

# The Checker

Official Publication of the  
Central Florida Region  
Sports Car Club of America  
Volume 52, Issue 6  
August/September 2010

Hot, Hot, Hot in Sebring



# CFR Annual Meeting



Hosted by  
**District 4**

**Paramount Plaza**  
**Hotel & Conference Center**  
**Gainesville, FL**

**December 10-12, 2010**

The facility hosting the 2010 Annual Meeting is the  
**Paramount Plaza Hotel and Conference Center**  
in Gainesville.

2900 SW 13 Street  
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mention the Central Florida Region SCCA to get our rate.

## **Weekend Highlights:**

Friday Evening . . . . . Hospitality Suite  
Saturday Morning . . . General Membership Meeting  
Saturday Noon . . . . . Worker Appreciation Lunch  
Saturday Evening . . . . . Annual Banquet  
Sunday Morning . . . . . Board of Governors Meeting

***Join your friends  
in all the fun times,  
good company and,  
of course, great  
“bench racin’.”***

***All are welcome!***

***I look forward to seeing  
everyone in Gainesville ...  
you'll see ... North Central Florida just ain't so bad ... :)***

For more information: email: [LynARW@cfl.rr.com](mailto:LynARW@cfl.rr.com); Telephone: (352) 625-2540 – home; (352) 286-7756 – cell



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## The Checker

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CFR Business Exchange - \$50/year  
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We prefer to receive ads by e-mail at [TheChecker@OsceolaPress.com](mailto:TheChecker@OsceolaPress.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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THE DESIRED PUBLICATION DATE.  
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The Checker at:

PO Box 450245, Kissimmee, FL 34745  
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Allow 6 to 8 weeks for return.

## Address Changes:

Make your changes online at [www.scca.com](http://www.scca.com). You will need your member number (and password if you have already created one) to log on. Be sure to add or update your email address so that you can get your meeting notices! Or, call the Topeka office 800-770-2055 to notify them of your change. Any call to Topeka with a request will require that you provide your membership number.  
DO NOT SEND ADDRESS CHANGES  
TO THE CHECKER.

Cover Photos By: "whitey"



# 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.

**District 3** -- 2nd Tuesday 8:00 PM **Rossi's Pizza & Pasta** 5919 South Orange Blossom Trail, Orlando.

**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 Jerry Larson District 5 Governor - sunnyday@infionline.net

**District 6** -- 3rd Wednesday, Dinner at 7:00 PM, Meeting at 7:45 **Beef O'Brady's**, 2940 US Hwy 27 N., Sebring.

**District 7** -- 2nd Tuesday, Dinner at 6:00 PM, Meeting at 7:00 PM. **Wong's 8th Wonder Kitchen**, 54 S. Hwy. 17-92 (at Hibiscus), DeBary, FL.

**District 8** -- 2nd Wednesday 6:00 PM **MacDaddy's**, 8951 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:** Alacucha, Bradford, Citrus, Dixie, Gilchrist, Hamilton, Hernando, Jefferson, Lafayette, Levy, Madison, Marion, Sumter, Suwanee, Taylor and Union Counties.

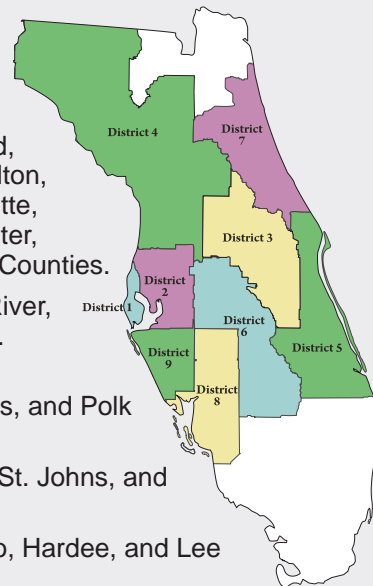
**District 5:** Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties.

**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.



## 2010 Event Schedule for CFR and Surrounding Regions (Updated)

**September 2010**  
4-5 Rest'd Reg'l/CFR Enduro/Vintage CFR  
Sebring - Long Course

18-19 SARRC/SARRC Fla  
Homestead  
20-26 National Runoffs

**October- 2010**  
9-10 SARRC Invitational Challenge SEDIV  
Roebeling Road  
16-17 2011 SARRC/Rest'd Reg'l/Vintage CFR  
Sebring - Short Course  
30 Regional Fla P.B.I.R.

**November- 2010**  
13-14 Track Trials/ECR Bucc  
Roebeling Road

13-14 Palm Beach Classic/2011 SARRC Fla  
P.B.I.R.

27-28 Restricted Regional CFR  
Sebring - Long Course  
**December- 2010**

8-11 PRI-Orange County Fla  
Convention Center

10-12 CFR Annual Meeting CFR  
Paramount Plaza Hotel, Gainesville  
Hosted by District 4



# Club News

## Welcome New Members

*Joyce Hayward*

### DISTRICT 1

Byron L Landron St Petersburg  
Stuart L Lycett St Petersburg  
William L Mertz St Pete Beach  
AJ Settle St Petersburg  
Mary C Wright Clearwater

### DISTRICT 2

Michael Gerstner Thonotosassa  
Russell E Jones III Land O Lakes  
Celina Lauget Zephyrhills  
Reme Lauget Zephyrhills

### DISTRICT 3

Roy Moyer Altamonte  
Meagan A Riesen Orlando  
Darren Seltzer Orlando  
Martin Kwame Taylor Orlando

### DISTRICT 4

Melanie May Brooksville  
Skylar McKnight Gainesville  
Bil Spaude Bushnell

### DISTRICT 5

Austin Armellini Cocoa  
Brad Berry Titusville  
Adam Cherwinski Rockledge  
Kathy Daniels Titusville  
Jeremy Doerrfeld Melbourne  
Mary L Dunne Okeechobee  
Ronald F Dunne Okeechobee  
Vivek Krishna W. Melbourne  
Jason McClasky Merritt Island  
Scott O'Keefe Ft. Pierce  
Ted N Tiemeyer Palm City

### DISTRICT 7

Cameron Barie Ormond Beach  
Connor Barie Ormond Beach  
Kathy Jo Barie Ormond Beach  
Bruce Alan Carlson Palm Coast  
Michael Husting Edgewater  
J. Anthony Trott, MD Lake City

### DISTRICT 8

Gerald Wilcox Bonita Springs  
Marjorie Wilcox Bonita Springs

### DISTRICT 9

Nathan Craig Nicholson Sarasota  
Nichole Nicholson Sarasota

### OUT OF REGION

Douglas M Lawhorn Jacksonville  
Samuel M Street Hickory, NC

## Regional Executive Report

*Chuck Dawson*

First, I would like to thank all of the workers that helped out at the Brumos 250 in July. I still have a "to do" list from that event that includes making sure that next time all of the golf carts are fully charged and operational. Also, being brand new to the RE job, I failed to get refreshments for the Saturday Social. I promise that WILL NOT happen again. And I still have some gas cards to distribute – I couldn't catch everyone before they left so if I still owe you a gas card please get in touch with me so that I can be sure you get yours.

In mid-July, the annual Southeast Division schedule meeting took place in Atlanta. We were able to resolve our schedule conflict with Florida Region and keep the January Double National at Sebring on the schedule. Sebring will be on the weekend of January 7-9 2011 and Homestead will follow one week later. We plan to co-promote the two January Double Nationals with Florida Region and we're still looking for a catchy title to call the races – "the Palm Tree Quad Nationals"??? If there is anyone out there with marketing skills that wants to volunteer, we have a job for you – contact me if you're interested.

We are also working on organizing a Florida Endurance Championship series with Florida Region. The idea is to include our CFR enduros along with Florida Region's enduros into a single statewide points championship. I

would really like to hear from our Enduro drivers on this – let me know how interested you are in the concept and pass along any ideas you may have on how to make the series more fun for you.

It's been a busy two months since I took over the RE position and I've sure had to learn a lot in a hurry. In all the turmoil, I may have failed to follow up on an idea or suggestion from one of you. So if I haven't closed the loop with any one, please don't hesitate to remind me.

Thanks for all your support.

CHUCK DAWSON





# District News

## District 1

**Dave Fredrick**

On Tuesday, August 10th District One had its monthly meeting in Clearwater. There were 27 people in attendance.

Ron Offutt has two checkered flags with gold lettering done by Pat Hill. We are having these flags signed by the membership honoring Gail's memory. They will be presented to her son & daughter Greg and Jan at a service later this year. Ron will have the flags with him at CFR meetings and events. Please see him to sign both flags.

Jim White, member, photographer, and artist has donated a couple of framed photos of Gail for our building in Sebring.

There was discussion about the double SARRC race we just had in Sebring. Saturday afternoon we had to postpone some racing activity because of lightning being too close for safety. There was discussion revisiting what resources are utilized and how that information is shared to try and prevent anyone from being struck by lightning.

September 4th and 5th we will be back on the long course at Sebring. Staffing such a large course is problematic. It is very hot, and we have to deal with thunderstorms and other pests. If you are a competitor, and are not racing that weekend, or maybe only one of the days, consider volunteering to work a flag station. There are rules about number of workers necessary to be safe to run an event. An extra 6-12 competitors showing up to flag for a day, could save the event from being cancelled.

Even number districts are open for changing their Governors at the annual meeting in December. So whether you want to keep your governor for another two years, or want to consider someone else being the governor for your district, time for those decisions is getting close.

Also think about nominees for our various awards. Worker of the Year, Administrative Worker of the Year, Distinguished Service Award, and Hall of Fame inductees. Go to the CFR website, not DLB; CFR/about the region/hall of fame. At the bottom is a list of previous winners of the different types of awards.

If you have a teen driver in your household, on October 2 CFR will again put on the Tire Rack Street Survival School for teens. This is not a racing school, and it is not solo 2 event. It is an event for teens to learn more about handling their vehicles. Again go to the CFR website/ home page tab and scroll down to see the article.

## District 2

**Jerry Hicks**

You know those things that you like and they just keep getting better and better with time? That's District 2. This month we talked about a wide variety of topics and had a lot of input from the floor. Gov. Dana DeShong told how he and brother Dwayne rented Legends cars for the day and that they were fast but really tough to get in and out of...hope you never have to get out in a hurry!

There was some discussion about the new and improved,

expanded electrical service at Sebring, what it took to get it installed and what's now available...especially if you drive a big rig out there.

We had more discussion about event locations, and you know what's funny? A lot of people know where a lot of possible venues are for different activities! This meeting I heard no less than 4 new places where solo "might" be run...now if only I could remember them. What's even more amazing is the number of places where events USED to be run... dang, there are a lot of 'used-to's'! Everybody had an opinion on those locations as well...the ones they liked and those they don't miss. Being a cone-burner myself, I have my favorites (can't wait for Daytona to come back and Sebring is, well... Sebring) while some of the other venues just don't do it for me. Know what I mean?

One of the bigger topics this month was the heat and what it's doing to us as workers and drivers. I know that I've sat on grid without moving long enough to get "mirage-vision." The scenery in front of you starts to wave, wiggle, and melt away to a blur and you get light-headed and suddenly realize how thirsty you are. Maybe just a tad panicky? Yeah, THAT feeling. While we all do our best to watch out for each other, it's ultimately our own deal to take care of ourselves. One thing I've noticed walking the grid... with you sitting in your car and your visor closed, it's really hard for anybody to see what's going on in there. They can't tell if you get sick or pass out from the heat. Pay attention to what your body is saying to you and act before it's too late. Okay, enough soapbox, but that's maybe one of the most important things we've discussed.

Elections are coming up ALREADY...so watch for nominations in ***The Checker***.

## District 3

**Fran Martin**



The August meeting of District Three was held at Rossi's on S. Orange Blossom Trail. We had an excellent turnout and welcomed 5 visitors/new members. We were also glad to have John Belperche and his wife Sallie join us. John was quite active in the 70's and raced Porsches in many Daytona 24 Hr. and Sebring 12 Hr. events.

Gov. Bill Martin reported on our most recent race - the double SARRC at Sebring. We had 180 cars, quite a few double drivers and race delays on Saturday due to thunderstorms. We finished up Saturday's competition Sunday morning and completed a full schedule of racing for all groups ahead of time. Our next racing event is the Labor Day Members Memorial, September 4-5 at Sebring. We also have our Board of Governors meeting, September 11.

The National Runoffs, September 24-25, are expected to host 500-600 entries. Our own Jack Ragaglia will be part of the pace car crew for this event. We have firmed up our 2011 schedule and have projected dates for activities at Daytona. Our Double National will take place January 7 - 9, 2011, at Sebring with test days on January 5 and 6.

From the Solo side, Rose Bartl reported that the solo in Deland

drew 73 cars and the Brooksville event had 47. The Solo Nationals will be held in Lincoln, Nebraska, September 3-10.

Having concluded reporting on the club's business, we moved on to door prizes and bench racing!

See you at the Races!

#### **District 5**

**Jerry Larson**

On Monday, 12 July, the District 5 meeting was held at Jimmy's Restaurant in Rockledge. We had 23 members attend with 1 new SCCA member trying out our meeting fun. We discussed the July BOG meeting and the election of a new R.E., the approval of funds for the upgrade of electrical outlets at Sebring and the upcoming Driver's School. Tim Reardon explained about the new HPDE program that will start next year.

It was brought up that the Solo Timing trailer is in bad condition and will need to be replaced. A cost estimate to replace it will be provided in the near future.

#### **District 8**

**Ron Camacho**

In sad news, John Woessner (better known as "Weeze") has decided to step down (effective immediately) as District 8 Governor sighting health reasons. As Lt. Governor, I have accepted John's request that I fill the remainder of his term (which ends in December) and will seek the position on a full time basis. I am not new to this, having been District 8 Governor before my tenure as Asst. R.E. and welcome the chance to represent District 8 again.

The usual suspects (I do love that movie) showed up to our new watering hole at MacDaddy's. If you aren't aware, Uno's is out of business and we will be meeting here for the foreseeable future. Vintage racers had the floor and unanimously voted for 30 minute races rather than a reduction in entry fees. Also, concerns over an idea floating around of using SVRA rules for our vintage cars and allowing cars up to 1985, but prepared to 1972 specs(?). How exactly that would work, I have no idea!

Get well soon Harry! Formula Vee driver (and part time Cape Coral resident) Harry Schneider was involved in a racing accident while competing at Summit Point. He has a broken left femur and is recuperating in a Baltimore hospital. Fellow Formula Vee driver (and District 8 member) Mike Schiffer gave Harry a call and was informed that Harry fully intends to be back in the seat in time for next year's January National and has set a goal of being the oldest racer ever to compete in the runoffs. Way to go Harry!

Next month's meeting will again be at MacDaddy's on September 8th. That is 3 days before the B.O.G. Meeting in Orlando. That gives you a month to come up with anything for me to present at the meeting. Until then, drive fast, take some chances but most of all...BE SAFE!

#### **District 9**

**Charlie Leonard**

The July meeting of District 9 was held on July 31st at The Old Salty Dog waterfront restaurant on City Island in Sarasota with 19 members attending. This was a change from the meetings we usually hold in the homes of District 9 members. The restaurant is owned by SCCA member Philip Needs, a vintage driver. A special section on the waterfront deck was reserved for us with complimentary appetizers and drinks. The food was great and the scenic views at sunset were awesome. We encourage all SCCA members to visit The Old Salty Dog anytime they are in the Sarasota area. You'll be glad you did. Thanks go to Philip for his hospitality.

The meeting included discussions of the recent BOG meeting in Gainesville, the SEDiv meeting in Atlanta and the Sebring Drivers' School.



**September  
Board Of Governors  
Meeting Location  
Has CHANGED.**



**We are still at I-4 and US Hwy 27  
but now at the Holiday Inn Express,  
4050 Hotel Drive,  
Davenport, Florida 33897;  
phone 863-420-6611.**

**From I-4 (coming east or west) go  
south at the exit on US 27 to the  
first traffic light (I-4), make a U-  
Turn, come north on 27, look for the  
Sunoco Station on your right and  
turn right on Hotel Road. The  
Holiday Inn Express is the hotel  
complex behind the Sunoco Station.**



# Remember When...

## Pictures

*Submitted by Louis Galanos*

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Scooter Patrick driving an Alfa T33  
at the 1969 Daytona USRRC.



1970 Sebring race showing  
a Ferrari 512 and Porsche 917.



1973 24 Hours of Daytona.



Pedro Rodriguez from Daytona 1971



1972 12 Hours of Sebring.



Stirling Moss from Sebring 1957.

# In Memoriam

## In Memoriam - Gail Kasson

July 19, 2010

To our dear friends and family,

It is with great sadness that we are writing this. Our Mom, Gail Kasson, lost her battle with cancer. For so many years Mom enjoyed making new friends, training new workers and generally just enjoying the camaraderie the SCCA brought. Mom truly loved each and every one of you. She took her "jobs" as Head Mom and chief-of-whatever-is-necessary as an imperative part of the club. She enjoyed spending time with each and everyone of you.

Mom was a member of the SCCA since 1991 and had the pleasure of traveling to many of the tracks throughout the United States such as Road America, Road Atlanta, Mid-Ohio, and of course Roebling Road. Over those 20 years we estimate she worked over 300 races. She seemed to learn something new at each, expanding her tools for handling issues on the track, and also giving her new perspectives on how to communicate that experience. A famous phrase of hers for beginner corner workers - "Don't go where race cars can go" - (when describing where to stand as a corner worker) will live on forever in our minds, and we're sure in many of yours.

As talented as she was as a corner worker, it could be said that her Communicator skills were legendary, more for her volume and words than proper procedure. Those who were at the HSR event in Savannah may recall a call over the radio speaking, then screaming, "Car number 43 is on FIRE!!!" Others may recall the now infamous turn 1 at Sebring massive fire where she had to coordinate the emergency vehicles, the Race Stewards and Race Control. I can honestly say that there may not be anyone louder than Mom, but there was also no one that cared more and put more of her heart and soul into being an SCCA member.

Both my brother Greg and I appreciate all the love you have given her. We welcome each and every one of you to join us in celebrating our Mom's life. We are planning a Memorial Service in either August or September.

In loving memory,

Jan Rawls and Greg Kasson



## In Memoriam - Gene Harry

Gene Harry passed away on Monday, July 19, 2010. He was born August 23, 1950 and was 59 years of age.

Gene was a long-time member of the Central Florida Region and a respected businessman in Sebring. He enjoyed racing with friends and often assisted in the events held at Sebring International Raceway. He enjoyed a love for cars, especially Corvettes and found his way to many car shows.

Gene was an avid supporter of Motorsports Ministries. Please remember Gene as a husband who loved Deanna very much, who was a wonderful provider and who was a man of faith in God.





# Letters to The Checker

In light of the recent MAJORITY decision of the members of the Board of Governors of the Central Florida Region, to lawfully elect Chuck Dawson as the Regional Executive, I feel compelled to make my feelings on the subject known.

First of all, since I have absolutely no insight into what happened, or why, the Board of Governors decided to elect Chuck as the new RE. Had I been a member of the board, I have no clue how I would have voted. I have never had a problem, personally, with Rick Balderson, and I still consider him a friend. I sincerely hope he stays active in the CFR, as I'm certain he can provide valuable information and guidance.

Second, I MUST comment on some of the statements made by others and the actions they took subsequent to the BOG's decision. I am certain this decision by the BOG was not taken lightly, and I am also certain that they felt what they were doing was best for the CFR! That, in itself, is why I decide to go to as many races as possible...to support the club! I enjoy what I do in F&C, and I enjoy the camaraderie in the club itself. I can also state that I will support the club in any way possible so that I and others can continue to enjoy the activities, be they workers, drivers and/or guests...Solo, Autocross, Road Racing, or any of the other activities we enjoy. The success of this club is dependent upon the entire membership, and not on one individual.

I supported Rick Balderson as the RE, and I plan on supporting Chuck Dawson as the new RE! I have helped set out equipment on the turns, and have stood side by side with Rick prior to the Daytona 24 assisting in building our "shelter" on the truck pad. I plan to do the same with Chuck! To do anything counter to that implies a lack of concern for the region itself!

Recently, some members who did not agree with the BOG's decision have made some disparaging remarks concerning the club, the BOG, the new RE, etc. These remarks have been made to personnel OUTSIDE the club, with whom we deal on a daily basis. This is COUNTER-PRODUCTIVE, and serves no purpose, other than to call into question, the decisions made by the BOG and the reputation of the club in it's entirety! I'm not sure what these personnel think they can gain by this, other than to trash the reputation of the club and the decisions of it's leaders. Certainly, it will not result in heightening the respect or status of these individuals...quite the contrary...nor will it enhance the status of our beloved club!

I encourage ALL members to support the CFR and its current RE, and to do everything possible to make certain this club continues to excel in all areas, and that it also continues to enjoy the superior National reputation it has! Furthermore, I encourage all of you to "pitch in" and help wherever possible and where needed! It's OUR club...not the club of two or three individuals!

Sincerely,

Larry J. Morgan

Editor, The Checker,

I always enjoy pictures you print of the past, as many are during an era when I was more active. The July Issue of this year, page 7, shows me in the 914 pace car as I was Chief Steward for the 24 Hours of Daytona and the picture was shot from my Olds 442. Don is a little off on the color, as it was cream with white leather interior.



When we began rolling starts in 1970, Jack Kittinger, Div. Chief Starter and I, Div. Executive Steward, thought that the starting line at Daytona was too close to Turn One, so we decided on the middle of the back stretch between Nascar Turns Two and Three.

As pace car driver, I would pull off, driver's left, onto the grass. When the pack was past, I would follow on the track and into the pits. It scares me to think of it now. John Burns was riding with me once and commented that we were doing 105 mph. Fortunately, we never had a problem on the pace or lap one.

Charles Earwood, Punta Gorda, FL

## A story regarding a fire at Sebring during the double SARRC in August...

Heading into turn 16 at Sebring the engine in my Ford Fiesta stumbles a bit and as I reach the back straight the engine shuts off. Unfortunately I don't make it anywhere near the worker station at turn 17.

Sitting in the car for a moment, wondering what happened, I try to restart the engine but smoke begins to creep out from under the hood. I exit the car, open the hood, and see fire surrounding the carburetor and air filter. Well, good thing I invested in one of those fire "systems", all I have to do is pull the release, right? Pulling the release handle does nothing... so I yank harder and actually pull the handle out of the car.

No other fire bottle or worker is within sight so I begin jumping around as if I'm on fire to try and attract more attention. Just as I'm thinking, this is the part where I watch my car burn to the ground, someone in the pits hands a fire bottle over the fence to me. One quick squirt at the engine and the fire is out. The fire actually causes very little damage and the car is ready for the track again within a few hours. My unknown savior has saved my weekend and my car.

Here's what I've learned. The fire was due to a float that broke in the carburetor. Trying to restart the engine was not the right thing to do. And what about the fire system that failed? Well, turns out the bottle (AutoPro) is actually empty even though no chemicals ever came out. BUT, the gauge on the bottle (which actually has the "FireBottle" logo on it) reads in the green. I've also found out that the chemicals (FM100) that were supposed to be in that bottle have been banned from SCCA for the last 13 years. When I replace the system, I'll certainly will pay more attention to its life span.

Bill McCoin - ITC #6

## SPECIAL AWARDS... SPECIAL AWARDS

*Here's your chance to recognize outstanding volunteers who give so much to our Region all year long. There are several categories of Year End Awards for our workers.*

### WORKER OF THE YEAR

**WHAT:** Awarded at the Annual Meeting. One person may be selected in each category of Administration, Club Racing and SOLO.

**WHO:** This person should be someone who has been especially effective in handling their individual responsibilities and supporting CFR during the year.

**HOW:**

For Administration - Submit names to the Regional Executive or Chairman of the BOG

For Club Racing - Submit names the Race Board Chairman Robin Langlotz or Robin Ragaglia

For SOLO - submit names to the SOLO Chief

### DISTINGUISHED SERVICE AWARD

**WHAT:** Awarded at the Annual Meeting. One person is selected.

**WHO:** This person should be someone who has gone over and above the usual activities to support our Region. They may hold multiple positions or simply do their voluntary job with expertise, extra care and enthusiasm.

**HOW:** Submit your nominee to a District Governor or Chairman of the BOG.

### HALL OF FAME

**WHAT:** Awarded at the Annual Meeting. Up to 4 may be selected each year.

**WHO:** Recognizes members who have provided dedicated service to CFR for a long duration.

**HOW:** Submit your nominee's name and a short write-up of their CFR service to a District Governor, Sammi Ronshausen, Bob Sieck or Chairman of the BOG.

**HOW TO:**

Send your candidates' name(s) by email, phone or talk with your Chief, Governor or an Officer. Give a brief statement as to why you think your nominee deserves the award. Include your member number and PLEASE - only one name per category per member.

**DEADLINE:** October 29, 2010.



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***All are welcome!***

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Entry fee per person: ("advance" means funds received no later than December 5, 2010):

	# of Tickets		# of Tickets	Amount Due	
Full Weekend	_____	\$50.00 advance	_____	\$75.00 at the door	_____ Total
Banquet Only	_____	\$30.00 advance	_____	\$35.00 at the door	_____ Total
Luncheon Only	_____	\$20.00 advance	_____	\$25.00 at the door	_____ Total
Saturday Breakfast Only	_____	\$10.00 advance	_____	\$15.00 at the door	_____ Total
Sunday Breakfast Only	_____	\$10.00 advance	_____	\$15.00 at the door	_____ Total
Luncheon/Banquet Combo	_____	\$45.00 advance	_____	\$50.00 at the door	_____ Total
(Check desired selection(s))			<b>Event Total</b>	_____	

Your Name(s): \_\_\_\_\_

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*Please let us know if we may not contact you via email.*

Please complete this form and mail to:

Lyn Watts  
 17155 NE 37 Street  
 Silver Springs, FL 34488

For more information: email: [LynARW@cfl.rr.com](mailto:LynARW@cfl.rr.com); Telephone: (352) 625-2540 – home; (352) 286-7756 – cell

# Flag Ravings

by Sally Larson

**FOR A HOT TIME:** We are officially in the Dog Days of Summer, but this year the dog is a Pit Bull - 90+ is a brain burner. We are reminded every race to stay hydrated. But don't go for too much of a good thing - that could be a be a bad thing. Gator Aid is listed as a sports drink but here's a caution. Full strength, it can do you under. If you drink it, use it half GA and half water to avoid problems.

**IN THE KNOW:** IN KEEPING WITH OUR FEATURING THE WORK OF THE VARIOUS SPECIALTIES, NEXT UP IS TECH. Tech checks all the drivers in, checks their logbooks and tech cards and their equipment to ensure all meet SCCA standards. For National and SARRC impound weekends, Tech weighs cars, and, after each race group, checks a minimum of the top 3 cars and occasionally the entire group. Weight, is verified plus a minimum of 2 items such as tow eyes or restrictor plates. The group is then held until the Operating Steward clears them, usually within 30 minutes.

Their reference is the GCR (all 624 pages including 27 classes plus regional only classes). All Tech members collectively must have knowledge of the regulations. FastTrack magazine comes out each month and updates any changes Drivers and Tech members alike need to know. In case there is a question at the track, Tech is expected to have the most current information. Any mechanical protest filed by a competitor also involves Tech. From a simple 'can he do that or run that' to 'does the car in question have the right bore or gears', Tech is charged with making that determination according to the GCR.

According to the Chief, No one claims to be an expert on all of the regulations, but they try to be as knowledgeable as possible, to look up or ask each other when needed or even contact the National office if necessary to get an answer. Tech members are also always available to answer any questions a Driver might have.

Tech provides all cars with their annual inspections. These are primarily safety inspections ... driver harness expiration dates and installation, and if the fire bottles are charged and properly installed, among other things. They also do work away from the tracks, performing annuals on their own time and issuing logbooks for new cars in their areas.

**IN MEMORIAM:** A sad farewell to a member of our CFR family. Gail Kasson was a club and pro Corner Worker, Assistant Flag Chief, official 'Mom' to many, teacher, mentor and friend to all. From Rookie to Star, Gail served with style and grace and was known and loved by everyone with whom she worked. We all have 'Gail Stories', and fond remembrances - treasure them. It can truly be said that Gail will join former F&C Chief, Bob Sager and be 'Forever in Our Hearts.' Our condolences and sympathy to Rich, Jan and Greg - we share your loss. Our thoughts and prayers are with you.

For anyone one wishing to make a donation in memory of Gail, the family suggests donations be made to Rotary International PolioPlus, Rotary Foundation, 14280 Collections Center Drive, Chicago, IL 60693.

A 'Missing Member' Pace Lap was performed before the start of the SARRC race at the August event. The pole sitter position was left open and all Workers gave Corner flag salutes in Gail's honor ... it was fitting that once again, Gail was leading the pack.

**DOUBLE SARRC:** It was a weekend of Wrecks and Rains, and, of course, as usual, great racing. There were 217 entrants and during the qualifying sessions on Saturday morning, each of the 6 groups brought out a black flag because of incidents. There was a full complement of EV's plus several volunteer trucks serving as flat tows. All saw lots of action. A special thanks to drivers and others who pitched in and assisted on the Corners and as EV workers, The extra hands on the Corners and in rescue work was much appreciated. Once again, everyone worked together in the CFR family.

**NEW PROTOCOL:** At the School, and for subsequent Schools and races, Grid may call an unannounced Grid Fire Drill. And for all Drivers, rookies and veterans, practice this at home. In the event of a fire, it should take you 15 seconds at the most to exit your race car - that's as long as your Driver's suit, gloves and helmet can protect you. Practice with all your gear on. Window net up, neck restraints in place, belts on. Also make sure your fire bottle is within close reach and charged. It's a case of safety begins at home. The students did a good job... there was even a 10 second exit reported.





**SEEING RED:** We always emphasize Drivers' checking every corner station on every lap to be sure they see any flag displayed or warning of problems ahead. When we first were given red flags at the stations, the Captains usually knew finding this can create a problem for Drivers' checking the Flag Stations. To correct this, leave the red flag with the Flaggers.

**SPOTLIGHT ON GRID:** Grid's primary responsibility is the safety of the Drivers as they prepare to enter the track. Grid Marshals' work starts 30 minutes before the track goes hot in the morning and before the afternoon's sessions. As cars come to the Grid, they're checked for Tech stickers plus safety equipment for both Driver and Car. Drivers' suits, gloves and helmet, seat belts and harnesses or arm restraints are checked to make sure everything is fastened correctly. In the cars, they check for any loose items, fire bottles secured and charged, and window nets up with one window completely open. Gas caps must be secure with hood and trunk latched securely. Lots of things to check in a short period of time, for everyone's safety.

Grid members practice 'speed eating' at lunchtime and must be in place 30 minutes before the afternoon sessions. And, in the event of a Red Flag, Grid assists in monitoring the field. When necessary, they will re-grid according to the order each car last crossed the Start Stand.

For practice and qualifying sessions, cars are let on track in the order they appear at the Grid - for races, they're put in the order in which they qualified with any without qualifying times, placed

at the back of the pack, Grid gives several signals to the Drivers to keep them informed of time remaining before they are released. Tho' there's no 'Gentlemen and Ladies Start Your Engines' shout out given, a Grid member making circles in the air, indicates engine start. A brave member of the Grid Team acts as 'splitter' in the center of the track as the cars leave the Grid, to get cars on track in the proper order for the races - with the front row pole sitter having the choice of inside or outside lanes with the rest of the field put in two by two order.

Grid Members are the good guys in the blue shirts so look for them when you enter the Grid area and they will direct you where you should be and often signal you with other information. Got a question or need help? The folks in the blue shirts on the Grid or post-race day at the Social, will be glad to assist. My thanks to Sammi Ronshausen Chief of Grid and to all the Grid Members who keep us on the right track.

**'TIS THE SEASON:** I was MIA at the August race because I was like Typhoid Mary with a case of the flu. To protect yourself, because we need all hands on deck, from now to December, be sure to prepare yourself by getting a flu shot. Most medical plans pay for it and they're available at most drugstores. I know, I know, you can get the flu shot, and still get the flu (like I did) But there are two types of flu ... mild (like mine) and then there's the 'fall down and die flu' which lingers for weeks during which you feel miserable and beat up plus becoming open to secondary infections. Put it on your To-Do list and beat the bug.



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# Sebring Drivers School SCCA Staff

Photos by Larry VanScoy





# Sebring Drivers School The Participants

Photos by Margaret Dalrymple



# Sebring Double SAARC August 7th

Photos by "whitey"





# Sebring Double SAARC August 7th

Photos by "whitey"



# Sebring Double SAARC August 7th

Photos by "whitey"





# Sebring Double SAARC August 8th

Photos by "whitey"



# Sebring Double SAARC August 8th

Photos by "whitey"





# Smokin' HOT Vintage Racing

by Larry Van Scoy

Sebring, Florida. The weekend of July 17th and 18th, the Central Florida Region of the SCCA, held its drivers school, Enduro and Vintage races at the Sebring International Raceway. As usual it was HOT, HOT, HOT. That could describe the weather, which it was, but that is also what you could call the racing in the vintage races. Since the weather was scoring hot, driver cool shirts became hot shirts, before their races were over. The heat index for the fans was around 110 degrees, while it seemed like 150 degrees in the race cars.

Now comes the the really HOT stuff. In race 1 and race 2 the Hottest racing was between Steve Smith in his #72 Ginetta G12 and Doug Smith in his #45 Crossle. Steve and Doug were passing, repassing, running side by side down the straights as well as through the corners. Every lap in both races were so close, the races weren't determined until the checkered flag was thrown. Race 1 was won by Steve Smith by a margin of victory of 1.428 seconds. Steve also posted the fastest lap in both race 1 and 2. Doug Smith won race 2 by a margin of 3.647 seconds and race 3 by a margin of 1 lap. Talking with some of the corner workers, they agreed that these 2 racers put on great show.

Now for the other door-to-door racing. In Race 3, Ken Hazelton in his #63 Corvette coupe and Jim Keller #22 Corvette roadster, started from the back of the pack and picked their way through the field to have Jim finish second and Ken taking third. Ken also started at the back in race 1 due to a transponder malfunction, but passed through the field to take a hard fought third place finish.

In races 1 & 2, the Camaros of Jim Loftin #89 and Larry Corwin #5 were never more than one car length apart over the 1.7 mile course. In race 1, Jim Loftin took fourth place with Larry Corwin taking fifth. In Race 2, Jim placed third overall with Larry taking fourth.

In races 1 and 2, Chuck Hollis Jr. in his #13 Chevron B8 was having some great racing with William Newman driving a white #44 Triumph GT+6 with Chuck taking ninth in Race 1 and sixth in race 2. Now guess where William finished? In race 1 William finished tenth and in race 2 finished seventh.

Good vintage racing. Thanks corner workers, grid, timing & scoring and all the other SCCA members who help pull this event together.



Larry Corwin #5 Camaro, #89 Jim Loftin Camaro



Beau Gabel #38 Lotus Super 7, #34 Richard Kraus Mazda RX2, #63 Ken Hazelton Corvette



John Callahan #86 Lotus Elan, #34 Richard Kraus Mazda RX2



Steve Smith #72 Ginetta G12, #45 Doug Smith Crossle



Ken Hazelton #63 Corvette, Jim Keller #22 Corvette



## CFR-SCCA Tire Rack Street Survival School

On October 2nd, CFR will again host a Street Survival School for 15-22-year-old kids holding a Florida driving permit or license. 15-year-old permit holders must have held their permits for at least 6 months.

The one-day school will take place at the Seminole State College Police Training Facility property in Geneva, FL. Both classroom sessions and "hands-on" driving exercises are scheduled, with the emphasis on hands-on experience. A coach/instructor will be provided for each student and he or she will ride with the student as they go through each exercise.

Driving exercises to exhibit vehicle control such as "turn and brake", dry and wet skid pad and transition maneuvers will be used so that the student becomes aware of how their street car will react to sudden changes in direction due to emergency steering/braking inputs and changing weather conditions. Parents/Grandparents are welcome and encouraged to attend.

Water and soda will be available throughout the day and lunch (pizza), will be available to all attendees.

Parents wishing to register their child should go to the Street Survival website ([www.streetsurvival.org](http://www.streetsurvival.org)) where they can get further information, complete the registration form, and pay the entrance fee (\$75.00) for this school.

Any questions should be directed to District 7 Governor Art Trier, [qreshadow@bellsouth.net](mailto:qreshadow@bellsouth.net) or 386 562-0004.



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# Almost “Up In Smoke”

by Neil Pozzi, Hasa Racing

I guess we have all had some harrowing experiences towing our racers, and we try our best to make our rigs ready for the road, but there is always the “Out of the Blue” unforeseen problem that will bite you.

Having finished my assignment in Wilcox, Arizona, it was time to go to Longview, Washington. Hasa Chemicals supplied a truck and driver to pull my travel trailer the 1800 miles. I bought a tow dolly to tow my Astro van behind my Ford Box van with my Swift F/C car inside. Knowing I was facing the “Grape Vine” out of L.A. and the Northern California mountain range, I took extra care in prepping the box truck for the trip; belts, hoses, new shocks and a brake fluid flush and adjust. The truck was running great and made the first leg of the trip without a whimper.

I left L.A. early in the a.m. to avoid traffic and headed for the “Grape Vine” northbound on I-5. I felt pretty good, passing tractor trailers creeping along at 30 mph with my fully loaded box truck and pulling my Astro van on the steep incline, until I reached the summit near Pyramid Lake and the truck died.

I was able to pull off into a safe location on the side of the freeway and check out what seemed to be the problem. Hmm no fuel at the carb, no fuel at the filter, I can hear the electric fuel pump just clicking away so I pulled the fuel line from the tank to the pump, no fuel either. Well that tears it, it's time to call for a big tow truck.

I un-dolled the Astro van. I had to reinstall the drive shaft and awaited the big tow truck arrival. I just knew the problem was in the tank and the tank had about 35 gallons of California gas at \$3.09 per gal.

Bob the tow driver was great, he got me loaded up and took me to a repair shop, tow \$380. I told the mechanic that I thought the problem was in the tank, from my checkouts and asked him if I could help with the repairs. We pumped out the tank and dropped the gas tank and with the assist of a transmission jack and found the fuel pickup tube had rusted

and had broken off in the tank. We elected to repair the pickup tube instead of replacing the sending unit as it would take a day to get a new one.

Jeff was great as he brazed in a piece of hard brake line tubing into the sending unit. I knew Jeff could think out of the box as he was a long-haired Harley Davidson Chopper rider with a Hells Angels jacket and a sense of humor. We got the tank back in refueled and running by 1 p.m. Four hours of labor \$250 and we were back on the road with the Astro on it's dolly, and back on I-5 northbound.

So you would think there wouldn't be any further problems? Wrong again, bucko! About 40 miles up the road just north of Buttonwillow Raceway I got a real strong smell of fuel and the truck started to surge. I pulled off at the very next exit and opened up the hood to check it out.

With the fuel pump now getting full fuel pressure, it blew the fuel pressure regulator knob right off and was spraying the engine bay with gas, the whole truck could have caught fire. I replaced the pressure regulator with a piece of fuel line from the race car and was once again back on the road. I know I lost a lot of time, but I could have lost a lot more had it caught fire!

Have you invested the same time and effort into your Hauler as you have your Race car? You can't race if you don't make it to the track. It's one thing to loose a Race car at the track, it's something else to lose it on the Freeway. Don't be that guy.

## Road America

In my opinion this is one of the top race facilities in the U.S. It may have been 20 years since I was here last, but it's evolved beyond my imagination. If F-1 returns to the United States, this would be the best representative of North America's country side and bounty, this is America's Spa-Francorchamps.

The June Sprints is like no other event, a tune up for Runoffs, a major Summer Fest in Milwaukee and a Woodstock for gear heads all rolled into one. It's got to be on any racers bucket list. The Polish Sausage, Sauerkraut and Grilled Ears of Corn sure beats Woodstock's PB&J sandwiches. Oh did I mention the German Potato Salad.

The Hasa Pool Chemicals F/M rolled out of the hauler ready to defend Mike Anderson's 4 & 0 National season pace. Although we skipped the Nat .race at Pikes Peak, the time was well spent in the shop.

The Qualifying format for the June Sprints is spread out over two days, a Friday session and a Saturday session with our race set for Sunday. Friday's session had all the drama of a F-1 session, a wing adjustment and Mike was trading quick time with another driver. Once again, I saw strategy that sets this team apart from the field. When the checker flag came out, Mike was drafting an F/A car on the back side of the track,





our closest competitor had already taken the checker and with the tow from the Atlantic, Mike grabbed the pole by 2 tenths. Way to go Mike'e!

That Friday night it rained. As the other race groups were starting there qualifying sessions that Saturday morning, the track was wet and drying. We timed the other groups and tried to assess the track's condition. We had the car ready, and got Mike suited up. As our session came up, the track was still off. We didn't send Mike out as the other cars were still 3 to 4 seconds off the pace, and by sessions end, we retained the pole. "You don't have to out race em, if you can outwit 'em." Quote by Garfield the Cat.

I asked Mike if he would prefer a split start for the race and he replied, "No I need the tailender F/A's cars to draft and use as a pick." What a plan! Not that we had a choice, it was just pit chatter.

Sunday, race day, the track was clean and fast, but that plan had a flaw. On the start some of those tailender F/A cars didn't come up to speed like the front half of the field and in the ensuing traffic jam Mike lost 2 spots, "the pickee got picked."

In the next two laps Mike fought his way back up, but on the third lap with Atlantic traffic and F/M 's pressuring there was a coming together up the hill. Our car came to rest badly damaged under the starter's stand, with the other F/M car, and the race was Red Flagged. Mike was A-Ok, but the other driver was very upset and there was a confrontation with Mike's dad in pit lane.

After Mike was released from Medical he was invited into the Stewards Office. Mike felt it was just a racing incident, you know &## happens, but Mike's dad was still very upset. Now I've got a car that must be attended to in the crash impound, and have it's damage entered in its log book. I've been here before, I know this drill. Add to that a very unhappy father with the Stewards discussing the altercation in pit lane.

In the fullness of time, all temperatures have cooled, and I am still awaiting the car's release from Crash Impound and a tow truck to get the car back to the hauler. It's never an easy task loading a damaged race car into its hauler, but we managed.

Danny drove the hauler back to L.A. in record time to start the tear down process. I wish I could have gone back to L.A. with the car and started the repairs, but duty to Hasa was calling and I needed to be at my next assignment in Longview Washington.

Just you wait until the Runoffs. If your keeping score, it's now four Wins and a Thump.



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January 27-30	24 Hours At Daytona	Daytona	
February 12,13	Regional Races	Sebring	Long Course
March 16-19	12 Hours At Sebring	Sebring	
April 16, 17	Driver School	Daytona	School Course
May 7,8	Regional Races	Daytona	Full Road Course
June 4,5	Regional Races/Solo	Sebring	Full Course Usage
July 1-2	Brumos Porsche 250	Daytona	
July 16, 17	Driver School/Vintage	Sebring	Short Course
August 6,7	Regional Races	Daytona	Full Road Course
September 3,4	Regional Races	Sebring	Long Course
September 24,25	Regional Races	Daytona	Full Road Course
October 7-9	Porsche Club of America	Daytona	
October 15,16	Regional Races	Sebring	Short Course
November 10-13	Historic Sportscar Racing	Daytona	
November 26,27	Regional Races	Sebring	Long Course
December 2-3	Audi Club	Daytona	



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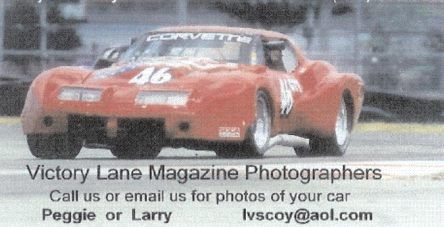
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## Standard HX240 UHF 2 WAY RADIOS-

\$250.00 Transceivers are USED but in good working condition with factory programming or I can program with SCCA channels, batteries can hold a charge but not sure of their age. These radios were used by corner worker at 2010 Sebring 12-Hr and batteries held charge for most of the day. Two USED Standard HX 240 UHF Portable Radios with the following items: Two USED CNB2442 600mAh batteries, Two USED Antennas (450-470 MHz), Two USED Chargers Standard CSA240, One USED Heavy Duty, High Noise MOTOROLA behind the head headset, One USED Shoulder Speaker Mic. Also included FOR PARTS ONLY... One OTTO Headset Dual Ear (NOT WORKING), AND One OTTO Headset Single Ear (NOT WORKING). Instead of listing all the features here, please check out the specifications of this system at: [http://www.rfwiz.com/HX240\\_Specs.htm](http://www.rfwiz.com/HX240_Specs.htm) \$250.00 Call Bob at 386-506-9420 South Daytona or email [canalcods@cfl.rr.com](mailto:canalcods@cfl.rr.com) (2)

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**Nomex Racing Underwear** - Two full sets of (long-sleeved top, long pants, socks and balaclava (head cover with long gauntlet that tucks into shirt). Total is 10 pieces. Size is described as Large - I'm 5-10 and 185 lbs and they fit fine. Used but intact. Makers include Autopro and others. Today, new tops and bottoms alone go for \$50-99 ea. How about \$150 for all? Joel McGinley, (321) 452-2188 (1)

**F-500 Parts** - Rebuilding for F-600, have Rotax 494, Polaris Primary, 2-38mm Mikunis, 2-Arctic Cat Secondary, Digital Dash, Coggep Pulleys, Belts & More. Also, R-6 Yamaha Parts minus Engine & Trans. Scott 727-446-0317 or Derek 813-523-9172 (1)



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Since there is a direct correlation between the number of students we can train and the number of coaches available, the original thought of this incentive program was to reward the driving coaches for their unique skill set. The gift of the M school was designated for that. While it is rare for a school to have too many volunteers, we are trying to reward and retain our driving coaches for their time and talents, hence the coaches/registrars rewards program. Additionally, we have expanded the rewards program to include gifts for other key non-coaching members of your team.

### **Here's what we have planned for the coaches:**

Local registrars can submit the name(s) of coaches after the completion of a school and the coaches will be entered in a drawing for a chance to win the following:

- 1 day 'M-school', driving school at the BMW Performance Center in Greer, S.C. including airfare and hotel. (see <http://tinyurl.com/mffz2j> for description of school)
- A gift certificate from the Tire Rack

### **Here's what we have planned for the non-coaching staff:**

- 1 set of Michelin tires, any size up to 24"  
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- *Certificate from Griot's Garage*
- *Certificate for subscription to Grassroots Motorsports Magazine*

### **How the TRSS Reward (Incentive) Program will work**

By the end of this 2010 season we would like to have a list of your coaches and a list of your non-coaching staff. We would like to have names and phone numbers and e-mails if possible.

On December 15<sup>th</sup> 2010 we will draw names for all the prizes available for both the coaching (in-car and classroom) and non-coaching volunteers. These winners will be contacted and we'll let you know (if you didn't win yourself) so you can help us thank them on behalf of the Foundation Trustees and the hundreds of teens they have helped with their efforts.

***Now let's go out there and do everything possible to make the 2010 season the best in TR-SS history!***

***On behalf of the Board of Trustees of the BMW CCA foundation, we want to sincerely thank you for all your efforts.***

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