

# The Buccaneer Times

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www.buccaneerregion.org

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## Buccaneer Region North vs. South Solo Shootout

October 4, 2009

by DJ Silver

Most years around this time, the Coastal Empire Autocross Club and the JAX Solo Club get together at Roebing Road to compare notes, cars and driving skills while participating in wild bragging and general trash talk. This year the clubs decided to formalize the trash talk part with a new multi-year trophy to be awarded at the end of this and each future yearly contest. We're hoping that this will encourage both clubs to make it a special event for years to come.



concentrating on registration and safety inspection of the cars. Sunday events are always a challenge for solo events because of the 11-12 a.m. quiet hour. Starting the event earlier is not practical, with folks driving from Jacksonville. We did better than usual this year, getting the first run group on course around 10 a.m. That allowed us to get over half the runs completed for the first group before digging into lunch from the "Pit Stop" and doing some early performance analysis.

The event really started on Saturday afternoon, with volunteers from Savannah setting up the course. Pat Cammack was the designer for this event. The challenge is to design a challenging and enjoyable course that makes good use of the track, while minimizing the disadvantages. By all accounts, Pat and crew succeeded in good measure this year. The concern on the forums about track width and speed restrictions of solo turned into compliments after the event.

After lunch, Run Group 1 (Stock and Street Prepared cars) wiped the barbecue sauce off their chins and went back into battle. Some of the quick times showed that the time off for lunch had helped more than hurt, as the drivers had obviously spent time thinking about how to go faster!

With Run Group 1 finished, it was time for the Street Touring; Prepared and Modified. Drivers came in from their work assignments and saw if they had learned anything from

With the course all set up, Sunday morning went smoothly while con-

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## Save the Dates

Dates are subject to change; please contact the organizers to make sure the dates have remained as posted.

- Nov 8 **Jacksonville Solo**  
Whitehouse Airfield
- Nov 11 **Coastal Empire Meeting**  
7:00 pm at Lovezzola's Pizza.
- Nov 12 **Jacksonville Meeting**  
6:30 pm at Ed Wesch's Place
- Nov 14-15 **SCCA Buccaneer Region**  
Track Trials Level 3
- Nov 22 **Coastal Empire Solo**  
Hutchinson Island
- Dec 9 **Coastal Empire Meeting**  
7:00 pm at Lovezzola's Pizza.
- Dec 10 **Jacksonville Meeting**  
6:30 pm at Ed Wesch's Place
- Dec 18-20 **Buccaneer Region Annual Meeting and Banquet**  
Jekyll Island

## Tentative 2010 Calendar

- Jan 1-3 National/Homestead
- Jan 8-10 National/Sebring
- Jan 28-30 National Convention  
Las Vegas
- Feb 5-7 SEDiv Annual Mtg/Jekyll Is
- Feb 11-14 **Double Driver School/RRR**
- Feb 20-21 SARRC/Sebring
- Mar 6-7 **Tom Nehl/RRR**
- Mar 13-14 SARRC/VIR
- Mar 20-21 National Pro IT/Road Atlanta
- Mar 27-28 Buck Muse Memorial  
SARRC/CMP
- Apr 10-11 SARRC/FL/PBIR
- Apr 16-18 National/VIR
- Apr 17-18 Driver School/Daytona
- Apr 24-25 **Jim Stark/RRR**
- May 1-2 CFR Enduro/Daytona
- May 8-9 SARRC/VIR

*The Buccaneer Times* is the official publication of the Buccaneer Region of the Sports Car Club of America (SCCA). It is published 6 times a year and is distributed to its 565 members. Copies of past issues can be found on [www.buccaneerregion.org](http://www.buccaneerregion.org) website under the Newsletter tab. Opinions expressed herein are those of the author and not necessarily those of SCCA, the Buccaneer Region, its officers, its members, *The Buccaneer Times* or its advertisers. All materials must be received by the 15th of the month preceding publication. Materials published herein may be reprinted in any SCCA regional publication, provided it is clearly credited to the author, to the Buccaneer Region, SCCA, and to *The Buccaneer Times*. The Editor reserves the right to decline or condense any material submitted for publication.

## Tentative 2010 Calendar

(Continued)

May 15-16 SARRC/PBIR  
May 14-16 Track Trials/Nashville SSwy  
May 29-31 SARRC/CMP  
May 29-31 National/RRR  
Jun 5-6 Restricted Reg./Sebring  
Jun 5-6 ECR/Atl  
Jun 12-13 Driver Sch/Road Atlanta  
Jun 12-13 Wolf Ridge/Homestead  
Jun 26-27 Regional/PBIR  
Jun 26 PDX/Rockingham  
Jun 26-27 SARRC/Nashville  
Jun 26-27 Track/PDX/ROE  
Jul 3-5 SARRC/RRR  
Jul 17-18 SARRC/Road Atlanta  
Jul 17-18 Drivers Sch/Restricted/  
Sebring  
Jul 24 Mid-Year Meeting/Atlanta  
Jul 31-Aug 1 Eagle's Nest/CCH  
Aug 7-8 SARRC/Daytona  
Sep 3 SCCA Test Day/Barber  
Sep 4-5 PDF/RRR  
Sep 4-5 SARRC/Barber  
Sep 4-5 Restricted Reg/CFR/Sebring  
Sep 11 PDX/Rockingham  
Sep 25-26 Hillclimb TT/Scottsboro  
Oct 2-3 SARRC/Homestead  
Oct 9-10 SARRC Inv. Challenge/RRR  
Oct 16-17 SARRC Rstrct Reg/Sebring  
Oct 23-24 SARRC/VIR  
Oct 30-31 Charge of the Headlight  
Brigade/VIR  
Oct 30-31 Regional/PBIR  
Nov 5-7 ARRC by GRM/Road Atlanta  
Nov 13-14 **Track Trials/RRR**  
Nov 13-14 Palm Beach Classic/PBIR  
Nov 27-28 Restricted Reg/Sebring

## Letter from Buccaneer Region's R/E

Hello Buccaneer members,

I know you can't believe it, another newsletter thanks to Jackie and all of those who have contributed to the content. I hope you find it informative.

We have a few more events left in this year and I hope we can finish with good attendance at all of them. There are 2 Solo events in November and I encourage all competitors to come out and have fun without sweating to death.

The traditional TT event in November will be run under the new format and an ECR has been added to fill out the weekend. This event will be probably be history by the time you get the newsletter but, I wanted to make sure I mentioned it.

The last event of 2009 will be our year end meeting, banquet and Charity Solo at Jekyll. The details are on the website. Please make every effort to attend them all. The meeting on Saturday morning will get our 2010 plan implemented and your input is important. The banquet will be fun and there will be a flat screen TV given away and many other surprises. Come to Jekyll and celebrate what your club has achieved in 2009.

A quick recap of the BOD elections is, - the South chapter there were only two nominees running for two seats expiring. I thank Fred Clark and Robert Frazier for confirming their commitment to the region. In the North we have three nominees running for the two seats expiring. I want to thank all nominees and all voters for their commitment to the best region in the SCCA.

That's it for now, thanks for your interest.

*Ted Migchelbrink*

Ted Migchelbrink RE

P.S. Here are the details of the year end meeting and banquet -

**Oceanside Inn & Suites, 711 N. Beachview Drive, Jekyll Island, Georgia  
866-553-5955**

Rooms start at \$55.00 + tax. Reservations are your responsibility. Ask for the Buccaneer Region for the special rate.

Schedule:

Friday, Dec. 18: Hospitality room will open at 7:00 p.m. (approximately)

Saturday, Dec 19:

9 a.m. Meeting starts. Continental breakfast available

12 p.m. Lunch will be served

6-7 p.m. Cash bar

7 p.m. Banquet kicks off

Banquet: \$20 per person/Under 10 Free - We collect at the door

*There will be great door prizes, good food, awards and entertainment*

Now here's the hard part. I need you to email me at:

**[tmigchelbrink@rocketmail.com](mailto:tmigchelbrink@rocketmail.com)**

to confirm what events you'll be attending. It really helps with the planning if we know how many people we need to prepare for.

And last but not least is the Sunday charity Solo at the convention center. Please attend and support the chosen charity. The entry fee is an unwrapped gift for a boy or a girl (a target price for the gift is \$20.00). We will take cash for those that don't like to shop. The starting time is flexible and is usually 8 or 9 hours after the hospitality room closes. The Solo chairs will post the start time on the website.

*...so come to Jekyll. You'll be glad you did!*

**Please check our website for updates  
[www.buccaneerregion.org](http://www.buccaneerregion.org)**

# North v. South *(continued from front cover)*

watching. The temperature for the morning runs had started in the mid-50s and could have been a disadvantage for Run Group 1. As it turned out, high clouds and a cool breeze kept temperatures steady and made for even driving conditions all day. Run Group 2 had done their homework, as the results would later show.

The timing trailer crew crunched numbers while the cones were stacked and when the dust settled we

had some interesting numbers; The top ten PAX times were split evenly between the two run groups. Six were from SCR (talk about usurpers!), three from CE and one from JAX

The top Ten RAW times distribution between clubs was the same, but with some different drivers.

23 classes were represented and class winners were rewarded with beautiful Pilsner glasses with the Buccaneer Region Logo inscribed on them. Eight

each were won by CE and JAX and the South Carolina Region won seven.

In the end, JAX brought some fast drivers, but not enough. Coastal Empire won the day and the rights to hold the trophy until next year. The results brought on cheers, sighs and promises of revenge next year. If that means more drivers, more competition and more trash talk next year, well, that's just what we want. The challenge is on...



Sidenote:  
What's an Autocross All About?

About once a month from February thru November the Coastal Empire Autocross Club gets together for an event branded by SCCA as "Solo." I guess it's called solo because we drive around the course one car at a time, as opposed to "racing" where folks rub fenders on a race track. Most of our events are held on Hutchinson Island on a large asphalt lot that serves as the pit/paddock for the once-and-future Savannah Grand Prix road course.

Activities start about 7:30 a.m. with volunteers dragging out the orange cones to set up the day's course. Several members take turns designing what will be a safe, fun and challenging course for a range of different cars and drivers. While the course is being setup, registration and tech inspection gets underway to get everyone signed up and their cars inspected for the day.

About 10 a.m., everyone is called to the trailer for a drivers meeting where we'll welcome everyone to the event, discuss the safety rules and run schedules, but first we talk about why we're really here. We want everyone to have fun and enjoy the day.

Judging from the pictures at a recent Hutchinson Island event, we think we succeed most of the time!

# End of Season: The Runoffs

Race Report by Tom Vlasak



Evelyn and I traveled up to Elkhart Lake, Wisconsin for the SCCA Runoffs at Road America. We left on Friday, September 18. It is a little over 1,100 miles from Tallahassee to Elkhart Lake and once you get to Montgomery, Alabama, the trip is all on the interstate until you get on local Wisconsin roads at Sheboygan. The trip, excluding a brief stop for a nap, took 21 hours.

This is the first of at least 3 annual national championship events that will be held at Road America. Previous Runoffs were held for many years at Road Atlanta in November and were moved to the track at Mid-Ohio. The past three years, the races were held in October at Hartland Park in Topeka, Kansas, because of the possible onset of cold weather in Wisconsin, the Runoffs are now held in September, shorting the preparation time for the cars between the last national points race and the championship.

Upon arrival at the track on Saturday, we were registered and escorted to our reserved paddock space. Our completed tech inspection was over in less than an hour. We check in at our

lodging, Seibkins Resort (established in Elkhart Lake around 1909) and proceeded to begin spending time watching practice sessions at various corners to learn a little about the track before our practice/qualifying sessions.

Road America is one of the country's historic race venues. Races were held in the early 1950s on local roads with the start/finish line in the middle of town. By the mid-1950s a purpose built track was being built. Road America is just over 4 miles long and is a very high speed track with long straits and sweeping turns. It is located in the hills and valleys just outside of Elkhart Lake. The facilities are excellent with camping areas, real bathrooms, and showers. However, the large entry, almost 800 competitors, caused a very crowded paddock.

The race schedule allowed us to be tourists in Wisconsin and do some sight-seeing. We were also able to watch other race class qualifying sessions and races. Evelyn and I even had the chance to race go-carts at the Briggs & Stratton sponsored cart track that is on the Road America track property.

We were scheduled for three 25 minute practice/qualifying session, one each on Tuesday, Wednesday, and Thursday. Our 13 lap (52 mile) race was scheduled for 9:30 am on the following Sunday. We have never raced at Road America in the 40 years or so that we have been fooling around with sports cars and with the limited practice time learning the track was critical. It rained all day on Tuesday and we missed one day or practice as did many of the other cars.

Fellow competitor Michael Wheeler was kind enough to give us copies of two previous practice sessions from the in-car camera in his Porsche GT3 Cup car. The camera system provides telemetry overlaid on the track view through the windshield. While not quite as good as track time, at least I knew whether the turn at the end of a straight went right, or left, and the speeds coming into the turns.

Our car is based on a 1984 Porsche Carrera shell that is a semi-tube frame with a composite 993 body and has an air-cooled 3.2 engine. The car handles very well and on the shorter



Southeast tracks we are competitive. At Road America the main straight is over a mile long and there are two other straights where the top cars (Porsche GT3 Cups) in our class were running almost 150 mph before braking for the next turn. We were anywhere from 10 to 15 mph slower on the straights. After qualifying we were 19th on the grid of 21 cars. We finished 13th.

Our race was uneventful in that our car ran the same speeds as in qualifying and didn't spin or hit anything. Others were not so lucky and several cars were damaged when they ran off the track and encountered barriers of concrete or tires.

All in all it was a wonderful week, and Evelyn and I will try to make the Runoffs next year. What a beautiful track and area where the event is held. The track is very spectator and worker friendly. If you have a week to spend and want to work the event, now it the time to get involved in volunteering at local races to get licensed as a corner worker, pit or grid worker, tech inspector, or any of the other specialties. There were race dinners and



parties most every night for workers and participants, camping areas set aside for the workers and a shuttle bus to take you into town and back to the track (a short 2 mile trip) each night. The bar at Seibkins Resort was

memorialized in a painting ( sold as a poster), The Last Open Bar, that included famous racing drivers and characters from B. S. Levy's book *The Last Open Road*.

# 2009 SIC

Article by Meredydd Francke Photos by Roger Schleicher

Scanned Results courtesy of Larry Beull



Our trip to the SIC started well enough—we left home a few minutes early, with none of the usual, “oh no we have to go back because I forgot...” Not only that, the trip was unusually quick and easy—we pulled into the

parking lot around 3:30 in the afternoon, and were soon inside the track.

We parked next to fellow H Prod racer John Hewitt, and I was hoping his first-place points would rub off on me.

Setting up and tech went easily; then we were off to dinner with John, and Perry Young (F Prod) and his wife Susan, the *SportsCar* “Revvin’ In SEDIV” correspondent.

We kept expecting rain Saturday morning, but kept our fingers crossed. The Group 3 practice went well, although I felt the car should have been faster. Ken leaned the carbs in hopes of getting more revs at the end of the front straight. We were happy to see 9 H Production cars—all British Leyland products except for a BMW and a Honda. The “tin tops” are really helping our class grow and remain stable.

Under a slowly darkening sky, the group went out for the afternoon qualifying race. My new GoPro Hero camera was mounted on the front cowl, and we were looking forward to our first race video. With warmer weather, the Sprite went a little faster, and the tires were holding nicely. After a short impound, the H Prod cars were to gather at Dick May’s paddock area to









have a group photo taken. Guess whose car wouldn't start...You got it! We pushed it to the designated location, and after the photo op push-started the car to get back to our paddock area. Just in time—suddenly the predicted “scattered thundershowers” materialized. We checked the battery, which was fine, and the starter, which was not fine. Swapped the starter out, and the car started. Attached the camera to the new laptop, and were amazed at the video quality. Somehow we managed to not save the video to the computer and then I deleted it from the camera. Oh well.

We watched some brave souls chug through a sodden track to complete their 10-lap races, checked out the video, and then we were off to the social. We had missed Faye and Hyler Craft's anniversary celebration, but managed to score a piece of cake anyway, and offer our congratulations.

Sunday morning, the first thing I wanted to do was make sure the car

would start, and it did. So we were home free, right?

Our race was first after Quiet Hour, and I sat patiently in the car at 11:55 a.m., waiting for the first call to the grid. OK, here we go—or in this case, not! The Sprite refused to start, and now was sounding like a bad starter and maybe even a bad battery. Ken quickly changed out the battery, and it still wouldn't start. So he and Steve Tye push-started the car and I lurched away, late to the grid. Naturally the engine died as I went out into the hot pits, but the Chief Steward and a couple of Pit workers got me started just as the pack exploded past the green flag.

Off I went, being careful to warm the engine and tires before getting wild and crazy. Next time around as I came out of turn 2, there were the leaders howling down the front straight, and I was lapped for the first time. Rats. Meanwhile, the engine sounded a little unhappy at lower revs, but didn't want to accelerate

very well either. I spent the rest of the race pointing faster cars through, going as fast as I could in between traffic jams. Near the end I could see Mike Barefield's Midget up ahead, but couldn't get anywhere near him, then was lapped by Dave Kanzler and Bob Toler. Bob's mom has predicted the last two years that I would beat him, and she was right. Bet she was really tickled this year. Pat Simpson's orange BMW was first, John Hewitt in the ex-Purgason Midget was second, and Thomas Buto in his Midget was third. I finished 8th in H, almost the last car running.

When we returned home Ken and I added up everyone's points, and were shocked to see how well I had finished for the year, even with the last place finish. Looks like I'll be getting a free dinner at the SeDiv Convention in February.

As usual, the SIC was a great event—everyone seemed to get along and cooperate with one another, on and off the track, even helping their nearest competitors—this is what amateur road racing is all about!

**Highlights from the SIC  
October 10 & 11, 2009  
at Roebling Road  
Inside Scoop by Larry Buell**

Once again, we were very short of workers, but our stewards helped do more than just stewarding letting the event move forward as scheduled.

Saturday, during practice/qualifying, the rains came.... (as in a “gully washer”) Groups 5, 6 and 7 only saw one car on the track each session. During one of the sessions, the call on the radio went: “Control, turn 6... Car number XX floated off track, driver's left and continued...” This happened again about 2 laps later (the radio call was identical), but the driver stayed out and used his whole time.

Saturday evening at the social, Faye and Hyler Craft were honored for their 60th wedding anniversary. They both are doing well and are in good health. Congratulations.

At the social, Rick Mitchell presented John Horn the “worker of the year (starter) award.” Way to go, John.

# News From Roebling Road...

Article by Kaye McCloy Photos by Roger and Diane Schleicher



For anyone that has been at Roebling since the first of September, you could not miss the pole barn which is now finished. The ground on the sides are packed with rock and even with all the rain we have had, it is holding and making a good runoff. All the bathrooms now have new sinks. What is the next project????

We finished the SIC at Roebling. According to Wanda (registration) we had 160 vehicles. I don't know about Jim Creighton, but all things considered, I think that was a pretty good turn out for this year.

At the SIC social we had two things going. John Horn had received Starter of the Year at the Runoffs and Hyler and Faye Craft were having their 60th wedding anniversary this month. We wanted to surprise them all. Now John does not usually hang around long for the social and everyone knows Ms. Faye normally knows everything that is planned out for an event. We told John that we were giving Faye and Hyler a surprise party for their anniversary and we told Ms. Faye that we were doing something for John. Anyway, we accomplished what we were trying to do. We think we surprised Faye and Hyler and also honored John for Starter of the Year.

Things have picked up at Roebling and seem to be close to normal as far as rentals go. We did however, last week, have someone question another rumor about the track. Please understand that after the board, the members of the Buccaneer Region will be the next to know if any rumors come true.



## The SCCA is please to recognize this year's STARTER Volunteer of the Year, John Horn

This year's recipient, John Horn is very active across two regions. In addition to holding a National Starter license, he also holds national licenses for pit/grid and F&C.

Each year, working 36 days across 18 race weekends, he splits duties helping two regions and also schedules all track days at one of the regions local tracks. In addition, he travels extensively supporting national events across his division.



### Don't forget your Area meetings!!!

#### Jacksonville Area

The Thursday following the 2nd Tuesday of Every Month@ 6:30 p.m.  
Golden Corral—Mandarin  
11470 San Jose Blvd.  
in Jacksonville

#### Savannah Area

Second Wednesday of Every Month @ 7:00 p.m.  
Lovezzola's Pizza  
Highway 80  
in Pooler



# Southeast Division Specialty Worker of the Year

It is time to start considering your nomination for the  
2009 SEDiv Specialty Worker of the Year award.  
Nominations are open until December 1, 2009 and the awards  
(a nice personalized jacket) will be presented at the  
January 2010 annual awards banquet.

Any SEDiv SCCA member may submit a nomination, either by email  
([se.woty@yahoo.com](mailto:se.woty@yahoo.com)) or by snail mail to:  
WOTY Administration  
4640 Imperial Hills Ct  
Tucker, GA 30084-2821

The nomination should include the worker's name, their region, their speciality and  
a brief description of why the submitter feels that the nominee is entitled to the award. DAs are  
urged to submit nominations for their respective specialties.

## Nomination

Nominee: \_\_\_\_\_

Specialty: \_\_\_\_\_ Region: \_\_\_\_\_

Why I believe this worker deserves the award:

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Deadline is December 1, 2009



The **Buccaneer Times**  
5084 Ortega Cove Circle  
Jacksonville, FL 32244-3201

**We want your**



**submissions**

for our  
next issue!  
Jan/Feb 2010

Deadline: Dec. 20

Please send your  
articles to

Jackie Trivison at  
[heron@hargray.com](mailto:heron@hargray.com)

Save the Date  
**Dec 18-20**  
Buccaneer Region  
Annual Holiday  
Gathering  
at Jekyll Island



711 North Beachview Drive  
Jekyll Island, GA 31527  
912.635.2211  
Toll Free: 1.866.553.5955

Be sure to make your  
reservations early!

See page 3 for details.

