

Buccaneer Times

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

Another Jim Stark In the Record Books

By Lindsay Fox
Buccaneer Times Editor

The last weekend in April was a very busy one for Buccaneer members who attended the Jim Stark Double SARRC event at Roebing Road.

Over 200 SCCA members arrived Thursday and Friday to compete in the double weekend packed with racing action. Saturday and Sunday's schedules were identical with qualifying sessions in the morning and 17-lap races in the afternoon.

Congratulations to all of the Buccaneer members who won. They include:

- ◆ Hyler Craft
SSB-Sat. & Sun.
- ◆ Mark Hardin
SSC-Sat.



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- ◆ John LaCombe
FP-Sat. & Sun.
- ◆ Steve Desimone
LEG-Sat.
- ◆ Gregory Riehle
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- ◆ Russ Stalvey
FV-Sat.
- ◆ Dave Bacher
GT1-Sat. & Sun.
- ◆ Jeffrey Ryan
IT7-Sat.



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POINTS OF INTEREST:

- ◆ Next newsletter deadline is June 15
- ◆ Next Board Meeting July 12 at Captain Joe's in Brunswick at 7:00

INSIDE THIS ISSUE:

Contacts	2
Editor's Letter	3
President's Letter	4
Letters to the Editor	5
Schedule	7
Mustang Weekend	8
Notes From the Grid	9
Racing at School	10
Proper Helmets	11
60th Ann. Book	12
Keeping Score	13
Mem. Application	14
Classifieds	15

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Letter From the Editor



I could probably fill up this whole newsletter on what a great experience I had in Dave Brown's AS Mustang, but I'll try to contain my excitement to one article!

Dave is the perfect example of what great Club members we have. While racing is part of his business, he is also concerned with having enough workers and hopes the chance to win a ride in his car keeps you

coming out to the track. Trust me, it's well worth it.

On a much sadder note...Al Fairer of the North Carolina Region has lost his battle with cancer. Please keep Kaye and their family in your thoughts and prayers.

In this issue there are some letters concerning our race track. I personally think the track managers do a great job. Keep up the good work Richard and Kaye!

You are probably working out all of your arrangements for the summer. As you make your plans don't forget about the Lou Ella Cook Double National held at Roebing Road July 3-4.

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WELCOME TO THE CLUB...

Joseph Acosta
Jonas Beaman
Gregory Blevins
Nicole Blevins
Charles Allen Haycock
Robin Karoly
John Lapham
Justin May
Michael McDonald
Karl Peterson
Brina Prendergast
Ted Sisak
Hiawatha Tiller
Sean Phillip Turnage

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A Letter From the President



Steve Johnson
President and CEO
sjohnson@scca.com

March 24, 2004

Dear Buccaneer Region Members,

I have had the privilege to attend many club races and visit countless race tracks across the country.

On March 13 and 14, I attended your National race at Roehling Road. My experience was fantastic from the minute I went to registration until I left the track.

The friendliness and talent of our workers, competitors and track staff could be used as a benchmark for all tracks. The quality and layout of the facility was equally comparable to some of the top tracks in the country.

You should be proud of your region, your members and your track! I sure am!!

Thank you for a great weekend.

Sincerely,

Steve Johnson
President and CEO

SJ/aq

Letters To the Editor

As a long standing member of the Buccaneer Region of the SCCA and a vintage racer with membership in several vintage racing organizations, I could not let my recent experience at OUR racetrack in Savannah go unreported. I have been racing at Roebing Road Raceway since 1965, first with the SCCA and for the 12 years, with vintage groups, SVRA, HSR, VDCA. On occasion I have rented the venue for personal testing. I have raced numerous times at other facilities throughout North America and have attended events in Europe with both long-term and recent experience at Daytona, Sebring, Moroso, Road Atlanta, VIR, Summit Point, Mid-Ohio, Lime Rock, Watkins Glen, Road America, Barber Motorsport Park, Pocono Raceway, Homestead, Laguna Seca, Goodwood, Silverstone, Donnington Park, Montreal, Monza and Le Mans to name a few. I feel I am qualified to comment on track management, facilities and conditions. As an active business person, I feel qualified to comment on customer service and value perception.

My reaction to my recent experience at Roebing Road was first disbelief, then anger and finally dismay, as I realized if changes in track management are not made soon, we (the Buccaneer Region) are going to lose our historic venue, investment and point of pride to the developers knocking on the door and at a reduced rate, due to lack of revenue and interest.

Roebing Road Raceway is a business, our business, and as such must respond to its customers, the racers and race groups who rent it for events. If the SVRA event held over the weekend of April 1-5 is any indication of how all of our customers are treated, we (as track owners) are headed for a disaster.

First, on arrival Wednesday at 4:45pm, with race registration open from 3:00pm until 7:00pm (for move in) arriving participants found the track entrance closed and locked with registration still open and no cars on the track. The track manager (standing by the gate with keys in hand) informed all present that the gates would be closed until 5:30 and that any inconvenience was just tough and if anyone touched his gates, they would be barred from admission to the track. Once in and settled, our group discovered that literally 2/3s of the power outlets didn't function. While moving the racecars around in the paddock it was discovered that areas at the sides, corners and ends of the paving had holes large enough to cause many cars, including sedans, to bottom. This included a hole at the entrance to the false grid where the hole measured over four inches deep.

The new restrooms were a welcomed and much needed addition. However, they were placed at a viewing edge of the track where center placement would seem more logical and certainly more convenient for all concerned.

These were also initially locked until numerous complaints were registered. The reason was given that a previous event trashed them, implying that now we, the next group to rent the facilities, would have to "pay" for those transgressions. Also the entrance from the paddock to the new restrooms was blocked by fencing placed to prevent taking a logical path to the entrance. The walkways didn't lead to the roadway, but off to the side. The inside of the facility is poorly designed and constructed allowing standing pools of water outside showers. There are no drains or floor boards. I would suggest the facilities were sub par, both from design and construction and will cause problems in short order. To add insult to injury, when paper supplies ran out, it required numerous requests for replacement and soap supplies were not replaced during the entire four-day event. The classrooms normally available for the driver education programs were also locked. The competition director of SVRA/HSR was even taken to task by track managers for requesting that they be made available for classroom training.

These problems, a few many reported, resulted in the competition director of the largest vintage sanctioning body in the U.S. coming to me, knowing I am a member of the Region, to see if I could have some influence on how the track is being operated. he drew to my attention that



Letters To the Editor cont.

new and rebuilt tracks are opening regularly, beautifully contructed, properly maintained and professionally run. As much as Roebing Road has a great history, the continuation of events such as this one will not be desireable under the present circumstances, especially given the more desireable alternatives.

Today's markets require the needs and wishes of the customers be addressed in a

helpful, professional, cheerful manner. Every effort must be made to present a safe, clean, well-supplied track and support facilities to the renting sanctioning bodies. When this does not occur, something is wrong with the on-site management or its directives.

I realize apathy on the part of membership towards ths investment may be the cause for its present condition; however, I for one, am

going to raise my voice to the Board for an accounting of how our track got to this condition and what can be done to fix it.

Other venues in the southeast are being built and rebuilt with a goal of being profitable ventures with schools, permanent tenants, commercial investments, storage facilities and testing and training days. Why isn't Roebing at the forefront of this boom; by apathy or design?

I don't know if Roebingis salvageable as a viable race and test facility with the unchecked residential growth now exploding all around the track, but I feel it is the duty of our Club's directors and track management to try, and if unsuccessful to extract every penny of value from this long-suffering facility.

Sincerely,
Ross Bremer

A Response From the RE

As RE of the Buccaneer Region I do occasionally get letters from track users either complaining or praising our facilities. I am thankful for the letters of praise but really feel the letters with complaints are the ones that present the real opportunities to improve our operation. We take these letters very seriously and try to get all perspectives of the incidents and then make the changes that will eliminate the re-occurrence of those problems. I appreciate your concern being a Region member, but wonder how the Region is served by copying people outside the governing board.

The gate times for all events are prearranged and were set by officials of your event at 5:30 pm. The renter of the day

has control of the track until that prearranged time.

The area entering the false grid that was mentioned in your letter is a project that we have received bids on and will be awarded to a contractor soon.

You question the placement of the new restrooms, be assured that much discussion took place over numerous meetings and track view and intrusion into the parking were driving factors in its placement.

Bathroom checks are done on regular intervals throughout the weekend and the importance of those inspections is not taken lightly by staff. I can assure you that all tracks

struggle to maintain their restrooms.

After receiving your letter a check of electrical outlets was conducted and only one was found to be un-operational. It's possible that a breaker may have tripped during the event but that is only a temporary problem. We are currently extending and renewing electrical service and should have the breaker problem solved. This is an ongoing program and will extend electrical service to the far end of the paddock.

Your comments as a Region member are always encouraged and perhaps attending our Board meetings would help to confirm that the BoD is committed to the contin-

ued improvement of our track and the extension of its history as a premier club track.

To compare a non-spectator Club track to some of the multimillion-dollar facilities coming on line isn't a realistic comparison. The Board continues to make improvements to our facility and the various racers and clubs are constantly praising our efforts. I am sorry that your weekend did not come up to your expectations, but the picture you paint is 180 degrees from reality. I appreciate you comments and hope to see you back at Roebing soon.

Ted Migchelbrink
Regional Executive

Schedule of Events

June

5 - 6	Regional	CFla	Sebring Club
5 - 6	National/Double Pro IT	Atl	Road Atlanta
12 - 13	Drivers' School	Fla	Moroso
19 - 20	SARRC/ECR/CCPS	CCar	Lowes
26 - 27	SARRC/Enduro	Fla	Moroso
27	Solo II Event 6		Whitehouse

July

3 - 5	Lou Ella Cook Dbl National	SEDiv	Roebing Road
10 - 11	Regional/ECR	Fla	Moroso
10 - 11	SARRC/SARRC	Ala	Barber
17 - 18	Drivers' School	CFla	Sebring Club
17	Mid-Year Meeting		Atlanta
24 - 25	SARRC/ECR/Pro-IT	Atl	Road Atlanta
25	Solo II Event 7		Whitehouse

August

7 - 8	SARRC/SARRC	CFla	Daytona
7 - 8	Solo I/Solo II	CCar	Carolina MP
7 - 8	National	NCar	VIR
14 - 15	SARRC	SCar	Carolina MP
22	Solo II Event 8		Whitehouse
28 - 29	Drivers' School	Fla	Moroso

September

4 - 5	Regional/ECR	CFla	Sebring Long
4 - 6	SARRC/SARRC/Pro-IT	Atl	Road Atlanta
11 - 12	Regional Open Wheel/Vintage		Roebing Road
11 - 12	Regional/Enduro	Fla	Homestead
11 - 12	Performance Rally	Chatt	Chattanooga
18	Divisional Road Rally	Chatt	Chattanooga
20-26	Runoffs	Nat	Mid Ohio
25 - 26	Regional	CFla	Daytona
26	Solo II Event 9		Whitehouse

October

9 - 10	SARRC Invitational Challenge		Roebing Road
9 - 10	Regional	Fla	Homestead
16 - 17	2005 SARRC/ECR	Ala	Barber
23 - 24	Regional	CFla	Sebring Club
22 - 24	8/10/12 Hour Enduro	NCR	VIR
24	Solo II Event 10		Whitehouse
30 - 31	2005 SARRC/2004 ECR/2004CCPS		VIR

November

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



Great Weekend For a Ride In a Mustang

By Lindsay Fox
Buccaneer Times Editor

Better weather could not have been special ordered on the weekend of the Jim Stark Double SARRC at Roebing Road Raceway. Nor could more fun have been had.

Dave Brown (www.davebrownmotorsports.com) is a long-time SCCA member who spends his working days prepping racecars and working on other customer vehicles. Once a year he gives a lucky Buccaneer Region member a chance to race his American Sedan Mustang. I was the lucky winner at the 2003 banquet and I put my win to good use on this weekend.

And what a weekend it was. This particular car weighs over 3,000 pounds and has about 270hp.

Driving a car this big with this much horsepower is completely different than anything I've done before. In both the go-kart and Spec Racer I am always either totally on the gas or totally on the brake. There is never any feathering of the throttle.

I arrived Saturday morning and found Dave and Ski (the guy helping with the car). We had to do some adjusting to the

"car seat" because I am so much smaller than most of his drivers.

I went out for the first session of the day, which was also qualifying. I told myself that the first day would just be getting used to the car. It took me a while to get used to not jamming on the throttle coming out of turns. I only had to downshift to third gear going into turn one and upshift into fourth gear between turns seven and eight.

Instead of working on braking points and my line it was more about working on when and where you could get on the gas. Exiting turn two one time it felt like the back end broke free, same thing coming onto the front straight. Little did I know that was me spinning the tires.

I've never experienced anything with so much power. One time going into turn five I let off of the gas and the back end started to come around. I saved it and went off of the track on the right before re-entering with no damage.

I was the sixth race of the day and I got a good start the second time by the start/finish when they



gave the green flag. I passed the car starting next to me and headed to turn one. Racing with other people who were going my speed helped a lot.

There were still faster GT1, GT2 and GT3 cars zipping by us. I thought I was gaining a little on the 14 in front of me when I saw a huge cloud of smoke at the end of the straight. I moved to the right of the track thinking if who ever it was dumped oil, they were probably in the line.

As I went by I noticed it was Todd Carter, who also races under the Dave Brown tent. There was oil all over the track. I broke and went into turn one safe. I set my sights on number 14 because I thought I was gaining on him.

The next time by when I "downshifted" at the end of the straight I really went

into fifth gear instead. The same thing happened the next lap. DUH!!! The next time I came down the straight all I could see was a car on its side in the tires and a driver running and then falling in the grass on the outside of turn one. Then the double yellow came out. Then they checkered the race. I only got 10 laps, but I finished and didn't have any new marks on the car!!

I was ready to go again Sunday. I did about the same as I did on Saturday. They told me I would be a little slower because of the weather, so I guess doing the same meant I might have improved if the weather had been the same.

After qualifying there was an hour lunch break and we had time to discuss tires. Dave and Ski wanted to put on better tires on lighter wheels, **cont on next page**

Notes From the Grid

By Amber Walters
Buccaneer Region Grid
Chief

We had a great weekend at Jim Stark memorial. Karl drove in from Atlanta to play on the Grid with us. Thanks Karl, I really appreciate the help. Riggs came in to help Mike. We always enjoy his company. Dave Brown was there and his support crew. Lindsay Fox won last year's worker award of a car for the weekend. Big smiles from her all weekend in that car. Thanks to Dave for that wonderful gift that he does for the workers every year!

I would like to thank Hugh from Solo II for coming up and helping me on the Grid. It was really nice to

have someone come in from Solo to join us. I think he had a good time. Thanks Hugh!

Mike would like to thank Phil from Solo II for coming up and helping on Pit Road. Phil obtained his Pit and Paddock and Race Control license to help at the track. Thanks Phil! We hope to see these guys again.

Peter Pope had a much better weekend! He and car went home intact. Peter is a great sportsman.



I presently do not have any workers for the July the 4th event. If you are interested in helping out on the Grid, please e-mail me at awalt84@aol.com. We have snacks, drinks and gifts for grid workers. Any help will be appreciated. Look forward to seeing everyone in July.

Mustang at Roebing cont.

and I didn't have a problem with that. It just meant adding more weight to the car some place else.

I started near the back for the race. Again, our first lap was waved off. As we came around for the green the second time I was totally on the gas. I passed the car I started next to and made my move on 14 going into turn one. We went in

side by side and he came out ahead. Going into turn five I lifted again and spun the car around. Number 23 did a good job avoiding me.

I couldn't get the car to crank. I kept trying and trying. Finally I put the gas to the floor and it fired. Off I went. The car pushed really bad in most of the turns, especially three and five (the left handers). Since I spun

the faster guys caught me really fast.

I pulled into the pits and asked if I had been half way. They said yes, so I weighed and drove to impound.

All in all it was a great weekend and I walked away with an experience I'll be able to talk about for years. I do think I'll stick to my little go-kart and keep my foot to the floor!!



Students Get a Taste of the SCCA

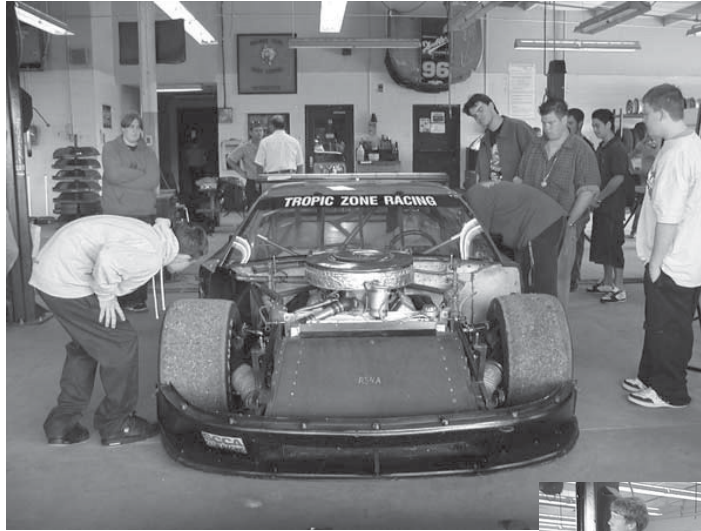
By Lindsay Fox
Buccaneer Times Editor

Students at Orange Park High School participated in a racecar show put on by Buccaneer Region member and Automotive Instructor Dave Bacher.

The show, open to all 2400 students at the school, featured many different types of road racing cars and a special appearance by road racer Hurley Haywood.

Several other Buccaneer Region members helped out to make this first-ever event a success. Justin Edwards, Bob Eubanks, Ashley Horn, Bill Warner and Tommy Riggins all brought their racecars to the school. Larry Buell represented the workers.

The students took a special interest in the



racing and performance interests with his students to help keep their attention. He even has the hood from the Oldsmobile raced at the 2001 Rolex 24.

The Bacher's plan to continue holding the Racecar Show with hopes to expand it next year.

cars, especially when they were started up. Susan Bacher, Dave's wife, commented "the girls liked to sit in the cars and boys liked to see under the hood."

She said the idea that you could race an Acura or Honda, which is an

affordable car, was appealing to some of the students.

Dave teaches all levels of automotive instruction. His shop is equipped with lifts, alignment machines and shop equipment. The students learn by working on their personal cars and teacher's cars.

Dave shares his road



Proper Helmet Sizing

By Al Mitchell
From RE News

When you go to buy your next helmet, here are some pointers to keep in mind. First make sure the straps are correctly adjusted and the chin strap is tight enough. Put the helmet on in the correct position. Fasten the chin strap and pull it tight.

Check the fit. Grab the helmet with both hands and twist it to the left and right. If the helmet fits right, the skin on the forehead will move as the helmet moves. If it does not, the helmet is too loose.

Check the straps. Grab the helmet with both hands and try to remove it by rolling the helmet forward and backward as far as you can. Make a serious effort. If you can roll it off the head completely in either direction, roll it forward so far that it blocks vision or backward far enough to expose the forehead it does not fit correctly.

60th Anniversary Pictorial History

The SCCA and Turner Publishing Company have announced a new and unique book on the SCCA, its history and members. This commemorative book will feature a large collection of photographs and memorabilia from the past six decades, including photographs and memories from the members.

You are invited to submit historic and present day photographs of cars, race events, conventions and meetings—anything that is related to the SCCA will be considered. Please provide a description and year on the back of each photo, if available. All photos will be credited to their owners and will be returned. In addition, you may submit a brief story or special memory for inclusion. There is no cost to have your materials included. An easy fill-in-the-blank form is available for your convenience. Call Turner

Publishing Company for additional assistance at 270-443-0121, ext. 102.

This book is not only licensed and approved by the SCCA, but it will be assembled in cooperation with the SCCA National Staff and SCCA's Archivist and Historian, Pete Hylton. You can be assured that it will be a quality publication that you will be proud to own.

The book will feature:

- w the history of SCCA, including hundreds of historic black & white and full-color photographs by decade
- w special coverage of Club, Solo and Rally events nationwide
- w member features, including photographs, memories and stories
- w 9x12-inch, library quality coffee-table volume, printed on acid-free, double-coated glossy paper for superior photo reproduction and durability



Keeping Score

By David Williams
Chief of Timing &
Scoring

The Jim Stark Memorial 2004 double SARRC races are in the record books! After last month's discussion of records, I expected things to calm down for a bit, but we have three new lap records to report this month.

First up, the huge Spec Miata field put on a show Saturday morning. Of the 50 cars that took to the track for the group 1 race, fully 30 of them were the little SM whizzers. Joe Evans set a new SM lap record at a time of 1:26.334. Strangely enough, having the fast ride didn't help, as he still finished second to Mathew Pombo.

To make things really odd, on Sunday the two racers exchanged

positions. Mathew Pombo reset the lap record to 1:26.141, but finished second to Joe Evans! I have a feeling we haven't seen the last of this sort of thing, as the SM guys continue to figure out how to get more speed out of the package.

In race two on Saturday, Russ McBride stepped up to the plate with his Ralt RT-5 FS racer. He lowered the FS lap record to 1:11.037. Congratulations, Russ! Rumor has it that Russ' FS racer is for sale, perhaps this is a ploy to get the asking price up a bit?

In the last race of the weekend, the ITA, ITS, IT7 and T2 cars took to the track. Rick Thompson was able to reset his own record in IT7 to 1:24.970.

Congratulations to Rick!

I need to thank the timing folks who came up and helped out Saturday and Sunday. The normal crew (except for Paula and Ruth) in timing were not available - LuAnn was at another race and Lindsay was racing! (By the way, Lindsay, nice job avoiding the 10 quarts of oil in turn one on Saturday)!

Aleisha from the Atlanta Region came down with her mom and helped wonderfully with running tapes. Aleisha's mom helped the starter's stand keeping those racers toeing the line. Sonia and her husband decided to start coming back to SCCA race events and she helped with the taping tasks all weekend. Paula and Ruth were their

usual efficient selves and Sue Free helped by running the backup scoring system. Thanks to you all!

It was painfully apparent that I need more people trained for operating the AMB scoring system. Dividing my attention between running the Orbits console and trying to prepare and audit grids and results made for a stressful event! If you have trepidations about working scoring due to having to run tapes, may I invite you up to try your hand at running the Orbits system? We will have an excellent opportunity to train extra people at the July Double National (Lou Ella Cook Memorial) over the July 4th weekend.



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CAR SHOPPING NEEDS: SCARLSON@NIMNICHTAUTO.COM**

Your Support....Cast in Stone.

Take advantage of this opportunity to support the Sports Car Club of America by showcasing your involvement through an engraved brick paver that will be featured in a new outdoor patio at the SCCA National Office.

Each paver costs \$100 and allows you to create a lasting impression with the message of your choice.* Whether for yourself or to recognize someone else, this unique program allows individuals, Regions or businesses to leave their permanent mark and show support for the Club.

**Visit www.SCCA.com for more information or contact
Lindsay Fox for an order form.**

* SCCA reserves the right to approve all submissions





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

National Office Use Only

	Annual National Dues		Annual Regional Dues		Total
01	<input type="checkbox"/> Regular Member \$55.00	+	Regular Member \$ _____	=	\$ _____
03	<input type="checkbox"/> Spouse Member \$15.00	+	Spouse Member \$ _____	=	\$ _____
10	<input type="checkbox"/> Family Membership \$85.00	+	Family Membership \$ _____	=	\$ _____
	<input type="checkbox"/> First Gear \$ _____	+	First Gear (Reg. dues) \$ _____	=	\$ 45.00
	(you must be under age 21)				

C- _____ \$ _____

C- _____ \$ _____

C- _____ \$ _____

Source

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

VISA MC No. _____ Expiration Date _____

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

Applicant's Signature _____ Date _____

**Dues include payment for subscription to SportsCar (\$24 value)
(Dues are not deductible as charitable contributions)**

Classifieds

Please send any ads for the classified section to the Editor. All ads will run for two issues. If you would like for your ad to continue to run after two issues, please contact the editor.

RACECARS FOR SALE

ITS Mazda RX-7

1985 GSL-SE with fuel-injected 13B. Wrecked on left front and left rear. Was very reliable car before its demise. Just about everything that would be needed for rebuild is included. \$2K takes everything, delivery negotiable within reasonable distance.

Includes:

K&N air filter

Racing Beat header

ISC exhaust system w/Magna Flow muffler

Stock transmission

4.88 rear

Ground Control front sway bar

Ground Control adjustable front camber plates

Adjustable steel front strut brace (slightly bent)

300 lb. front springs w/adjustable perches

ISC strut cartridges

ISC front brake ducts

Stock 4-wheel discs w/Hawk pads

Speed Source adjustable aluminum watt-link

Full IT-legal (as of 1999) roll cage (no door bars)

Stock instrument cluster (no extra gauges)

Aluminum driver's seat

Fire extinguisher (no fire system)

Good spare body ('84 GSL-SE)

Spare fresh stock transmission

Spare driveshaft (new, still in box)

Front air dam (never installed)

Four sets of wheels (3 14x7 and 1 stock 14x5.5)

Fuel cell

COMPLETE VW IT RACE TEAM

2 Cars for the price of one!

ITC VW RABBIT, 1980 1.6L Injected Extensive history - SEDIV Enduro Series ITC winner, ARRC Enduro (Sunoco 4-hr.) winner & ready to race.

Prepared/maintained by OPM. Straight chassis, never wrecked, good paint.

Correct engine/transmission. Racing modifications include oil cooler, competition clutch, OPM limited slip, camber plates 6ms with Hoosier radials (2 new, 4 used), four 5.5ms with (ancient) Hoosier rains. Passed annual tech.. Some Spares. \$4,500.00

VW SCIROCCO, 1976, Last ran in 2000. Stripped and updated cage. Fresh paint inside and out, including under hood. Includes all new motor pieces you assemble, carrera suspension. Everything is there. \$2,000.00

\$6,000.00 FOR BOTH. AND WILL INCLUDE THE OPEN 2 AXLE TRAILER!

For more information call Tom Fowler Sr at 828-687-3867, OPM (Tom Jr.) at 770-886-8199 or e-mail tomfowlersr@bellsouth.net E-mail pics available on request.

SRF # 092

Ex-Robinson Motorsports car (Mark Eaton's Pro and National Car). One race on re-built engine and transmission. Extra wheels and quick jack.

\$17,000 obo

Contact Lindsay Fox (912) 728-7703 lindsay@lindsayfox.com



Reach all of the members of the Buccaneer Region by advertising in the Buccaneer Times.

Contact Lindsay Fox for more Information.



The Buccaneer Times
1013 Jefferson Hwy
Winder, GA 30680

Don't Forget Your Area Meetings!

JACKSONVILLE AREA

Second Tuesday of
Every Month

6:30

at

Hop's Restaurant
9826 San Jose Blvd.
Mandarin

SAVANNAH AREA

Second Wednesday of
Every Month

7:00

at

Lovezzola's Pizza
Highway 80
Pooler

For additional information, contact the
Solo 2 Hotline at (904)247-9851.

Show up around 6:30 and
we might even buy you pizza!