

THE BUCCANEER TIMES

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www.buccaneerregion.org



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Photo By: Ted Migchelbrink



Roebing Road Gets A Facelift!!!

◇ Region Contacts	2	◇ National News	18
◇ Membership Stats	4	◇ Inside Line	22
◇ SEDiv Schedule	7	◇ Divisional News	25
◇ Solo Results / Schedule	14	◇ Membership Application	27

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From the Editor...

By the time you get this issue, August will be in full swing! And, as you can see by the cover, as of this writing the paving of Roebing Road is well under way! It is in the curing process now, getting ready for the 2006 SARRC Invitational Challenge in September.

In the past couple of months Roebing has been host to the SEDiv Double National and to Alabama Region's Double SARRC. Both events were great successes. **Mark Boudoucijs** was kind enough to send me a few pics of the Double Nat'l. Thanks, Mark! I have many pics from the Alabama Region's race, but will probably just post on the web somewhere; so if anyone is interested in seeing them, just let me know!

Yes, it's that time of year again! Time to send in your nomination forms for the upcoming Board of Directors' election in October. The nomination form is included in this issue on page 8. If you wish you could do more to help your Region, now is your chance to step up and make a difference! Besides, we'll buy your dinner at the meetings! ☺

There are many more interesting articles in this issue. I would like to send a special thanks to **Bob Eubanks** and **Russ Smith** for sending in a couple of interesting items on pages 9 and 21.

I hope everyone is keeping in the backs of their minds that our annual **Track Trials** event is coming up in **November**. It promises to be as successful as past events, if not more. We will be using transponders again this year, so please prepare. We

always appreciate volunteers to help keep things running smoothly. If you have never been up to the track, volunteering to help with this event is the perfect opportunity for you to come up and see the track, and experience first hand what this club is all about. It's a very laid-back weekend, so don't be afraid!

Please read and enjoy, and as always...

Until next time...

Paula Frazier



**1st Place - Medium/Large Regions
2005 Region Newsletter Award**

**Any newsletter material or
information may be sent to:**

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MOVING??

Don't Miss A Single Issue!!!
**Send change of address to the
Editor/Membership Chairman**



The Buccaneer Times is the official publication of the Buccaneer Region of the Sports Car Club of America. 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.*

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<u>Size</u>	<u>Monthly</u>	<u>Yearly</u>
Full Page	\$50.00	\$400.00
1/2 Page	\$30.00	\$250.00
1/4 Page	\$20.00	\$150.00
Bus. Card	\$15.00	\$100.00

Classified Ads are no charge to Buccaneer members.

Please contact the Newsletter Editor for details.

Membership Stats

The month of May 2006 saw 8 new Region members (1 transfer into the Region); the month of June 2006 saw 3 new Region members (0 transfers into the Region); and the month of July 2006 saw 14 new Region members (2 transfers into the Region). As of August 3, 2006 the Buccaneer Region's membership equaled 550.

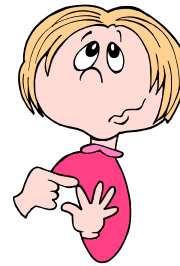
Please join me in welcoming our new members!!

Meron Abrahams
Michael Beamish
Richard Charles
Wallace Devlin
Jonathan Devlin
Jennifer Digaetani
Arthur Dorn
Robert Duffy
The Enmann Family
Ben Geidel
Rhys Griffiths
Scott Grimme
Karl Hankin
Mike Hawthorne
Erick Lonnais

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Jacksonville, FL
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Savannah, GA
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Middleburg, FL
Neptune Bch, FL
Bloomingtondale, GA
Atlantic Bch, FL

Kevin McCarthy
Rudolph Payton
Christopher Rivera
Jonathan Roberts
Joshua Walters
Savannah Walters

Ponte Vedra Bch, FL
Charlotte, NC
Jacksonville, FL
Richmond Hill, GA
Jacksonville, FL
Jacksonville, FL



From the R.E.

Hello Buccaneer Region,

By the time you get this newsletter we will be closing in on August with all its hot and humid days. The double national at Roebing on the 4th of July weekend was as usual a big hit with the competitors and workers. The racing was great and the workers were treated to many perks throughout the weekend. Many thanks to all the participants and hosts.

Right behind that event the Alabama Region hosted a double SARRC at Roebing that was another winner. The car count was solid and worker turnout was commendable. Congratulations to the Alabama gang.

Well another happening in this time period is the track paving project. My involvement goes back to 1998 when we had a meeting with the local pavers and Clarence Cagle (a track paving expert with credentials). The local pavers left that meeting shaking their heads and saying that, if it could be done, we couldn't afford it. I became region exec soon after that meeting and was bombarded with pressure to repave. I listened and began an active

inspection of the surface with the many renters that use our facility. The consensus was that repaving would solve the tire wear problem and would eliminate the patches. We have done our homework and have a committed paver and a good plan that should guarantee an excellent racing surface. When you get your newsletter the paving should be finished and the count down to our first event on the new surface will have started. The first SCCA event on the new track will be the SIC event in October.

The Solo programs continue to host great events and their entries are solid. We are indeed a very blessed region. Please consider becoming more active in your club, we need you. Thanks for your time

Ted Migchelbrink
Regional Executive

Minute by Minute

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 14, 2006 at Captain Joe's Seafood Restaurant in Brunswick, Georgia.

The following Board members were present: Ted Migchelbrink; John "Skippy" Boatright; Larry Buell; Fred Clark; Paula Frazier; Darrell Mallard; Mike Walters; Mark Eversoll. Absent was Art Corbitt.

Fred Clark moved to accept April's BOD Meeting minutes as posted. Motion passed.

Jax Solo Report

Julius Ashley reported on the Jax Solo Group. The last event at Whitehouse had 86 entrants and they were able to have 5 runs. All went well with no problems. The St. Augustine event had 66 entrants with 6 runs. 5 helmets were bought before the St. Augustine event.

Julius gave a financial report. He reported that the autocross van was undergoing some minor mechanical repairs. He also reported that the Jax Solo Group was going to be hosting a Subaru event October 21st at Gainesville Raceway.

Savannah Solo Report

Ted Migchelbrink reported on the Savannah Solo Group. Events are going well. Hutchinson Island is working out well for them. Ted commented that the Porsche Club was going to be joining the Savannah Solo this weekend so the turnout should be good.

Treasurer's Report

Mark Eversoll gave a financial report of the Region.

Track Managers' Report

At the Jim Stark event a golf cart got damaged. A new policy is being implemented that all golf carts must be signed out & signed back in each weekend.

During a motorcycle group weekend at the track, a neighbor complained about speeding cars to and from the track. However, residents have been seen speeding also.

During a WERA weekend, there were a total of about 20 dogs that came with competitors. There was a big problem with owners not cleaning up after their dogs.

Race Chair Report

Amber Walters reported that everything was done for now. She would like to get a 2nd phone line dedicated to her fax before next season.

The Track Trials event is in November, and Robert Frazier volunteered to be Chairman for the event again.

September Event – there was discussion of whether or not to even have the September open-wheel event. VDCA doesn't want a loss like in previous years. Fred Clark has been contacting a couple of groups to see if they are interested. VDCA is willing to share event with a larger group other than SCCA.

Fred Clark brought up the subject of defining the hot area (Competition Events Concourse) at the track. We need an official definition to send to Fred Schmucker. Defined as the area between the hot pit fence to the fence between the paddock and false grid/tech area.

Ted Migchelbrink reported that Bernice Stark sent a "thank you" card for the Jim Stark weekend. He also said her family got to ride in the pace car.

Old Business

Track Paving Financing – Ted had sent out a letter to Regions in the Southeast asking for donations to help with the paving of the track. The letter didn't generate the anticipated response. There was discussion about how much to finance...Ted stated when he gets the final numbers from the Pavers and financing details, he will contact the BOD for a vote.

New Business

There was a proposal to implement pace car fess to help offset maintenance costs of the new pace car, and suggested \$50 per event. A final price will be decided at a later date. The seat belts have been installed in the pace car.

December 2006 Banquet – Ted will look into getting a contract to hold the banquet at the Buccaneer Beach Resort on Jekyll Island, like last year.

2007 Schedule – Ted stated the mid-year meeting was coming up. It was suggested to move the date for the Tom Nehl National to get away from the same weekend as the Amelia Island Concourse D'Elegance. Move the event to March 3-4, 2007. Ted will take the following 2007 schedule

(Continued on page 6)

Minute by Minute

(Continued from page 5)

to the meeting: Driver's School Feb. 8-11; Jim Stark Dbl SARRC April 28-29; Open Wheel Event Sept. 8-9; Track Trials Nov. 3-4.

Other New Business

The next BOD meeting will be August 7th.

Fred Schmucker sent out a letter regarding the Jim Stark observer's report. There was a discussion about the poor

turnout of workers. The problem is nationwide. Paid workers at events is inevitable. Do workers want give-aways, beer, food, lunch, t-shirts and the sort; or would they rather just get monetary compensation for the weekend?

Mike Walters motioned to adjourn. Motion passed. The meeting adjourned at 9:00pm. ■

Registration News

ON-LINE REGISTRATION RECOMMENDATIONS

Now that the DLBRacing on-line registration system is being widely used in the SouthEast Division, I would like to offer some perspectives that may help make life easier for all of us.

1. Be sure the information you enter is correct, especially the member number and transponder number. Although it is a hassle for T&S when the transponder is wrong, we can at least figure it out when you go on track. The points-keeper has a much greater problem with incorrect membership numbers – usually requiring contact with Topeka. The incorrect numbers often appear to just be careless errors. A couple of examples: transponder 449436 gets entered as 499436, or 234666 is entered as 2346666.

Also, with membership numbers, SCCA is no longer using the -01 extension. If you have a number that requires an extension (such as a family membership) it should be entered with an underscore. For instance, instead of member number of 12345-01, it should be entered as 12345_1

2. Try to use proper capitalization. It doesn't impair our operation, but it can make results look sloppy, and reflects on your attention to detail. For example; some drivers enter their name in all-caps (JOHN JONES), others use no caps at all (john jones). A better entry would be John Jones.

3. Always avoid commas when working with anything that is going to involve a database, since they are often used as delimiters. In fact, the Post Office requests that you do not use commas in addresses. This most often shows up in names and hometowns. For instance, if a name is entered as (John Jones, Jr) it will show up in our database as (John "Jones, Jr"). Worst case (depending on the system) it

may move the Jr to another field – you could be entered with a car in class Jr! Just enter without commas – John Jones Jr at Miami FL.

4. Avoid late registration! Not only does it cost you extra money, it is one of the major problems for both registration and T&S. If you even *think* that you might want to run, go ahead and enter. If you don't show up, it doesn't cost you a cent. Late entries at the registration window are a hassle, and then they have to send a photocopy of the entry to T&S. We cannot import electronically! This means we have to manually enter the information into both our primary and our back-up system during a time when we are busy trying to get accurate times on cars that are already on the track. Also, the handwriting is often very difficult to read, and re-typing itself opens the door for errors. The bottom line – go ahead and get your data into the system even if you don't show up to race. Removing no-shows is a LOT easier than trying to add entries on the fly.

Finally, although it is not a registration issue per se, clear numbers *on the car* is still essential. The transponder system is only a tool. In fact, their name is "AMB-it" – the "it" is for identification and timing – they do not claim to score correctly. Our tapers are the most critical part of the T&S operation, and there is seldom an event that we do not have to go back and review tapes to determine accurate finishes.

Thanks for your help – and we'll see you at the track.

Clyde Bales
SEDiv DA of T&S

2006 Southeast Division Schedule

Code: Strike Thru=Cancelled; **Bold=Spectator**; +=Addition/Change; (T)=Tentative; v=Vintage; *=Double; #=Enduro

AUGUST

5-6	*	SARRC / SARRC	CFR	DAYTONA INTERNATIONAL SPEEDWAY
5-6		DIVISIONAL HILL CLIMB	CCR	SPARTA, NC
12-13	+	OAK TREE NATIONAL / CCPs / PRO-IT	NCR	VIRGINIA INT'L RACEWAY
19-20				
26-27				

SEPTEMBER

2-3	#	REGIONAL / ECR	CFR	SEBRING—LONG COURSE
2-3	*+	SARRC / SARRC / PRO-IT	ATL	NASHVILLE SUPER SPEEDWAY
16-17	v	REGIONAL OPEN WHEEL / VINTAGE	BUC	ROEBLING ROAD RACEWAY
16-17		RESTRICTED REGIONAL	CCR	CAROLINA MOTORSPORTS PARK
23-24		SARRC INVITATIONAL CHALLENGE	SEDIV	ROEBLING ROAD RACEWAY
30-OCT 1		DRIVER'S SCHOOL	CFR	DAYTONA INT'L SPDWY—INFIELD COURSE
30-OCT 1		DIVISIONAL HILL CLIMB	TVR	CROW MOUNTAIN

OCTOBER

7-8				
9-15		NATIONAL RUNOFFS		HEARTLAND PARK—TOPEKA
14-15		TRACK TRIALS	CHATT	NASHVILLE SUPER SPEEDWAY
21-22	+	2007 SARRC	CFR	SEBRING—CLUB COURSE
28-29	#	2007 SARRC / 2006 ECR / CCPs / TIME	NCR	VIRGINIA INT'L RACEWAY
28-29	#*+	2007 SARRC / TENTATIVE SECOND SARRC	FLA	HOMESTEAD

NOVEMBER

3-4	#	"CHARGE OF THE HEADLIGHT BRIGADE"	NCR	VIRGINIA INT'L RACEWAY
		13-HOUR ENDURO		
4-5		TRACK TRIALS	BUC	ROEBLING ROAD RACEWAY
10-12	#	ARRC / ENDURO / PRO-IT	ATL	ROAD ATLANTA
18-19				
25-26		REGIONAL / 2007 SARRC	CFR	SEBRING—LONG COURSE

DECEMBER

2-3				
9-10				
16-17				
23-24				
30-31				
JANUARY	JANUA	JANUARY 2007	JANUA	JANUARY 2007
20-21		ANNUAL MEETING	SEDIV	JEKYLL ISLAND, GA

Buccaneer Region, SCCA
Board of Directors Nomination Form
For the Term 2007-2008



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 #: _____

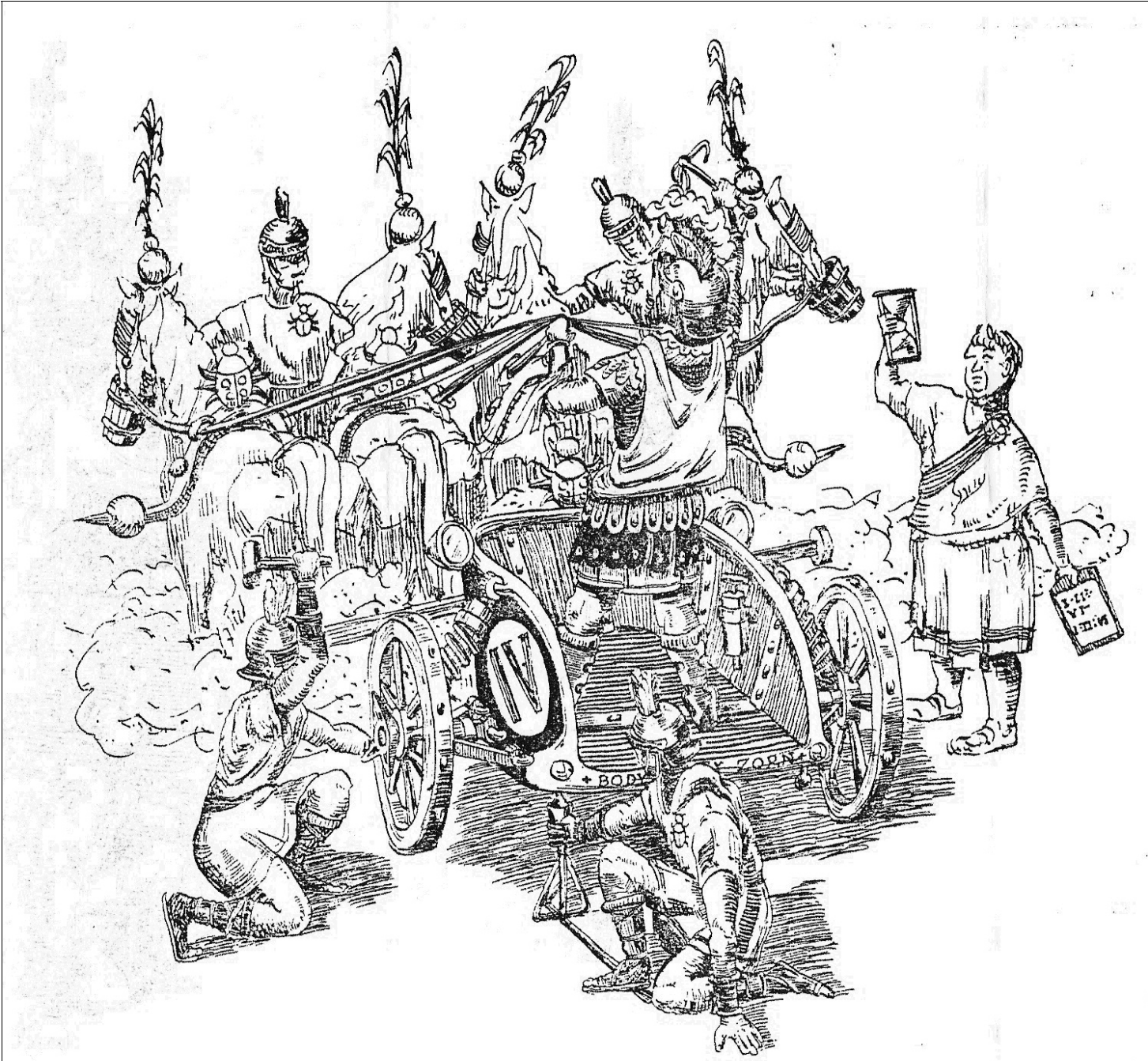
Nominating Member: _____ Member #: _____

Nominations must be received on or before **October 5, 2006.**

Mail all nominations to:

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

On the Lighter Side...



PIT STOP - CIRCUS MAXIMUS - ROME AD.-31 - ZORN +

Leave it to the Romans!

(Submitted by Russ Smith)



Michael E. Dickerson
Manager of Region Development
mdickerson@scca.com

2006 SCCA Region Communications Award Program

June 8, 2006

The Challenge

Many Regions have found the efficiency and effectiveness of web-based communications has surpassed that of newsletters as the primary source of Region communications. Many outstanding websites include a Region's newsletter as part of the site, so the challenge for judges and contest administrators has been where to draw the line. Is a website outstanding because of the addition of a newsletter section, or is a newsletter outstanding because of widespread distribution found through electronic distribution?

The Contest for 2006

After careful consideration, member feedback, and evaluation the website and newsletter contests are being restructured and combined into one award for outstanding Region communications. Now known as the Region Communications Award Program, the elements are as follows:

- The program will evaluate all Regions on an equal footing.
- Region category sizes will no longer apply to awards categories.
- The judging criteria is based upon details specific to websites and newsletters.
- Both websites and newsletters will be evaluated as components of the award however webmasters and editors will be recognized for their individual creative achievements.
- Awards will be issued for the top three outstanding Regions in the country, with various honorable mention considerations as determined by a panel of national staff members.
- Judges will be assigned to random groups of Regions.
- The Region Communications Program is a component of the overall Region Achievement Program.

Why the Change?

- Many Regions produce only electronic communications (website and newsletter).
- Many newsletters are part of a Region's website.
- Difficulty in getting submissions in all categories.
- Cumbersome and time consuming workload for volunteer judges.
- Lack of adequate competition in some categories.

Fewer awards? Doesn't this mean I won't have as much of a chance for recognition?

We recognize the hard work and effort that goes into producing quality websites and newsletters. And we don't intend to diminish that work in any way. In fact, this new program will enhance your work by recognizing the best of the best across the country. The judging criteria are based heavily on content and timeliness. What this means is what looks the prettiest may not necessarily be the best in content and usefulness to a Region's membership. The focus will be to ensure as best as possible that relevant SCCA Region and SCCA general information is presented in a way that effectively serves your members.

Region leadership will share as much in the awards as webmasters and editors. Award winning webmasters and editors who contribute to their Region's success will get their own prestigious and quality symbol of recognition while the Award winning Regions will be presented with a "keeper" award for the mantle.

So what about 2006? Almost half the year is gone!

Websites will be reviewed at least twice in 2006. Newsletters will be reviewed each time they are published. For those editions already printed, the RDD will send previous issues to judges so that all 2006 issues can be reviewed. Judging will end on November 30, 2006 and results will be announced at the SCCA national convention in San Antonio, Texas in February, 2007.

Scenes From...

Photos By: Mark Boudouciat

**The 2006 \$EDiv Double National
at
Roebling Road Raceway
July 1-3, 2006**





We “Are” Amateur Racing in the USA.

On just about any Sunday, and a lot of Saturdays as well, you can find thousands of amateur racers all over the United States pursuing their racing dreams. With them are their friends and families as well as the thousands of SCCA Support Personnel that it takes to put on and safely run the events.

Amateur Racing isn't just about drivers going fast. It's about corner-workers, safety stewards, mechanics, pit crews and all the various people that have a love of racing and all the things that go into holding an event that surrounds the racing part of the sport. You don't have to be a driver to be heavily involved in racing.

Just look around at any SCCA event and you'll see a body of dedicated people, each helping to make race day a safe day for everyone. There's a lot more to do than tromp on the gas pedal. Join SCCA today so you can get involved in a sport that has a 60-year history of fun and excitement. Make your weekends memorable SCCA weekends.



2006 SEDiv Time Trials Schedule

Date	Site	Chapter
August 5-6, 2006	Blue Ridge Hillclimb blueridgehillclimb.com	Sparta, NC Central Carolina Region 336-372-5473
Sept 30-Oct 1, 2006	Crow Mountain Hill Climb www.crowmountainhillclimb.org	Scottsboro, AL Tennessee Valley Region 256-650-0135
October 14-15, 2006	Nashville Super Speedway Track Trials www.rivergate5speed.com/scca/timetrials	Lebanon, TN Chattanooga Region 423-332-2030
October 28-29, 2006	VIR Track Trials	North Carolina Region 800-342-7390
November 4-5, 2006	Only Chance Track Trials—Roebing Road www.buccaneerregion.org	Savannah, GA Buccaneer Region 904-779-2027

Series Sponsored By:



www.coolshirt.net



Racer Wholesale would like to extend a 10% discount throughout the season to all members and participants in the Southeast TT program. The discount would apply to orders of \$100 or more for just about any of the products Racer Wholesale carries. Some exceptions do apply such as Bell and Simpson helmets, Sparco products and Kirkey seats.

To get the discount, just identify yourself on the phone as a participant with the Southeast TT program. If you order via our website, just put "Southeast TT Participant" in the comments section of your order. The discount will be applied when the order is entered.

Thank you.

Racer Wholesale is proud to offer products from G-Force Racing Gear, Sparco, Fresh Air Systems Technology, Cool Shirt, Piloti shoes, Kirkey seats, Ultra-Shield seats, FireBottle and ESS fire suppression systems, Shelter Systems canopies, Bell helmets and Simpson helmets.
Howard Bennett

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(800) 397-7811
(678) 832-1100 Fax
<http://www.racerwholesale.com>

2006 Regional Solo Schedule

Date	Event	Site	Chapter
8/26/06	Driv. School / Test & Tune	Whitehouse Airfield	Jacksonville
8/27/06	#8	Whitehouse Airfield	Jacksonville
9/17/06	#7	Hutchinson Island	Coastal Empire
9/30/06	#9	First Coast Technical Institute—St. Augustine	Jacksonville
10/15/06	#8	Hutchinson Island	Coastal Empire
10/22/06	#10	Keystone (Tentative)	Jacksonville
11/19/06	Jax #11 CE #9	Whitehouse Airfield w/ Hutchinson Island as back-up site	Jacksonville and Coastal Empire

Jacksonville Solo Event Schedule

Course Set Up: 7:00 am
 Registration: 8:00 am to 9:15 am
 Tech Inspection: 8:00 am to 9:30 am
 Drivers Meeting: 9:30 am
 First Car Off: 9:45 am



Coastal Empire Solo Event Schedule

Registration: 8:15 am to 9:30 am

Please visit the website for entry fees, Supplemental Regulations,
and updated event info,
as well as results and YTD points:

www.buccaneerregion.org

2006 Solo Tour Schedule

7/22/06	Denver, CO	8/12/06	Packwood, WA
8/5/06	Packwood, WA	8/26/06	Wendover, UT
9/26/06	Topeka, KS	9/23/06	Topeka, KS

Solo Results

Buccaneer Region, SCCA

Coastal Empire Autocross

Hutchinson Island, GA

July 16, 2006

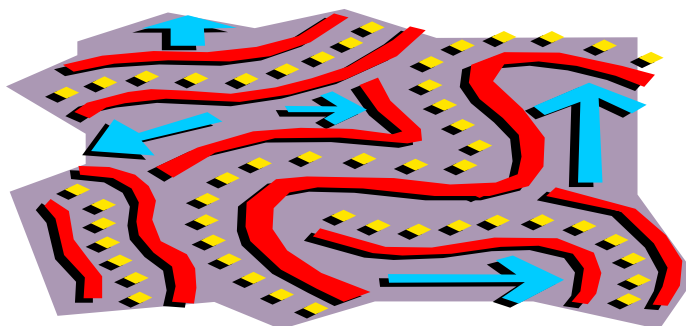
"Dress Cool / Drive Hot" Event #6

PAX Results

Pos	Num/Cl:	Driver Name, Club	Yr Make Model	(Index)	Index Time
1.	45/GS	DON BRUNER JR.	02 NISS SE-R SPEC	(0.794)	32.369
2.	59/DSP	PETER HENDY	96 DODG NEON	(0.829)	32.719
3.	18/EP	SHANE LOVELY	98 HOND CIVIC DX	(0.858)	33.356
4.	39/STS	DON JOHNSON	01 FORD FOCUS ZX3	(0.797)	34.198
5.	16/HS	JONATHAN DOVE	92 VW RABBIT	(0.780)	34.350
6.	111/GS	MATT ROBERTS	91 MITS 3000GT	(0.794)	34.537
7.	33/STS	LAURA JOHNSON	01 FORD FOCUS ZX3	(0.797)	34.563
8.	87/HS	JAMES SAARI	03 HOND CIVIC SI	(0.780)	34.581
9.	71/DS	ANDREW HILL	02 SUBA WRX	(0.798)	35.272
10.	25/STS	JAMES ROMEO N	04 PONT SUNFIRE	(0.797)	35.698
11.	48/HS	DANIEL MANASCO	04 SUBA IMPREZA WR	(0.780)	35.911
12.	7/AS	SHEILA SEBASTIAN	01 HOND S2000	(0.831)	36.029
13.	29/STX	DAN MCCORMACK	96 FORD MUSTANG	(0.804)	36.056
14.	2/ST2	PATRICK CAMMACK	88 TOYO MR-2SC	(0.802)	36.135
15.	77/STU	RHYS GRIFFITHS	05 DODG SRT4	(0.820)	36.147
16.	53/FSP	TY OSBORNE	71 VW KG	(0.814)	36.163
17.	73/HS	DERIC SHROMM	70 VW BUG	(0.780)	36.916
18.	148/HS	WENDY TERRY	04 SUBA IMPREZA WR	(0.780)	37.392
19.	5/BP	MIKE POWERS	65 FACT CHALLENGE	(0.862)	37.394
20.	6/GS	KEVIN JOHNSON	93 NISS 240SX	(0.794)	37.433
21.	12/ST2	GABRIEL GONZALEZ	85 MAZD RX7	(0.802)	37.578
22.	42/ST2	JUAN RODRIGUEZ N	85 MAZD RX7	(0.802)	37.696
23.	07/ST2	IAN GEORGE N	85 MAZD RX7	(0.802)	38.039
24.	32/FS	RICK HAMILTON	93 NISS 300ZX	(0.805)	38.163
25.	11/HS	JOHN CALLANAN	05 SUZ FORENZA	(0.780)	38.347
26.	7/GS	ALLEN CROW	06 VW GTI	(0.794)	38.453
27.	00/ST2	MIKE THRASHER	88 MAZD RX7	(0.802)	38.548
28.	25/BS	CHRIS MOORE	79 PORS 911	(0.822)	38.549
29.	117/STS	JOSHUA SINGLETARY	99 VW JETTA	(0.797)	38.783
30.	44/DS	CHRIS TABOR N	06 MAZD SPEED6	(0.798)	38.787
31.	5/SM	CHRIS BOURQUIN	02 SUBA IMPREZA WR	(0.845)	39.275
32.	62/STS	NICK FISHER N	01 HOND CIVIC	(0.797)	39.316
33.	17/STS	IAN OWINGS	98 VW JETTA	(0.797)	39.939
34.	00/SM	BILL BARROW	93 TOYO TERCEL	(0.845)	41.234
35.	28/AM	BRANDON BAXTER	01 CORV ZO6	(1.000)	43.382

Report by AutoX/TS v02.1

35 Drivers in Report...



Solo Results

Buccaneer Region, SCCA

Jax Area Autocross

Gainesville Raceway

July 23, 2006

Event #7 PAX Results

Pos	Num/Cl	Driver Name, Club	Yr Make Model	(Index)	Index Time
1.	129/ES	JESSE NAUGHTON	93 TOYO MR2	(0.806)	46.826
2.	95/GS	THOMAS AUSTIN	MINI COOPER S	(0.794)	47.468
3.	99/GS	PHIL CURRIN	00 TOYO CELICA	(0.794)	47.542
4.	57/SM2	JIM BLEDSOE	01 TOYO MR2 SPYDER	(0.854)	47.975
5.	117/STX	BRYCE MERIDETH	97 BMW 328IS	(0.804)	48.210
6.	37/GS	JOE SMITH	06 ACUR RSX-S	(0.794)	48.451
7.	17/STX	GARY MERIDETH	97 BMW 328IS	(0.804)	48.663
8.	14/DS	KEVIN KIPTA	BMW 330I	(0.798)	48.783
9.	102/AS	KEN MARION	04 HOND S2000	(0.831)	49.105
10.	27/DP	STEVE HOELSCHER	TOYO MR2	(0.853)	49.198
11.	29/ES	KHIEM DINH	93 TOYO MR2	(0.806)	49.230
12.	16/BSP	WILLIAM COOK	SUBA IMPREZA WR	(0.843)	49.269
13.	23/CSP	CHRIS HEISLER	MAZD MIATA	(0.838)	49.331
14.	61/STS	MIKE KING	89 HOND CIVIC	(0.797)	49.414
15.	71/BS	CHUCK BOLLINE	05 MAZD RX 8	(0.822)	49.495
16.	388/BSP	ERIC WESCH	CHEV CORVETTE	(0.843)	49.514
17.	34/FS	ROBERT PALMBLAD	05 PONT GTO	(0.805)	49.530
18.	15/DS	RICK THERRIEN	SUBA WRX	(0.798)	49.814
19.	28/SM2	GARY MEASE	MAZD MIATA	(0.854)	50.279
20.	60/BSP	JONTHAN FIELY	SUBA STI	(0.843)	50.365
21.	78/SM	JEREMY WARWIN	04 SUBA	(0.845)	50.388
22.	28/BS	DUSTIN GRAHAM	05 NISS 350Z TRACK	(0.822)	50.389
23.	19/STX	SCOTT STRICKLAND	100H STOMPA	(0.804)	50.539
24.	58/AS	GREG BLEVINS	SUBA STI	(0.831)	50.561
25.	2/AS	STEVE LANDSTRA	04 HOND S2000	(0.831)	50.714
26.	18/SM2	JASON BROWN	99 BMW ROADSTER	(0.854)	50.746
27.	88/BSP	ED WESCH, SR.	CHEV CORVETTE	(0.843)	50.870
28.	59/GSL	DIANE AUSTIN, LADY	05 MINI COOPER S	(0.794)	50.908
29.	59/DSP	PETER HENDY	DODG NEON	(0.829)	51.180
30.	16/SM2	COLIN STODDARD	90 MAZD MIATA	(0.854)	51.531
31.	167/DSP	PHIL ZELLER	85 TOYO MR2	(0.829)	51.541
32.	67/DSP	JERRY RANDOLPH	85 TOYO MR2	(0.829)	51.561
33.	281/ES	GLEN MINEHART	95 MAZD MIATA	(0.806)	51.602
34.	119/STX	HIAWATHA TILLER	HOND CIVIC SI	(0.804)	51.747
35.	44/DSP	RUSSELL BROWN	05 VW JETTA GLI	(0.829)	51.763
36.	44/SM	SHAUN PARKS	SUBA WRX STI	(0.845)	51.778
37.	21/AS	DAVID LINEBERRY	05 SUBA STI	(0.831)	51.868
38.	123/CSP	JULIUS ASHLEY	MAZD MIATA	(0.838)	51.897
39.	42/STU	SEAN MASON	05 SUBA	(0.820)	51.909
40.	31/DSP	JAMIE BLANKENBURG	87 BMW	(0.829)	52.147
41.	70/FSP	ADAM BAKER	74 HOND ACCORD	(0.814)	52.190
42.	16/BSPL	KRISTEN WESCH, LADY	SUBA STI	(0.843)	52.320
43.	88/CSP	RICK BLAIR	88 TOYO MR2	(0.838)	52.343
44.	22/AS	KENNY KENDZIERSKI	05 HOND S2000	(0.831)	52.566
45.	22/DP	KIRK REBER	72 VOLV P1800ES	(0.853)	52.605

(Continued on page 17)

Solo Results

Buccaneer Region, SCCA

Jax Area Autocross

Gainesville Raceway

July 23, 2006 Event #7 PAX Results

(Continued from page 16)

Pos	Num/Cl:	Driver Name, Club	Yr Make Model	(Index)	Index Time
46.	30/AS	CHRIS GEARHART	HOND S2000	(0.831)	52.622
47.	101/STX	KEVIN TURNER	SUBA WRX WAGON	(0.804)	52.774
48.	5/STU	RICHARD CHARLES	05 SUBA WRX STI	(0.820)	52.956
49.	87/EP	RALPH MALDONADO	87 VW GOLF	(0.858)	53.096
50.	22/STU	KARL HANKIN	SUBA STI	(0.820)	53.164
51.	450/SM	BRIAN DAVIS	96 NISS	(0.845)	53.169
52.	16/ASL	NICOLE BLEVINS, LADY	SUBA STI	(0.831)	53.227
53.	6/SM2	HENRY BOYTER	03 NISS 350Z	(0.854)	53.229
54.	38/ESP	ANDREW MALDONADO	01 FORD MUSTANG	(0.828)	53.492
55.	148/STS	WAYNE WAGNSTROM	HOND CIVIC	(0.797)	53.695
56.	73/BSP	BILL GALLAGHER, NOV	04 HOND S2000	(0.843)	53.707
57.	35/SM2	HERBERT PAYNE III	91 HOND CRX	(0.854)	53.812
58.	61/HS	JONATHAN DOVE	VOLK GOLF	(0.780)	53.953
59.	71/BSP	ROBERT PACE	01 HOND S2000	(0.843)	54.065
60.	144/SM	MATT HOLLAND	04 SUBA	(0.845)	54.105
61.	2/FP	BILL COFFEY	71 DATS 240Z	(0.863)	54.109
62.	11/CS	TIM FRIEDL	MIAT 1999	(0.813)	54.128
63.	7/GS	ALLEN CROW	06 VW	(0.794)	54.152
64.	1/ESP	CHARLES MULDER JR.	SUBA WRX	(0.828)	54.212
65.	59/CSP	MARK GUSTAFSON	83 MAZD RX-7	(0.838)	54.281
66.	7/ES	JERROLD WEAVER	TOYO MR2	(0.806)	54.624
67.	5/STS	GARY OAKLEY	BMW 325I	(0.797)	54.837
68.	45/CS	ALAN STARCHER	05 TOYO MR2 SPYDER	(0.813)	54.930
69.	15/FS	NEIL VILLACORTA	MERC 500E	(0.805)	55.038
70.	159/CSP	MATTHEW GUSTAFSON	83 MAZD RX-7	(0.838)	55.137
71.	727/GS	JOHANN SCHNELL	03 VOLK GTI	(0.794)	55.145
72.	11/BS	MICHAEL GWINNELL	MAZD RX8	(0.822)	55.183
73.	12/AS	CHUCK MULDER	SUBA WRX STI	(0.831)	55.262
74.	5/CSPL	DENISE BIGGERS, LADY	TOYA MR2-5/C	(0.838)	55.305
75.	77/GS	BRUCE ABBOTT	93 DODG SHADOW	(0.794)	55.366
76.	25/STX	TRUNG NGUYEN	01 ACUR INTEGRA TY	(0.804)	56.029
77.	7/AS	JEFF BOBOLTS, NOV	01 HOND S2000	(0.831)	56.058
78.	13/SM	BOCK FOLKEN	76 CHEV CAMARO	(0.845)	56.171
79.	535/SM	DAVE BELL	95 BMW M3	(0.845)	56.362
80.	40/STS	MICHAEL FORDE	01 MITS ECLIPSE	(0.797)	56.428
81.	10/CS	DONNIE MORROW	20 MAZD MAZDA	(0.813)	56.438
82.	19/AS	JAMES FOREMAN	04 HOND S2000	(0.831)	56.699
83.	9/SM2	CHUCK GRINER	03 NISS 350Z	(0.854)	56.821
84.	81/SM2	MICHAEL MCDONALD	99 BMW ROADSTER	(0.854)	56.895
85.	20/STS	ANDREW SHANEYFELT	88 TOYO COROLLA	(0.797)	57.012
86.	12/FS	ALEX FOLKEN, NOVQ	87 PONT FIREBIRD	(0.805)	57.383
87.	31/BSP	WILLIAM HAWKINS	05 S200 HONDA	(0.843)	57.537
88.	6/GS	STEVE SHIFKEY	06 CIVI HONDA	(0.794)	57.835
89.	18/GS	LEAH BROWN, NOV	00 TOYO CELICA	(0.794)	57.955
90.	11/FS	STEVEN DEMENT	05 PONT GTO	(0.805)	58.203

(Continued on page 18)

Solo Results

Buccaneer Region, SCCA

Jax Area Autocross
Gainesville Raceway

July 23, 2006 Event #7 PAX Results

(Continued from page 17)

Pos	Num/Cl:	Driver Name, Club	Yr Make Model	(Index)	Index Time
91.	3/SM	ERNIE PEREZ	99 ECLI GST	(0.845)	58.651
92.	21/STX	PAUL ELLIOTT	01 FORD MUSTANG	(0.804)	58.669
93.	2/STUL	BRENDA HANKIN, LADY	05 SUBA STI	(0.820)	59.222
94.	71/HS	BENJAMIN TALBOT		(0.780)	59.615
95.	170/SM	RICK KERN	93 VOLK CORRADO	(0.845)	59.630
96.	11/ESP	MIKE LYNCH	04 SUBA WRX	(0.828)	60.143
96.	15/STS	ALEX BENAVIDES, NOV	01 VW JETTA	(0.797)	60.143
98.	111/ESP	BOBBY CASEY, NOV	04 SUBA WRX	(0.828)	60.162
99.	98/GS	BENJAMIN LEE	88 BUIC REATTA	(0.794)	60.169
100.	66/FP	KEVIN MCCARTHY	03 SUBA IMPREZA WR	(0.863)	61.154
101.	97/SM2	MICHAEL RIOUX	91 TOYO MR2	(0.854)	61.629
102.	7/SM	JEFFERY GWINNELL	99 ACUR	(0.845)	62.292
103.	170/SML	KAREN KERN	93 VOLK CORRADO	(0.845)	63.531
104.	91/SM2L	CHELSEA DIETZ, LADY	91 TOYO MR2	(0.854)	66.785
105.	1/SML	RENEE HINES, LADY	04 SRT- DODGE	(0.845)	71.895
106.	21/GS	SCOTT BILGER	06 HOND CIVIC	(0.794)	DNF

----- Report by AutoX/TS v02.1

106 Drivers in Report...

National News

Nominations Being Accepted for 2007 Hall of Fame Class

SCCA Staff Writers

The SCCA Hall of Fame Nomination Committee is accepting names for the Class of 2007. Anyone may nominate someone to the SCCA Hall of Fame. Nominees should be individuals who have made significant contributions to the development of the Sports Car Club of America and its goals.

To nominate someone, please send that persons name and the reasons you believe they should be considered for induction. Provide any and all materials you feel will support your recommendation. You may request to have these materials returned to you.

Please provide your statement and supporting materials no later than August 1, 2006 by simply:

1. Sending them to Hall of Fame Nomination Committee
c/o SCCA
P.O. Box 19400
Topeka, KS 66619-0400
2. Faxing them to Hall of Fame Nomination Committee at 785-232-7228
3. Emailing them to Hall of Fame Nomination Committee at SCCAhof@scca.com.

Once a person is nominated they remain on the nomination listing.

If you have any questions please email SCCAhof@scca.com or call the National Office, ext 320.

National News

Runoffs, Road Trip Challenge; Come To the Runoffs, Get Free Stuff

SCCA Staff Writers:

TOPEKA, Kan. (June 30, 2006) – The Runoffs® Road Trip Challenge is on.

Sports Car Club of America has developed a program to create a little friendly rivalry between SCCA regions through participation in the 2006 National Championship Runoffs event, Oct. 9-15.

The region with the most participation on a driver and volunteer level at this year's Runoffs will receive:

- Free Sanction Fee for its first National Race of 2007
- Free National membership dues for all participating region drivers and volunteers in 2007 (still subject to regional dues and licensing fees)
- A commemorative trophy for the region
- A commemorative item for each attendee



Current standings of the RRTC will be updated weekly through the Runoffs home page at SCCA.com. The final winner will be determined during the week of the Runoffs after all participants have registered. The award will be presented during the Yokohama Advan Volunteer of the Year party on Saturday evening.

The following stipulations apply:

- Kansas and Kansas City Regions (host regions) are not eligible
- All participating drivers will count in the total
- All participating volunteers will count in the total
- Crew members and guests do not count toward the total
- Members who change Regions between now and the event will not count toward any total.

All eligible regions are automatically entered in the contest, so there is no need to register. Just encourage your member participation in the 2006 event!

New Classes On Club Racing Horizon

SCCA Staff Writers:

TOPEKA, Kan. (July 6, 2006) – In the July FasTrack®, the official member notification bulletin for Sports Car Club of America, Inc., it was announced that the Club Racing Board has recommended a number of new classes for the 2007 season. Highlights include a place for SCCA Pro Racing SPEED World Challenge cars to race, a home for ultra-high performance sports cars in Touring, the next level of performance in Improved Touring and a new motorcycle-powered formula car class.

Designed to fulfill the need for highly race prepared production-based automobiles, the "Prepared" category (which the CRB calls a working title) has been recommended, with B Prepared designated for SCCA World Challenge GT cars and D Prepared designated for SCCA World Challenge Touring Cars. Classes "A" and "C" may be created at a later date to fill the performance level gaps above and between the new classes.



The popular E46 BMW 325i from SPEED TC will now have a good place to race on the Club level (Weber Image)

a real place for modern performance, GT and touring cars to compete in race preparation. The new category is similar to the current production category, in that it involves cars that were once street based prepared to a high level. What is different is the relevance of the cars to the current marketplace."

Only cars produced since 1990 will be initially classified. The CRB's goal is to maintain these classes as the marketplace progresses. Each car will reach a certain point, after it is out of production, that it will no longer receive positive competitive adjustments within the class.

"The historical similarity of having, for instance, a 'BP' on the side of a baseline Corvette is not a coincidence. It's the natural evolution, with a 20-year or so gap in the middle. However, lumping the new category, which will run on DOT-approved tires and will likely have approved aerodynamic devices, into the current Production name is not the correct course of action," Julow said.

Recognizing the missing performance level beyond the current Touring 1, the CRB has also recommended the realignment of Touring classes, moving the current T1, T2 and T3 classes down one number designation to T2, T3 and

"The creation of Prepared is a necessary and somewhat overdue step forward in the Club Racing division," SCCA President and CEO Jim Julow said. "At the moment, there is not

(Continued on page 20)

National News

(Continued from page 19)

T4. A new Touring 1 class will be introduced for vehicles with performance levels similar to the Corvette ZO6 and a large number of exotic sports cars.

"Throughout history, there has always been one performance level higher than that of the current Touring 1 category," Julow said. "Call them supercars or exotics—they beg to be raced. In reality, when the realignment of Touring occurred a number of years ago, this probably should have been the result, with the current Touring 1 being the second performance level.

"Additionally, realigning the Touring names in this fashion gives Club Racing a logical progression for the racer who buys a car, builds it to Touring specs and then wishes to further develop it into a Prepared car. While there will always be exceptions, the intention is for a T1 car to progress into AP, T2 into BP, T3 into CP and T4 into DP."

Like Touring, the Regional-level only Improved Touring category will have a new class to recognize cars with a performance level too high for the current classes (S, A, B and C). ITR has been added to include cars with stock horsepower

levels around 200, like the 1997-1999 Porsche Boxster, 1989-1996 Nissan 300Z, Honda S2000, V6 Chevrolet Camaro and a variety of BMWs.

Finally, recognizing the popularity and practicality of motorcycle engine power in racing, the CRB has recommended the creation of Formula 1000 for regional competition. Formula 1000 will include chassis eligible, or similar to, Formula Continental, but with a restricted 1000cc motorcycle engine.

"The Club Racing Board has taken a lot of input and developed a cohesive plan to move our racing classes into the future," Julow said. "I applaud their efforts and look forward to seeing these classes move from the conceptual phase into reality."

All of the classes are subject to Board approval at the August 2006 meeting. Each of the new classes would receive "Regional-only" status for the first year, with the possibility of being recognized as a National class in 2008 (excluding ITR), should numbers qualify it as such.

The "Inside Line"

Highlights from the June/July 2006 issue of *Inside Line*.

Morsels of Information

(or stuff too short for a full story but too important not to know)

** The old "Solo2" designation no longer applies. The name was formally changed in 2005 to "Solo". As the traditional Solo 1 event is now part of the four tiered Performance Driving Experience competitions, the name "Solo2" was deemed no longer relevant.

Please see the new logo below and incorporate the name and logo into your Region's webpage and newsletter.



** Lifetime Memberships are back! Never pay national dues again! The flyer below will be sent shortly in renewal notices to every member. Simply follow the instructions detailed and become a lifetime member of the SCCA!



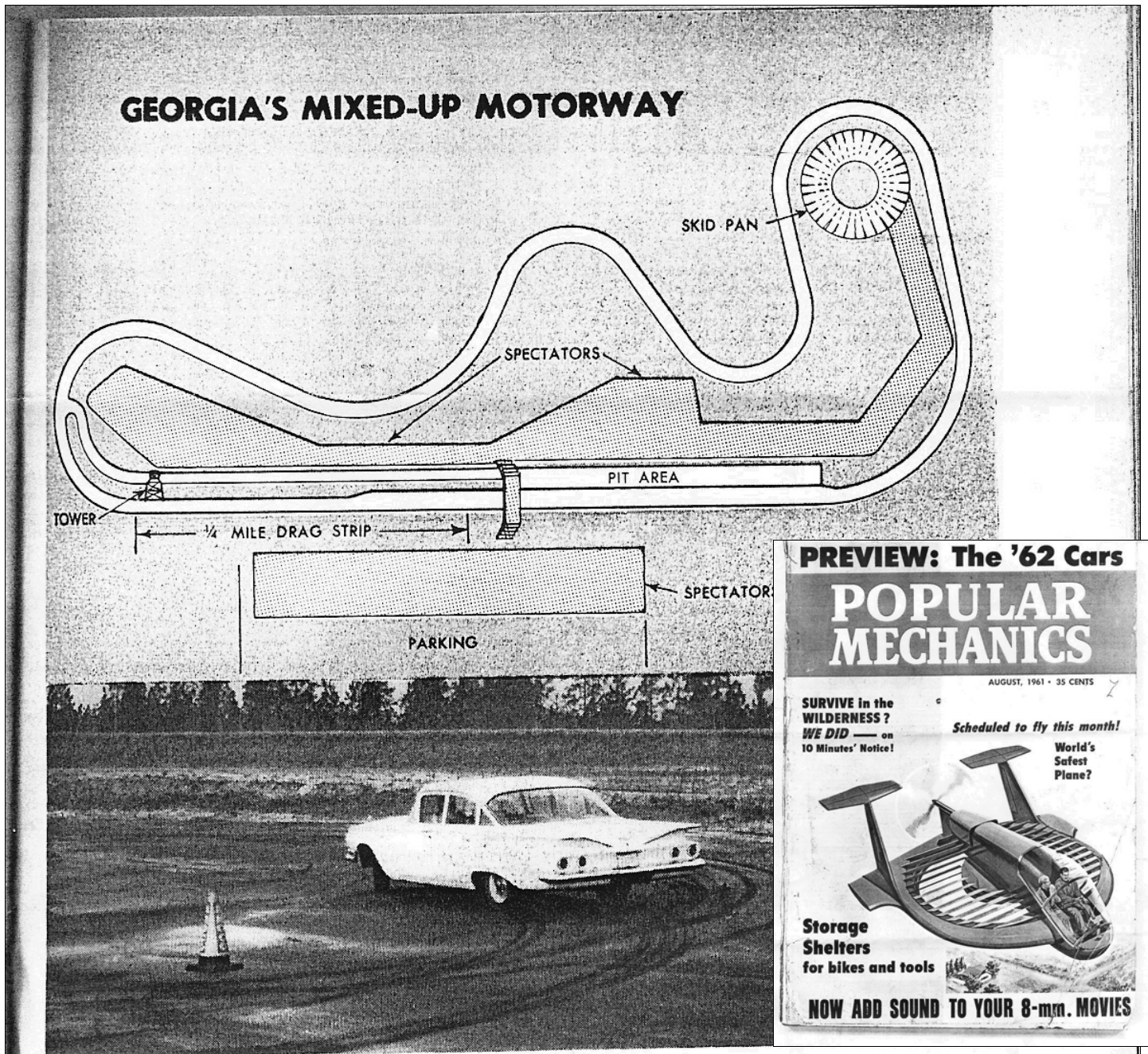
** Did you know that now you can change your membership information at SCCA.com? It's very simple to do and only takes a few moments. Simply log in to SCCA.com, under the "SCCA Member Log In" tab (upper right of the home page). Once logged in, an "Edit" button will show up on the bottom of the screen. Click on it and update your information as you need to! This is especially good for e-mail addresses as they are changed quite often. Saves a phone call, missed notes, and delays!

** Hard Cards now available for SCCA Members! Obtaining the latest benefit to the SCCA member is as simple as 1, 2, 3! Now "Hard Card" Membership and License identifications can be obtained by logging in to your membership page at SCCA.com and follow the simple steps:

1. You will need to up-load your picture to the website, in vertical format. Please do not attempt to upload a picture of your Golden Retriever and attempt to pass it off as reasonable likeness. Registrars will know the difference!
2. Verify your membership and license information at the bottom of your membership page.
3. "Click" in the spot designated to place your order and provide credit card information. For just \$10.00, you will receive your license and membership card combined as one "Hard Card" along with a SCCA breakaway lanyard. Take advantage of this great program!

Remember When...

A little bit of Roebing Road history, submitted by Bob Eubanks (Rusty Acres Automotive)



When the people of Savannah, Ga., decided to war against traffic accidents in 1957, the programs they offered were mixed: Some wanted to clear hot rodders off roads, some wanted a driver training range, and others wanted a safety program.

Today all three programs are integrated at the Savannah-Effingham Motorway. On

a two-mile paved circuit some 15 miles from town, there is a track for sports-car racing (spectator admissions help pay for the Motorway's operation), a quarter-mile drag strip and a driver training area. The latter includes such innovations as a skid pan—a paved, bowl-shaped structure covered with oil in which control of skids is taught.

The "Inside Line"

Highlights from the May 2006 issue of *Inside Line*.

Member Age Distribution

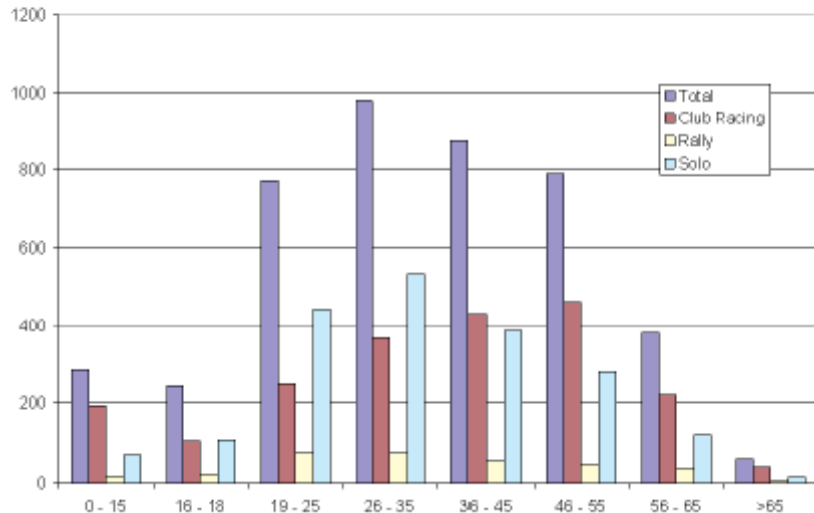
We have all heard of the "graying of the SCCA", implying the median age of our membership is approaching that of Noah. Well, I would like you to look at the two charts provided by the Membership Department on the next page. On the face of things when looking at the second chart, the "graying" rumor would appear to be true by simply noting the overall distribution of the median age.

But look at the new member chart, and I think you see a different picture. The median distribution of new members is a lot younger than our overall membership. To me, this indicates that we are gaining more young members.

Also, I see the new member distribution reflects a heavy interest in Solo, and I would think that one could extend that same interest to SCCA PDX events.

The charts also seem to indicate those interested in racing are currently a little older. Two thoughts can be raised from this. One is the interest in Solo follows the explosion of growth in the sport by the younger generations. Second, the trend toward club racing as we

**New Member Age Distribution
Jan. - April 2006**

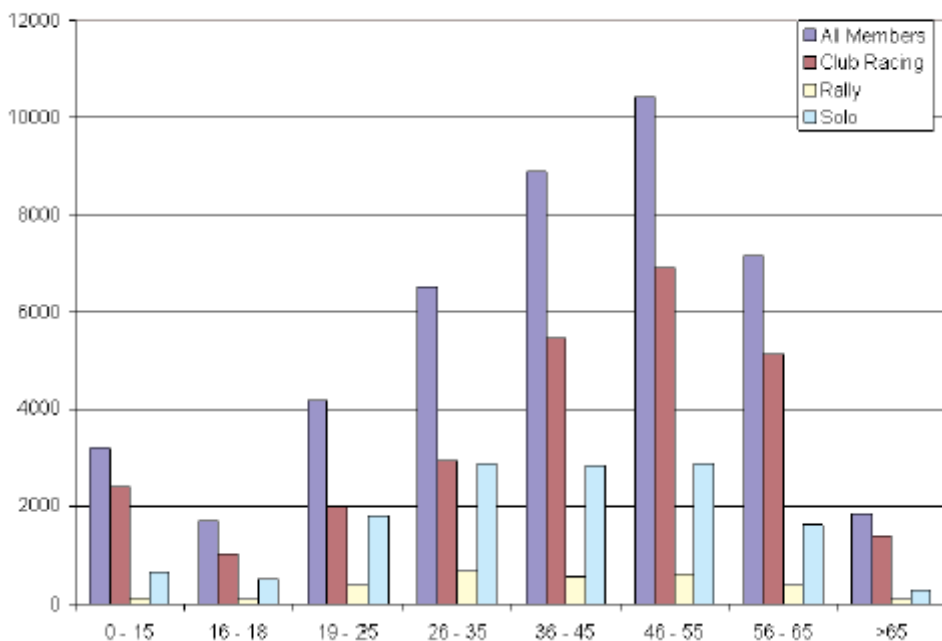


get older either explains the access of 40 and 50 somethings to greater disposable income, or it explains more of a nostalgia for activities of the 40 and 50 somethings' youth when they (we??? Me??) remember the likes of Donohue and Follmer mixing it up in Trans-Am.

And I'm not sure if any of that really matters. I think it is great food for discussion and theorizing. I would like to hear your opinions. Please send them to mdickerson@scca.com and let me know what you think!

---Mike Dickerson
Region Development Manager
Inside Line Editor
mdickerson@scca.com

All Members - Age Distribution



The "Inside Line"

Highlights from the June / July 2006 issue of *Inside Line*.

The President's Corner

Hello again from the corner office. It seems like years ago, but it was only the first week of February. I was spending my first day "at the office" which happened to be at the National Convention. It was an interesting experience with lots of discussion, strong words and accusations. While I was wondering what I got myself into, three themes started to emerge from the membership: financial transparency, SCCA Enterprises and SCCA Pro Racing. Frankly behind the words and the rhetoric there was more than a fair amount of legitimate concern and belief that the membership deserved more of an answer than they were getting.

Well, here we are a few months later and we all can look and see a new level of financial disclosure that should please even the harshest of critics. I, for one, am not pleased by the overall 2005 results, but the new perspective that this reporting provides will keep us more on track in 06 and in the years beyond. You can also find information on the potential sale of Enterprises. The important thing here is that the process is open and above board. All the objectives are clearly spelled out and all bidders will be included in a fair and honest selection process. A far cry from the secret, back room process that many have suggested had already happened.

So what about the SCCA Pro issue? Well it is the most complicated and difficult of the three subjects and the one where we've spent the most time. In spite of that effort, we are not yet in a position to make the final hard decisions and the full disclosure that we know we must in the very near future.

However, that's the message today. We do know much more about the problem and potential solutions than ever before and you will see that information coming to light along with the changes and decisions that must be made between now and early in the fall.

If you remember from my first column about Rome and rocks, none of these issues is a new stone. They have been hanging over the Club for some time and I think we should give a tip of the hat to the Board of Directors for listening to the membership and then very forcefully following up on each issue. This Board very much wants to leave the Club a better place than they found it and the above actions prove they are very serious about that commitment.

Finally, as I write this column, we are coming off a weekend National and concurrent Solo event held at Heartland Park. If you don't hear through the grapevine what a spectacular weekend of racing that happened here, you need to join a new grapevine. With close to 300 club racers and 100 Soloists we were able to see the full potential of the Heartland facility and everyone came away impressed. The race cars survived the heat better than I did on Saturday, but with Sunday's lower temperatures it became the perfect race day and Heartland became the perfect race track. Can't wait for the Tire Rack Solo Nationals® and the Runoffs® this fall.

Jim Julow
President and CEO
jjulow@scca.com

The Fast Lane

July 2006

The more things change, the more they remain the same.

The statement above alludes to how some elements of an entity or program can remain familiar as organizations progress and move forward. Whether by design or by cultural inertia, the concept can have negative connotations implying a lack of true innovation, or the concept can serve as a tether to comfortable familiarity of what we have known while allowing the opportunity to explore new waters with a tentative toe dipped in the pond.

In the case of this new iteration of *Inside Line*, I hope the Region Development Department has created that comfortable familiarity while the toe is touching the water. The publication went from the early days of *RE News* with limited hardcopy mailings to expanded readership by embracing the electronic efficiency through the use of e-mail

and attachments.

Since the distribution of *RE News* was going to more than just REs, it became clear that a name change was in order to better reflect the true nature of the publication. Thus *Inside Line* was created.

But the newsletter became almost unwieldy for even the fastest and most sophisticated of servers. Plus from you folks on dial up, I could hear my name used in vain from both sides of country. And when I went to races, rallies and solos in the Midwest, you all would tell me in person how "old school" my new found technology was! Man, tough audience!

From your commentary I realized that a true e-news format was necessary. But the need to retain a printed copy was also part of the plan.

(Continued on page 24)

The "Inside Line"

Highlights from the June / July 2006 issue of *Inside Line*.

(Continued from page 23)

As I mentioned at this year's national convention, 2006 would see a true e-newsletter format for *Inside Line*. The Region Development and Communications Departments explored several commercial options, but none seemed to fit our established parameters of service, archive ability, and price.

Staffers in both departments also felt we could create our own on-line effort simply through what we currently had at our fingertips. Through the IT knowledge and teaching of SCCA Membership VP Colan Arnold and the assistance of SCCA Webmaster John Steflik, I am pleased to present this first edition of the on-line version of SCCA's *Inside Line*.

You will find an interactive document with active links to websites, forms, videos and pictures that simply weren't possible even with the .pdf version of *Inside Line*.

The table of contents is interactive; you can scan for the story that you have are interested in and go straight to it with a simple click of the mouse. You can print each story

individually or print the entire document for your files.

For me, this has been a great learning experience. I have to change the way I have organize stories, but I also get the chance to learn more about web layout, planning, and design.

Please let me know what you like and what you think you would like to change to make *Inside Line* as useful for you as we can possible make it.

You can e-mail your remarks directly to me at mdickerson@scca.com or insideline@scca.com. And the links are active! Just click on the link and type! Of course, you can still call at 800.770.2055, ext 358. Plus I heard rumor somewhere that the United States Postal Service continues to deliver letters on real paper written by real hands with real ink or lead.

---Mike Dickerson
Region Development Manager
Inside Line Editor
mdickeson@scca.com

Solo and Your Region Site Acquisition Isn't Even Half The Battle!

The biggest issue facing all SCCA regions that participate in Solo is perceived to be the acquisition of new sites. Nationally, we have a site acquisition committee that is a year old and has made huge steps towards helping Regions acquire new sites. However, the big question that comes up is, "Why do we need new sites?" In many cases the answer is that we, as Regions and competitors, didn't take care of the sites that we already use.

I believe that the biggest issue facing us right now is not taking care of what we have as organizers, as competitors and as workers. In the last sixty days, it has come to my attention that Regions are in jeopardy of losing sites because competitors are hotrodding up and down the streets around the sites; we have competitors leaving a mess in their paddock space; we've had competitors dump their gray water from their motor home; dumping oil and soda cans in porta-johns and in general, not taking care of the sites. As competitors and responsible adults we cannot allow these things to happen. If you have a site that MUST have someone at the gate at all times for both safety and security, you cannot allow those rules to be broken.

A good example is Grissom (Air Force base, in north eastern Indiana- Ed). We would be in jeopardy of losing that

site if we didn't properly man the entrance gate. We could lose our vendors with the porta-johns at all sites if we don't use them properly. Oil, soda cans and garbage do not belong in a porta-john.

We all have sites that are close to residential areas. As noise becomes a greater issue, hot-rodding up and down the streets around the site will not help us keep those sites. Most of the rules that I'm referring to are first of all, common sense. But secondly, they are conditions placed on us by the site owner to be able to use their facility. Through the new waiver program and the safety steward program, SCCA helps us run safe events. But it is up to all of us, as competitors, to make sure that we do our part to help us keep our sites. One incident could cause a Region to lose its site and possibly its ability to hold Solo events in the future. We cannot allow this to happen!

The next time that you go to an event, take it upon yourself to say, "I'm going to do everything in my power to help this club keep its site. I'll drive courteously around the site, make my paddock area cleaner than it was when I got there, and make sure that I follow all of the rules that a particular site has." Site acquisition and the caring of our existing sites is everyone's job! Let's all look for new sites but make sure that we don't lose the existing sites for the wrong reasons.

Raleigh Boreen
2005 Chairperson
Solo Site Acquisition Committee

Divisional News

Plans Finalized for GT LIVE Weekend at VIR

Alton, Va. (July 25) – Plans are now complete for one of the most unique and ambitious motorsports events ever to be staged in America, the GT LIVE Weekend at VIRginia International Raceway scheduled for October 6-8.

The weekend will feature the first-ever East Coast appearance of the phenomenally popular GT LIVE, an interactive festival for tuner-car and sport bike enthusiasts that is the wave of the future for young motorsports enthusiasts. Sharing the track with GT LIVE will be the Grand American Road Racing Association's Grand-Am Cup Series, the hottest production-based sports car racing series in America, which will end its 2006 season and determine the championships for its two classes with a pair of six-hour endurance races, the longest races in the series' history. Also on the bill will be the season finale for the United States Endurance Racing Association (USERA), whose Carbotech Endurance Championship will contest a pair of three-hour enduros.

GT LIVE is an event unlike any other ever held in the eastern United States. It offers a non-stop list of interactive attractions for fans of Japanese tuner and GT cars and sport bikes. GT LIVE will utilize both the 3.27-mile Full Course and the 1.1-mile Patriot Course. The Patriot Course will host drifting competitions and Tarzan's Lap Battle, an amateur time attack event that gives tuners a safe and exciting environment to test their machines against each other in a one-up, timed-lap format. The top three lap times in each of the six categories (Honda, Mazda, Nissan, Subaru, Mitsubishi and Ford) will have the option to turn their cars over to the capable hands of world-famous time attack king and Tsukuba Circuit Champ, Tarzan Yamada, who will attempt to beat the winning time set by the car owner in their own car.

On the Full Course, GT LIVE will present the GT Track Attack Championship, in which some of the world's fastest modern-day Asian muscle cars will battle for fastest lap time honors; GT Sim Race, in which fans can ride around the circuit in Japanese GT or Grand-Am Cup race cars at full speed; and the U.S. Stunt Riding Championship, an invitation-only freestyle motorcycle stunt competition to determine the best stunt rider in the country. In addition, GT LIVE will offer fans an opportunity to drive racing karts on VIR's state-of-the-art 5/8-mile paved Plantation Valley Kart Track and to experience Rally-X on special gravel rally

stages, plus the first-ever Spoon Sports festival (celebrating famed Honda automobile tuner Spoon Sports Co., Ltd.), professionally judged sport-compact car and sport bike shows, a mini-SuperMoto competition, a 50cc mini-Stunt competition, music and vendors.

"We're really excited to bring GT LIVE to VIR, and to give east coast fans a chance to experience what west coast enthusiasts have already seen and enjoyed," said GT LIVE founder Randy Grube. "VIR is an awesome facility, and will lend itself perfectly to our 'motorsports theme park' concept. The combination of GT LIVE and the Grand-Am Cup Series is a natural match, and we can't wait to drop the green flag on what we think will be an historic occasion."

The Grand-Am Cup Series' season finale will be comprised of two six-hour races on the VIR Full Course, one for the Grand Sport (GS) Class featuring high-performance coupes such as Ford Mustangs, Porsche 911s and BMW M3s and Nissan 350Zs, and the other for the Street Tuner (ST) class, which is populated by smaller high-performance coupes and sedans such as Chevrolet Cobalts, Mazda RX-8s, BMW Z4s, Acura TSXs and BMW 330s.

The Grand-Am Cup was originally scheduled to run a 12-hour enduro, but the decision was made to run each class for six hours due to very large car counts in recent events. When the series visited VIR in April, more than 100 cars were entered.

VIR has been an important part of the Grand-Am Cup Series since its inception in 2001. The Southside Virginia track hosted a three-hour stand-alone race in June 2001, and the Grand-Am Cup has accompanied the Rolex Sports Car Series at VIR every year since. A six-hour endurance race on the picturesque and challenging VIR circuit will pose a very tough test for the teams, whose cars and drivers will have to adapt from the series' customary 200-mile, 2.75-hour race format to face the demands of a grueling six-hour event. With championships on the line, car preparation will be of utmost importance and a drama-filled weekend is guaranteed as teams battle for last-minute points to determine driver, team and manufacturer titles.

"With as many cars as we've had throughout the Grand-Am Cup season, it only makes sense to split our season finale into two six-hour races, while still delivering the 12 hours of racing that we and our partners at VIR have promised to the fans," said Grand American president Roger

(Continued on page 26)

Divisional News

(Continued from page 25)

Edmondson. "This will ensure that our fans and competitors will get the kind of close and exciting competition befitting of a season finale. We expect an action-packed weekend as our Grand-Am Cup championships are decided at VIR."

The USERA Carbotech Endurance Championship is an entry-level, nationwide, professional endurance racing series in its inaugural season featuring four classes of cars. Their visit to VIR will be the season finale, and will consist of two three-hour nighttime races that will see non-stop, fender-to-fender racing.

"USERA is excited to be hosting the final two races of our inaugural 2006 Carbotech Endurance Championship at VIR," said USERA president Ken Grammer. "VIR is a fantastic racing facility, and we expect the championship battle to go down to the last corner of the last lap of the last race. Racing at night will challenge both our drivers and pit crews to be at their best during both races. The fans are going to love this weekend!"

The on-track action will be almost non-stop all weekend, with GT LIVE, Grand-Am Cup and USERA sharing the Full Course from 8:00 am to 12:00 midnight on Friday and Saturday and from 8:00 am to 8:00 pm on Sunday, while the GT LIVE action on the Patriot Course will start at 8:00 am each day and will end at 9:00 pm on Friday, 8:00 pm on Saturday and 6:00 pm on Sunday.

"The GT LIVE Weekend is going to be the busiest event in VIR's history," said VIR general manager Josh Lief. "With GT LIVE's many activities, plus two six-hour races for the Grand-Am Cup Series and two three-hour races for the USERA Carbotech Endurance Championship, we're going to be flat-out all weekend. There will be so much to see and do for fans that it may be impossible to take it all in. There has never been an event like this in the eastern United States, and we're really excited to be hosting what we hope will become an annual tradition."

Advance three-day Super Tickets for the GT LIVE Weekend are priced at \$40, with advance single-day tickets for Saturday and Sunday priced at \$20. At the gate, three-day Super Tickets will be priced at \$50 with single-day tickets priced at \$20 (Friday) and \$25 (Saturday and Sunday). VIR is a family-friendly facility, where children 12 and under are admitted free with a paying adult. Spectator camping is available. Call 434-822-7700, ext. 116 or 300 for advance ticket sales.

VIRginia International Raceway is a multi-purpose road racing facility, located on the Dan River between Danville and South Boston, Va., just north of historic Milton, N.C. In addition to its 3.27-mile natural-terrain road racing circuit, VIR is the cornerstone of VIR Club, America's first motorsports country club; the VIR Raceplex Industrial Park; the VIR Gallery, a sales showroom for high-end collector and racing cars; Plantation Valley Kart Track, a 5/8-mile paved karting circuit; The Lodge at VIR, a 27-room trackside hotel; the new VIR Paddock Suites and Garages, with 18 dual-purpose hospitality/ lodging units and garages; and the Oak Tree Tavern, a full-service restaurant located within the circa-1840 Plantation Clubhouse.

For more information, visit the track's website at www.virclub.com or contact VIR at 434-822-7700. For more information on GT LIVE, visit their website at www.gtlivetour.com. For more information on the Grand American Road Racing Association, visit their website at www.grandamerican.com. For more information on the USERA Carbotech Endurance Championship, visit their website at www.usenduro.com.

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Cell: 704.467.1424
Web: www.virclub.com





Membership Application

Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below and return, with payment to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299.

PLEASE PRINT OR TYPE

Name _____ Birthdate ____ / ____ / ____
Address _____ Telephone (____) _____
City _____ State _____
Zip _____ County _____
E-mail _____

Have you been an SCCA member before? No Yes: Year ____ Previous Member # ____
 Single Married Spouse's Name _____ Birthdate ____ / ____ / ____
Spouse Member Number If Current Member _____

IF APPLYING FOR FAMILY MEMBERSHIP Please list names and ages of children **under age 21**:

Name _____ Birthdate ____ / ____ / ____
Name _____ Birthdate ____ / ____ / ____
Name _____ Birthdate ____ / ____ / ____
Name _____ Birthdate ____ / ____ / ____

PRIMARY INTEREST(S) IN SCCA:

Please indicate the area(s) of SCCA in which you plan to participate, or which interest you most. Your response will be used to allocate your national dues to the areas you indicate. Thank you.

- Club Racing Pro Racing Rally Solo

To find your region dues, visit <http://www.scca.com/Join/Index.asp?reference=dues>

Annual National Dues		Annual Regional Dues		Total	
<input type="checkbox"/> Individual Member	\$ 60.00	+	Individual Member	\$ <u>10.00</u>	= \$ <u>70.00</u>
<input type="checkbox"/> Spouse Member	\$ 20.00	+	Spouse Member	\$ <u>5.00</u>	= \$ <u>25.00</u>
<input type="checkbox"/> Family Member	\$ 95.00	+	Family Member	\$ <u>10.00</u>	= \$ <u>105.00</u>
<input type="checkbox"/> First Gear	(you must be age 21 and under)			\$ 45.00	

Enclosed is my check or money order for \$ _____ U.S. DO NOT SEND CASH.

Visa/Master Credit Card No. _____ Expiration Date _____

I hereby apply for membership in the Sports Car Club of America, Inc. and _____ **Buccaneer Region #34**
and agree to abide by the bylaws. (Region Name / Number)

Applicant's Signature _____ **Date** _____

Don't forget your Area meetings!!!

Jacksonville Area

2nd Tuesday of Every
Month @ 6:30 p.m.
550 Water St. Bldg
4th Floor

Savannah Area

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

The Next Board of Directors meeting:
Monday, August 7, 2006
Captain Joe's Seafood, Brunswick, GA

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