

Buccaneer Times

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

Buccaneer Region Members Do Well At SIC

By Lindsay Fox
Buccaneer Times Editor

Fred Clark, long-time Buccaneer Region member and Board member, took first place in Formula Vee at the SARRC Invitational Challenge (SIC) October 9-10. The win secured the top spot in FV for the season for Fred.

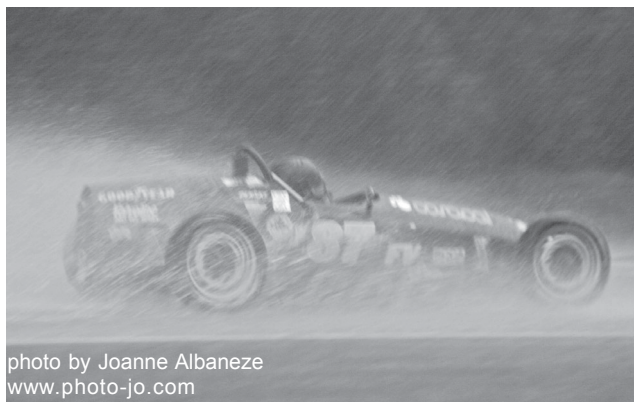


photo by Joanne Albaneze
www.photo-jo.com

Fred Clark on his way to victory

Fred, driving his number 87 Caracal, beat S.C. Talheimer, also driving a Caracal, and James Brookshire IV. There were 10 Formula Vee competitors on the track Sunday.

Other Buccaneer Region members took part in the season-ending event, held every year at Roebing Road Raceway.

In group two Jeff Ryan finished second to Rick Thompsen in IT7. The finishing order in the race was also the finishing order in the season point standings. Gerald Campbell and Susie Quinlog, also in race two, finished 14th and 15th in ITS.

Group three was next up with more IT and Show-room Stock action. Mark

Hardin drove his number 92 Dodge Neon-ACR to second place in SSC. Hyler Craft piloted his Mazda Miata to third place in SSB. Third in SSB was enough to hold onto third in the SARRC Championship points as well. Another Buccaneer Region member, James Hunt, took fourth in ITB.

Group four consisted of some open-wheel and closed-wheel cars. Jim Dixon, from Savannah, finished second in his Formula Mazda racer. This secured sixth place in SARRC points. David Klutsenbaker, driving a Reynard, took second in CFC, finishing third in points for the season.

Next up were the high-horsepower group that

included GT1, GT2, GT3, AS, T1, T2, SPO and ASR. Two Buccaneer Region members participated in this race. Tad Segars finished 9th in GT1. John Limbach in his number 07 Monte Carlo was unable to finish the race.

Group six was full of racing action in the production classes. John Lacombe finished second in F Production and Meredydd Francke finished third in H Production. John's second place equates to a first place in SARRC points. Meredydd finished fourth in season points.

With over 240 entries the SIC was one of the most successful ever.



2003 Third Place
Medium/Large Publication

POINTS OF INTEREST:

- ◆ Board of Director Ballots are due November 15
- ◆ Next newsletter deadline is December 15
- ◆ The annual meeting, banquet and Solo II will be held December 10-12 at Jekyll Island

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REGIONAL EXECUTIVE

Ted Migchelbrink
215 Calley Rd.
Savannah, GA 31410
migchelbrink@prodigy.net

ASSISTANT R.E.

Fred Clark
7938 Jolliet Dr.
Jacksonville, FL 32217

BOARD OF DIRECTORS

John "Skippy" Boatright
PO Box 13
Bloomingdale, GA 31302
(912) 748-4286

Larry Buell
1513 Freckles Ct.
Orange Park, FL 32073
(904) 264-4560 phone
(904) 269-0613 fax

Art Corbitt
PO Box 246
Rincon, GA 31326
(912) 826-7068 phone/fax
AMCflagger@aol.com

Judy Corbitt
PO Box 246
Rincon, GA 31326
(912) 826-7068 phone/fax
AMCflagger@aol.com

Mark Eversoll
10 Rio Rd.
Savannah, GA 31419
(912) 925-0466 phone/fax
mark@armstrong.edu

Robert Frazier
5084 Ortega Cove Cir.
Jacksonville, FL 32244
(904) 982-3317 phone
(904) 779-2027 fax
refrazier44@msn.com

Michael Walters
1335 Claxton Rd., South
Yulee, FL 32097
(904) 225-1937
(904) 504-6277

SECRETARY

Judy Corbitt
PO Box 246
Rincon, GA 31326
(912) 826-7068 phone/fax
AMCflagger@aol.com

TREASURER

Mark Eversoll
10 Rio Rd.
Savannah, GA 31419
(912) 925-0466 phone/fax
mark@armstrong.edu

MEMBERSHIP

Paula Frazier
5084 Ortega Cove Cir.
Jacksonville, FL 32244
(904) 779-2027 phone/fax
pfrazier28@msn.com

TECH

Hylar Craft
6645 Aline Rd.
Jacksonville, FL 32244
(904) 771-4208

Fred Clark
7938 Jolliet Dr.
Jacksonville, FL 32217

MERCHANDISE/NOVICE

PERMIT

Faye Craft
6645 Aline Rd.
Jacksonville, FL 32244
(904) 771-4208

REGISTRATION

Wanda Cecil
1040 Slatestone Trail
Columbia, SC 29203
(803)714-9797

CHIEF OF GRID/PITS

Amber Walters/Michael
Walters
1335 Claxton Rd., South
Yulee, FL 32097
(904) 225-1937
(904) 504-6277
awalt84@aol.com

TRACK MANAGERS

Richard & Kay McCloy
1135 Roebling Rd.
Bloomingdale, GA 31302
(912) 748-4205

CHIEF STARTER

John Ingram
641 A Rose Dhu Rd.
Savannah, GA 31419
(912) 920-8277

FLAG CHIEF

Art Corbitt
PO Box 246
Rincon, GA 31326
(912) 826-7068 phone/fax
AMCflagger@aol.com

SOUND CONTROL

Larry Buell
1513 Freckles Ct.
Orange Park, FL 32073
(904) 264-4560 phone
(904) 269-0613 fax

TIMING AND SCORING

David Williams
dwilli02@harris.com

COMMUNICATIONS

Bob McKay

SOLO I

SOLO II -JACKSONVILLE

CHAIRMAN
Julius Ashley
10230 Shore View Dr, N
Jacksonville, FL 32218
(904) 757-8132
jlashl5@aol.com

SOLO II -SAVANNAH

CHAIRMAN
Vacant

AREA 3 DIRECTOR

Phil Mellor
PO Box 151
Carnesville, GA 30521
(706) 356-7052

SARRC REPRESENTATIVES

Fred Schmucker
2819 Vann Circle
Tallahassee, FL 32312
(850) 385-2209
(850) 297-2209 fax
fredschmucker@hotmail.com

Fred Clark
7938 Jolliet Dr.
Jacksonville, FL 32217

Letter From the Editor



his SARRC championship. Fred is not only a great Board member and event coordinator, he's a pretty good driver too!! Congrats Fred!!

While the road racing part of the season is finished there are still some Solo events going on. The Solo I at Roebing Road is scheduled for Nov. 13-14. Everyone's help is needed to make this event a success.

Can you believe the year is coming to an end? Before you know it we will be crowning champions at our banquet.

Speaking of the banquet, mark your calendars for Dec. 10-12. The Annual Meeting and Banquet will be the 11th and the charity Autocross will be the 12th. More news will follow as soon as we get it in.

I'd be remiss if I didn't congratulate Fred Clark on

The Jacksonville group will be holding event number 11 at Whitehouse Nov. 21st. The Coastal Empire group has their Solo II planned for Nov. 28 at Hutchinson Island.

I'm always looking for stories or story ideas. You can reach me at: 1013 Jefferson Hwy. Winder, GA 30680 770-867-5310 lyndsay66@aol.com.

WELCOME TO THE CLUB...

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RE Ramblings

By Ted Migchelbrink
Regional Executive

Hello Buccaneer Region,

It's mid October and nothing is going to slow this year down. We just finished the SARRC season with the SIC at Roebing and had a banner race with 247 entries. The weather was a threat all weekend but only two groups had to run in the rain.

The racing was intense in all classes and that intensity created some scary moments, but fortunately no one was seriously injured. One very spectacular incident happened in group seven when an open-wheel car spun and was t-boned in turn 8.

I was in the paddock so went over to see if I could help. When I arrived at the corner station, one driver was out of his car and seemed to be okay. The other driver was still in his car and the corner workers were tending to him.

The ambulance came and got the second driver

out and he walked to the ambulance and headed up front. The next step after making sure the drivers were okay was to pick up the pieces.

One car was moved out with a flat tow and the t-boned car was hooked to the tilt bed's winch cable. When the tilt bed operator started to winch it up on the bed the car caught fire.

The corner workers got to work with their extinguishers and EV 1 pitched in and the fire was out, or so they thought. When the tilt bed operator started winching again, poof it was on fire again.

By now the second fire truck got there and fired up the pump. They finally got the fire out, got the car loaded and the tilt bed headed up front. The second fire truck washed the area down and we were almost back to normal.

Oh, I forgot to mention, half way through all this the rain increased to near monsoon levels. What this

story is all about is that I got to see first hand the level of hustle and professionalism that our corner workers, safety crews and fire fighters bring to an accident scene.

My hat is off to all those ladies and gentlemen.

The Buccaneer fall Solo I is coming up on Nov. 13/14 and we will need workers to man the corners and work in timing and scoring. Please come out and help us host a Solo I with the same energy that we muster for a road race.

This is an ideal time for new workers to start learning the skills to become an integral part of our dedicated race team.

I, for one, am very honored to be part of a team that continually comes together and creates an arena where drivers can compete, confident there are skilled people working very hard to keep them as safe as possible. You too can enjoy that feeling. All you have to do is come out and learn those skills.

Board Members Decided in the South

By Lindsay Fox
Buccaneer Times Editor

Nominations were recently accepted for the Board of Directors of the Buccaneer Region. In the South only two members turned in nomination forms, therefore it is not necessary to have an election.

Larry Buell and Mike Walters will continue to serve of the Board of Directors.

In the North three nominations were submitted. Ballots were mailed out in early October and you should have received one by now. If you have not, please contact Lindsay Fox. Only members from the North (outside of Florida) will receive a ballot.

All ballots must be post-marked no later than Nov. 15 and mailed to Ross & Ross in Jacksonville.

Don't forget the changing of the Board members will take place at the Annual Meeting Dec. 12. The awards banquet will be held that night in Jekyll Island.

Schedule of Events

November 2004

5 - 7	SARRC	Atl	Road Atlanta
13-14	Solo I	Bucc	Roebling
20 - 21	SARRC 2005/ECR	Fla	Homestead
21	Solo II Event 11		Whitehouse
27 - 28	Regional/SARRC2005	CFla	Sebring Long
28	Solo II		Hutchinson Isl.

December 2004

10-11	Board Meeting & Banquet		Jekyll Island
12	Solo II		Jekyll Island

January 2005

8-9	National	CFla	Sebring-Long
15-16	National/Vintage	Fla	Moroso
15-17	Double Drivers' School	CCR	CMP
22-23	Annual Meeting		Jekyll Island
27-30	National Convention		Kansas City

February 2005

10-13	Double Drivers' School	Bucc	Roebling Road
19-20	National	CCar	CMP
26-27	SARRC	CFla	Sebring-Short
26-27	SARRC/ECR/Pro-IT	Atl	Road Atlanta

March 2005

12-13	Tom Nehl National	Bucc	Roebling Road
19-20	SARRC/ECR/CCPS	NCar	VIR
26-27	National/Pro IT	Atl	Road Atlanta
26-27	SARRC/SARRC	Fla	Moroso

April 2005

2-3	Drivers' School	CFla	Daytona Spdwy
9-10	SARRC/ECR	SCar	Roebling Road
9-10	Kumho Tire 12 Hour Race	Fla	Homestead
23-24	Jim Stark SARRC/SARRC	Bucc	Roebling Road

May 2005

6-8	Al Fairer Double SARRC/MARRS		VIR
7-8	National/Regional/ECR	CFla	Daytona Spdwy
14-15	Divisional Solo I Hill Climb	CCar	Sparta, NC
21-22	Regional/ECR/FES Enduro	Fla	Moroso
28-30	SARRC/SARRC/ECR/CCPS	CCar	CMP



Do You Remember???

Submitted by Art Corbitt
Flagging & Communi-
cations Chief

Sit back, relax, listen,
read, & smile. Kind of
reminds you to stop &
smell the roses of life,
and to give thanks to God
for life and memories.
DO YOU REMEMBER
WHEN...

All the girls had ugly gym
uniforms?

It took five minutes for the
TV warm up?
Nearly everyone's Mom
was at home when the
kids got home from
school?

Nobody owned a pure-
bred dog?
When a quarter was a
decent allowance?

You'd reach into a muddy
gutter for a penny?

Your Mom wore nylons
that came in two pieces?

All your male teachers
wore neckties and female
teachers had their hair
done every day and wore
high heels?

You got your windshield
cleaned, oil checked and
gas pumped, without
asking, all for free, every
time? And you didn't pay
for air? And, you got
trading stamps to boot?

Laundry detergent had
free glasses, dishes or
towels hidden inside the
box?

It was considered a great
privilege to be taken out
to dinner at a real restau-
rant with your parents?

They threatened to keep

kids back a grade if they
failed. . and they did?
When a 57 Chevy was
everyone's dream car...to
cruise, peel out, lay
rubber or watch subma-
rine races and people
went steady?
No one ever asked where
the car keys were be-
cause they were always
in the car, in the ignition,
and the doors were never
locked?

Lying on your back in the
grass with your friends
and saying things like,
"That cloud looks like a .."
and playing baseball with
no adults to help kids with
the rules of the game?

Stuff from the store came
without safety caps and
hermetic seals because
no one had yet tried to
poison a perfect

stranger?

When being sent to the
principal's office was
nothing compared to the
fate that awaited the
student at home?
Basically we were in fear
for our lives, but it wasn't
because of drive-by
shootings, drugs, gangs,
etc.

Our parents and grand-
parents were a much
bigger threat! But we
survived because their
love was greater than the
threat.

Share this with someone
who can still remember
Nancy Drew, the Hardy
Boys, Laurel and Hardy,
Howdy Dowdy and the
Peanut Gallery, the Lone
Ranger, The Shadow
Knows, Nellie Bell, Roy
and Dale, Trigger and
Buttermilk.



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Board Nominee Notes

Mark Eversoll
North Nominee

Hello everyone. I'm Mark Eversoll, your current region treasurer as well as Board member from the north and I'd like to return to the board of directors for 2005-2006.

During my tenure I think I have missed one Board meeting. I have served as Solo II chair. I continue to be involved with our Solo II program as a Solo Safety

Steward and competitor. During SCCA events I can be found at Roebling Road, in my whites, working a turn as flagger and communicator.

I want you to know that as a Board member, I consider it a privilege to serve your interests whether it be Club racer or Solo driver. I'm interested in the operation of our Club and our

primary asset, Roebling Road Raceway.

I ask for your vote to allow me to continue to do so. Even if you are not interested in voting for me, please take the time to vote in our election. In a Region as large as ours, it is embarrassing to see that only a few members take the time and a stamp to cast their ballot.

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Notes From the Grid

By Amber Walters
Chief of Grid

The SIC was a great event. The weather was beautiful. Very little rain until Sunday.

A lot of action with drivers and workers. A little problem over in tech caused most of the tech crew to leave Saturday night. Something about payment for a motel room.

We ended up with Larry Ware from Ocala on the Grid. None of the Solo group were able to make it to the SIC. They had a large Subaru event at Whitehouse.

Kym and Karl from Atlanta joined us on the Grid. They are always fun to work with. Karl took charge of the Grid for most of the weekend. Thanks Guys!

I was disappointed that the tech crew left. They were really on the ball. They did a great job while they were there. One of the racers did not install a required fire system in his car. The driver stated he had not had one in all year.

Tech caught it and required one as per GCR. Poor guy put the first one in, pulled the pin and exploded the system in the car. He had to buy another one. Despite the defection of the tech crew, the race went on and the action continued.

Sunday, we had driver action. The FF/FV/CF were out on the track when the floods finally came. Mark Lindsey had returned from three years of racing in MARRS. This is his first year back in SARRC.

Mark drives the F-5 #80 Red/White car. Mark is an architect and principal in an architecture and engineering firm of Baskerville. He is very fortunate in that he is able to combine business with his love for racing.

Part of the work his company does is provide design services for race tracks. International Speedway Corporation is one of his clients. He has also worked on projects at Richmond International Raceway, Rockingham and Darlington. His firm is the architect for the new

proposed Dragonsridge Motorsports Park in New Kent County, Va.

Mark was one of the drivers involved in the fiery accident at turn eight.

Before the race, he was tied in first place with Susan Lay, last year's F-5 champion. Susan went off in turn one. As Mark approached the other end of the race track, the rain really started coming down.

There were waving yellows as Mark approached turn eight due to a FF spinning off the track prior to his approach. Mark slid to the inside with two wheels off, just a foot or two away from Pit Road.

While waiting for a signal from the workers at turn eight, he was hit by a CFF car from behind. The helmet of the other driver flew off on impact. Mark thought the driver had been decapitated because he saw the red and black helmet.

After the car spun around, he noted that the driver

did indeed have all body parts still attached. Mark spoke with the driver's wife later and was told he was okay. Poor Mark was still sitting in his car when he smelled fuel and realized his fuel pump was still running. The main kill switch was damaged in the crash so they had to cut the fuel pump wire by hand.

As they loaded the car up, the battery cable arced and set the rear of the car on fire. The fire spread to the underside of the tow vehicle and into the radiator pods. Mark didn't suffer a lot of fire damage to the car as he uses fire sleeves on wires and tubes.

After the fire flared up two more times, the fire truck arrived to wash the fuel away. Mark said his body was bruised and his wallet was bleeding, but otherwise he is doing well.

He met up with competitor Susan Lay in medical where she reported she was fine. Mark plans to return next year. Welcome back Mark!

SIC Photos



Susie Quinlog in ITS

All photos by Joanne Albaneze
www.photo-jo.com



Robert Cline's fire blower



Uh, what's wrong with this picture?



Mark Eversoll, dedicated worker

SCCA To Discontinue ProRally ClubRally Programs In 2005

TOPEKA, Kan. (Oct. 5, 2004) – Sports Car Club of America's Board of Directors voted Monday to discontinue the sanction of its current stage-based rally format, including the ProRally and ClubRally Championships, beginning January 1, 2005 due to increasing risk exposure.

"This was a difficult and unfortunate decision to make," SCCA Board of Directors Chairman Gary Pitts said. "However, from an insurance standpoint, the stage rally format has gotten to the point where

it puts the entire Club, its partner and participant in activities and entities under the sport of rally." an undue risk."

"We have many SCCA members whose interests lie in rally," SCCA President and CEO Steve Johnson said. "It is my intent to allow these members the opportunity to rally in the future and continue to access the sport. I am confident we can accomplish this task.

"We are in negotiations to transition SCCA's elements of the stage-based rally activity to Rally America, a longtime

Unaffected by the decision are SCCA's RallyCross and RoadRally programs.

SCCA began its special stage-format ProRally Championship in 1973. Since then, the ProRally Championship Presented by Hot Wheels has been regarded as the top domestic rally series. The 2004 Championship has one round remaining, Lake Superior ProRally (LSPR), which will run as scheduled Oct. 22 in Houghton, Mich.





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 in full and return, with payment, to your region or the SCCA Membership Department, P.O. Box 19400, Topeka, KS 66619-0400.

PLEASE PRINT OR TYPE

Name _____ Birthdate ____/____/____

Address _____ Telephone (____) _____

City _____ State _____ Zip _____ County _____

E-mail _____

Single Married Spouse's Name _____ Birthdate ____/____/____

Spouse Member Number If Current Member _____

IF APPLYING FOR FAMILY MEMBERSHIP (husband/wife and children), list names and ages of children **under age 21**:

03 Name _____ Birthdate ____/____/____

04 Name _____ Birthdate ____/____/____

05 Name _____ Birthdate ____/____/____

06 Name _____ Birthdate ____/____/____

Have you been an SCCA member before? No Yes: Year _____ Previous Member No. _____

Please send me a Crew License (check box)

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 ProRally RoadRally Solo

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	Annual National Dues		Annual Regional Dues		Total
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03	<input type="checkbox"/> Spouse Member \$15.00	+	Spouse Member \$ _____	=	\$ _____
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	(you must be under age 21)				

C- _____ \$ _____
C- _____ \$ _____
C- _____ \$ _____

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Applicant's Signature _____ Date _____

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(Dues are not deductible as charitable contributions)**

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