

The Buccaneer Times

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Board Of Directors, 2009

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Let the trumpets sound, we have another issue of the Buccaneer Times. A round of applause goes to Jackie and all her contributors. Thank you.

It's been a while since our last newsletter so I'll try to bring you up to date with region high lights without putting you to sleep. I'll start with our road-racing program. We've conducted our February Drivers School, our March National and our April double SARRC. All events went well, but the entries were off for all three. On a good note the worker turnout increased for all events. My hat is off to Bob DeLoach our F & C Chief for his efforts. Our September event has been converted to a full VDCA weekend because of little or no interest in the restricted regional portion of that event. Our November TT event will now include an ECR and details will be coming soon.

Our SOLO chapters are rocking along with solid attendance and affordable sites. The BoD thanks both David Flesher and Don Johnson, our SOLO Chairs for their stewardship of the programs. We also appreciate the entrants that work hard to put on a safe and fun event. Keep up the good work.

Things at the track have slowed down some but it gives the staff time to spruce up and make improvements. Speaking of improvements, the "pole-barn" is up and the slab is poured to give us 2700 sq. ft. of protection for our track equipment. We now have new sinks in both the men and women's restrooms at the concession stand. Very hi-tech, check them out!

Plans are in the making for our year end banquet, meeting and Charity Solo. The date will be Dec. 19-20 at the Ocean Inn & Suites on Jekyll Island. Watch the website for the details once they are firmed up. Please plan to attend, as there are always good prizes and good company, after all it is your shindig.

We have included a nomination form in this newsletter for Board of Director positions. There will be 4 board members whose terms will be ending in December. Any region member in good standing is eligible to run for one of those seats. There will be 2 seats each in the North and South chapters of the region. There are no qualifications other than be a member of the region and have a desire to help guide your club. Our current board works well together, but fresh faces bring new ideas and energy to the board. Run for a seat if you want to be part of the decision making process, but please vote when the ballot arrives.

We are still in need of a race chair for the 2010 race season. Amber and Mike Walters have helped us thru the 2009 season but they retired in 2008. We desperately need someone to step up to that position, as I don't know that we can impose on them for 2010. The job has been streamlined some but it takes time to cover all the bases. If you are interested in more details give Mike or myself a call.

In closing I would like to personally thank all the dedicated workers that work behind the scenes and at our events throughout the year.

Thanks for your time.

Ted Migchelbrink

Ted Migchelbrink RE

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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.

- Sept 5-6** **SCCA Vintage**
For details contact Mike Jackson at vdca@vintagedrive.com
- Sep 9 **Coastal Empire Meeting**
7:00 pm at Lovezzola's Pizza.
- Sep 10 **Jacksonville Meeting** 6:30pm at Ed Wesch's Place
- Sep 13 **Coastal Empire Solo**
Hutchinson Island
- Sep 20-21 **Wisconsin Runoffs**
- Sep 27 **Jacksonville Solo**
Whitehouse Airfield
- Oct 4 Coastal Empire Solo
Jacksonville Solo
North South Shoot Out at RRR
- Oct 8 **Jacksonville Meeting**
6:30 pm at Ed Wesch's Place
- Oct 9** **SCCA Open Practice**
- Oct 10-11** **SARRC Invitational Challenge**
- Oct 14 **Coastal Empire Meeting**
7:00 pm at Lovezzola's Pizza.
- 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

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 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)

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
 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

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Permanent Number and Suggested Race Configurations:

Group I GT1, GT2, GT3, SPO, AS, T1, T2, GTA, BP, ST, ITR, ITO
 Group II EP, FP, GP, HP, GTL, LC, SRF, SP, ITB, ITC, DP
 Group III FA, FC, FF, CFF, S2, ASR, DSR, CSR, FM, FV, F500, FS, FB, FE
 Group IV ITS, ITA, IT7
 Group V SM, SSB, SSC, T3

Please check our website for updates
www.buccaneerregion.org

Unusual Opportunities

by Lauren Fleisher



Arrival and Check-In. Much to do before we start...

Like any teenager would be, I was incredibly excited when I got my learner's permit. I immediately wanted to be driving as much as possible and learning as much as I could. Luckily, I was born to a family of car fanatics, and that definitely has benefits. I was able to learn to drive manual transmission almost right away, and undeniably had more opportunities for experience. Only a few weeks after getting my permit, I took part in something few people knew about, much less would ever get to experience. I got to drive in an autocross. Looking back, I must say, I had a great time.

I had been to an autocross the month before, Jacksonville event #6 at Whitehouse Airfield, but I had never driven in one, so I was pretty nervous. The day before my dad took me to a deserted industrial park to practice my "performance starts." Needless to say, I loved them. However, even if I had fifty weeks of driving experience rather than five, driving in the solo still would have been a big deal to me. I

announcements, anyone?



went to sleep that night relatively anxious.

The next day was great. I really had nothing at all to worry about. It was again at Whitehouse Airfield, on Sunday, July 26. I helped set up the course, which was

really fun. I cleaned out the car and met many very nice people. When it was time to drive, my dad drove first to show me the ropes and then I got to drive my six runs. The first I was rather slow, taking the course cautiously, but as I got the hang of it, I got better each time. The turns weren't too tricky, and the crossover was a really unique factor. I didn't like the slalom that much but, of course, my favorite part was towards the end when I could open up and speed.

Overall, it was a pretty great course. I can completely see why people call solos "a test of driving skill and ability."

It was a really enjoyable time. My dad had set up a camera in the back so afterward I got to watch all my runs and we made them into a movie to show my assorted friends and family. Then the second half of the event I helped out in the SCCA trailer, calling out the results of people's runs on the microphone. It was awesome.

I'm really happy I got up so early and went to the event with my dad. I earned tons of driving experience and had a fantastic time. I hope to go to most of the events in the future, to keep learning and driving. I'm really looking forward to spending the time with my dad and getting better as time goes on. I'm almost certain that I'll carry on the family legacy and become a full time member of the SCCA as my hobby when I grow up. It'll be tons of fun and I'm looking forward to that day. All I can say is, congrats and kudos to the Buccaneer Region (SCCA) for giving a lucky teenager such a great time.

...and we are clear



PBIR Double SARRO

Race Report by Meredydd Francke

April 4–5, 2009

This weekend I'm running my first race at the newly-upgraded, redesigned ex-Moroso track (renamed Palm Beach International Raceway) in my No. 77 H Prod red Bugeye Sprite. I went to both of my driver schools at Moroso in 1992 on the original track, raced and instructed there many times, and could drive that track in my sleep.

We arrive around noon on Friday, having been forewarned that the track would be crowded, running concurrently would be imported car drag races, go-kart races, and a solo event. SCCA entrants are allowed a courtesy entry during the test day.

First thing, husband Ken and crew Charlie Marshall with the tow vehicle and trailer sail through the PBIR entrance checkpoint. I am stopped and told it is *verrrrrrry* crowded inside, and they do not want any crew vehicles, etc. in the paddock. I will be allowed to park in the outside overflow lot with spectators and et al. I inform them that I am ZE DRIVAIR with the rig just ahead. After a little head-scratching and ahemming, I am allowed in.

The main paddock area is stuffed full with vendors, tractor trailers, Spec Miatas, formula cars, lots of high-end, low-production specialty cars, and some vintage cars. We grab a nice area adjacent to pit out which will afford us a good view of the front straight, and turns 1 through 3.

As we leave the track area, we are advised that no "street" vehicles will be allowed in the track during the weekend. *Grrrrrr*. But we will be allowed back inside after registration. *Nice*. Zipping through registration, we go back in, retrieve some stuff and go home.

Saturday morning we debate what our attitude should be if we are denied entrance in the car (our paddock space is over half a mile

from the gate). In the end, we hold up our arm bands and just drive on in. *What me worry?*

Ken says everything is late apex, and trail braking is the name of the game. Sounds like fun. Pit out leads to a narrow blend lane that ends just beyond turn 2. Although this area is tight, cars are slowed down for turns 1 and 2, so it works well.

As I come into turn 4, a late apex, long 180° shallow left hander, I'm looking ahead—*where should I be? Wide? Wider? Do it like turn 1 and 2 at Savannah? Bleah*. And the answer is: Go wide, then narrow it down to the left-hand pylon at the exit. Took awhile to figure that one out. Then along the track through a shallow dogleg, and up a small hill to a banked, right-hand bowl, with the apex beyond the inside center of the turn. That took a while, because I was going in either too late or too early, and it felt like the track was trying to grab me and shove me off on driver's left. *Not good*.

After a short straight, the little chicane (right, left, right) into the turn 7 through 9 is easy once you realize you just ignore the apex of 7 and head for the left-hand bumper at turn 8, and from there go right to the back straight. A really, long back straight—at least as long as Roebing.

And here comes turn 10, a big right-hander that leads to the front straight—*very tricky*. This is one of those places where your brain screams "turn now!" The correct answer is—**wait, wait, wait**—and when you can see the right-hand bumpers on the other side of the world, you turn in, and hustle around to the front straight. If you do this at a reasonable, temperate speed it's not all that hard, especially after a few tries. *Ha, try doing that asfastasyoucan*. But practice makes perfect, *right?*

After a delay caused by a mechanical failure on a required piece of emergency equipment (that's

about all I know), the event starts almost an hour late, but ends up on time—and no one gets shorted—everything gets done very efficiently.

By racetime, I feel pretty sure I can navigate the track somewhat faster. But imagine my chagrin when I am placed in the 11th grid spot (out of 27), amidst a bunch of SRF and ITB cars. *Arrrrghhh*. Somehow T&S has timed me 10 seconds a lap faster than I had run—*nice*, but I wasn't accepting any favors this time! Opting to start last, I get a lot of good practice, and finish 2nd in H Prod, two seconds below my qualifying time (only one other starter, Tim Slater in a Spitfire). I have to admit this "good practice" includes a roller coaster ride off to the right side at the end of turn 4—but I end up on-track, with only a slightly broken spoiler.

Sunday morning we drive on in again (no way we were going to stop), waving our special blue wristbands. We put on my new Hoosier sneakers, and I used them during practice/qualifying, six laps total, per the Hoosier guys. Of course T&S only gets three of the six. Must be some kind of electronic problem, but that's OK.

With all that practice, I feel sure I will be up there dicing with some of the other slower cars. I'm hauling along, more familiar with the turns, and on the second lap notice that as I zoom down the back straight at 7000 rpm, the temperature gage is oozing upward, over 200 degrees. *Ewwwww*. Could this be this cause and effect? I sure hope not, but it is. So the only thing to do is short-shift, watch the temp gage, and point people by. When the lead car rockets past on the back straight for the third time, I joyously wave him by—*yesssss!* The checker is imminent!

A second trip to impound, and another second place (Tim Slater wins again). The radiator will come out and go to the shop, and we'll prepare for our next track adventure.

Race Report

Article by Tom Vlasak Photos courtesy of Evelyn Vlasak

This year we are running a more selective series of SCCA National Race events to garner enough points to be again invited to the Runoffs.

This year the Runoffs will move to Road America, Elkhart Lake, Wisconsin. The event will be held in September rather than the previous October events to avoid having to use snow tires on the race cars.

We are also running a few select regional events with our Formula V to try to qualify for the SARRC Invitational regional championship.

We started the season with the National Race at Sebring in January. The event was well attended with drivers from the Northeast and Midwest Divisions to get a jump on their racing season (who wouldn't want to come to Florida to race when the snow is blowing at home?) SCCA allows you to bring the best three



Vlasak's Porsche Carrera races in GT2 class. They qualified for the Runoffs this year and will be making the trip to Elkhart Lake's Road America in September

finishes from out of division races to count for your point totals. This year Porsche GT3 Cup cars were added to our class and with only a 3.2 air cooled Carrera, we just can't stay with them on the straights. Long story short we finished 4th in class at Sebring after a spirited 46 mile race.

The next event for our car was the Roebling, Tom Nehl Classic

National on March 8. Again there were a number of cars from up north. The race started with my car in 14th out of a mixed group of 18 cars including GT1, GT2, A Sedan and T1 cars. Immediately after the green flag and before we got to turn 1 several cars went off the track drivers right throwing up a huge dust cloud and numerous orange cones. Everyone checked up and by the time we sorted out the group I was last. I chased down and passed 7 cars during the 47 mile race and was contending for another pass on the last lap when I spun in turn 6. I finished 4th in class and 11th overall. I turned the fastest lap during the race that I have ever run at Roebling.

Currently I am tied for 2nd in SE Division points and on-track for the Runoffs. At the time of this writing, the next up are: a regional at Roebling in the FV; and the Daytona National, May 3, in the Porsche.

SCCA events are open to members and a weekend membership can be purchased at registration for \$15 and will get you access to everything except the hot pits. Come see us at the races.

2009 Roebling March National



Nashville Track Trials

A BK Racing Update by Butch Kummer Photos courtesy of the Chattanooga Region SCCA

The Short Version

Experienced a great new format for the Track Trials (nee: Solo I) program, set two new track records, renewed our enthusiasm for the 2009 season. At the time of this writing, our next event will be the GTA National Tour event at Summit Point, West Virginia, May 30-31. Those who don't want to travel quite that far are invited to Road Atlanta for the Atlanta Region National/ECR/Pro-IT/PDX that same weekend.

=====

The Long Version: May 15-16, 2009

Data (Eric Bartel) and I took Cuervo up to Nashville Superspeedway (NSS) to run Chattanooga Region's annual Track Trial event. The idea was to blow out some cobwebs and make sure things were running right prior to getting into the heart of our 2009 racing season, plus Data was itching to get back behind the steering wheel and this was my chance to reward him for the help he's given me through the years. NSS is less than four hours from the house and we gain an hour



Chattanooga at Nashville Superspeedway

getting there, so we left around 5:00 a.m. Saturday and still made it to the track in plenty of time for the 8:30 a.m. driver meeting. I know a lot of people complain about the transitions from the oval to the input, and they *are* bad if you hit the banking at a 90° angle. Ask me how I know that! And the track *is* tight in spots—but it's the same for everyone and you can see everything from just about anywhere inside the track and we still get to run over 150 mph on the front straight. All in

all, I've been going there since 2005 and it's a fun little racetrack.

If you haven't run a Track Trials lately, believe me when I say (write) the format has undergone a *major* positive change in 2009. The advent of transponders plus a little bit of common sense on the part of the drivers has allowed multiple cars on the track with controlled passing allowed. The old "three cars to a pod, run three hot laps, and then wait two hours for your next session" has been replaced by ten to fifteen minute sessions with up to ten cars on the track at a time. The old format worked well for a long time, but this new format should bring a tremendous growth of the program once word gets out. Not only is it a *lot* more seat time (and fun) for the full-time Track Trials competitor, it's also a great venue for the road racer wanting to do some testing. Chattanooga Region offered eight total sessions (about two hours) of track time for each entrant, and even though Data skipped two of them (one for rain and the second because the poor little feller was just plain tuckered out) he still got a total of 49 timed laps over the two days. Other groups were interspersed and this allowed at least 30 minutes

In time for the 8:00 a.m. Driver Meeting



between our two sessions so the format is still perfect for two-driver cars. Between two drivers, I skipped a lot of my sessions because I'm too old to learn anything new, we got almost 70 timed over the two days plus we also introduced a third driver (more on that later) to the charms of GTA as well. A very busy yet productive weekend.

As far as the competition aspect of the weekend, back in 2005 we set the GT-1 Track Trials record at a 1:06.151 and it had not been broken since. Labor Day weekend of 2006 we set the GTA race record at a 1:06.070 and that has not been broken since either. Those two events were "B.C." (before the curbing), which helps explain why those records have/had not fallen.

No GTA cars have been running the Track Trials events, so we entered Data in GTA and I entered GT-1 (Cuervo is legal in both classes) with the hope of holding two TT records when the weekend was over.

We broke an intake rocker stud on Data's second qualifying session but even though I thought the engine sounded funny I couldn't find anything wrong and chalked it up to the exhaust echo off the banking. On my first timed session I knew immediately we were on seven cylinders, so I came in after three laps, we found the problem and we

were able to make repairs before Data's first timed session. He went out just before Saturday's storms hit and ran a 1:09.460, which was six seconds better than he'd run back in 2005. Over dinner and copious adult beverages Saturday night I expressed with confidence that the old records were in jeopardy. And in my shy and retiring manner I also explained to (series sponsor) Cool Shirt's Rich Shafer that he'd better be ready to bolt a new set of tires on his SPO Camaro because that weak 1:06.495 he turned on Saturday wasn't going to hold up on Sunday.

I went out first on Sunday morning and ran a 1:06.551 on eight cylinders, then Rich ran a 1:06.150 and Data ran a best of 1:09.752. Knowing that we were struggling on tires that were a year and well over ten heat cycles old, we bolted on a set of Hoosier 3035s that we'd "previously enjoyed" at the 2008 ARRC by GRM. My next session I dropped the GT-1 record to a 1:05.520, then brought the car in early to help Data get ready. At the same time I looked over to see Rich and his crew chief Dave busily changing tires as well.

Ends up Data skipped right over the 1:08s and ran three laps in the 1:07s before finally setting the new GTA Time Trials record at a 1:07.514. Rich demonstrated the value of new tires by dropping over two seconds

Born to be wild...



Track side encouragement

off his best lap to end up a 1:04.067 and thus won the battle of the V-8s, but we all congratulated each other on our new track records. Data did go out one more time but the track was getting hotter (and he was getting tired) so he "only" turned some 1:08s.

We've been talking to new T-1 driver Tres Childs about the benefits of the GTA class so we arranged for him to take one session in Cuervo to see if he was comfortable in a car without all the modern conveniences of a C-6 Corvette. Tres started out very cautiously but got progressively faster and ended up with 1:09.438 on the tenth and final lap of the session. He was very impressed with the way the car performed and was disappointed when the checker came out, but a new GTA racer is definitely in the works!

Things went well and there were no major glitches, so the next event on the BK Racing calendar is Round Four of the GTA National Tour at Summit Point Raceway the weekend of May 30-31. I've never driven nor seen Summit Point, so this will definitely be a new experience for me. This is also the same weekend as Atlanta Region's National/ECR/Pro-IT/PDX at Road Atlanta, so after sampling a "Fletcher-free" weekend in February our racers and workers will get to experience a "No-Butch" weekend. You guys will have to tell me (write it) how much more enjoyable it is when I'm not there!

See y'all at the track...



Never a Dull Moment at Roebbling Road Raceway

Article and Photos by Kaye McCloy



Grading the Land



Quick Progress Reports



Getting Ready to Move In



Packing it down



Setting the Timbers



Watching the Roofers

Every year, Roebbling Road Raceway is subject to rumors. This year is no exception; the latest rumor we've come across is that Roebbling is to be sold. To set the record straight, Roebbling is still up and running and has not been sold.

You might not be aware of the growth in our neighborhood. In the past 5 years, more and more homes have been built near Turn 1 through Turn 4. They have been removing just about almost every tree in that area, which means they have removed a lot of our sound barrier. Unfortunately, we now have a few persons that have decided that Roebbling is no longer suitable for this area and they have been filing complaints to the Commissioner's office.

Effingham is doing a sound study and are talking about a noise ordinance for the county. So far they have only been out one time to take sound readings and those readings did not reach 80 decibals. At the last Buccaneer board meeting, it was voted to hire a person from the University of Georgia to do a study. We will be asking that person to come to the track and write a report concerning the sound issue and to give us a direction and some ideas on to how to handle this problem. Hopefully the report will be handled in a satisfactory manner with the commissioner for the track and the citizens of Effingham.

Summer in the south is not a good rental time for Roebbling. Tracks in the north that cannot run in the winter are open and most of our

renters that come from the north use those tracks in the summer. Northern renters generally start coming south in October. Rentals start picking up at that time just like it has done each year previously. Roebbling has more rental dates from October to April and we have definitely held our own during that time frame in 08-09 season.

Because of the lull of the summer season, we take that time to do maintenance on the buildings and general work around the track and property. This summer, a pole barn was just constructed at the track. This building will be used to house the equipment that has been left outside in the weather, we are still left with outside work and of course, Mother Nature does not want to cooperate.

There are nearly 500 members in the Buccaneer region and Roebbling will be holding an open house at the Jim Starke in 2010. If you have not taken the opportunity to visit Roebbling recently, why not mark this time on your calendar? Of course, there will be the SIC in October, Time Trail and PDX events in November, Drivers School in February, and Tom Nehl in March. You are welcome to come and see your region in action. You might even find that you would like to volunteer for at least one event, or better still you might decide to try your luck and enter into the PDX (with your own car) or rent a race car and decide to register for the 2010 Driver School.

See ya at the track.

Roebling Road's Infamous Turn 5 Close Up

Article by Scott Gress

After a few run sessions behind the wheel at a Driver Ed, I was invited to take a ride with my instructor driving. I knew that I was going to be amazed with how much more aggressively he could take the corners. I thought, "I must have a lot of spare tire adhesion that I just wasn't using." I decided to press a harder.

I could hear my tires squealing in Turns 2-4. That was a little surprising because I didn't feel like I was going faster than usual. I started worrying that maybe one of the tires had lost some air. That was the only thing that made sense to me because I wasn't going any faster than usual, at least I didn't think that I was.

I was heading into Turn 5, the same turn where Dow, the neighbor with the Viper that got me into this, spun out in November. Per the guidance from the instructors, I was going to take it in two parts, turning it into two separate turns.

I accelerated out of Turn 4, but not too hard because the last part of Turn 5 is tricky. The aggressive folks accelerate flat out and then stand on their brakes before most of the turns. In contrast, I was driving like an old lady, generally worrying about having too much speed in whatever the next turn is. Even on the straightaway, I let up on the gas pretty early. The learning occurs on the turns. Who cares if I reach 125 mph on the straight-away? And, frankly, although slowing from 125 mph in a great big hurry going into Turn 1 creates some anxiety, slowing down from 135 in a great big hurry creates a lot more anxiety. One might be tempted to say that it's scary, but one might not want to be perceived as a girlie-man.

I would come to learn later that speedometers overstate your speed. My 125 mph was probably 118 mph.



Turn 5 is a left-hand turn that starts gradual but then gets sharp. I stayed a little tight coming out of Turn 4 so I could easily enter Turn 5 from the outside of the turn. I very gently touched the brakes before "turn-in" so I wouldn't have too much speed to shed when I transitioned from the easy part of Turn 5 to the hard part. I caught the late apex fine and unwound the steering wheel a bit to drift to the outside again. Once I was headed to the outside and I could feel that the car was relatively balanced and straight, I touched the brakes once again in preparation for the tricky part...turning into and then charging thru the second apex.

Let me continue with the tale of the difficult latter section of Turn 5. I touched the brakes a little harder, because it is a pretty sharp turn in. Just as I was coming off of the brakes I initiated the turn in, trying to keep inputs smooth and the car balanced. I aimed for the apex and shifted my eyes to the next turn up ahead, using my peripheral vision to track my route to that apex. It seemed like I already had good speed heading for the apex, so I didn't push the throttle too hard. Too much speed and I'd just slide off of the track. It sure seemed like when the instructor had been driving at this exact place 20 minutes before he was flying.

I could feel the car doing some

oversteer, that is to say a little rear end sliding out. Either the front is starting to slide out or the rear is starting to slide out, something is always starting to slide out. So I stayed with my moderate throttle and largely ignoring the subtle queues that my rear end was sliding out a little. Mostly I was trying to focus on the next corner up ahead and planning for it.

Then the damndest thing happened. I was focused on what I would be doing in the next corner, in terms of exactly what my brain was working on. I was a little distant from what was happening "right now," the world of peripheral vision and automatic reflexes. It's what is 10 seconds ahead that you need to consciously thinking about.

I could feel some oversteer in the "right now," but it really didn't seem like anything to worry about. The rear end kept coming around. It wasn't supposed to do that. It all happened very slowly, and I handled it poorly. First of all, I didn't detect the threshold of the transition from regular old not-a-problem oversteer, to Uh oh, we've got a problem oversteer. So being late in sensing it was no help. But it the difference between not-a-problem and problem was just so darn subtle.

What should have occurred is that I should have sensed it and applied a little more gas, and maybe even turned the wheel into the skid just a tiny amount. Instead of any automatic or corrective reaction, what occurred was I was struck by a sense of detached wonder. As in "My...how strange. That's not supposed to happen."

That is when I made my second mistake. When the thought struck me "that's very strange," I may have (I'm not sure, even after mentally reviewing the incident 1000X) reacted

how any normal human would in a speeding car and lifted the throttle. But it was more complicated than that. I knew better than to casually lift the throttle, which would unweight the rear and therefore reducing their grip...exactly the wrong thing to do when the rear is sliding. Maybe it's such a natural reaction that I think, "I'm not sure," but I think that maybe I started to "My how strange" lift the throttle and then my sure knowledge that lifting would be a mistake halted my action. The sum might have been just a little throttle lift, but that was enough. A little throttle lift unweighted the rear that was already sliding out from under me and any chance I had of recovery was gone. Remembering Dow's instructor's words to him when he spun out in the exact same place, in a laconic and bored voice, "You're not going to make it. Just put both feet on the floor." I hit the brakes and clutch as I did a leisurely 180°

There was no one near us so it was no jeopardy. The spin was entirely on the asphalt, and my momentum rolled me backwards on to the outfield. With my eyes as wide as saucers, we sat there for a couple of seconds. Then my instructor said "Ok, lets get back on the track."

I was so flustered that I couldn't find First. I hit Reverse. Twice.

The fallout from this is a little sad. My instructor was going to allow me to not just graduate out of Novices, but to skip over the next group up, and go right to the "Solo Group." But my lousy response to excessive oversteer indicated to him that maybe he'd been optimistic. So I get out of the Novices, but there'll be no skipping up to Solo. Darn.

Somehow I've neglected to tell Sarah about the spin. It must have slipped my mind. Should you be tempted to repeat this story to any member of the female gender, make it slip your mind too. I don't need to remind you that all women on the planet are telepathically connected.

Editor's Little Ramblings

by Jackie Trivison

Thank you everyone. What a pleasure seeing the emails come in from members who show how much they truly love being active in the SCCA. This newsletter gives you a sampling of what it feels like to go out on your first autocross, learn how to stay the line at a Driver Ed, Time Trials' new fun approach and even something for the seasoned driver, how to get ahead at a SARRC.

A special thanks goes to our BoD for putting a spark out there to get information to the newsletter.

I hope that as members, you will be willing to share your experiences with us for the next newsletter. Let's face it, without your contributions this newsletter suffers or worse, doesn't get to press.

Please get to your keyboards and start writing your next article.

Formula Vee

by C. Fred Clark

In April 2008 Roebling Road Raceway and the Buccaneer region were hosts to the 45-year celebration of Formula Vee as an SCCA Class. The event had drivers, crews, sponsors, former and current national champions and news media from all points of the United States, Canada, Europe and Australia. Our current Director of Club Racing, Terry Ozment was on hand from Topeka as were SCCA race officials from across the US.

The event was, to say the least, a gala affair, and a financial success. The 45th Formula Vee birthday committee was able to return a donation to RRR and the Buccaneer Region at our Year-end banquet of \$2500.00.

With the blessing of the many 45th party sponsors Buccaneer region

and the 45 party committee were able to make a similar \$2500.00 donation to the SCCA FOUNDATION at the 2009 Convention, February in Las Vegas.

We received from Larry Dent, the Foundation director, a letter thanking us for the donation.

Our donation will be directed toward the very successful "Street Survival" program with in the foundation.

The Formula Vee program continues with money in the bank and promises from drivers and sponsors around the world to be in attendance in 2013 at RRR for the 50 the year celebration.

Hope You can be there too.

Joke Corner: Automobile Acronyms

AUDI: Accelerates Under Demonic Influence

BMW: Beautiful Mechanical Wonder

BUICK: Big Ugly Indestructible Car Killer

CHEVROLET: Cheap, Hardly Efficient, Virtually Runs On Luck Every Time

DODGE: Darn Old Dirty Gas Eater

FIAT: Fix It Again, Tony!

FORD: Fast Only Rolling Downhill

GM: General Maintenance

GMC: Got A Mechanic Coming?

HONDA: Had One, Never Did Again

HYUNDAI: Hope You Understand Nothing's Dr And Inexpensive

MAZDA: Most Always Zipping Dangerously Along

OLDSMOBILE: Old Ladies Driving Slowly Make Others Behind Infuriatingly Late Everyday.

SAAB: Swedish Automobiles Always Breakdown.

TOYOTA: Too Often Yankees Overprice This Auto

VOLVO: Very Odd Looking Vehicular Object

VW: Virtually Worthless

Send in your favorites...got one for MIATA?

Board of Director's Meeting

Buccaneer Region, SCCA, June 1, 2009

Minutes submitted by Paula Frazier

The Board of Directors Meeting for the Buccaneer Region, SCCA was called to order by Ted Migchelbrink, Regional Executive, at 7:00 PM on June 1, 2009 at the Golden Corral restaurant in Brunswick, Georgia.

The following Board members were present: Ted Migchelbrink; John "Skippy" Boatright; Larry Buell; Fred Clark; Mark Eversoll; Robert Frazier; Michelle Eversoll; and Robert DeLoatch. Absent was Don Johnson.

Mark Eversoll made a motion to accept the minutes of the last meeting. Motion was seconded and passed unanimously.

Jax Solo Report

David Flesher reported on the Jax Solo Program. They have held two events so far. April's event was at Whitehouse with Saturday being a school and Sunday a points event. May's event was at Gainesville. Both events were a success. There is an upcoming event June 28th at Whitehouse Airfield.

Savannah Solo Report

No one present. Treasurer's Report Mark gave a financial report of the Region.

Track Managers' Report

Track Managers gave a financial report of the Track. Three of the groups that rented the track in 2008

are no longer in existence. They presented an estimate for upgrades/repairs to the bathrooms. Estimate approved.

Old Business

Karen Kern stated the Track's new website is up and running, and she is working on upgrading the Solo websites.

Jackie is not receiving any newsletter submissions.

The pole barn project is now over budget. A motion was made to put a \$30,000 cap on the project. The motion was seconded and passed unanimously.

New Business

Discussed the meeting with Effingham County, and the "letters to the editor" in *Savannah Now* regarding track noise.

Discussed the September event and its possibilities for outside group participation. It will not be an SCCA sanctioned event.

Discussed the Harold Cofield lot offer.

The next BOD meeting will be August 3rd at Golden Corral, Brunswick.

Bob DeLoatch motioned to adjourn. Motion seconded and passed unanimously.

Meeting adjourned.

Latest in Hi-Tech RRR Bathroom Sinks



Classifieds



995 Mazda Miata for sale. Car is set up for ES autocross. Limited Slip differential, Koni's, Hawk Pads, Sway Bar. Car has been very dependable. 163,000 miles. Fairly new clutch, new top, new street tires mounted on original 14" wheels. Also have 17" wheels with street tires, set of loose Kumho 710s (225/14) that were mounted on the 14" wheels, approximately half life left. Car is not in perfect condition cosmetically, there are a few little dents here and there, a few small rips in the leather seats. AC is not ice cold, but cools off the car, in time. Also comes with tire trailer, if needed. Trailer has box for tools, cooler, jack, etc. It is a great autocross car for the beginner, or someone on a budget. My wife and I are both driving in EM now and we no longer need this fun to drive car. Asking \$2500, with all the spares and trailer. Contact Glen Minehart for more info. 386-931-6435



1989 Porsche 944 S2 Coupe, 3.0 Litre Engine Non-Turbo Street/DE Track Car
Car is in good to excellent condition. It had some paint work but no major body work. Over \$14,000 invested. White with maroon interior; 121,000 miles; Strong engine no oil leaks. **Upgrades include:** Bilstein Coil over shocks front and rear; Camber bar; 30mm front sway bar; 19 mm rear sway bar; New Front rotors. All 4 calipers rebuilt; Stainless steel brake lines; New distributor, cap, wires and plugs; Newly rebuilt ball joint A Arms; Porsche Cup Wheels from Tire Rack; 7.5 x 7 Front/9 x 17 Rear w/Bridgestone tires 50% tread; Heavy Duty Harness Bar w/5 point Belts; Hunsaker Racing Seats; New transmission linkage and bushings; New Battery; Alpine Stereo w/Satellite capability \$10,000 Car is located in Bluffton, SC Questions? Call Al Trivison 843-368-1777 email: T2935@hargray.com VIN: WPOAB2943KN452000

Memorial Day Dedication of Roebling Road Raceway

Dateline: Savannah, Georgia
May 30, 1976

The history of sports car racing in Savannah, Georgia is a long and glorious one and a new chapter was written today with the renaming and rededication of the local sports car track formerly called Savannah International Raceway. The track is now called "Roebling Road" in honor of Robert C. Roebling who was a prime mover and benefactor in the construction of the track. Roebling Road is now operated by the Buccaneer Region of the Sports Car Club of America but the track can track its beginning to 1955 when members of the Savannah Sports Car Club conceived the idea of building a sports car track dedicated to the principals of traffic safety and education and automobile driving. Although many members of the club contributed their time and efforts to the project, Robert C. Roebling and his good friend John C. Reuter were the prime movers. It was largely through the efforts of these men—Roebling raising the money and Reuter seeing that the job got done—that the track was built.

In its beginning the track was used as a training ground for the Georgia State Patrol, driver training instruction by the public schools of Chatham and Effingham counties and by Georgia Southern College.

In addition to the driver training schools the track was used for sports car racing of both Regional and National importance. Under the sanctioning of the Sports Car Club of America the track continues to be used for that purpose.

Mr. Roebling and Mr. Reuter continued their interest and support in driver training and sports car racing. Mr. Reuter passed away several years ago but Mr. Roebling continues to be a member of the Buccaneer Region Sports Car Club of America.



Dorothy "Dickie" and Robert "Bob" Roebling, 1928

Although Mr. Roebling's contributions to sports car racing in the Savannah area have been substantial both materially and in personal endeavors, he has chosen to remain in the background. Only recently, when approached by officials of the Sports Car Club of America who wish to find some way to express their appreciation to Mr. Roebling for the racetrack he provided for them, did he concede to lend his name to the facility.

A new entrance wall has been constructed and a large bronze plaque embedded in the wall proudly proclaiming the name of the track to be "Roebling Road."

Ceremonies took place at noon on Memorial Day. Mr. Roebling was present with many of his friends and Mrs. Roebling unveiled the plaque. Remarks were made by Mr. Bob Lewis, current Regional Executive for the Buccaneer Region SCCA from Jacksonville, Florida; and Mr. Charles Earwood, Past Executive Steward of the Southeast Division of the SCCA from Atlanta, Georgia. Ceremonies were followed by a luncheon on the grounds honoring the Roebling's and the balance of the afternoon was devoted to the Memorial Day sports car racing.

Editor's Notes:

Roebling, Robert C., 1904-1983

Robert C. Roebling, philanthropist, prize cattle breeder, the great-grandson of John A. Roebling, the designer of the Brooklyn Bridge and the son of Karl Roebling. He donated the Modena Plantation to the University of Georgia. Modena Plantation became part of the Skidaway Institute of Oceanography.



The Mercer Automobile

Racing Days

The Roeblings were partners in the Mercer Automobile Company at the turn of the century. Washington Roebling II raced their cars in "The Great Savannah Auto Races of 1908-1910-1911" and Robert Roebling was a life long supporter of the Sports Car Club of America. Through the Savannah Foundation, he established "Roebling Road" in Effingham County for races and driver training.

Wife, Dorothy "Dickie" Roebling passed away in 1976 and Robert Roebling followed her in 1983.



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) 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:

Deadline is December 1, 2009

Buccaneer Region, SCCA
Board of Directors Nomination Form
For the Term 2010-2011



Chapter (check only one):
North (outside of Florida) _____
South (within Florida) _____

Nominee for the Board: _____
Member #: _____

Your nominee must be a member in good standing with SCCA National and the Buccaneer Region. The nominee must be a member of your Chapter (nominating members must be a member of the same chapter as the nominee).

Nominating Member: _____ Member #: _____

Nominating Member: _____ Member #: _____

Nominating Member: _____ Member #: _____

Nominating Member: _____ Member #: _____

Nominating Member: _____ Member #: _____

Nominations must be received on or before October 15, 2009.

Mail all nominations to:

**Paula Frazier
5084 Ortega Cove Circle
Jacksonville, FL 32244-3202**

We want your



submissions

for our
next issue!
Nov/Dec 2009

Please send your
articles to
Jackie Trivison at
heron@hargray.com

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VS.
JACKSONVILLE SOLO**

OCTOBER 4

RRR 
1959 **ENJOY THE CHALLENGE**
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The Buccaneer Times

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