, and assorted friends, fellow racers, and co-workers were there when he passed. "Shocked" was the operative word for the next fifteen minutes or so.

Rich was a helluva guy – full of life and always looking forward to the future. He loved his family, he loved his friends, and he loved racing. For Rich the words "you can't do that" were a challenge to be overcome rather than a statement of limits. More than once he said he was lucky enough to still be able to get in the car (after two back surgeries), and he'd continue to mash the gas pedal until he couldn't do so any longer. He turned sixty-six last April and could still outdrive guys half his age. We had a lot of good times together.

Donna Mae Mims

PITTSBURGH TRIBUNE-REVIEW October 13, 2009

Donna Mae Mims wanted to be behind the steering wheel when friends said goodbye to the woman who made history when she became the 1st female to win an SCCA championship in 1963.

On Monday, a standing-room-only crowd bid farewell to Mims — in her signature pink outfit as she sat in the driver's seat of her beloved pink 1979 Corvette for a final time at Beinhauer's funeral home in Peters, Washington County.

"They got it in, tho I don't know how," said Don Baker, a close friend. "The doors only allowed about an inch & a half on either side."

Mims, 82, of Bridgeville died Tuesday of a stroke. She was known as the "Pink Lady" of sports car racing for her signature color — blonde hair dyed pink & "Think Pink" emblazoned across her cars. Her favorite car had a portrait of Marilyn Monroe on the hood.

Mims, who grew up in Dormont, was introduced to racing after she & her former husband bought a Corvette. He wouldn't let her paint it pink, so she put what would become her motto — "Think Pink" — on the side. When the 2 split, she kept his name, the car & a love of racing, Baker said.

"People always ask me if all this pink talk is a gag or a publicity stunt. Absolutely not. I just happen to like pink — I feel pink. It's a girl color, & I'm a girl," Mims told Vintage Motorsport Magazine in 2005.

After she retired from racing in the '70s, she helped start the Steeltown Corvette Club & the Three Rivers Corvette Club, while volunteering w/the

SCCA & the Corvette Club of Western Pennsylvania.

She worked for Yenko Chevrolet & Yenko Sports Car division, said Tom Clary, president of the Yenko Sports Car Club.

About 40 Corvettes — Mims' favorite car — took part in the funeral procession from Beinhauer's to a post-service luncheon.

Baker said Mims will be cremated. Some of her ashes will be placed in the North Hills cemetery plot of a favorite uncle, some at the finish line of the old Cumberland Airport race site & some at the Beaver Run Race Track.

The Corvette may be donated to the National Corvette Museum or to the Frick Museum, Baker said. But Baker said Mims' life was about more than racing, made evident by a stranger's story offered at the funeral service.

The man recalled biking thru South Hills Village in 1976 when he crashed & broke his elbow. Mims came across him during one of her regular jogs & offered to help, calling the ambulance. Since he was w/out his identification, Mims went to his house — after ringing the wrong doorbell & scaring the neighbors — found the injured man's wallet & sat w/him at the hospital, Baker said.

"He said he had never seen her again until he saw her obituary & said he had to come," Baker said. "She was a good person who was just full of life."

Dan BelBianco, executive director of the Pittsburgh Vintage G/P, said about half of those at the service attended Mims' church, Mt. Lebanon United Methodist Church.

"She was more than just this crazy racer," BelBianco said. "She was a



person who loved everyone & was loved.”

BelBianco said he got to know Mims as a volunteer at the G/P. He knew her only as the funny lady who loved pink until someone told him about Mims' racing background.

“I asked her, & she talked about it, but only in terms of telling funny stories, nothing bragging about it,” he said. “She was so humble.”

Mims was going to serve as the honorary race director for the Pittsburgh Vintage G/P next year. BelBianco said she will be honored at the event.

In 1972, Mims organized a 3-woman team to participate in the original Brock Yates' Cannonball Sea-to-Shining-Sea Memorial Trophy Dash. The race became famous in the 1981 movie starring Burt Reynolds and Farrah Fawcett. Actress Adrienne Barbeau played Mims.

The Cannonball Run was an illegal cross-country race from NY to Redondo Beach (CA), which took about 36 hours for the winning Ferrari of Brock Yates & Dan Gurney to complete.

Mims' team, in a Cadillac limousine, didn't make it to the finish line. A team member fell asleep at the wheel in Texas & flipped the car. Mims, asleep in the back seat, recalled waking up & thinking she was in a washing machine, Baker said.

The crash caused a cigar box full of money to pay speeding fines to tumble.

“It's raining money,” Mims told Baker.

Mims walked away from the crash w/a broken collarbone, but she feared the worst. That's because a Spanish-speaking doctor backed away while examining her. He told a translator that Mims' hands & face were both green.

The porta-potty in the car, which had been emptied at the previous pit stop, had spilled chemicals all over Mims, turning her green.

“She was happy & funny & always dressed in pink,” BelBianco said.

CFR-SCCA Tire Rack Street Survival School

On a bright sunny October Saturday, the CFR Solo folks, with a little help from their friends, staged another teen driving school at the Seminole Community College Police Training Facility.

With the background sound of automatic weapons fire, 30 students from across central Florida participated in the many driving exercises offered. ABS and threshold braking, slaloms and turns, wet and dry skid pad as well as accident avoidance were all on the agenda.

The classroom presentations were revised to address past student's concerns on their length and repetitiveness - what teenager wants to sit in a classroom when there is driving to do? - and based upon the student/parent evaluations, we succeeded in keeping the students happy. With the well qualified group of Instructor/Coaches on hand, student evaluations also gave kudos to the abilities of these folks to communicate ideas and recommend driving approaches to the different issues they faced throughout the day. It was definitely evident as the day progressed that each student gained confidence in their abilities in car control that will help them out on the road someday.

The pictures of the students (included with this brief text) as they participated in the different exercises clearly show the “fun” they had while learning proper car control in emergency road situations.

Of special note is a picture of the small engine and water pump used to draw water from the pond and wet down the skid pad. If you look closely, you will see an appropriate amount of duct tape and safety wire that was used to fix a major water pipe leak that would have prevented us from wetting down the pad in the afternoon session. A NASA guy came to the rescue and exhibited the expertise that is used to keep the aging shuttles flying... only kidding!

Our next school probably will not occur before next spring, but we will be

increasing our student class maximum to 40 students in order to accommodate the needs of the kids in our area. Many of our Instructor/Coaches and other volunteers have already sign-up for the next one without even knowing the date as they feel this is a great national program that helps our youngsters.

For those parents and grandparents that might wish to register their child for the next school, keep your eye on the schedule at www.streetsurvival.org.

Enjoy the pictures.











2009 Solo II Nationals

Gary Merideth

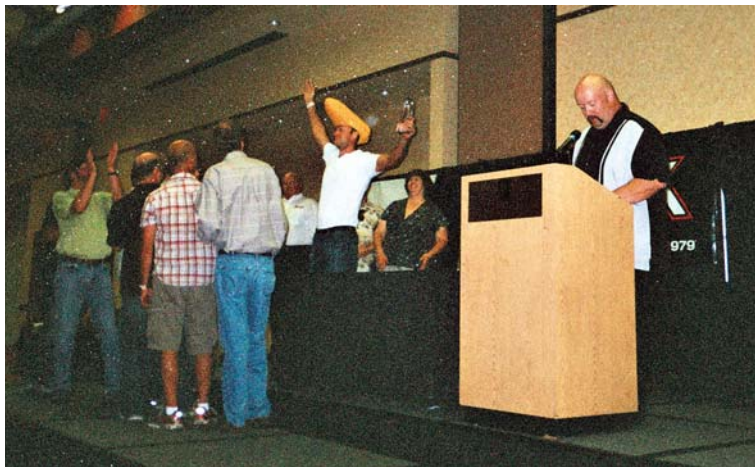
The Solo II Nationals just concluded at the SCCA's new site in Lincoln, Nebraska. Both the facility and the town got rave reviews due to 200 acres of grippy concrete and a very welcoming community.

CFR was well represented by 21 members running in 17 classes. There were a total of 1149 entries, making it the largest motorsports event in the world. Most classes were decided by fractions of a second, reflecting the very competitive nature of an autocross that draws for the most part only the fastest drivers from the 50 states and several province's of Canada.

Six CFR members brought back trophies from five classes. Joan Clark and Miloslava Hrabetova both garnered 3rd places in their respective SS Ladies and FS Ladies classes. The Tabor family had a good trip what with Patsy placing 4th in STS Ladies and hubby Terry driving well to pick up a 9th place trophy in the very tough A Stock class. In the 42 car Street Touring X class, young Bryce Merideth won CFR's only National Championship trophy, finishing first ahead of the favorite (a four-time National Champ himself). Bryce had fast time both days, ending with less than 3/10's of a second advantage driving the family BMW 328is. The top four cars were less than a second apart with dad Gary Merideth collecting the fourth place trophy.

Hopefully, 2010 will see much larger CFR attendance and even more hardware hauled back to the Sunshine State.

Bryce accepting the National Championship trophy wearing the mandatory winner's "cornhusker" hat along with the other 11 trophy winners in STX.



Bryce on course.



Runoffs at Road America

Van McDonald

Judy and I recently returned from Road America and the Runoffs, where we went to help (?) and cheer for two of Central Florida's GTL drivers: Charlie Leonard and Barry Brannon. Before I talk about this year's race, I'd like to talk about Road America.

this year's runoffs were not only the first at Road America, but they were my first trip to that track. I had previously attended three runoffs at Mid-Ohio, and 17 runoffs at Atlanta (15 as a competitor). All three are great tracks with the old Road Atlanta (dip) my personal favorite. that said, I can say nothing bad about Road America. They have enough space for roughly double the 600+ entries they had this year. The track is around 4 miles of challenge and the people at the track were knowledgeable, friendly, and very helpful. All in all, I think SCCA really did something right. The only problem is that it is so damn far!

When I ran the runoffs at Atlanta, drivers were given the opportunity to nominate someone from their race team for the "Outstanding Crew Member Award". I wish they still did this because I would have a very

deserving nominee: Charlie Leonard! Yes, i know he is a driver, but it wasn't even his car that i would nominate him for.

The whole week Barry Brannon had nothing but trouble. He never took a checkered flag. Part was his fault, part was not. The day before the race, after doing one and a half laps, Barry was ready to load up and forget the race. The tranny was giving him real problems. Charlie was familiar with that type of tranny so he quit working on his car to help Barry.

I won't say all the things that he did to fix the tranny, but the most notable was that part of a Bud Light can was used for a shim.

In the race Barry started last, and worked his way up far enough to win the "Hard Charger" award. Charlie? His car threw a dry sump oil belt on the pace lap. (No good deed goes unpunished.)

If you get a chance, go to the runoffs at Road America. Start saving your money for gas right now!



Flag Ravings

Sally Larson

CFR WELL REPRESENTED: Congratulations to all of our CFR drivers who qualified and participated in the National Run-offs at Road America in Wisconsin in September. CFR was well represented with 25 drivers entered. Reports have it that the first challenge was the weather.... rain made things 'interesting' at best.

Nine CFR drivers placed in the top 10 in their respective classes. Bringing home the hardware were Brian Schofield, SRF, Michael Crowe, DSR, and Jason Byers, FA who placed 2nd in their classes. Bret Spaude took s 3rd in T3. In SSC, Mark McCaughey placed 6th followed by Daniel Geiger who placed 10th. FF driver John Benson came in 9th. The coveted Sunoco Hard Charger Awards in class went to Barry Brannon in GTL who went from 25th to 15, and Tony Wedderburn who finished 10th in T3. You all did CFR, yourselves, and your teams proud.

THIS JUST IN: CFR's Todd Buras, from Melbourne, finished fourth in the SCCA Playboy Mazda MX-5 Cup at Virginia International Raceway in Alton VA, 4.240 seconds behind. Congratulations to you too, Todd - you not only finished well, you earned a SCCA race coverage in the newspaper!

In the past, we've worked several of the Petit LeMans race at Road Atlanta. It's an interesting place to work and the Atlanta folks are always good to work with. This year, watching TV, it was a good place to be from... far from. Remember the ALMS series 12 hour race at Sebring? We were seriously thinking of building an arc as the officials tried to decide what to do. Well, this Petit was like that, only worse. With the rolling hills there (in CFR land, a hill is like a baby speed bump), the water ended up almost knee deep in places. Hydroplaning was the order of the day. The race was red flagged, and despite doing everything possible to dry the track with vehicles, the blowers and efforts to build dikes and shovel by the workers, the rain just did not let up and the entire event had to be canceled. Wonder if the yearly spectator group at the Captain's Corner at Turn 9 even knew it

was raining. They were a 'spirited' group!

HAVE A QUESTION. GOT AN ANSWER?: We were watching a NASCAR race in Canada... gosh it's fun watching the NASCAR drivers when they have to turn both left and right... and shift too - add rain and it's really interesting! When a full course yellow was called, and the Pace Car (Safety Car) was sent out, it looked like it was single yellow plus yellow lights all around. And it seemed like the corner with the incident also showed a solid blue flag. Anybody know if this is right? Maybe the pro workers can't hold one yellow steady and wave the other yellow flag at the same time. Heck, we can do that... and even can pat our heads and rub our stomachs simultaneously. Plus most of us hold the world's records for the number of flags one flagger can display at a time. Four's not too bad, except in a high wind when you tend to fly to Kansas. But adding the 5th flag is a real challenge!

Obviously Fall has been a marathon time for Workers in all specialties.... you're much appreciated by your Chiefs and the Drivers. Next up are, Oct. 17-18, the SCCA Regional Race at Sebring, Nov. 6-8 featuring HSR at Daytona, Nov. 13-15, Italian Cars at Daytona and the final race of the season / the first official race of the 2010 year, the Turkey Trot at Sebring. This is always a dual purpose race weekend for Workers... provide support for the races and also get an opportunity to run off some of the pounds gained at your Thanksgiving dinner Then there's December 18-20, the Audi Club to get you in gear for the Daytona 24 Hour race!

And, lets not forget, Thanksgiving is also a time to be thankful for all the important blessings in our lives - our health, family (personal and CFR/SCCA), friends and the important people in our lives. Our thanks too to all the folks that are working to make our lives better and ensure our safety both here at home, and abroad, in a land of which we can be proud to be an American.

Good times and good eating to all.

Happy 40th Anniversary Porsche 917

Text & Photos by Louis Galanos

This year marks the 40th anniversary of the first race run by what some call the greatest race car in the history of motorsports, the Porsche 917.

The Porsche 917 we know today and that was made a movie star by actor/racer Steve McQueen in the movie Le Mans was visually very different from the one that made its racing debut at Spa on May 11, 1969. Coincidentally that was also my birthday and to this day I wonder why the head of Porsche 917 Development, Ferdinand Piech, didn't invite me to the 917's first race.

My very first live look at a 917 took place at the 1970 24 Hours of Daytona where the now familiar 917K model was entered by John Wyer Automotive and sporting the orange and blue livery of the Gulf Oil Company. I was there as a race official for Central Florida Region.

By the time of the Daytona race in January of 1970 the well known teething problems dealing with high speed instability and oppressive cockpit heat had been resolved and what stood before me on the grid was probably the fastest production race car ever made and capable of speeds approaching 240 mph.

Porsche won at Daytona that year and the following year. Both times Pedro Rodriguez was at the wheel. Much credit for these victories and

others has to be given to the John Wyer organization and their superb team of drivers and mechanics.

At the race I was fortunate enough to spend some time observing the John Wyer Gulf Porsche pit crew in action. I was a little shocked because I had expectations that these pits would be as well run and as organized as the Porsche factory pits I saw at the 1969 24 Hours of Daytona.

The Porsche factory pits in 1969 amazed me. All kind of equipment and tires were neatly stacked and the tools needed for the race were laid out on a felt cover not unlike what you might see in an operating room. Plus all the mechanics were dressed in clean overalls on race day.

The Gulf/Wyer pits didn't even approach what I saw in 1969. Parts and tools were scattered all around the pit box. Mechanics were in well worn greasy overalls and I saw a mechanic kick a tool across the pit floor into a corner rather than pick it up. It was organized chaos that in the end produced results. The Gulf/Wyer organization won with maddening consistency and who can argue with that.

The legendary 917 only raced for three seasons that included the latter half of 1969 through 1971. During that short span of time a 917 was entered in 21 major races and came in first 14 times and second twice. This overwhelming success probably contributed to its demise because no

other factory race car could compete with the 917. So FIA changed the rules and 1971 would be the last year for the Porsche 917. By the way, the only Gulf Porsche 917 to win the 24 Hours of Le Mans was the one in the Steve McQueen movie.

The 917 didn't disappear just because of a few rules changes. Porsche decided to enter a higher power version of the 917 in the North American Can-Am championship. The newly evolved cars known as the 917-10 and later the 917-30 were so successful that some automotive writers feel that their success eventually killed the Can-Am series.

Today, with the help of vintage racing events and the movie *Le Mans* the 917K Porsche lives on in the hearts and minds of racing aficionados around the world. Also, there are companies out there willing to sell you a replica 917K if you have the money. Then you too can relive the glory days of the 917 and The Golden Age of Sports Car Racing.

The pace lap for the 1970 24 Hours of Daytona. Coming out of the old turn three and behind the camera car we see the #1 Porsche 917K of Jo Siffert and Brian Redman followed by the #2 Porsche 917K of Pedro Rodriguez and Leo Kinnunen. The "K" designation stood for Kurzheck or short back.



The second place Porsche 917K of Jo Siffert and Brian Redman. Siffert's car could have won except for the "triple whammy" (tire problems, clutch problems and electrical problems). At one point the car was wheeled behind the pit wall but they changed their mind, replaced the clutch, and back they went onto the track. On Sunday morning between 10 and 11 a.m. Siffert put on an amazing show of driving making up 6 laps in one hour and going into second place ahead of the Ferrari 512 of Mario Andretti. With less than an hour to go Siffert pulled into the pits with a recurring electrical problem and was there for over 5 minutes. Andretti reclaimed second place before they

could get the Porsche going again and when they did Siffert piled on the coal and with just 6 minutes left in the race passed Andretti on the backstretch and finished second.



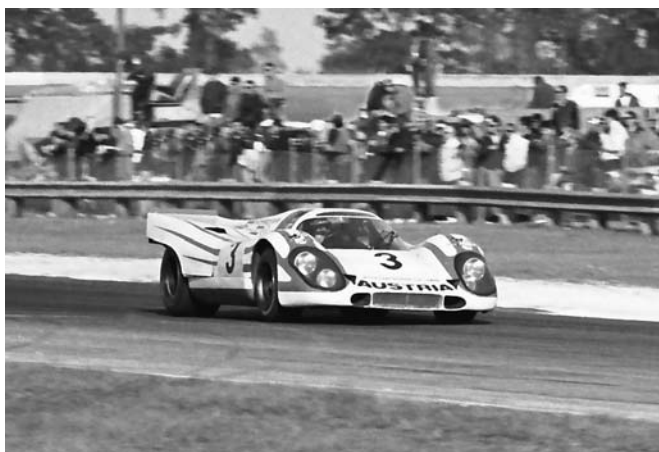
The winning Porsche 917K of Pedro Rodriguez and Leo Kinnunen. They won with a lead of 45 laps on the second place 917 of Jo Siffert and Brian Redman. They set a new Daytona record for the 24 Hour event of 678 laps and 2,757.44 miles with an average speed of 114.866 mph. To get a perspective on this record it was like driving from Daytona Beach, Florida to a point past Catalina Island in the Pacific Ocean off of Los Angeles in a 24-hour period.



The Kurt Ahrens/Vic Elford Porsche 917K entered by Porsche Salzburg (Porsche Austria) in the 1970 24 Hours of Daytona. The car did not finish due to a problem with the fuel tank. Along with Wyer Automotive and Martini Racing these three teams represented the Porsche factory in endurance racing. Initially



John Wyer was not aware of the Porsche deal with Martini and Salzburg but I guess Porsche was trying to insure victory at any cost.



The winning Porsche 917K of Pedro Rodriguez and Leo Kinnunen coming down pit lane at the end of the 1970 24 Hours of Daytona. Look closely and you will see Leo Kinnunen sitting on top of the car along with the mechanics. Pedro Rodriguez was driving.



The Porsche 917K that was used as a training car for the 1970 Sebring 12-hour race. The listed drivers for this car were Jo Siffert and Brian Redman. This car was originally one of the top

two finishers in the 1970 24 Hours of Daytona. The photo was taken on the back airport straight of the 5.2 mile course and the car is seen passing an Alfa Romeo T33/3.



The #14 Porsche 917K of Jo Siffert, Leo Kinnunen and Brian Redman passing the #48 Porsche 908/02 of Steve McQueen and Peter Revson. The photo was taken just at the beginning of the back airport straight and you can see the 917 powering up to pass the Steve McQueen car. The 917 had so much power and torque that the body would lift up a couple of inches off the pavement going through the gears. The Siffert Porsche was gridded second but failed to finish due to accident damage. The McQueen car finished second by 23 seconds behind the Ferrari 512s of Mario Andretti.



The Porsche 917K of Hans Herrmann and Rudi Lins. The car was entered by Porsche AUDI/Shell and was gridded 11th. The car failed to finish because of engine problems.



The Porsche 917K of Hans Herrmann and Rudi Lins behind the wall after experiencing engine problems early in the race. The car was entered by Porsche AUDI/Shell.



The Porsche 917K of Vic Elford and Kurt Ahrens and entered by Porsche AUDI/Shell.



It did not finish the 1970 Sebring 12-hour Race due to an accident. They were hit from behind causing damage to the suspension and body.

The #1 Porsche 917 of Jo Siffert (seen in car) and Derek Bell entered by John Wyer Automotive in the 1971 24 Hours of Daytona. The car was gridded 4th but failed to finish due to engine problems. For races like Daytona, Sebring and Le Mans Porsche came out with a longer tail version that provided increased stability at high speeds.



The winning Porsche 917 of Pedro Rodriguez and Jackie Oliver in the 1971 24 Hours of Daytona. They finished just one lap ahead of the NART Ferrari 512s of Tony Adamowicz and Ronnie Bucknum. Ferrari did not field any factory cars in 1971 instead they were concentrating on developing a 3-liter car for the 1972 endurance series. 1971 would be the last year for the big block cars like the 917 and 512's.



The Martini & Rossi Racing Team Porsche 917's on the grid at the 1971 24 Hours of Daytona. The #3 car was driven by Helmut Marko and Rudi Lins. The #4 car was driven by Vic Elford and



Gijs van Lennep. Elford had a catastrophic tire failure that happened in the middle of the night causing a huge spin that practically demolished the car, but he was uninjured.



Coming out of the old turn 3 on the Daytona course is the first place 917 of Rodriguez and Oliver and the Porsche 917 of Jo Siffert and Derek Bell. Both of these cars were visual carbon copies of the cars that John Wyer entered the previous year. The only competition that Rodriguez had was the superfast Penske Ferrari 512M driven by Mark Donohue. That Ferrari broke all records and ended up first on the grid. At the start both the Donohue Ferrari and Rodriguez Porsche eventually walked away from the field and the only reason that Donohue didn't win was because of an accident at night that caused a lengthy delay in the pits. 1971 would be the last year for the big bore prototypes in FIA endurance racing. If you have the time to compare the body styles of the Ferrari 512M and the 917 you will see a similarity. Penske knew that aerodynamics was the key and the old 512s body style had its limitations.



The #1 Gulf Porsche 917 of Jo Siffert and Derek Bell coming into the old turn three at the 1971 24 Hours of Daytona. Jo Siffert was the number one driver for Porsche and more than any other driver helped in the early stages of the 917's development. He was tragically killed just weeks after this picture was taken in a Formula one accident while driving for

BRM. More than 50,000 showed up for his funeral in Switzerland and a Gulf Porsche 917 with John Wyer led the procession.



The #4 Martini & Rossi 917K driven by Vic Elford and Gijs van Lennep coming into the old turn three at the 1971 24 Hours of Daytona. Elford had a catastrophic tire failure happen in the middle of the night causing a huge spin on the banks that practically demolished the car but he escaped serious injury.



This is what is left of the #4 Vic Elford/Gijs van Lennep Porsche 917K after a tire failure on the high banks which caused a spectacular spin that demolished the car. The driver, Vic Elford, escaped serious injury.



The Gulf 917 Porsches were a big draw every time they came into the pits and a bit of crowd control became necessary. Think of what the safety stewards would do today if this kind of thing happened in a modern race.



Driver change for the leading (just barely) Porsche in the 1971 24 Hours of Daytona. Pedro Rodriguez has just entered the car and Jackie Oliver is standing next to the pit wall getting a drink. Rodriguez's hard driving technique probably did more to win this event than the car itself. Both the Adamowicz/Bucknum 512s Ferrari and the Donohue/Hobbs 512M gave Porsche a run for its money.



What you see here is two photos. The background is of the Daytona track in 1971 and not seen is the 1971 Porsche of Rodriguez/Oliver. The car you see is actually from the 2009 Goodwood Festival of Speed and is the same, now fully restored, Porsche 917 that won at Daytona in 1971. That smoke you see behind the car was actually coming from the right tail

pipe of the Rodriguez/Oliver car in 1971. It caused no end of worry for the Porsche mechanics. Thanks to Richard Betts for permission to use his photo and Photoshop.



Pedro Rodriguez driving the winning Gulf/Wyer 917 in the 1971 24 Hours of Daytona. Note the tire marks on the side of the car indicating some close quarters racing. Rodriguez would die just 6 months after this photos was taken while driving a Ferrari 512M in a sports car race in Germany.



Pedro Rodriguez, arm high and waving, rides atop the winning Porsche with his mechanics. He and Jackie Oliver have just added another win for Porsche in the 1971 24 Hours of Daytona. Rodriguez also won in 1970 driving a Gulf/Wyer Porsche 917K.





Pedro Rodriguez and Jackie Oliver enjoying the spoils of victory in the winner's circle at 1971 24 Hours of Daytona. To the right of Rodriguez is Miss Universe and Jackie Oliver seems to be engrossed in the charms of Miss Speed Weeks (the blond with the big hair and white boots). That young lady was a classmate of mine at Daytona Beach Junior College and she said one of the major hassles of being Miss Speed Weeks was all the married men who made unwelcome advances. Have things changed that much since 1971?



The winning Martini & Rossi Porsche 917K of Vic Elford and Gerard Larrousse in the 1971 12 Hours of Sebring.



The #1 Gulf/Wyer Porsche of Jo Siffert and Derek Bell in the pits prior to the 1971 12 Hours of Sebring. The car finished fifth and 16 laps behind the winning Martini & Rossi 917 of Vic Elford and Gerard Larrousse. This is a colorized version I made of my original photo.



Images from PCA and Sebring

Russell Shadowen

In my short time with the SCCA I have witnessed a great love for motorsports, and sadly, great personal loss in a few, and I truly hope rare, cases. I have also witnessed and come in contact with a wonderful almost family atmosphere and a willingness to assist and explain things to this "noobie". From the corner workers I have spoken to between runs, to the tech inspectors and officials, everyone was a great help and more than overfilled my head with information. Even asking me later if I had received adequate help and information from the people to whom they had directed me, while attending the 'workers gathering'. A gathering I was invited to by the corner workers which I had spoken with and photographed around earlier. All in all, my first month of membership has been enlightening, wonderful, and sometimes tiring experience with multiple events scheduled on the same weekend, its hard to choose.

PCA @ Daytona Oct. 10:

Yellow #40 - David P. Walsh



Yellow #172 - Christopher L. Mustante



Yellow # 26 - Juan E. Lopez-Santini



White #03 - David Baum



Sebring Oct. 17:

Yellow #67 - John Cox, Red #27 - Robert Demetrius
Silver #63 - Ken Hazelton, Silver/red #38 - Beau Gabel, White
#06 - Margie Lepaoja



Silver #57 - Tim Vito



Orange/Black #23 - Cody Ellsworth





Black #22 - Chet Zerlin (apex of turn seven)



Red #14 - Wally Osinga



Chet Zerlin (after an incident near turn four)



Wally Osinga (indicating to corner workers that he is watching for their signal to continue after a red flag condition)



Chet Zerlin (not the way you wish to return to your pit, car was repaired and running for the next practice)



Orange #03 - William Wald, Black #22 - Chet Zerlin (headed toward the drive over and turn nine)



Silver/Black #91 - Tom Panaggio, Yellow #65 - Robert Bauman,
Blue/Orange #73 - Philip Harrison, Red #21 - Steve Ladoniczki,
White/red #44 - Reed Wilson (single file through turn six)



White #96 - David Dartt Vintage Mini Cooper



White #83 - Dave Kanzler



Silver #63 - Ken Hazelton



Maroon #86 - Bob "J.R." Henderson (sliding through a 90 degree turn)



Black #58 - Scott Seifreit (America's Pony car was represented)





Orange #59 - Simon Gregg (Before winning his class Sunday),
Yellow #138 - John Branscombe



And finally, a shout out to track safety and those making the weekend possible for the rest of us... White Safety Truck



... and the Red roll back and Pace car



A Race Story

Jerry Dykhuisen

My name is Jerry, and I'm a race-a-holic. Even worse, much of my habit has centered around British cars. With the exception of some time in an SCCA Spec Racer (back when they were Renault-engined) and a stint in sports racers, much of it's been under the shadow of the Union Jack.

My first major purchase after graduating college (much to the chagrin of my then fiancé) was a race car. The year was 1970 and I became the proud owner of an F Production Sunbeam Alpine (all it cost me was \$400 and lots of non-complaining compensatory time at the mall). Mercifully, though it was not terribly competitive, it was an extremely well prepared car. My level of knowledge was considerably below my level of commitment and the car was reliable in spite of me, not because of me. Picture this: working on the racecar in the parking lot of my apartment complex where it sat under a tarp between races.

Things in the early 70's were considerably different than they are today. I, and lots of others, flat towed the car to the track, i.e. no trailer. ("No, officer, I didn't know that since the tires are touching the street it needed a license plate even though it's not being driven.") Stock passenger seats, interior door panels, and headlight buckets were required to stay in place. Fiberglass body panels were unheard of. Most of the mechanicals could be modified, but for the most part could not be replaced. The standard unwritten rule of thumb was that the only things you could replace were the things that always broke on British cars, e.g. pistons, ring & pinion.

Before exposing myself to the demands of SCCA racing, I decided to run Midwestern Council for a year. "Council Racing" was a little less intense,

though equally competitive (read - we didn't take ourselves nearly as seriously). My first driver school convinced me that I had made the right decision, fiancé or no fiancé. To this day I remember the feeling driving off the track after the first practice session with a grin so big that my face muscles hurt. I was hooked. And, since that time, except for brief interludes between cars, I have never been without a race car. I often think of how wealthy I might be if I had taken all the dollars spent of racing and invested them prudently. But, then again, the fact that I race British cars makes the concept of "prudence" a very foreign concept.

But (and I've not forgotten) this is a Triumph magazine. "Jerry, feign wouldst thou tell us of your experiences with this esteemed marque."

I've raced several Triumphs including my present F Production Spitfire. I've also had any number of them as daily drivers including a 1977 Spitfire 1500 which I currently drive. (Yes, I am a glutton for punishment, but then again since I race one, I have an almost unlimited supply of spare parts.) But, we are concentrating on racing stuff today, so I guess the street stories (and there are many of those as well) will have to wait for another day.

The first new car I ever purchased was a 1969 Triumph GT+. I had driven it as my street car for about a year and a half when a drunk tried to drive over it as I was stopped at a traffic light. The rear end was crumpled to the middle of the doors. In spite of its being a current model, certain parts were hard to come by (specifically the heated rear window), so it sat in the body shop for six months before it was finished. The battery newly charged, we cranked it over to start it for the first time and promptly stripped the thrust washers out of the block. The clutch, consequently, would not disengage

(strange how things don't work quite right when the crankshaft is moving rather than the clutch plate forks). The body shop towed it to the local Triumph dealer (Yes, Virginia, there really were once such things) to rebuild the engine.

Obviously, the main bearing cap that held in the thrust washers was now junk. Equally obvious we discovered was the fact that one could not just buy a single main bearing cap from the factory. Ah, but I had a plan! I called Lee "Mother" Mueller in California. He drove for the Kastner-Brophy West Coast Triumph factory team. He told me they had plenty of the aforementioned main caps from blown engines laying around and he'd be happy to send me one. (Patience, my children, we'll soon get to the race portions of the tale.)



After getting it put back together, I reached the decision that between the crash and the engine issues, it might not be a wise idea to keep the car. I sold it to a co-worker for cash and a Honda 90 motorcycle. (The co-worker turned out some time later to be wife number two, but that's another story.)

In the meantime, I had sold the Sunbeam and purchased a Lotus 11 C Sports Racer. It had an 1100cc Coventry Climax engine, a DiDion rear axle, and, of all things, a trailer!

About a year and a half later, the problems that I had hoped to avoid with the GT6 manifested themselves for the purchaser and the engine came apart. The purchaser (not yet at that time my spouse) was willing to part with the car real cheap. I got the brilliant idea that I could turn it into a race car. First big mistake!

I sold the Lotus to a collector (somehow it seems I sell most of my race cars to collectors), bought the competition manual for the GT6, and dove right in. Autoweek back then was a weekly tabloid that was more or less the bible of sports car racing in the U.S. They had a classified section which I started to peruse religiously. I found a set of ex-Group 44 front springs. I knew that stiffening the rear spring was a good idea, so I pulled it off and took it to the local spring shop, run by a German guy I could almost understand. I told him I wanted a couple of extra leaves put in the spring. He muttered something that sounded like, "no, nur un leff odervise too mush negtiff camber." I smiled, nodded, and told him to go ahead and do whatever it was he said.

I installed my newly stiffened rear spring. Keep in mind now, that I had put the Group 44 front springs on which lowered the front end about three inches. Putting the stock rear spring back on with its extra leaves made the car look like a cat in heat. One race of having the rear end come around every time I applied the brakes was more than enough. Out came the

spring and back I drove to my little Bavarian friend. He de-arched the spring. I reinstalled it. Better, but still not good. After three chapters of the same story, Hans told me, "I hett dis spring. Tek away und neffer brink beck." I headed back to the garage with the idea that this is what was going on the car whether it worked or not. Luckily, by sheer luck, we happened to get it right the last time.

As you can tell, my level of knowledge had increased exponentially since my Sunbeam days. I knew enough by then to know that I knew very little. Back on the phone to Mother Mueller. Our conversation went something like this:

"Lee, it's Jerry Dykhuisen. I'm going to race a GT6 and I want to go fast."

"How fast you get to go depends on how much you've got to spend," said he.

I told him how much I had to spend and he told me I wasn't going to go very fast.

Little by little, however, the car came around and I got a little faster each time out. In the early days, I did learn something about the Theory of Relativity, however. Energy can be neither created nor destroyed. Things on my developing race car would break. I would fix them so that they'd never break again. The stress would be transferred somewhere else and a different part would break. I fix that piece so it wouldn't break again. The stress gets transferred... Oh, well, I'm sure you get the idea by now.

The reigning guru of Triumph racing at that time was Group 44. Sponsored by Quaker State Oil and under the guidance of Bob Tullius, they were what we all aspired to be. Brian Furstenau, their engineer and the guy who drove the GT6, spoke at the Chicago Region SCCA Annual Banquet one year. Cornering him during the cocktail hour, I was determined to find out the secret of their success.

"Your car doesn't sound at all like mine. How high do you wind it?" I asked.

"Oh, usually about nine grand," he said calmly.

I, who held my breath any time the tach needle passed 6,000 RPM's, said "How are you able to do that?" as I tried to brush off the beer I had just spit all over his jacket.

"Well, we straighten the crank after every race and put in a new one every three races."

I nodded knowingly, suddenly aware of the difference between pros and amateurs.

Eventually, the car got to be pretty reliable and even reasonably fast. I never managed to win any national races, but scored my share of points including a Midwest Council D Production championship in 1978. I did especially well in the rain. The car was underpowered and being in the wet was an equalizer. Besides, the windshield and wiper were worth at least two seconds a lap.

I remember one year I ran an event called the "Young America Grand Prix". It was sponsored by the Milwaukee Sentinel newspaper and was run at State Fair Park. We used both the oval and the infield course for the road races. The event filled the stands with 20,000 screaming teenagers and was designed to give them a broad exposure to motorsports. Consequently, in addition to the road races, there were stock car races of various kinds, demo derbies, and show cars. The format was to run one road race, one other event, and then another road race.



During the course of my race, I managed to get a flat tire in the infield. Under normal circumstances, I'd have just taken a DNF, but this was late in the season and I was still in the running for a class championship. Since the rules say no one can work on the car but the driver, I ran back to the paddock, grabbed the jack and one of the rain tires, and headed back to

the course to change the tire.

As I was working, the checkered flag had dropped on my race. The tire on, I climbed in and headed around toward the start/finish line. With all the events they were running, you can imagine that the schedule was tight. Also keep in mind that road racing runs clockwise and oval racing runs counter clockwise. I think you're probably getting the picture. As I come around the final turn of the oval, the green flag is just dropping on the six-cylinder "Socker Stocker" race AND THEY WERE ALL HEADED STRAIGHT AT ME! Forty house-painted Chevies, Fords, Dodges, and Buicks... AND THEY ARE ALL HEADED STRAIGHT AT ME!

Now I don't know how acquainted you are with this type of racing, but the truth is that they run into each other... A LOT! I figure the racing weight of the GT6 was about 2,000 pounds (remember, no fiberglass in those days). I figured the wheels and tires alone of the cars coming at me weighed at least that much. I tucked as far inside as I could and held my breath as the herd thundered by.

It appears, however, as if I had done my job too well. Upon checking the results, I noticed I was classified as a DNF. I figured that I had tucked so close to the pit wall that the Timing & Scoring people had not seen me cross the finish line. I was making my case, without much success, when the twelve-year-old son of the fellow with whom I was contesting class championship stepped up and affirmed that I had indeed come by. He had seen me. I was eventually classified as a finisher and awarded the points. (I figure dad's probably still got him confined to his room at age 42.)

I raced the GT6 for about five years before being bitten by the sports racer bug. I sold it and bought a McLaren Mk. 6B (Obviously, I believe in doing things gradually). I'm told the GT6 is still racing vintage races in the Chicago area.

Fast forward to today. In the interim, besides the McLaren, I went through a Chevron B-19 C Sports Racer, a Spec Racer, and a couple of motorcycle engined D Sports Racers. I still think sports racers are the sex machines of road racing, but the finances of the genre have passed me by, e.g. in 1992 I held the D Sports lap record at Sebring. In 2000 I was eight seconds a lap faster and was running in the back of the pack. One guy in the class bought five different cars that year! Every time something new came on the market and went fast, he bought it. I'm sorry, as a high school guidance counselor, those are very lofty heights at which I can't compete.

I decided it was time to go back to my roots. I found an F Production Spitfire in Sports Car Magazine. Things had sure changed since the old days. Lots of fiberglass, coil-over rear shocks, rear disk brakes, almost the whole shooting match. I talked with the owner at some length, looked at some photos, and we worked out a deal. The car had two engines, both in need of rebuilds. One had a spun bearing and the other, he indicated, had sheared an oil pump drive. "I shut it down right away he assured me. I don't think there's any major damage." I'm only glad he didn't offer to sell me some swamp land in Florida, because I would likely have believed that, too.

I borrowed an open trailer and headed for Connecticut between Christmas and New Year's to pick up the car. It was a gorgeous vehicle and I headed back to Florida, convinced I'd made a great deal.

I was wrong. The first engine did indeed have a spun bearing, but it had damaged the crank beyond repair. I put the second engine on the stand and turned it over to pull off the oil pan. The sound I heard was something on the order of throwing a bunch of nails into a metal bucket. My bank account flashed before my eyes. The engine had broken the number three connecting rod which had apparently failed around knocking off pieces for

some time before being shut down. The only things salvageable were the head and valve gear and the aforementioned oil pan. To ventilate, I did mail some of the pieces to the guy I bought it from with a nasty note. I can only hope he opened the package over a white silk table cloth.

Starting from scratch seemed to be a better idea than trying to cobble something together from the bits and pieces I had. Though Lee Mueller had long since gone to the road racing paddock in the sky, I did manage to hook up with another former Triumph factory driver from the West Coast. He built me an engine that, though I'll probably never win another national race, is fast and reliable. I can score a few national points every year and it's very competitive on a regional level. It's got the rest of the stuff to bring the car to state-of-the-art: dry sump; roller rockers; crank fire ignition; Carillo rods; etc. I added a close ratio GT6 gearbox and was happy as a clam.

Just when you think things are going well, however, the bluebird of happiness comes and does that thing to your birthday cake. The car is sorted. It's running well. I'm going faster every weekend and feeling more and more comfortable in the car. When you think things are too good to be true... you're probably right.

It's the January, 2005 National Race at Sebring. First practice on Saturday. After a few laps to get things warmed up it's time to turn up the wick. Turn One at the Sebring long course is a bumpy, very high speed (4th gear) 90 degree sweeping left. By the time you get to the braking zone for Turn Two, a slow 3rd gear 90 degree left, the car is bumping off the rev limiter in top gear.

(I now have to acknowledge that the next few sentences have been related to me by others. I have no memory of these events.) Something apparently let go on the right rear of the car. I ride up the back of another car and become airborne. One of the drivers in another open car tells me he ducked to keep from being hit as I flew over. Keep in mind that everyone else is hard on the binders -- and I'm not slowing down at all. I apparently do a 180 and, as one of the other drivers described it, "you hit the tire wall harder than I've ever seen anyone hit it."

My first memory is sitting past the apex of the turn perpendicular to the flow of traffic, debating whether or not to undo my harness. Undoing it will allow me to get out quicker, but I certainly want it buckled if somebody runs into me. To make a long story short, I got out all right with just a concussion.

Afterward, I discovered that the flange on the right rear axle had broken. I surmise that allowed the tire to wobble to the point that it tore off the rear brake line. I only ran a single master cylinder then and so once the line was severed, I had no brakes.

(I feel obligated to tell you at this point that I had brought a woman I was dating to the race with me. It was the first time she'd ever been to a sports car race and since this all happened on my first hot lap of the weekend, she didn't realize that this wasn't a normal occurrence. For all she knew, this happened every time. She later confided to me that while this was all going on, she really thought I had a very strange idea of a good time.)

In any case, the tub was history, so I pulled all the working pieces off it and went shopping. Steve Sargis (whose Spitfire race cars and whose driving ability are from another galaxy) had a chassis from which he had stripped pretty much all the same pieces I had saved from my car, so, borrowing another open trailer, it was off to Chicago in March. (I reckon I may be the only person in the country who never sees snow except when pulling a car hauler.) Bolting it all back on, we've been running with reasonable success since then.



Mercifully, the last couple of years have been much less eventful than that incident. I manage to run about six to eight races a year from down here at the end of the universe. Being from Florida has the advantage that we get to run year round, so it's easy to space things out to keep it pretty low pressure. The Production Car guys are a good group who, even though they fuss at one another, will always go out of their way to help out if needed.

So, for nearly forty years, through racing I've successfully managed to eliminate pretty much all my disposable income. I even carry a picture of my race car in my wallet. (Hey, no one ever asks me what my girlfriend looks like.)

And, did I tell you? My name is Jerry, and I'm a race-a-holic.

(Regrettably, Jerry has gone back to the dark side, recently selling the Triumph and purchasing a Cheetah D Sports Racer.)



The Sun Stroke Gran Prix At Daytona

Bill Martin

It's a Saker SVS GTA Dan Moon all the way from Freemont, MI



Saker, ready for takeoff, one of only two in the U.S.



Group 1 Cars in Turn 3



Jeff Futch takes his Legends Ford Coupe through Turn 3



Doug Puckett working on his Novice Permit



The happy Turn 5 Corner Crew doing their thing



Close racing in Turn 3, Hector de la Torre leading



Tim Potter led the early going in IT through Turn 5



Ronnie Bledsoe suffers a reversal in Turn 3



Getting up close and personal - Ricky Sanders, Darryl Pritchett, Drake Burgoon



Ronnie liked it so well he did it again





Jim Rosa and Mike Marks close up in Turn 3



Jim gets the exit just a tad wide



Nothing like a happy Sound Control Crew - Jennifer & Hollye



Tom Beattie crosses Start/Finish in his Elan DP-04



Mike Burkhardt and Steve Krupa at Start/Finish



Robin Moody at the Finish with his Invader F500



There's nothing like a CFR Social after a long day in the heat



Photo ID lady Pattie pours herself a bit of the grape



Area Director Robin Langlotz fields yet another question



Start of the Group 5 Big Bore Race



Turn 1, Mario Hart all the way from Peru



Carlos Lira in Turn 1





All that's left of Budd Severino's SRF after a Turn 1 incident



More results from the get together in Turn 1



Turn 1 Corner Crew watches the action after the Start



The Krispy Kreme SM does a couple of donuts in Turn 1



Mary Katharine did well winning 2 of the Group 4 Races in her VW Jetta



Wayne Paulin in Turn 1



Austin Armellini at Start Finish



Clint Thomas from Thomasville, NC came down to blow the rest of the field away

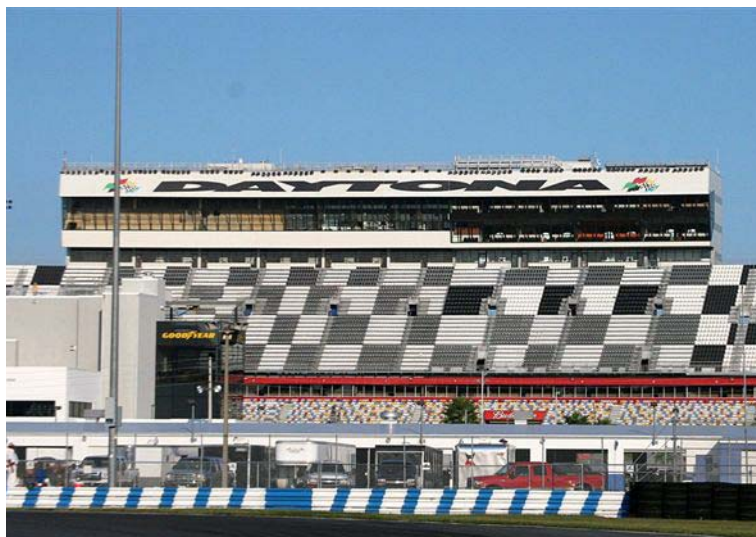


Porsche Club Of America - OctoerFast At Daytona

Bill Martin

The PCA came to challenge DIS for the third consecutive year.

Ray Williams with the ex-Red Bull Cup Car



Jack Gilsdorf and crew unload their GT2





Fancy paint job on the Mac McGhee GT3 Cup



Got your checkbook? I hear it's for sale



Pretty flashy paint schemes, here another GT3 Cup



Chief Rich watched over the action in Turn 3



Photo ID Lady Patti waves them off the Grid



A tight pack headed for Turn 4



It was a beautiful day for racing if you could stand the heat



The much awaited and new Panamera arrives



It's a Cayman S Vs a 944 in Turn 3



PCA provided Subway sandwiches for all three days lunch



A 911 rounds Turn 3



In the shade, they are a happy group - Jim, Richard and Gail





These Guys managed to find the only air conditioning in the area



Would you like to find one of these under your Christmas tree



The Ferrari packed it up on Saturday



A GT3 Cup car in the west banking



Bruce McPherson and his RSR waiting for a flat tow in Turn 5



Beautiful example of an early Speedster



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The gorgeous lines of the ageless 904



A 911 RSR in Turn 4



Turn 3 with lots of racing action



CFR's Sid Collins and his 911 in Turn 4





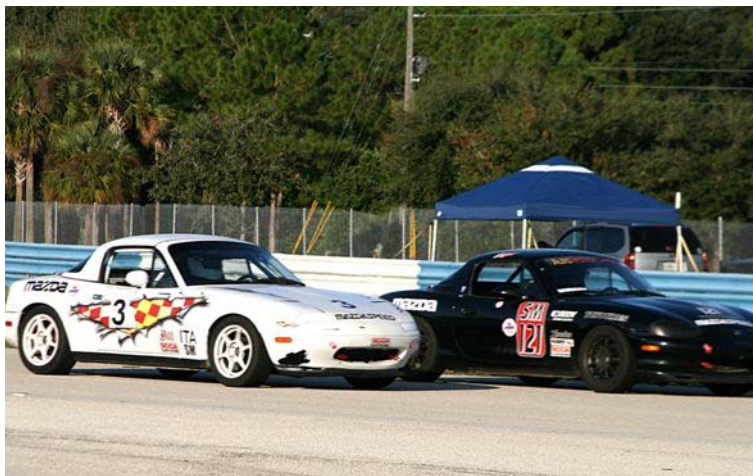
The Spook Spectacular At Sebring

Bill Martin

Remember the Cone Heads?...CFR has its own



Paul McLester and Lucie Wirgin at the Sound Control Station



Start of a Group 5 Race, Juan Paulino leading



Turn 1, Mike Moerwald and her ITC VW



Carey Atkinson comes in for a consultation with the Pit Marshals



Jerry Neely passes the Start stand in Turn 1



James Adler and his Datsun 510



Juan Paulino's Honda Civic in Turn 10



Jim Magero experiments with a new line in Turn 1, Mary Katharine motors by



Perry Young and Tucker Alford in Turn 10



A Miata train in Turn 1, Steve Kirouac leads



Greg Piehl, Spitfire, chases Dave Theen, Mini, out of Turn 10





The '66 Yenko Stinger of Eddie Meadows still racing after 43 years



There was a good turnout for the Vintage Class



Good team name for a '62 Triumph TR 3



Bob Shafer handed out the "goodies" to the Vintage Group



Turn 2 with Jerry Dykhuisen and his Cheetah DSR



Wings'N'Things, just like I-4 on a Friday afternoon



Wally Osinga and his FE Van Diemen, nice paint job



A 240Z from Sebring, Terry Taylor



Pontiac GT 1 in Turn 1, Tom Malin from Gulfport



Simon Gregg from Shakopee, MN swept the big bore Groups with a 1:05.4 in Qualifying



Central Florida Region Annual Meeting



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SCCA Rate: \$89.00 / Night



Condo Suites come equipped with a center kitchen island, separate bedroom with two queen beds, and a bathroom with separate dressing area. Other amenities that make all the difference for a comfortable and satisfying stay include: a queen sleeper sofa, dishwasher, stove, refrigerator, coffee maker, dishware servicing up to four guests, cable-ready TV, ceiling fans, hair dryers, and data-port phones with voicemail.

SCCA Rate \$109.00 / Night



Condo Villas feature a large separate dining area, wall to wall sliding glass doors, and an oversized in-room Jacuzzi hot tub. The master bedroom has a king sized bed and is located on the second floor. Enjoy all the amenities that make for a memorable and satisfying stay, including: a queen sleeper sofa, dishwasher, stove, refrigerator, coffee maker, dishware, cable-ready TV, ceiling fans, hair dryers, and data-port phones with voicemail.

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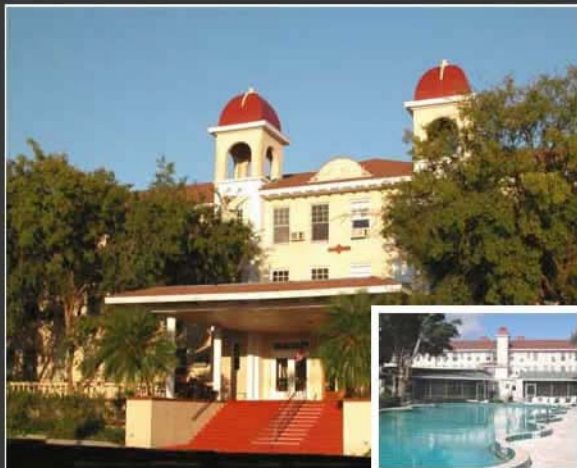
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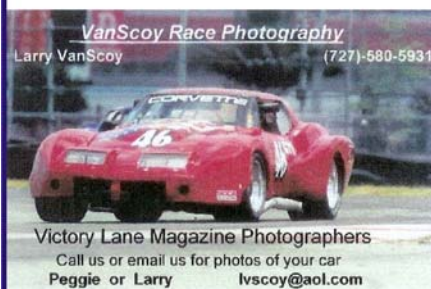
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See us at the track AS #58

Classified Ads

Competition Cars

2002 Cheetah D-Sports — This car is well sorted and perfect in every way. I am 6' tall and weigh 240LBS and do not feel cramped in the cockpit! This car has never had an engine failure (ever!) and has a clean log book with current tech inspection. Stage three Graves R1 (all the good stuff), plus a low hours stage two Graves R1 as a spare. Two sets of light weight rims with tires plus a set of unmounted rains. New red top battery. Spare low drag custom rear tail and a mold for the front splitter. Also included is a set of radios, a box of new front suspension spares, plus all pit hardware needed to go racing. Let's talk! Additionally, I have a nice heavy duty Pace Big Foot 24' trailer. Full interior with finished walls and diamond plate floor plus built in custom tool box, electric winch and Pit Pal on side door. Built to hold two cars! Great price on

package deal! Contact: Jim Aid Days: (727) 230-9438 Evenings (727) 596-7570

2000 SSC Civic Si — Fresh from the runoffs. Good for 2 more years of National racing. Call for pictures & Details. A steal at \$6500. Dan: 262-366-0884 or email patrat40@aol.com (1)

ITC Honda CRX, '85, Blue # 3 — Current CFR champ two yrs. running. Former ARRC champ. Fast and reliable. Two sets of wheels, many spares, with great trailer. \$6000, Contact Earl Clemenson, 239-898-2736, email itcman@com-cast.net (1)

1966 Austin Healey Sprite — 1098cc, full cage, fuel cell, double bearing hubs, Butlerbuilt seat, five blocks, five 2" main cranks, 12 heads, 3 transmissions, 3 rear ends, 4:88, 4:55, 4:22, 3:90 ring and

pinions, plus many more parts, \$4500.00 with trailer, Daytona Beach, email Osprey60051@mypacks.net, David 386-672-0128. (1)

Van Diemen FC For Rent - Quick, Elite Engine. Coach and engineer up to 4 drivers a day. 20 yrs. Exp. fair rates Skip Weld 352-406-8724 (2)

1991 SPEC MIATA 1.6 - Several Region and SAARC Wins. Super Clean Low Mileage Car. 2 races on fresh rebuild done by Joe Evans/Rob May. Included Engine, Trans, and diff rebuild. Recaro, OMP, 2 sets Panasports. Cool Box, helmet blower, guages in dash tach, New belts Call Peter 813-967-5429 (2)

Tow Vehicles

2007 tandem axle trailer, setup for 5 Harley's, could also carry racecar, atv's etc, T chocks included, fully finished interior, carpeted, LED lights, Torsion axles, all the right stuff! Interior dem 23'x80"x80" \$6250 OBO Photos/questions Duane at

dnmtsp@cfl.rr.com or 407-539-5695 (1)

'06 Big Tex 60CH-16 Trailer - \$1500. (retails for \$2500 new w/o box) 83" x 16' Pine Deck, 4' Slide-in Ramps, 2"x12"x8' Pressure Treated Ramps, Large Aluminum Tongue Box, 3 Front D-rings,

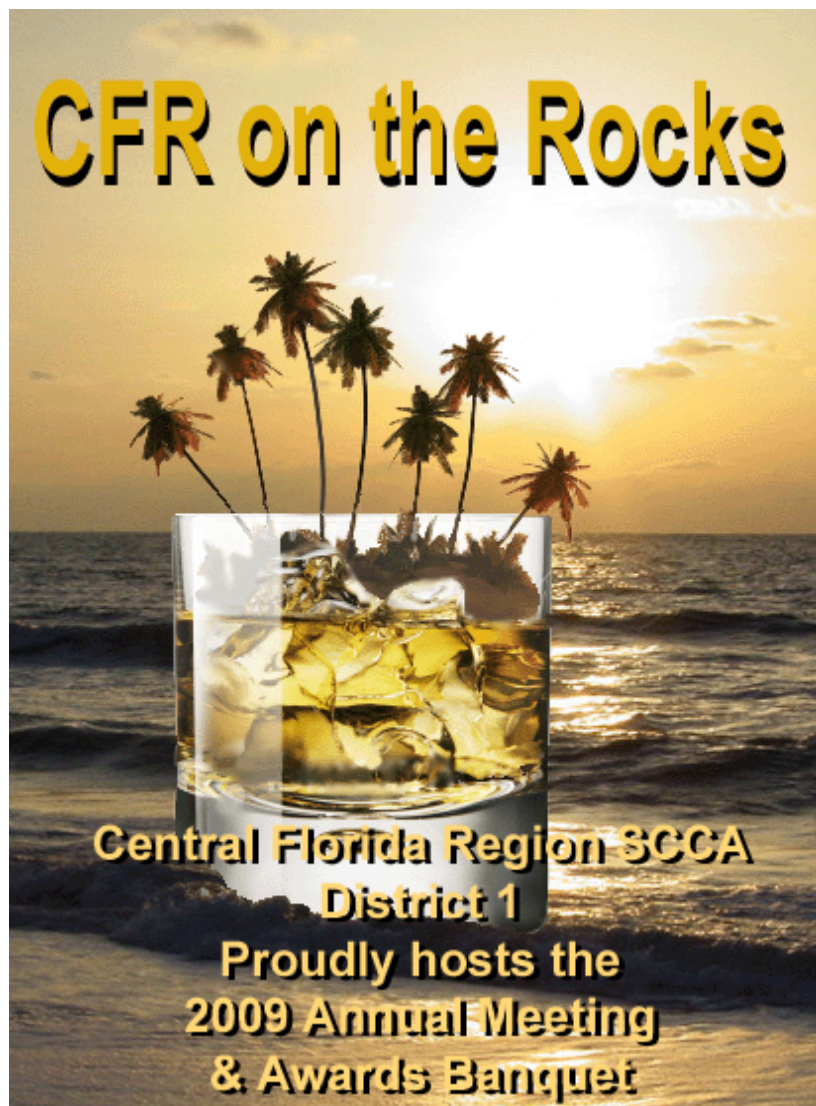
Mounted Spare Tire, Electric Brakes, 3500# EZ Lube Axles, (Nearly New) Used Less Than 12 times & Stored inside except at the track. Located in Tampa. Call Mark at (813) 505-4406 (2)

Parts

C4 Toyo RA-1's - 225/50 x 15. These were full tread, used as rain tires. \$100 OBO. Tires are currently mounted on

BMW 15x7 bottle cap rims (Silver Style 6), (bolt pattern - 5x120), \$150 OBO. Wheels and tires together - \$200. Can bring to

Sebring Oct/Nov. Bruce 954-980-8008; rbshafer@bellsouth.net (2)



Schedule of Events*

Friday, December 11, 2009

Registration 3:30 pm – 8:30 PM

Hospitality Suite Open

5:00 PM to ????

Saturday, December 12, 2009

Registration

8:00 AM – 12:30 PM

4:30 PM – 6:30 PM

Breakfast: 7:30 AM – 9:30 AM

General Membership Meeting

9:30 AM – 12:30 PM

Worker Appreciation Luncheon

1:00 PM – 2:30 PM

Hospitality Suite Open

3:00 PM – 5:30 PM

10:00 PM – ????

Awards Banquet with Special Guest

Bob Tullius

6:00 PM – 10:00 PM

6-7 Cocktails

7-10 Awards Banquet

Sunday, December 13, 2009

Breakfast: 7:30 AM – 9:30 AM

BOG Meeting 9:30 AM - Noon

*Schedule Subject to Change

Holiday Inn Harbourside
401 Second Street
Indian Rocks Beach, Florida 33785
(800) 726-0865

www.hiharbourside.com

Group Rate Reservation Link:

http://www.ihg.com/h/d/HI/1/en/rates/CLWRB?groupBookingCode=SCC&_IATano=99801505

Official Registration Form

Make your reservations early to save money. Make checks payable to Central Florida Region – SCCA. Please complete this form and mail to: Janet Harhay, 2321 Woodbend Circle, New Port Richey, FL 34655 (727) 452 6833. Entry Fee: \$50.00 in advance; \$75.00 @ the door for full weekend. \$10/\$15 Saturday Breakfast; \$20/\$25 Lunch, \$30/\$35 Banquet. \$10/\$15 Sunday Breakfast (Circle Full Weekend, Breakfasts, Lunch and/or Banquet for Selections)

Name _____ e-mail _____ Total Number in Party _____ Total \$\$ Enclosed _____

The Checker

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Join the Club!

Central Florida Region
Sports Car Club of America, Inc.

- ☐ \$85 **Regular Membership**
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- ☐ \$30 **Spouse Membership**
Must be legal spouse of regular member. Includes \$23 National dues.
- ☐ \$45 **First Gear (under age 25)**
Includes \$25 National dues. Includes ability to hold Club Racing, PRO Rally or Solo1 Competition licenses.
- ☐ \$126 **Family Membership**
For regular member, spouse and children under age 21. Includes \$101 National Dues.
- ☐ \$30 **Subscription to *The Checker* only.**

Total membership costs include National and Regional dues for one year. Also includes one subscription to *SportsCar Magazine* and *The Checker* per regular, First Gear, or family membership. Membership dues are not a charitable contribution.

MAIL TO: **Membership Chair**
Joyce Hayward
457 Drage Drive, Apopka FL
32703

407-884-7889
joycehsccl@cfl.rr.com



PLEASE TYPE OR PRINT:

Name _____

Address _____

City, State _____ Zip _____ County _____

Phone (_____) _____

E-Mail _____

First Gear birth date _____

Spouse Name, if joining Club _____

Children's names and birth dates if Family membership

SCCA Region Preference **Central Florida Region (83)**

I am interested in the following SCCA activities:

☐ Pro Racing ☐ Club Racing ☐ Rally ☐ Solo ☐ Official

I hereby apply for membership in the Sports Car Club of America, Inc. and its Central Florida Region and agree to abide by the bylaws.

Enclosed is my check (made payable to SCCA, INC.) or cash for \$_____,
or:

(check one) ☐ Visa ☐ MasterCard

Card No. _____ Exp. Date _____

Signature _____ Date _____