

Buccaneer Times

The official publication of the Buccaneer Region Sports Car Club of America

Racers Enjoy Special Event At Roebling

By Lindsay Fox
Buccaneer Times
Editor

Vintage and open wheel racers were treated to a special event at Roebling Road September 13-14.

Over 50 competitors gathered for great racing at the first annual Peach State Play Ground event.

There were five groups of racers who saw plenty of track time throughout the weekend.

Saturday featured a 20-minute practice, a 20-minute qualifying session and a seven-lap race. Sunday's races were 17 laps.

Group one featured FC, FA and CFC cars. In the short seven-lap race Saturday James Lee was able to pull out a 21.906 second lead over Keith Field.

Sunday's group one 17-lap race was a bit more exciting. Greg Bruns in the new Formula SCCA car managed a 29.721 second lead over second place R. Aiken.

Group two was all closed wheel vintage racers. The cars ranged from Porsche 911s to Triumphs to an Elva Mk7.

In Saturday's race Bill Eaddy managed to lap all but two other cars in field on his way to victory in his Porsche 911. Sunday Bill ran another great race lapping all but one competitor.

As usual the FV and F500 racers put on a great show. Chuck McAbee, the only F500, walked off and left everyone in the field. But behind Chuck there was plenty of great racing. Dennis Wicklein edged out Russ Stalvey by .014 seconds to take first in FV. A little further back only a second separated third, fourth and fifth in the class.

Sunday's racing action was no different in group three. This time the top order was reversed with Russ beating out Dennis by .032 seconds.

The open wheel vintage group wouldn't be out done for great racing

action when they lined up for their seven-lap race Saturday afternoon. Richard Schnabel managed a 9 second lead over the remaining open wheelers. But further back Mike Jackson, Mark Barstow, Fred Clark and George Breslin put on a great show with only one second separating the four of them.

Once again Sunday Richard Schnabel checked out while Fred Clark and Mike Jackson battled it out for second place. Fred got Mike at the line by .175 seconds.

Group five featured DSR, CSR, FF and CF competitors. Saturday Mike Schmidt and Chip Haddock had a great battle with Mike taking the win by .051 seconds.

Sunday Ben Johnson was able to turn it up a notch and take first place overall.



2002 Medium/Large
Publication of the Year

POINTS OF INTEREST:

- ◆ Next newsletter deadline is October 15
- ◆ Don't forget to vote for year-end awards
- ◆ Next Board Meeting October 13 at Captain Joe's in Brunswick

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Letter From the Editor



Judy Corbitt has been working hard to put together our banquet at Jekyll Island. The information is included in this issue. Please contact Judy if you have questions or would like to help out.

Don't forget this is where the drawing for the free ride will take place.

This issue of the Buccaneer Times is jam packed with lots of great stories and information. Don't forget if you want to attend the Concours d' Elegance on Hilton Head Island they have arranged for special prices for SCCA members.

It seems strange to be talking about the year-end awards already, but the time is upon us. Please be sure send in your votes no later than November 1.

I hope to see everyone at the banquet this year. You are all welcome to attend.

WELCOME TO THE CLUB...

William Carmichael

Etta Engel

Robert Gray

Lavalette O'Sheill

Shawn Thomas

Myra Vonn

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RE Ramblings

By Ted Migchelbrink
Regional Executive

Hello Buccaneer Region members,

I want to start by thanking all the volunteers that worked the Peach State Playground race on Sept. 13/14. A special thanks goes out to the stewards and chiefs that worked corners and did whatever was needed to make the weekend a success. Many thanks to all those folks. The weather was great, maybe a little warm Saturday, but Sunday was perfect. I don't recall a race where so many competitors were so

vocal about how great the weekend was for them.

We are approaching a critical situation in our Solo II programs. Both chairs have announced their intent to leave the programs and I am not aware of anybody stepping forward to fill those spots. Both chairs have worked hard to keep their respective programs healthy, but they need a break. The energy it takes to acquire sites is a separate issue in itself. The BoD has supported the programs with money and other types of help over the years, but now its time for

those members to take charge of their programs future and get involved. To me it would be unthinkable that we would look to our race worker team to take over either program. That energy must come from within the Solo family and it needs come soon. If anyone out there has any questions or comments concerning this situation please, contact the current chairs or me.

The next race at the track will be the SIC on Oct. 4/5 and all Club members are invited to attend. You may even want to volunteer to

work. If so you will be treated to lunch and other perks. In November we will be hosting a Solo I and will need a full complement of workers to staff that event. A Solo I is an ideal event for novice workers to come out and learn the ropes in a very low pressure environment.

There is an election coming up and the chance to help select worker of the year and other awards, please take the time to vote for your choices. It's your vote that will determine who wins the awards and who will lead your Club, don't waste that opportunity. Thanks for your time.

Trackside

By Art Corbitt
Flagging and Communications Chief

Another issue of comments from Roebing Road.

Last weekend was the first vintage race for the Buccaneer Region. Everyone did a great job to make sure the weekend went smoothly and had no problems.

We were short on corner workers, so we had many wives, crew and drivers working corners along with SCCA workers. Many, many thanks for a job well done.

Mike Phillips and his crew of stewards did a fantastic job of running the event. They took up the shortages and did Race Con-

trol, logged the race events and provided support where needed.

You joined the Club to have fun with sports cars, we have many at Roebing Road every race weekend. The SIC is coming up, plan to attend.

The Annual Banquet is coming up. I hope you

plan to attend. Gordon Jolley is the speaker for the evening. He is the greatest person with a camera that I can recall.

This has been a good year, just need more workers

Come see us, you'll like us

Schedule of Events

2003

October

4-5	SARRC Invitational Challenge	SEDiv	Roebing Road
18	Solo I	ALA	Talladega
18-19	ECR/2004 SARRC	NCAR	VIR
18-19	Restricted Regional	CFR	Sebring Club
18-19	Regional/ECR	FLA	Homestead

November

1-2	Drivers School	NCAR	VIR-North Course
1-2	Solo I	NCAR	VIR-South Course
7-8	SARRC	ATL	Road Atlanta
15-16	Solo I	BUCC	Roebing Road
22-23	2004 SARRC/ECR/Regional	FLA	Homestead
29-30	Regional/Vin/2004 SARRC	CFR	Sebring Long

December

12-13	Annual Banquet	BUCC	Jekyll Island
14	Solo II-Combined Charity Event		Jekyll Island

Looking for a great reason to be at
Roebing Road in November?

Look no further...the Buccaneer
Region is hosting a Solo I event at
the track November 15-16.

For more information contact Robert Frazier



Reserve Your Space Now For the Banquet

When: December 13, 2003

Where: Holiday Inn, Jekyll Island

Time: 6:00 pm

Don't miss out on the Buccaneer Region's annual awards banquet. This year it will be held at the Holiday Inn on Jekyll Island.

The cost of the banquet this year is \$30.00 a person. There will also be some nice door prizes. Please contact Judy Corbitt for more information.

There will be a cash bar starting at 6:00 P.M. The banquet will include Prime Rib, a Seafood Buffet and all the extra assorted items.

The other activities that weekend will consist of the Hospitality welcome on Friday, December 12, on the second floor. For those of you who have attended before it is in the same room as the last time we used the Holiday Inn. Saturday morning will be the year-end Board meeting, open to all members.

The speaker will be Gordon Jolly. He is the photographer seen at Roebing. He will give a slide presentation that should prove to be very interesting.

Name _____

Address _____

City, State, Zip _____

No. of people attending _____

Please mail your check or money order to:
 Buccaneer Region, SCCA
 Judy Corbitt
 P.O. Box 246
 Rincon, GA 31326
 or call
 912-826-7068

Tell Us What You Think

1) Where do you think Timing & Scoring should be? _____

3) What do you like the least about Roebing Road or what would you like to see changed or improved at the track? _____

Comments and suggestions..._____

Thank you for participating in this survey. For questions or comments e-mail awalt84@aol.com or mail to 1335 Claxton Rd., South Yulee, FL 32097.

2) What do you like the most about Roebing Road? _____

Prepared by:
Amber Walters, Chief of Grid
Mike Walters, Chief of Pits

Worker and Member Award Ballot

Every year Buccaneer Region members are honored at our annual banquet. There are seven awards that are voted on by the general membership and presented in Jekyll Island. It

is up to members of the Club to vote on these different awards. Please take time to vote for who you feel is deserving of these distinguished awards.

You may not know someone in each of the different categories, so just vote for the ones you know. Mail the ballot below to Lindsay Fox by November 1.

National Driver of the Year: _____

Regional Driver of the Year: _____

Vintage Driver of the Year: _____

Jacksonville Solo Driver of the Year: _____

Savannah Solo Driver of the Year: _____

Member of the Year: _____

Worker of the Year: _____

Please return to:

Lindsay Fox
107 Rustic Drive
Guyton, GA 31312

No later than November 1

if you have questions please contact Lindsay Fox at
912-728-7703
or
lindsay@lindsayfox.com



Board Meeting Minutes

Buccaneer Region
Board Meeting Minutes
September 14, 2003

In attendance:
Skippy Boatright
Larry Buell
Art Corbitt
Mark Eversoll
Robert Frazier
John Ingram
Ted Migchelbrink
Mike Walters

The meeting was called to order at 10:45 by **Ted Migchelbrink**.

Item number one on the agenda was Race Chair for the Drivers School. In the past Faye Craft and Robert Frazier have taken on these duties. Art Corbitt has also volunteered to be the race chair for the school. **Ted** recommended letting Robert and Faye do it because Art is flag chief.

Mark Eversoll moves to make Robert and Faye race chairs for the drivers school

Larry Buell seconds the motion
Passes unanimously

Item number two is the no dogs allowed policy at the track. **Art Corbitt** stated he would like to see a fee charged for having dogs. **Larry** said some people do not come to Roebing because we don't allow

dogs. He would like to follow what the GCR says. **Mike Walters** agrees with Larry. He would like to charge a fee and have separate parking for people with dogs. He would also like for the dogs to have some sort of ID on their collars and that the owners must pick up after their dogs. **John Ingram** stated this would only make more work for the track managers and to keep it the way it is...no dogs. **Richard McCloy** stated they do not care if there are dogs or not, but he would like for them to have ID and proof of rabies shots. **Ted** stated that a lot of tracks are going to no pets and that not having dogs eliminates a lot of problems. **Larry** said if there is a dog bite we are still open to lawsuits. **Russ Smith** said that Daytona has had a no pet policy for years and he's never heard a complaint. **Robert Frazier** stated that by our by laws we should adhere to the GCR.

John moved to have no pets
Mark seconded the motion
Voting for: **John and Mark**
Voting against: **Mike, Robert, Art and Larry**

Larry moved to follow the GCR and enforce it
No second was made

Mike moved to allow pets under the conditions that the owner provides proof of rabies shots, the dog is registered and there is a way to identify the owner, that there is a fee, special parking places and we follow the GCR.

Art seconded the motion
Mark suggested looking into the fee because if we charge a fee we may assume partial responsibility.

Voting for: **Mike, Skippy, Art, Robert and Larry**
Motion passes

Item number three was paving of the track in 2004. If we do this it will give us six months to find a mix and two months to get a bid. **Ted** suggested waiting because Panhard Motorsports might be willing to help with the paving. **Fred Clark and Larry** suggest waiting to see about a "good buddy rate."

Mike moved to delay paving until 2005
Larry seconds the motion
Voting for: **Skippy, Mike, Mark, Larry, John and Art**
Voting against: **Robert**

Item number four was the track managers contract. **Ted** explained that in

2004 the track managers have asked for four weeks of vacation. **Larry** commented that no where do you get four weeks of vacation. **Ted** stated that he and Richard Sheely are willing to work at the track for the four weeks when Richard and Kaye take vacation. **Art** stated he would like to give the vacation to the track managers. **Fred C.** stated that he thought the track managers would like to have the option of four weeks, they aren't saying they will take it. **Mike** commented that no where do you get that kind of vacation time. **Ted** also added that the track managers were only asking for a one-year contract and the Board should think about that. **Larry** suggested giving them the four weeks vacation and offer to pay them for what they don't use.

Robert moves to give the track managers four weeks of vacation
Art seconds the motion
Voting for: **Skippy, Mike, Mark, Larry, John and Art**
Voting against: **Mike**

Larry moves to adjourn the meeting
Motion passes unanimously

Region Members Help Stars of Tomorrow

By Robert Frazier
Buccaneer Asst. RE

The nice folks at the National office and SCCA Pro Racing contacted the Buccaneer Region and asked for help in making the CART Stars Series event at Jacksonville's 103rd Street Sports Complex a successful one on September 19-21.



Robert Frazier, Karl Rickert, Larry Buell, Shaun Parks, Justin Edwards, Gabe Tabak, Ian Aguila, Don

Twelve of the Jacksonville area members (mainly auto crossers) stepped up to the plate and witnessed some of the most exciting go-kart racing in the country. This is truly the training ground for tomorrow's road racing stars.

I think you'll find we have some of the best workers worldwide. Very few of us had any prior experience with karts, but the ones who did shared their knowledge and got everyone up to speed quickly. The weekend was a three-day event

McDowell, Ryan Bace, Myra Vonn and Chris Wompler. And then we had two guys drive in from Lakeland: **Sean Hamm and Chris Hammer.** Everyone should be commended for our professionalism and endurance...it was a long, hard weekend.

consisting of practice on Friday, qualifying and races on Saturday and Sunday.

Working a kart race really makes you appreciate working a club race and actually have a corner station to protect you. The members of the Buccaneer Region really have a head start on being one of the best Regions in the country, even if we aren't the largest. We certainly have heart and dedication to the sport of motor racing. Whether it be Solo 1, Solo 2, Rally, Club Racing or Pro Racing, you will find someone in the Buccaneer Region involved in everything relating to the SCCA.



The karts varied in top speeds from 50 mph to

110 mph. Some clutch-driven, some direct-drive and then there were the shifter karts. The ages of the drivers were anywhere from 8 to 35 and they all were fast!

The worker base from Jacksonville consisted of:

SCCA Pro Racing, WKA and CART Stars have formed an alliance to make this series one of the best run in the country. As usual, the SCCA was first choice for providing the safety workers.



BoD Nominees Ask For Your Vote Fred Clark

- ◆ SCCA member for almost four decades
- ◆ Has held an SCCA competition license in two divisions for the same amount of time
- ◆ Has worked in many areas of the SCCA including ProRacing (TransAm, etc.)

- ◆ Holds a current Pro license as well as a national tech license and national competition license. In the past he has held IMSA and FIA competition licenses.
- ◆ Has served on the Buccaneer Board of

Directors before

- ◆ Owns Caracal Cars, Inc., a company that builds racecars solely for the support of the SCCA FV class.
- ◆ Has confidence in the direction the current leadership of the Bucca-

neer Region taking and hopes to add to the same

- ◆ Is currently servicing as the Region competition director.
- ◆ Believes in the SCCA amateur programs and supports them fully.

John Ingram

Hi! I'm John Ingram. I'm running for the Board of Directors. I've worked at Roebing Road since the mid fifties, before Mr. Nehl became the owner.

Here's my background.... I've been chief starter for the Buccaneer Region

for 30 years. I've worked 443 sanctioned road races; from Summit Point to West Palm Beach. 35 of the 443 have been the 12 Hours of Sebring, the 24 Hours of Dayton and the national Runoffs in Atlanta. 1985 chief starter Bahama Gran Prix, 1988

appointed Southeast Administrator for starters. 2001 chief starter at Hardeeville Motor Speedway; a paved three-eighth mile high-banked "bull ring." This was a blast!

I've worked 92 days in the last year at turn seven; go-

karts, motorcycles and cars at Roebing Road.

I sincerely appreciate the opportunity you have given me in the past and if I am reelected I will continue to give you 110% and keep Roebing Road one of the finest in the country.

Ted Migchelbrink

Hi, My name is Ted Migchelbrink and I am running for a seat on the Board of the Buccaneer Region. I have been on the board for four years and have been RE for two years.

Please take a few minutes and read my thoughts on what we have accomplished in the last few years and what else we can do in the

future. We have made many improvements at Roebing Road. The infield paving was a major improvement and we have a plan to do more infield paving every year. The long-awaited restroom is in the final stages and will be open soon. We are working on a plan to pave the track and that may take place in 2004. We are trying to come up with a paving mix that will give

many years of uniform surface rather than using a standard blend and deal with the issues we have now. We are in the process of consolidating our three Websites into one site that will simplify info searches for our prospective members. We have come up with a number of worker perks, but still struggle to have adequate staffing at all our events. I will focus my energies to

make it easier and more attractive to prospective workers and members to join our specialty teams. I will continue to attend all meetings and promote the Region when and where possible.

I am asking for your vote in the coming election and will commit myself to the promotion and betterment of our Club. Thanks for your time.

OTHER MEMBERS RUNNING FOR THE BoD ARE ROBERT FRAZIER (SOUTH), AMBER WALTERS (SOUTH), SKIPPY BOATRIGHT (NORTH) AND JUDY CORBITT (NORTH).

Rambling Down Roebling Road

By Dick Ryan
Competitor from
California

For those of you who don't know us, we (Flash Racing Ltd.—FRL) race a vintage Formula Vee in California. The Flashmobile is a 1967 RCA Vee. We have been racing various cars for more than 30 years. Flash (me) is the EVP of Wrenchen' & Racen'. Flashy (my wife, Connie) is EVP of Lunch. Flash Jr. (our son, Derek) is the left front tire changer. Snaps (our son, Kyle) is the official team photographer.

Well, it happened again. As Flash's regular readers know, his "don't quit your day job" boss sometimes orders him out on some boondoggle in a state other than California. This time it was a business conference in Jacksonville FL, on Wednesday, Thursday, and Friday. Just so happens that the SCCA's Buccaneer Region was hosting a vintage race at Roebling Road (Savannah) the following Saturday and Sunday (September 13 & 14). Just so happens that the Grand Wazoo (Mike Jackson) was planning on attending. Just so happens that there was an empty

space in his trailer. Just so happens that the SandyBeach's (Mike's wife Sandy's Beach 5C Formula Vee) dance card was empty for that weekend. So, the Executive Management Committee of FRL (Flash and Flashy) decided to head for Florida and Georgia. Just so happens that Isabel (hurricane, that is) also decided to visit the southeast coast.

The state of Georgia built Roebling Road as a highway patrol training center. Racing started there in 1959. The Buccaneer Region purchased it in the mid 1990s. It is relatively flat (about a 20 to 30 foot drop going into the hole at T-6&7) and consists of a 2,850 foot straight with a series of relativity constant radius 180, 150, and 90 degree turns. The backside has a great flow. I think it requires a great mix of HP, handling and drafting to set quick times.

The weekend had two vintage groups, open and closed wheel. (It also had three regional race groups.) The open wheel group had one Ford and 9 Vees. The closed wheel

group had 14 cars with 3-911s, 2 Alfas, Randy Cook's Saab Sonnet, assorted British cars and others. One of the sports racers was an Elva Mark 7. He must have been very tired of the "Sure is a nice Lotus" comments because, on the side (in big letters) it said, "It's an Elva". Oh yeah, there was a guy in a Mazda sedan. He went off on the second or third lap of practice, broke his toy and went home by 11:00 on Saturday.

Due to the long, big-radius, full-power turns, Roebling Road is tough on tires. Rather than destroy a very expensive set of Dunlops in one weekend, the Grand Wazoo suggested renting harder tires from a friend of his. Charlie Wilson also drives SandyBeach occasionally, so he bought a set of Hoosiers. Yes, he would rent them to me. We based the cost on the weekend's tread depth reduction. Charlie tagged along to crew for Mike and I for the weekend. When we met, Charlie said, "I've heard a lot about you."

continued on page 12



Rambling Down cont.

Using the Hoosiers actually influenced the weekend, because only one other Vee (Gordon Drysdale) was on Hoosiers. Everyone else was on Dunlops.

On Friday afternoon FRL found Roebing Road. It's about 20 miles west of Savannah in a sandy pine forest. Trees at a race-track—what an uncommon sight (at least for us CA kids). Flash scouted out the black top and got a couple of SUV familiarization laps with the chief tech inspector (Hyer Craft) who drives a Formcar Vee. Hyer said, "I've heard a lot about you."

The weekend seemed to be a Lynx/Caracal reunion festival. That group was lead by Fred Clark, the owner/builder of the Lynx/Caracal line of Vees. We had four vintage ones and four in the contemporary Vee race out of a total of 17 Vees in attendance. When I met Fred, he said, "I've heard a lot about you." This is getting creepy. What have they heard?????

FRL hits the track ready to go Saturday morning. Flash lines up last so he won't be in anyone's way while he figures out the layout. (In the past I have tried following a local hotshoe for the first few

laps. This has proven to scare the pooh outta me every two turns, so I don't do that anymore). The session went well. The turns sure are long. Most of the apexes are about six minutes past the turn-in points. I managed to run the whole track (except T-1) just about flat out in 4th. Mike couldn't believe that Flash doesn't need brakes for T-5. Hum, guess I need to use that 3rd gear thing for some spots.

Next session is qualifying. Gordon and Flash (the Hoosier team) grid next to one another. The next 20 minutes (13 laps) encompass about 26 passes. Gordon generally gets by somewhere in the back and Flash drafts by him on the 2,850 foot front straight. (And I thought this was intense—wait till Sunday.)

That session (and most of the rest of the weekend) broke into two car dogfights determined by car color. The two yellow cars ran nose to tail. The two black cars ran nose to tail. The two white cars ran nose to tail. (Fred's helmet was white so this statement is somewhat true.) The two red cars raced each other. Unfortunately, the two red cars had a great coming together and one ended up with a broken right rear

leg. He couldn't finish the weekend.

One of our number ran out of gas. If you, as a racer, haven't run out of gas during a session—then you just haven't been racing long enough. You will!

(To understand this portion of the tale, you may remember that Flash damaged SandyBeach last year at Sebring when another car spun in front of us. She also recently suffered some damage at a Road America race.) During a "How to drive Roebing Road" discussion, Flash asks Mike, "Can I go through T-1 without using the brakes?" Mike responds, "I've been rebuilding the Beach too much lately. NO! You can't go through T-1 without using the brakes."

Saturday's seven-lap race is up next. The Ford is on the pole. Good, fast start. Most everyone is full tilt as we enter the front straight. For once, no one passes Flash on the start. It's a miracle.

Turn 1's brake markers



are going 5, 4, 3, 2. Being in the middle of an eight-car open-wheel pack is a little uncomfortable, but no one is stupid and we all get through. We brake into our assigned (by color) two car packs for our drafting/passing lessons. Gordon passes SandyBeach going into the hole (T-6) on the last lap. Flash rounds T-9, drafts by Gordon and beats him to S/F by a wheel diameter.

At Saturday night's dinner Gordon says something like, "My motor's down on HP." Mike and Flash volunteer to help a competitor try to make more HP. Man, I love Formula Vee because we all help each other out. We didn't find anything wrong with his motor. Gordon mumbles, "I wish I could figure out how to beat Dick." Mike responds with, "Want me to tell you?" and then quickly ducks under the punch I throw at him.

Sunday morning warm-up. What is the purpose

Rambling Down cont.

of Sunday morning warm-up? Warm up the car. Warm up your brain. Test Saturday night's repairs. Blow out a hangover. For the last 30 years of Sunday race mornings Flash has told his crew/team/adoring fans, "I'm not going to go hard. I'm just gonna cruise around." That's what Flash told Charlie. When will I learn?

Six Vees exit pit lane nose to tail. I can't let them get away from me. Fred and Mike run at nine-tenths so, for the next 10 laps, we stay nose to tail. Some a little faster here. Some a little faster there. Flash drives like hell and sets his fastest lap of the weekend (a few ticks under 1:30).



RACE TIME!!! Hot. Muggy. (Not as bad as a July race in Georgia though.) Thirty minute race; long one for Flash (most of ours are 20 minutes). "If I lose focus towards the end, I'll just slow down." Yea, like that's almost gonna happen. Another fast start and no one gets by. The pack is cleanly

through 1 and 2. Two car dogfights by color again. The intensity gauge shows about 132%. Pass. Repass. Pass. Repass. Pass. Repass.

The coolest visual image of the weekend was the picture in my mirrors lap after lap. (For the non-formula car drivers in the peanut gallery, this requires some explaining. Most formula car drivers set the left and right mirrors to see over and around each rear tire. So, when you look in one mirror, you can see your rear tire on that side and you can see cars sort of behind you. But you can never see a car directly behind you and close.)

Lap after lap Gordo and I zing down into T-1 (at 100+ mph) and I check both mirrors. All I can see in each one is—three, evenly spaced tires in a straight line. (two cars, flatfooting, going fast, four inches apart.)

Near the end, with Gordon in front, we catch a slower car in T-3. We both slow until we can make clean passes and get around him. The other car is making some HP because he splits us going into T-1 (Flash in front). As Flash exits T-2,

he calls down to the engine room for a reduced power setting to wait for Gordo. A few more turns come and go. Gordon is still behind him. Slow down more entering the straight. Son-of-a-gun, it's the checker. With the exception of the last half lap, that was the most intense race I have had in many years.

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THANK:

Mike and Sandy Jackson for trusting me with their toy again.
Charlie Wilson for his clever ideas.
Gordon Drysdale for intense, clean competition.
Fred Clark and the Buccaneer region for a great, well organized race weekend.
The comedy team of Jackson & Wilson for keeping Flash and Flashy entertained the entire weekend.
These guys have way too much fun. I wish I could remember more of their lines to tell you.
Isabel for leaving us alone.

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If you liked this report, just keep all those sponsorship \$ rolling in.

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