

# ***THE BUCCANEER TIMES***

OFFICIAL PUBLICATION OF THE BUCCANEER REGION, SPORTS CAR CLUB OF AMERICA



***JULY/AUGUST  
2005***



*PHOTO BY: BOB DELOATCH*

***WORKIN' THE CONES AT WHITEHOUSE'S  
JUNE EVENT***

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### **Chairman**

**Vacant**

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# From the Editor...

SCCA has lost another family member. Kent McBee passed away on June 12, 2005. He had been an SCCA member since 1960, and more recently a member of Central Florida Region. He was a writer for SportsCar magazine, reporting on the Southeast Division, and had a constant presence at Roebing Road in the Starter stand.



Lilburn Kent McBee

I attended his memorial service, and learned many things about Kent that I didn't know before, and heard things that I already knew. Kent was a great person with a great sense of humor...songs played at his service included Elvis' rendition of "Amazing Grace" and Bob Seger's "Old Time Rock & Roll". He loved his work, loved his play, loved his family, and loved his life completely to the end. He is already missed by so many, and always will be. Our thoughts and prayers are with his family, and his wife Louana — who I hope will come visit us again in Timing & Scoring very soon.

*Paula*

P.S. The Buccaneer Region, SCCA has made a donation to the American Cancer Society in Kent's memory.

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## Membership Stats...

The months of April, May and June 2005 saw 45 new Region members and 140 renewed members. As of June 30, 2005 the Buccaneer Region's membership was at 566.

***Please join me in welcoming our new members!!***

Aliye Eracar  
Casey Miller  
Robert Barry  
S. Hoover Stauffer  
Mary Thomas & Family  
John Clements, Sr.  
John Hill  
Adam Wosneski  
Donald Charbonnet  
Erica Arsenault  
Caryn Nelson  
Jeremy White  
Jamie Taschetti  
David Smith  
Sharon French  
James Barrow  
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Del & Barbara Poyner  
Dewitt Maddox & Family

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Bloomington, GA  
Black Mountain, NC  
Savannah, GA  
Jacksonville Beach, FL  
Jacksonville, FL  
Jacksonville, FL  
Guyton, GA  
Savannah, GA  
Savannah, GA  
Rincon, GA  
Guyton, GA  
Guyton, GA  
Guyton, GA  
Jacksonville, FL  
Pine Mountain, GA  
Bloomington, GA

Randy & Chris Thompson  
Dennis Wedeking  
James & Colette Stevenson  
Andy Greene  
Brian Wood  
Travis Deems  
Debra Maldonado & Family  
Walter Nelson Lewis  
David Bivins  
Ben Harris  
Jeremy Walters  
James Wegener  
Richard Heinitz  
Matthew Baker

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Okatie, SC  
Savannah, GA  
Jacksonville, FL  
Jacksonville, FL  
Jacksonville, FL  
Savannah, GA  
Rincon, GA  
Savannah, GA  
Kingsland, GA  
Edgefield, SC  
Rincon, GA  
Jacksonville, FL



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

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Phone/Fax: (904) 779-2027  
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**MOVING??**

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



***2006 SCCA National Convention  
February 2nd—5th  
Westin Crown Center  
Kansas City, Missouri***

## Minute By Minute...

### **Jacksonville Area General/Solo2 Meeting**

Meeting called to order at 6:45 pm on May 10, 2005

Minutes from the last meeting were accepted.

Treasurer's report was read and accepted.

Julius introduced a soon to be new member, Don Smith.

Talked to Mike about the contact at TRW in Green Cove Springs. They thought about us having our event there, but decided against it because they did not like to direction it would take them.

There were 62 drivers at the last autocross held in St. Augustine. We were able to use the skid pad and had a lot of fun. We lost 2 cars in the water but everything turned out fine.

Martin contacted Julius about a Mini Prix – which consists of a limited amount of cones and you get 4 runs. They wanted to schedule it for the track in St. Augustine, Julius will let us know more later.

Julius didn't get a chance to check into business cards, but will be able to do that soon and let us know something about that.

New –

Julius is now a licensed Safety Steward Instructor and will be teaching anyone interested in becoming a Safety Steward after the Whitehouse event in May, anyone taking the instruction will need a rule book.

Ted asked Julius about bringing up Time Trials – rules

are on the SCCA website and Julius has a printed version for anyone interested.

Greg brought up that we need more people trained on the computer for timing and scoring. Chuck Bolline and Jon Davies volunteered to learn.

Whitehouse is a go for May. Waivers will be done including the extra one for the Government. Rules are the same as always at Whitehouse and the Government always has an option of shutting us down in they need to.

Meeting was adjourned at 7:41 PM.



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## *Minute By Minute...*

### **Jacksonville Area General/Solo2 Meeting**

Meeting called to order at 6:50 pm on June 14, 2005

Minutes from the last meeting were read and accepted.

Treasurer's report were read and accepted.

Julius started the meeting with regards to Whitehouse and the trash situation we have. It seems that we really do not have a place to take it. Chuck Griner quickly stepped up and said he would take it and get rid of it for us as long as he is driving his truck.

Points Committee - Chuck Griner passed out the proposal to everyone at the meeting and asked if anyone had suggestions and/or issues to write them down and hand it back to him. Until the committee finishes considering all aspects of this change, the old points count rule will be in place. Chuck Bolline proposed to have the voting at an actual event where SCCA members only, would have a place to put the member number on the ballot and a visual inspection of the members SCCA ID card.

The Annual Tech committee has a proposal and are still making changes and revising it. Mike King will have it ready by early November for the 2006 season.

Whitehouse had to be re-scheduled due to the government exercising their right and closing the landing strip down. There were no other options and

it was an unavoidable change we had to make. Julius checked with Karl Rickert before he actually made the date change. To change a little and to give Whitehouse a break, we will have our next Autocross in St. Augustine at the First Coast Technical School on Saturday July 23<sup>rd</sup>.

We have up and coming joint events at Roebbling Road with the Coastal Empire region.

The Buccaneer Region will be hosting the Subaru event this year in Gainesville on October 22<sup>nd</sup>. We will need a crew of 5 people and volunteers are asked get in touch with Julius.

Sponsor Plans – Minimum of \$200 to \$250 to be a sponsor. More to come later.

Bob Deloatch volunteered to help Julius with Buccaneer business cards.

Drivers school is to be held on Saturday, June 18<sup>th</sup> at Whitehouse with normal times and registration. Kevin Kipta, Mike Walters Sr., and Andy Clark are scheduled to be instructors. A safety steward school will be held by Julius after the driving school.

Event #7 is on Sunday, June 19<sup>th</sup> at Whitehouse and Jon Davies is scheduled to do course set-up.

Meeting was adjourned at 7:40 PM.

## *Special Announcement!*

At the May SCCA Board of Directors meeting, the 13 Area Directors voted unanimously on a motion to waive the national dues for active duty military personnel serving in combat zones or combat support zones. This is very special recognition of our SCCA members in uniform. Please canvass your membership carefully for those serving as described above, and get word to them about this special benefit of SCCA membership.

# The "Inside Line"

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Highlights from the May 2005 issue of *Inside Line*, formerly *RENews*.

## **Application of NFPA 610 to SCCA Events**

5/18/05

The National Fire Protection Association (NFPA) recently formulated NFPA 610 which addresses the broad topic of "motorsports safety". Questions have arisen regarding the applicability of NFPA 610 to SCCA events. Some background on NFPA 610 might be useful to better understand its role and effect.

The NFPA 610 committee is comprised of representatives from sanctioning bodies (including SCCA), tracks/facilities, insurance brokers (including myself), medical and fire/rescue personnel and other motorsports' industry representatives. After much debate, NFPA 610 was written and enacted as an advisory guideline rather than as a standard or "code". It is also written very broadly and has many provisions that are not directly applicable to SCCA events, particularly those other than Club Races.

NFPA 610 has been provided to the Club Racing Department for its review and potential application to future GCR revisions.

The above means that regions are not to formally "adopt" NFPA 610. SCCA events are to be operated according to their applicable rulebooks (such as the GCR) ONLY. Failure to do so exposes SCCA to potentially unnecessary legal liability in the event of a claim.

Please feel free to contact me if you have additional questions about the application and scope of NFPA 610.

*Peter Lyon*  
*SCCA General Counsel/Risk Manager*  
*plyon@scca.com*

## ***Wheels and Deals***



**FOR SALE:** 1995 Neon ACR— 9,000 miles (1,500 on track), AutoPower cage, new rotors, extra wheels, Hawk pads, OEM SRT4 Posi. 5 Firsts in 2004, 2nd @ SIC. Will make competitive ITA car. \$5,500. Call Mark (904)278-9551

**FOR SALE:** Galvanized Jet Ski trailer— would easily convert to long-lasting autocross trailer. \$300. (904) 982-3317

### **FOR SALE:**

1979 Spitfire body and frame with windshield frame removed. Great for F-Production or Solo project car. Frame has never been wrecked but has some rust on body, but no rust on major parts. \$300. Jacksonville, FL. 904-307-8867, ask for Shawn.

### **FOR SALE:**

1979 Mazda RX-7 Coupe. Excellent body and good interior. Motor and brakes need work. Great base for an IT7 car. \$500. Located in Tallahassee area. Tom Vlasak, vlasakte@nettally.com, 850-878-7543.

### **FOR SALE:**

ITA Brand NEW 1991 CRX-Si, built by OPM Autosports, clean chassis stripped bare, fresh paint, custom fab cage, all new 4.7 trans and .010 motor, custom Koni 3011 dbl shocks, all new mechanicals, show quality, Dyno time only. \$22,500. 770-886-8199, www.opmautosports.com

## The "Inside Line"

Highlights from the May 2005 issue of *Inside Line*, formerly *RENNews*.

### The Competition Driver Physical Examination - What Does it all Mean?

James W Butler MD MPH  
SCCA Club Racing Medical Advisor

Karyn recently asked me to talk about the system of physical exams for the SCCA drivers. I thought for a few minutes, and then agreed, if I could write it the way I wanted. It is a confusing topic to some physicians, much less the layman.

In 1973 I received my first Competition license physical exam, and it was longer than my Air Force entry physical. Here I was 24 and trying to figure out why so much was done, and to what value.

Well, I later went to Medical School and ultimately 3 residencies, stopping after I hit Occupational Medicine. In that specialty I actually learned the value of physicals and the different reasons they were done.

For competition drivers the only thing of importance is what affect your physical status has in operating a vehicle in competition. That is called a "Focused Physical". Most physicians look at a physical only to determine whether you are healthy or not, this physical's purpose is only to determine if you are fit enough to compete at speed.

So myself, Dr Joe Hume and Janet Mahoney set out to change the drivers' physical exam system. We researched the things that could adversely affect drivers on the tracks, medical conditions that could be worsened by driving and standards presently in existence for FAA (pilots) and DOT (commercial vehicle drivers). We then took the most sensible of those rules, and came up with a physical exam that was pertinent and simple. (A side hope was that doctors would charge less to do them...I was in the military then and didn't understand how Docs charge for stuff.)

We came up with a simple exam that covered eyes, nervous system, heart and general history. And we came up with intervals based on reasonable ages. Pretty simple, we thought. In 1996 it was presented first to an international group of Race Physicians and safety personnel called ICMS (International Council of MotorSports Sciences), then to the Comp Board, and finally approved in 1998. Since then, it has undergone minor revisions, and proven to be remarkably helpful to the medical personnel approving drivers to compete with some medical conditions.

We are now in the process of validating our conclusions and may find that we may need to be more rigid in some areas and less so in others. We are trying to further simplify the process. We have also developed a cadre of racing physicians to help sort out the more complex cases. Our only ultimate rule is a driver cannot have a condition that potentially jeopardizes other

competitors, workers, spectators or themselves.

Now that you have the background let's cover some things you can do to make your life easier, and speed up the process. First, fill out the whole form, accurately and readable. Second, make sure your examiner does the same. You are paying someone to examine you, and they should do what is required. I am amazed how many docs can't check vision, or peripheral vision (that is how you see to the sides). If your examiner can't do the exam, find someone who can.

I have found that Docs who do FAA and DOT exams actually do the best job on these forms, probably because they are used to doing many types of physical exams. If an EKG is needed have them do it and submit it. The number one problem for delay in processing is missing data.

Also don't wait until Thursday of your first race week to submit the forms. The SCCA staff works hard, and efficiently, but your procrastination should not be a source of stress for them. Also, I as a volunteer am not available 24 hours a day, 7 days a week. I make myself readily available to them, but I also have a practice to maintain and a family to visit with. If we ask for further data, please help us by submitting it as soon as possible.

Another issue is that some Docs are now afraid they are liable if they "approve" you to race. Actually they are only providing the information to us, it is in fact SCCA that approves you are medically fit to race. Those are the major issues that I face in clearing the physicals. Our only goal is to allow you to race if at all possible.

I am always willing to fix any problems and concerns, and answer any questions. They can be addressed to me at [sccadoc@earthlink.net](mailto:sccadoc@earthlink.net)

**Editor's Note:** Dr James W Butler MD MPH is a long time member of SCCA, and previously the Atlanta Region. He describes himself as a mediocre race car driver, competing in Showroom stock in the 70's before it went National, and his only claim to fame there was that occasionally Jim Roberts had to borrow his car. He also competed in the original SCCA Solo 2 Runoffs. He has been involved as a Doc with the Runoffs since 1979. He is now retired from the US Air Force after 30 years and lives and practices in Evansville, Indiana.

# The "Inside Line"

Highlights from the July 2005 issue of *Inside Line*, formerly *RENews*.

## SCCA Technical Services

### *Jeremy and Doug's Excellent Adventure: A Trip to Delphi Technologies*

How does the efforts of the SCCA Tech Services department pay off for you? Many of you know that Jeremy Thoennes, John Bauer, and Doug Gill are simply a phone call or e-mail away from addressing your Solo and Road Racing technical concerns. From clarifying rule book construction specifications to advising on safety equipment installation, the Technical Services Department is the place to go for the knowledgeable SCCA competitor.

In order to provide the expertise these gentlemen are known for, they must constantly stay on top of industry trends and new technologies. To that end, every day brings a new understanding of how to make your racecar as competitive and as safe as can be. All of this effort is designed so that our sport can be safe, fun, and fair.

Recently, Jeremy and Doug spent a week at Delphi Technologies Safety Systems Test Center in Vandalia, Ohio to gain new insights into safety measures that have a direct impact on the equipment you use and how you use it. This recent round of testing, conducted in conjunction with the FIA Foundation, was formulated because of the practical, real world experiences noted by the SCCA Technical Services Department.

This visit was the second time the pair has worked with the FIA and Delphi. Through their efforts at the

annual SCCA Safety Symposia, they have made the SCCA's safety needs visible to the world motorsports community. They have been active participants in testing and evaluation of SCCA safety systems at each scheduled test.

Working with Hubert Gramling and Andy Mellor of the FIA Foundation, Doctors Bob Hubbard and John Melvin, plus representatives from NASCAR and General Motors, Thoennes and Gill participated in helmet impact testing as it related to steering wheel airbag deployment. The pair also participated in testing of various racing harness configurations and their impact on HANS® device functions.

Aside from the sheer fun and fascination of watching the sophisticated testing conducted by Delphi, the pair's education was extensive and insightful. The department is currently evaluating the information for a memo to the membership which will report on results of the tests. Keep an eye on SCCA.com and via e-news from *Inside Line*.

*[Delphi is a world leader in mobile electronics and transportation components and systems technology. Their staff and technological capabilities enable them to assess virtually every aspect of vehicle interior and occupant protection systems. Equipped with advanced technology for safety testing, their test centers can quickly provide accurate customer data.]*



***Be an active member...***

***Not just a member number!!!***



## The "Inside Line"

Highlights from the July 2005 issue of *Inside Line*, formerly *RENNews*.

**SCCA**  
**Solo**

### SCCA Solo and Your Region

News and information to assist your Region and Division in managing successful SCCA Solo and Solo Trials events

#### Direct from Tasha...

I want to give you an update on the Solo Site Acquisition Committee. The Committee met by conference call at the end of May and set the following Mission Statement:

#### Position, Goals, and Tasks:

The Site Acquisition Committee understands that a key issue for the development of a Solo program is acquiring and retaining good, safe Solo sites. It is therefore our goal to help Solo programs at all levels thrive and grow in the coming years. The Site Acquisition Committee wants to help Regions by developing "tools" to assist them in acquiring sites and maintaining sites. We also want to develop ideas on how to utilize the influence, status and capabilities of SCCA's corporate sponsors to acquire Solo sites. To this end the Site Acquisition Committee will try to accomplish the following:

- \* Create a series of "Tools" to help Regions
- \* Create a common professional proposal form
- \* Collect and assemble for reference "Best Practices" from around the country

- \* Collect success stories from regions on site acquisition that can be used with other regions around the country
- \* Help develop corporate sponsor relationships
- \* Leverage the size of SCCA
- \* Familiarize regions and their Solo contacts with the services that the SCCA National office can provide for them in site acquisition and site maintenance
- \* Assist with initial contacts where appropriate
- \* Help train regions in the skills necessary to acquire a site and in how to maintain a site
- \* Help develop a closer relationship with the SAE groups around the country in an effort to acquire sites and support those local SAE programs

Also, I want to thank you for your positive responses to the Committee. Please look for a Solo Site Acquisition section on SCCA.com forum in the near future.

--- Tasha Goodale, Solo Director  
[tgoodale@scca.com](mailto:tgoodale@scca.com)

#### From the Solo Nationals Chairman's Chair...

May 2005

Greetings to all! This letter comes to you from your new 2005 Solo Nationals Chairperson, Roger H. Johnson, living in Houston Texas. I attended my first Solo Nationals in 1986 in Salina, Kansas, and have been an avid supporter ever since. Many of you know me for my love of Solo2 Course design and I have been fortunate enough in the past to have designed many of the Solo nationals courses since 1991.

With the 2005 Solo season well under way, the organization for the 2005 Solo Nationals has been put into place and our Chiefs have almost been completely lined up and assigned their respective positions. I would like to thank everyone who

volunteered to work at the 2004 Solo Nationals for their extra efforts resulting in an excellent event. My goal is to provide you an equal or better quality event in 2005. With the excellent group of volunteers we have lined up this year, that goal looks to be an expected achievement. I am interested in your comments and suggestions on what we have done right, wrong, and how we may improve this event. Please feel free to zap me a line with your suggestions and comments to [rogerthereal@yahoo.com](mailto:rogerthereal@yahoo.com)

We look forward to providing you with four days of the best Solo competition available this September, so please plan now to attend the September 2005 Solo nationals held in Topeka—a chance to hang out with 1,100 of your closest friends!

--- Roger H. Johnson, 2005 Solo Nationals Chairman  
[rogerthereal@yahoo.com](mailto:rogerthereal@yahoo.com)

# 2005 Southeast Division Schedule

## **July**

2-4	Lou Ella Cook Double National	SEDiv	Roebing Road
9-10	Regional / FES Enduro	Fla	Moroso
9-10	SARRC / SARRC	Al	Roebing Road
16-17	Driver's School	CFla	Sebring
23-24	SARRC / ECR / Pro-IT	Atl	Road Atlanta
30	Mid-Year Meeting		Atlanta

## **August**

6-7	SARRC / SARRC	CFla	Daytona Int'l Speedway
6-7	Oak Tree National	NCar	VIR
6-7	Divisional Time Trials	CCar	Carolina Motorsports Park
13-14	SARRC / SARRC	SCar	Carolina Motorsports Park
20-21	Regional / ECR	Fla	Homestead
27-28			

## **September**

3-4	Regional / ECR	CFla	Sebring Long Course
3-4-5	SARRC / SARRC / Pro-IT	Atl	Atlanta Motor Speedway
10-11	Regional Open Wheel / Vintage	Bucc	Roebing Road
17	Divisional TSD Rally	Chatt	Chattanooga
19-25	Runoffs	Nat	Mid Ohio
24-25	Regional	CFR	Daytona Int'l Speedway

## **October**

1-2	Divisional Hill Climb	TVR	Scottsboro, AL
8-9	SARRC Invitational Challenge	SEDiv	Roebing Road
9	Divisional TSD Rally	ODR	Williamsburg, VA
15-16	Regional	CCR	Carolina Motorsports Park
22-23	Regional	CFR	Sebring Short Course
22-23	Time Trials	Chatt	Nashville SuperSpeedway
29-30	2006 SARRC / 2005 ECR / 2005 CCPS	NCR	VIR
29-30	2006 SARRC / 2005 FES Enduro	Fla	Homestead

## **November**

4-5	"Charge of the Headlight Brigade" 13 Hour Enduro	NCR	VIR
5-6	Time Trials	Bucc	Roebing Road
11-13	ARRC	Atl	Road Atlanta
19-20	2005 ECR (3 Hr—Dble Points) /2006 SARRC	SCR	Roebing Road
26-27	Regional / 2006 SARRC	CFR	Sebring Long Course

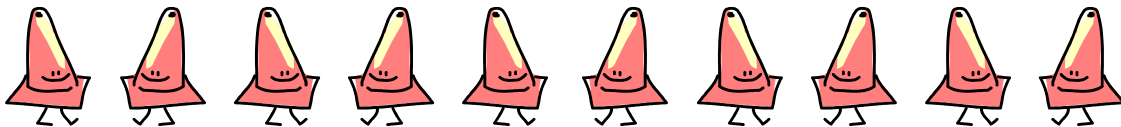
## **December**

3-4			
10-11			
17-18			
24-25			

## 2005 Solo2 Schedule

<b><u>Date</u></b>	<b><u>Event</u></b>	<b><u>Site</u></b>	<b><u>Chapter</u></b>
July 17	Event #6	Hutchinson Island	Coastal Empire
July 23	Event #8	First Coast Tech. Inst.—St. Augustine	Jacksonville
August 28	Event #9/#7	Roebing Road	Jacksonville and Coastal Empire
September 18	Event #8	Hutchinson Island	Coastal Empire
September 25	Event #10	Whitehouse Air Field	Jacksonville
October 30	Event #11/#9	Roebing Road	Jacksonville and Coastal Empire
November 20	Event #10	Hutchinson Island	Coastal Empire
November 20	Event #12	Whitehouse Air Field	Jacksonville
December		Charity Autocross (TBA)	

*YTD points can be found  
on the website at  
[www.buccaneerregion.org](http://www.buccaneerregion.org)*



### 2005 SEDiv Solo2 Schedule

<b>Event</b>	<b>Date</b>	<b>Hosting Region</b>	<b>Location</b>
<b>Event #3</b>	July 30-31	Nashville, TN	Nashville Super Speedway
<b>Event #4</b>	August 27-28	Dothan, AL	Hunt Stage Field
<b>Event #5</b>	October 8-9	Norfolk, VA	ACU4 Little Creek Amphibious Base

*SEDiv Points Championship will be determined by the best three of four events.*

# Solo 2 Results

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## BUCCANEER REGION, WHITEHOUSE, MAY 22, 2005 EVENT #6

Pos Num Driver Name Yr Make Model > Time <

### Class: SUPER STOCK (2 entries)

1t 15 NEIL VILLACORTA 93 MAZDA RX7 > 46.131 <  
2. 18 PHIL KIRCHER 05 LOTUS ELISE > 46.784 <

### Class: A-STOCK (6 entries)

1t 31 RUSS CLARK 04 HONDAU S2000 > 44.991 <  
2t 1 MIKE KING > 46.217 <  
3. 80 MATTHEW BAKER, NOV 04 HONDA S2000 > 51.315 <  
4. 37 AMANDA CLARK > 53.126 <  
5. 85 JAMES HANNICK, NOV 00 HONDA S2000 > 55.694 <  
6. 30 GEORGE GEARHART, NOV > 56.203 <

### Class: B-STOCK (3 entries)

1t 92 NORM TURNBULL 91 TOYOTA MR2T > 44.328 <  
2. 11 ANTHONY MARVIN > 49.633 <  
3. 18 DUSTIN GRAHAM > 51.818 <

### Class: C-STOCK (1 entry)

1t 45 ALAN STARCHER 05 TOYOTA MR2 > 46.557 <

### Class: D-STOCK (4 entries)

1t 14 KEVIN KIPTA > 45.398 <  
2t 12 CHUCK MULDER 02 SUBARU WRX > 47.391 <  
3. 45 SHAWN BEEBE, NOV 04 DODGE SRT4 > 50.950 <  
4. 41 BEN CART, NOV 02 SUBARU IMPREZA > 57.569 <

### Class: E-STOCK (2 entries)

1t 181 GLEN MINEHART 95 MAZDA MIATA > 48.214 <  
2. 81 KRISTA MINEHART 95 MAZDA MIATA > 49.075 <

### Class: G-STOCK (6 entries)

1t 38 ANDREW MALDONADO 01 MUSTANG > 46.948 <  
2t 161 GREG BLEVINS > 47.170 <  
3. 7 ROBERT DELOATCH 03 VW GTI > 51.430 <  
4. 88 ADAM WOSNESKI 96 MAZDA MX6 > 51.911 <  
5. 2 ALEX COLEMAN, NOV 05 SUBARU > 54.216 <  
6. 14 WILL GOODHUE, NOV 02 ACURA RSX > 60.582 <

### Class: G-STOCK LADIES (1 entry)

1t 16 "MIMI" BLEVINS 05 BMW MINI CPR > 47.826 <

### Class: H-STOCK (3 entries)

1t 61 JONATHAN DOVE 92 VW GOLF > 50.490 <  
2. 251 SCOTT MINEHART > 52.513 <  
3. 99 ANTHONY PASSALACQUA, NOV 94 ECLIPSE > 57.995 <

### Class: A-STREET PREPARED (2 entries)

1t 71 CHUCK BOLLINE 04 MAZDA MIATA > 45.511 <  
2. 232 PETER NAKHLA > 49.865 <

### Class: B-STREET PREPARED (3 entries)

1t 88 ED WESCH 92 CHEVY CORVETTE > 46.532 <  
2. 9 CHARLES GRINER 03 NISSAN 350Z > 46.572 <  
3. 30 PHIL THEOKTISTO 75 DATSUN 280Z > 47.771 <

### Class: C-STREET PREPARED (4 entries)

1t 23 CHRIS HEISLER 96 MAZDA MIATA > 43.825 <  
2t 71 SCOTT MILLER 02 MAZDA MIATA > 45.389 <  
3. 55 JULIUS ASHLEY 85 HONDA CRX > 45.595 <  
4. 2 STEVE SOUDERS, NOV > 52.562 <

### Class: C-STREET PREPARED LADIES (1 entry)

1t 5 DENISE BIGGERS 88 TOYOTA MR2 > 49.518 <

### Class: D-STREET PREPARED (1 entry)

1t 59 PETER HENDY 96 DODGE NEON > 45.334 <

### Class: E-STREET PREPARED (1 entry)

1t 97 NORM TURNBULL 97 FORD MUSTANG > 52.873 <

### Class: STREET TOURING -S (8 entries)

1t 81 JASON MINEHART MAZDA PROTÉGÉ > 47.341 <  
2t 27 HIAWATHA TILLER 01 NISSAN SENTRA SE > 47.445 <  
3t 13 DANNY LUSTER 00 HONDA CIVIC SI > 47.617 <  
4. 148 WAYNE WAGNSTROM > 49.288 <  
5. 68 CHRIS WORSHOM, NOV 02 ACURA RSX > 49.621 <  
6. 1 SEAN MCKEE 98 ACURA INTEGRA > 50.589 <  
7. 40 THOMAS MULDER 99 SUB LEGACY GT > 53.910 <  
8. 0 MIKE THRASHER > 56.173 <

### Class: STX (4 entries)

1t 19 SCOTT STRICKLAND, SUBY 02 SUBARU WRX > 45.835 <  
2t 77 BRIAN PRENDERGAST, SUBY 72 SUBARU WRX > 46.159 <  
3. 212 PER SCHROEDER 91 NISSAN SE-R > 46.805 <  
4. 112 KIMBERLY SCHROEDER > 49.349 <

### Class: STU (4 entries)

1t 3 JON DAVIES 04 SUBY STI > 45.165 <  
2t 86 DOUGLAS GOLLNICK 05 SUBARU WRX STI > 46.722 <  
3. 77 ANDREW EWING SUBARU STI > 48.316 <  
4. 13 JASON DAVIES > 52.660 <

### Class: STREET MODIFIED (12 entries)

1t 450 BRIAN DAVIS 96 NISSAN 240 SX > 45.828 <  
2t 99 BEN YANG 02 SUBARU WRX > 46.956 <  
3t 177 SANDY HEATH > 46.987 <  
4t 78 JEREMY WARWIN 04 SUBARU WRX > 47.855 <  
5. 77 KEITH MADDOX 92 HONDA CIVIC > 47.902 <  
6. 132 ZOLTAN HAJDU SR, NOV > 49.277 <  
7. 19 MATTHEW HOLLAND > 49.382 <  
8. 32 ZOLTAN HAJDU, NOV > 49.756 <  
9. 41 MIKE MESSORIA, SUBY 04 SUBARU WRX STI > 50.302 <  
10. 225 NICHOLAS DORNFORD > 50.366 <  
11. 16 RANDY HEFLIN 04 DODGE SRT4 > 50.530 <  
12. 18 MARK GRAY, NOV > 54.931 <

### Class: STREET MODIFIED LADIES (3 entries)

1t 34 ERICA ARSENAULT > 52.712 <  
2. 177 ASHLEY HEATH > 54.820 <  
3. 77 JENINE MADDOX 92 HONDA CIVIC > 55.797 <

### Class: SM2 (3 entries)

1t 99 GARY MEASE 96 MAZDA MIATA > 43.915 <  
2. 9 COLIN STODDARD 90 MAZDA MIATA > 45.889 <  
3. 35 HERBERT PAYNE 91 HONDA CRX > 46.931 <

### Class: C-PREPARED (1 entry)

1t 3 CARY QUICK > 47.879 <

### Class: D-PREPARED (2 entries)

1t 84 MICHAEL WALTERS SR > 47.590 <  
2. 0 RON KING > 47.677 <

### Class: E-PREPARED (3 entries)

1t 87 RALPH MALDANDO 87 VW GOLF GTI > 45.153 <  
2. 23 TED MILLER 86 SAAB 900T > 53.487 <  
3. 223 BRIAN WOOD, NOV > 63.693 <

### Class: F-PREPARED (2 entries)

1t 2 BILL COFFEY 71 DATSUN 240Z > 44.705 <  
2. 19 PATRICK GOLUB 03 SUBY WRX > 51.893 <

### Class: D-MODIFIED (1 entry)

1t 184 MICHAEL WALTERS JR. > 52.667 <

----- Report by AutoX/TS v02.1  
Fastest Time in Report: CSP/23 CHRIS HEISLER --> 43.825

# Solo 2 Results

## BUCCANEER REGION, WHITEHOUSE, JUNE 19, 2005 EVENT #7

Pos Num Driver Name, Club Yr Make Model Best Time

### Class: SUPER STOCK

1. 17 ANDY CLARK > 50.451 <

### Class: A-STOCK

1. 31 RUSS CLARK 04 HOND S2000 > 53.353 <  
 2. 42 PATRICK BANKS 02 HOND S2000 > 54.598 <  
 3. 80 MATTHEW BAKER 04 HOND S2000 > 58.276 <

### Class: B-STOCK

1. 14 KEVIN KIPTA 72 PORS 911T > 49.826 <  
 2. 18 DUSTIN GRAHAM 05 NISS 350Z > 55.363 <

### Class: D-STOCK

1. 12 CHUCK MULDER 02 SUBA WRX > 54.767 <  
 2. 45 SHAWN BEEBE 04 DODG SRT4 > 57.963 <  
 3. 75 JONATHAN FISETTE 04 DODG SRT4 > 60.642 <  
 4. 41 BEN CART 02 SUBA IMPREZA > 61.535 <

### Class: F-STOCK

1. 93 JEROME CONWAY 96 FORD MUSTANG > 53.193 <

### Class: G-STOCK

1. 161 GREG BLEVINS 05 MINI COOPER S > 52.669 <  
 2. 88 ADAM WOSNESKI 96 MAZD MX6 > 58.508 <  
 3. 17 JOHN SUTTON > 61.779 <  
 4. 14 WILL GOODHUE 02 ACUR RSX > 67.266 <

### Class: G-STOCK LADIES

1. 16 NICOLE BLEVINS 05 BMW COOPER > 54.369 <

### Class: H-STOCK

1. 44 ART FARRELL > 64.276 <

### Class: A-STREET PREPARED

1. 71 CHUCK BOLLINE 04 MAZD MIATA > 51.017 <

### Class: B-STREET PREPARED

1. 9 CHARLES GRINER 03 NISS 350Z > 55.320 <  
 2. 7 LAMAR TANNER 91 NISS 300 ZX > 62.226 <

### Class: C-STREET PREPARED

1. 23 CHRIS HEISLER 96 MAZD MIATA > 50.694 <  
 2. 71 SCOTT MILLER 02 MAZD MIATA > 50.772 <  
 3. 55 JULIUS ASHLEY 85 HOND CRX > 51.472 <  
 4. 66 ROBIN KAROLY 93 MAZD MIATA > 53.573 <

### Class: C-STREET PREPARED LADIES

1. 5 DENISE BIGGERS 88 TOYO MR2 > 61.912 <

### Class: STREET TOURING -S

1. 13 DANNY LUSTER 00 HOND CIVIC SI > 56.348 <  
 2. 148 WAYNE WAGNSTROM 00 HOND CIVIC > 56.662 <  
 3. 70 MATT WILLIAMS 04 SENT > 56.794 <

### Class: STX

1. 212 PER SCHROEDER 91 NISS SE-R > 52.091 <  
 2. 124 ABHISHEK SHINDE 04 SUBY WRX > 52.541 <  
 3. 42 JORGE IRALA 04 SUBA WRX > 54.512 <  
 4. 112 KIMBERLY SCHROEDER 91 SENT SER > 54.758 <

### Class: STU

1. 3 JON DAVIES 04 SUBY STI > 51.051 <

### Class: STREET MODIFIED

1. 80 DAVID LINEBERRY 97 FORD MUSTANG > 51.690 <  
 2. 78 JEREMY WARWIN 04 SUBA WRX > 53.617 <  
 3. 99 BEN YANG 02 SUBA WRX > 54.699 <  
 4. 132 ZOLTAN HAJDU SR > 54.834 <  
 5. 225 NICHOLAS DORNFORD 87 MUSTANG > 55.120 <  
 6. 19 MATTHEW HOLLAND 02 SUBA WRX > 56.090 <  
 7. 77 KEITH MADDOX 92 HOND CIVIC > 56.574 <  
 8. 32 ZOLTAN HAJDU 05 SUBA IMPREZA > 56.597 <  
 9. 85 CHRISTIAN SHIPP 93 HOND CIVIC > 56.600 <  
 10. 138 SHAUN PHILLIPS > 58.649 <

### Class: STREET MODIFIED LADIES

1. 13 ERICA LAW > 57.038 <  
 2. 77 JENINE MADDOX 92 HOND CIVIC > 59.954 <

### Class: SM2

1. 9 COLIN STODDARD 90 MAZD MIATA > 52.573 <  
 2. 35 HERBERT PAYNE 91 HOND CRX > 53.502 <

### Class: D-PREPARED

1. 84 MICHAEL WALTERS SR 89 HOND CRX > DNF <

### Class: E-PREPARED

1. 23 TED MILLER 86 SAAB 900T > 60.735 <

### Class: D-MODIFIED

1. 184 MICHAEL WALTERS JR. 89 HOND CRX > 57.031 <

### Class: F-MODIFIED

1. 91 ART TRIER 95 QRE SHADOW > 46.443 <  
 2. 126 JOHN MACKRODT 04 SW SHADOW > 49.494 <

Fastest Time: FM 91 ART TRIER --> 46.443



PHOTOS BY: BOB DELOATCH



## Welcome

*By John Lieberman, Editor  
jlieberman@sport.rr.com*

It's Springtime, and the Solo season is in full bloom. So, too, is your Solo Safety Committee. We've lost long-time committee member Dick Topping but we've picked up Dede Padberg and Bruce Bellom. So we're alive and well. And, to get things started in this issue of the Safety Belt, some random ramblings from recent committee meetings

Street Solos no longer exist. The SCCA stopped sanctioning them several years ago. Now, we're in the process of removing all references to Street Solos from the Solo rulebook. Solo I events have been moved to Club Racing and we're, likewise, purging references to those events from the rules.

Remember that course design distances outlined in the rulebook are minimums - not absolutes. Just because the course is 25-feet away from a solid object doesn't, necessarily, mean that the course is safe. Just because the course is 75-feet away from unprotected spectators doesn't, necessarily, mean that those spectators are safe. Judgment and prudence should be the watchwords.

The person who's name is on the sanction request as the Event Safety Steward can have no other duties on the day of the event. Should it become necessary to utilize this person in some other capacity, a new Event Safety Steward should be chosen and that name forwarded to Topeka.

I think that's enough random ramblings for now. Let's get on with the show.

## Chairman's Corner

*By Al Mitchell, SSC Chairman  
mit2211@bellsouth.net*

We have had a couple of issues come up recently that I would like to address:

The first concerns workers who are on-course or in close proximity to the course. Course workers should remain in their designated areas and be standing when the course is "hot." Standing while working the course gives the workers an opportunity for quicker response in the event of a mishap. Also, if there are multiple cars on the course, each station should have at least two workers. This allows for one course worker to spot for the other. If your Region has a small number of participants where there can only be one course worker on some corner stations, I would recommend running single cars on course during competition. The reasoning behind this is that we should always have someone looking out for others - either at the corner station or at the

start/finish.

We have had incidents in the past where corner workers have migrated from their assigned areas and come into harm's way. We have also had people in close proximity to the course without a spotter who have also come into harm's way. The use of a spotter is not limited to photographers. Anyone in close proximity to the course, such as a person monitoring noise with a meter, should be standing and have a spotter with them. My preference would be to use a remote sound meter when this type of monitoring is required. We can minimize our participants' risk by following these guidelines.

I also received a number of emails concerning the comments I made in the last Safety Belt about course speeds. Thank you for your input. We, on the SSC, have had discussions about guidelines for maximum straight-away lengths and have discussed 300 feet as a maximum. I am not sure that would always meet the requirement of the rules - even if the corners leading into and away from the straight were very tight. The cars we have competing today can exceed our rules' maximum speed limits and still brake for the tightest corner. It may be a good guideline for some events but not for others - depending on the vehicles' and drivers' abilities.

I would like to remind you of Section 4.2.E in our rulebook. As a SSS, you DO have the responsibility to report any of our events that are being conducted outside the guidelines of the Solo Rules. If you are a visiting SSS, follow the guidelines of Appendix E-Section XI-B and try to resolve the issue at the event. But, if it is not resolved, then revert back to Section 4.2.E. When you write the report, be specific about rule violations that you observe. This information will be passed on to the SEB and the SSC. We will then get the appropriate Divisional Solo Steward and the Divisional Solo Safety Steward involved, as well as the RE and Solo organizers for that Region. We are not looking for things to do but we are dedicated to protecting our sport and our Club.

Thanks again for your input and let's keep having fun but safe events.

## Weird Stuff

*By John Lieberman, Editor  
jlieberman@sport.rr.com*

While serving as the Chief of Safety for a Divisional event a few years ago, I had an incident arise that I had never encountered before - and hope that I never encounter again. One of the competitors had brought a "motorized barstool" for his pit transportation. This was basically a Go-Kart frame and motor with a standard bar stool mounted on top of it. It had steering and hand controls for the throttle and brakes. As long as he was just motoring around at slow speed, it didn't seem to present too much of a

problem - though it was obviously top-heavy. However, during the Saturday night party, several other people started riding that thing around at the very rear of the pits, well out of my sight and hearing.

The faster it went, the less control the rider had. One rider wound up being tossed over the handlebars and dumped to the asphalt pavement. A trip to the emergency room, several stitches, a bad case of road rash, and a broken pair of glasses later, I found myself having to write an Incident Report on it.

As SSS's, we should always be on the lookout for horseplay and cut it off before it gets out of hand. If somebody had brought this activity to my attention before it got out of hand, we might have avoided some serious injuries.

After the incident happened, the owner of the motorized barstool volunteered to put it away in his trailer. I told him that would be an excellent idea and advised him that I didn't want to see it again during the remainder of the event. He complied and we haven't had any more problems with motorized barstools since then.

What sorts of "weird" incidents have you personally encountered as Solo Safety Stewards? How did you handle them? We, the SSC, would like to hear about your experiences. We're compiling them into one document that will be made available to all SSSs via the official SCCA website. We also plan to excerpt the best of the best for inclusion in this newsletter. You can send your submissions to me and I'll see that they get properly distributed and published. Before publishing, I will "sanitize" them to remove all references to names, Regions, or Divisions.

## Where Are Last Year's Waivers?

By Kathy Barnes, SSC Member  
kjarnes22@snet.net

Waiver retention is not the responsibility of the Solo Safety Steward, but I am using this newsletter to raise the question because many Solo Safety Stewards are also leaders in other parts of our club.

Over last season - several things came to light about how Regions handle their waivers after events. They were not pleasant things. Completed waivers must be stored for seven years. Some regions have an office; some have an archivist; and most have something like "the Solo Chairman's garage." Waivers need to be kept dry; they need to be organized (at least a little;) and somebody needs to keep track of where they are. Where does your Region store them?

Following the event, the waivers are usually put into storage. They must have the event date and site on them so that, if one is needed, it should be easy to find. It might not be needed for a few years - it might be needed next week. They may be in the Region's trailer or in the trunk of somebody's car. Please know where they are.

At the end of the season, waivers are put into a more permanent form of storage - the Region's office, the archives, or somebody's garage. This is where the biggest problem begins. We are a volunteer organization with changing leaders. Often when the Solo Chair changes - a lot of information and documentation is not moved to the next person. During the off-season trailers develop leaks, garages get cleaned out, and the new Solo Chair takes over.

Take a little time and work with your Region to develop a procedure to support the Club's waiver retention policy. Know where you can locate waivers if they are needed and make sure that any new program or Region leaders know about this policy. Work with the Regional Executive to add this section to your operations manual or in some other document that passes information to the next group of leaders.

Here are a couple of things you might want to consider:

Keep the waivers with a copy of the audit that was sent to Topeka. Consolidate at the end of the season and put in storage at the end of the year.

Keep the current year's waivers in a file located with the supplies in the Solo trailer.

Keep all Annual Minor Waivers in a separate file - for reference at events.

REMEMBER: a properly-witnessed waiver is the best defense aid we have. An illegible, water-stained piece of paper that used to be a waiver is not much help.

## Wrapup

By John Lieberman, Editor  
jlieberman@sport.rr.com

Well, that's a wrap for this issue. However, before we go, we would like to leave you with a reminder about something we discussed a couple of years ago -- PHOTOS. It is the feeling of the SSC that it's not in the best interest of the SCCA for anyone to post or distribute photos or videos of an incident while that incident is still under investigation. Please help us spread the word.

Until next time -- go fast, have fun, but BE SAFE!



## The Evolution of Roebing Road...Part 2

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*A 2-Part History by Mr. Tom Nehl, continued from May issue.*

SAVANNAH, GA—The Buccaneer Region came into existence in 1972 as a result of the merge between the Savannah Region and the Gator Region.

Following the merge, the track (Savannah International Raceway) was rented to the Buccaneer Region for \$1 per year by Mr. Nehl. The lease included three stipulations: pay the \$1 per year; run at least three (3) SCCA-sanctioned events every year; and keep the insurance up to date.

All three of the covenants were carried out and the checks were never cashed. They are in one of Mr. Nehl's files somewhere.

The Buccaneer Region ran a Driver's School, a Regional Race, and a National Race each year, with success, but attracted few entries because of the problem with the abrasive track surface. Still, many improvements were made.

First, a concession stand and restrooms were constructed. Work parties moved some guardrails and added more with donated material. Communication lines were buried to every racing corner so activities could be reported between officials and corner workers. Mr. Nehl donated a used truck body for equipment storage and a used flatbed truck for various chores. A 1500-foot deep water well and water pumping system were put in. An old road grader was bought, fixed-up, and added to the Nehl farm equipment and frequently used by Buccaneer Region to improve the access road, make a new entry road from an adjoining public road, and other work as needed.

A Tech Shed was constructed using material donated and hauled to the track by Tom Nehl Truck Company, who also salvaged an old diesel truck and had a dump body installed. It was used for years by the track and the farm for many chores.

Next, Mr. Nehl traded a used pickup for material from a demolished bank drive-thru. The trade included the material loaded on a borrowed flatbed trailer. Using a truck-tractor borrowed from the truck company, all of the material was hauled up to the track and stored in the

barn that came with the land.

He then designed a three-story Timing and Scoring building and made a model of it scaled to the dimensions of the material from the bank. A local builder was hired to put the jigsaw together. He did a great job and used most of the material, including the stairs, the air conditioner, the colored glass windows, and panels.

Mr. Nehl either donated material or financed part of the cost and worked many weekends with Region members and friends to complete the various projects. The Buccaneer Region always paid the loans as agreed.

It was in 1976 when the idea was developed to rename the track in honor of Mr. Roebing. At the time, Mr. Nehl still owed the Savannah Foundation \$4,500 on



his payment pledge, so he told them "If you will forgive that \$4,500, we will rename the track and build an entrance wall with a plaque on it, calling it 'Roebing Road'."

They were happy to honor

Mr. Roebing, and gave the go-ahead. The Buccaneer Board approved.

Mr. Nehl had a lot of fun designing the plaque on a drawing board in his office, and came up with a full-scale drawing for the plaque. The design is still in use for patches, stationery, etc. A Jacksonville brass foundry made a mold and cast the plaque in bronze. It was taken to the track and installed in the newly built wall.

The Track and the Region invited Mr. and Mrs. Roebing to "Roebing Day", a celebration to unveil the plaque and introduce the new name. The design-drawing was mounted and framed, and all the racers and workers who were present signed it, and presented it to Mr. Roebing. The presentation of the drawing and the unveiling of the plaque were followed by a banquet under the trees. In subsequent correspondence, Mr. Roebing was lavish in his praise of a very memorable day and the "Ducal" hospitality he enjoyed. He said he and Mrs. Roebing were made to feel at home from the very moment they arrived at the gate.

*(Continued on page 18)*

## *The Evolution of Roebing Road...Part 2*

*(Continued from page 17)*

By then, the Track was up and running well, but still suffered from the coarse pavement. It was soon realized that the track would have to be paved with a new tire-friendly surface if increased entries was to be attained.

The best racetrack paving known at that time was at Road Atlanta, where many of the Region members had raced their cars—and it was always a good racing surface.

The Finley Company in Statesboro, GA was contacted and asked to communicate with Road Atlanta and find out who had paved it, and what the formula was (the mixture of sand, gravel, etc.). The Finley people were able to come up with the formula and get the materials. However, they had to use a substitute for the sand because it was different in South Georgia than North Georgia.

The estimate for a complete repaving was \$63,000. Where would that money come from?

The Regional Executive at that time was Andy Johnston. He and his wife, Jackie, were very active in the Buccaneer Region, and the two of them were a good team. They worked hard and did a lot of good things for the Region. Here in Jackie's own words is how the money was raised:

"The Region didn't have the funds it would take. The Board got together to try to figure it out and the consensus was that Tom Nehl could afford to pay for it. A few of us were "volunteered" to approach the intimidating owner, and see if he would pay for the repaving. To this day I remember vividly sitting in Tom's living room and what his answer was. Quote 'I could pay for the repaving of the track, but I would rather burn fifty-thousand dollars in my front yard than just give you the money. Show me the Region is behind this by raising half the money, and I will match it.'"

The Buccaneer Region accepted the challenge, and Jackie went after contributions from SCCA members and Mr. Nehl went after racing suppliers and his many racing friends. The Region raised \$24,000, which Mr. Nehl matched and then loaned the Region the \$15,000 needed to bring the total to \$63,000.

In the process, the Roebing Road Runners & Pavers Club was established to honor all contributors of \$100 or more with their name on a display board located in the paddock area, and now located in the Tech Shed. If you look at the board the next time you are at the track, you will recognize some pretty good racing names.

At the first race after paving, Mr. Nehl was asked to take the first lap in his Lotus Super-Seven. With the new pavement, lap times were found to be about five seconds faster!

Following that first race on the newly paved track, Roebing Road became extremely popular for not only racing, but for testing and other kinds of racing, such as motorcycles and historic cars. The track is now rented about 300 days a year where racers and their families come to test, race, camp out and enjoy Roebing Road.

Over the years, Regional Executives and Board members have managed the track well and it continues to generate substantial income, which is spent on improvements. Among them: a new Timing and Scoring building at Turn 4 (since then converted to a race officials meeting room); a state-of-the-art computerized scoring system; radio communications from tower to corners; PA system; medical building; track wrecker; new residence for line-on-property track managers; new covered pavilion and benches in front of the concession stand; pipe-in water from a centralized system; electrical outlets for campers; paved infield roads; another track repaving in 1997; and expanded infield with new facilities for camping and viewing. The result of this prosperity and success has seen the Buccaneer Region membership grow from less than 100 when it was born in 1972 to almost 500 today (ed. note: now almost 600).

In 1979, the Buccaneer Region started the Tom Nehl Classic National Race weekend, held in the middle of March each year. It draws ±200 entries each year, as do most of the track's events.

The Robert Roebing era was from 1955 to 1972. The Tom Nehl era was from 1972 to 1992. The Buccaneer Region era began in 1992 when the racetrack was sold to the Region for about 1/3 of its value. Mr. Nehl took a 15-year mortgage, which was paid in full in less than 10 years.

The Buccaneer Region of the SCCA has become one of the most prosperous Regions in the Country, and the only one to own its racetrack — fully paid for. It has become one of the finest non-spectator facilities in the Country. Buccaneer members, past and present, can be proud of what they have accomplished.

■

# New Track in N.C.?

By Jessie Burchette

**Salisbury Post**, February 23, 2005

The owner of the former N.C. Finishing Co. has announced plans to build a 2-mile road racing course as part of a luxury development on the banks of the Yadkin River. It will be called High Rock International Raceway.

Property owner David Risdon, a Boston investment banker, and business partner Frank McGuire of Salisbury announced Tuesday they plan to seek a conditional use permit from Rowan County to construct the road course development.

According to a press release, preliminary plans for the proposed course call for sweeping elevation changes, two high-speed straightaways, a dramatic carousel, corkscrew and S turns.

The 45-foot wide track will wind through that portion of the 240-acre former mill site that sits between U.S. 29 and Interstate 85. The track will be designed to provide a venue for sports car and motorcycle club racing as well as nationally sanctioned professional road-race events.

The proposed road course will be the hub of an innovative motorsports community, including a 55,000-square-foot race team performance center, guest cottages that overlook the Yadkin River and a spacious RV campground.

The road course will be designed by Alan Wilson of Colorado-based Wilson Motorsports. That firm has designed more than 60 courses worldwide.

The development team will also include civil engineer Daryl Wagner from Salisbury Engineering & Planning and Leo Dunn from Salisbury-based Carrol Fisher Construction, which will serve as the project architect and contractor.

"This will be one of the most exciting road courses in the world. We are extremely fortunate to be working with Alan Wilson and to have acreage that offers exceptional topography on which to construct a world-class road racing course," Risdon said.

The road course site will feature acres of manicured lawns where guests can relax and picnic as they watch race events. There are several sites that will allow spectators to see the majority of the track. A 70-acre parcel adjacent to the course -- the plant site across U.S. 29 -- will provide parking for more than 10,000 visitors.

"We have existing dock facilities, and just a few hundred feet down river, the Yadkin River opens up onto beautiful High Rock Lake," Risdon said. The plan includes converting a former school house into a family restaurant with an outdoor deck overlooking



the river.

And the project includes plans to convert an existing 55,000-square-foot building into a home for race teams.

In addition, the track will offer memberships to High Rock Country Club.

Like a country club draws golfers, the proposed race course will offer country club amenities for sports car enthusiasts.

Club members will have the opportunity to garage their race cars, sports cars or motorcycles in their own private two-story race chalet. Each chalet will provide views of the track from its second-story living area and outdoor deck above the oversized garage.

Club members will be permitted to use the track during select weekdays and evenings to run hot laps. Additionally, club members and their families will have access to all track events and exclusive access to a 10,000-square-foot lodge designed to offer an exceptional view of the racing action.

Risdon said Tuesday the project will mirror a development in Joliet, Ill., called the Autobahn. The sale of memberships is expected to provide a major chunk of funding for the project, which Risdon said will involve tens of millions of dollars.

*(Continued on page 20)*

## New Track in N.C.?

*(Continued from page 19)*

County officials said Tuesday they have seen preliminary plans for the project.

County Manager Tim Russell said McGuire met with him Monday to detail the project, including a review of discussions with the N.C. Department of Transportation, Alcoa and Norfolk Southern Railroad regarding various phases of the project.

Russell said McGuire or Risdon did not ask for any incentives or other contribution from the county.

They will seek the conditional use permit for the race track.

County Planning Manager Ed Muire said the plan will likely go before the county Zoning Board of Adjustments first. To carry out the existing race course design, they will need approval of a minor variance on setbacks.

Muire said the project appears to comply with the county's race track standards.

The property is zoned industrial, which allows race tracks. A small part of the site falls in Spencer's extraterritorial zoning jurisdiction.

Spencer Mayor Jody Everhart said Tuesday that the project would be a good drawing card for the county.

"It will be good for restaurants, motels, shopping and tourism," said Everhart. "It really looks good."

Construction on the track project is expected to start this fall and be completed by summer of 2006. Risdon said that the first sanctioned races would most likely be in 2007.

Risdon and McGuire have hired Salisbury-based Joseph M. Gamewell Associates to ensure that the track fully conforms to the county's noise ordinance.

Much of the track will be along I-85. Buffers will be designed at key spots on the track.

"This is a nice big piece of property not adjacent to anyone. We won't bother anyone," Risdon said.

County and Spencer officials said there are few houses near the proposed road course.

Risdon acquired the property in October 2001 after Color-Tex closed and the company filed for bankruptcy.

Demolition of the main building, a 400,000 square foot structure has been under way for more than a year. It's expected to be completed in the next

9 to 12 months.

Since Risdon acquired the property, he has considered several ventures, including a residential-retail mix.

"We've looked at different alternatives trying to find something commercial that would generate economic activity. We think we have found it," he said.

For a year or more, Risdon has focused on the road course project. "We've done our homework, looked at the racing industry," he said.

"Sports car clubs look for exciting tracks. We believe we will have one of the most exciting courses in the country."

And he hopes to attract some NASCAR drivers to practice their road course skills.

"We'd love to have some of the NASCAR guys," he said Risdon. "If they're looking for a place to race during the week, High Rock International Raceway will welcome them."

Risdon cited the important role the mill played in the life of the community from 1910 to 2000.

"We plan on building a tribute on the site to the mill employees who gave so much of their working life to the mill. Our hope is to return this site to its rightful place as a hub of economic activity for Rowan County. We want this property to once again create jobs for local residents, generate revenues for local businesses and increase property values and tax revenues for Rowan County," he said. "We want to be a good neighbor and a positive force in the community."

Risdon, who was on the board of directors of Color-Tex when it closed, has pledged to repay \$160,000 to some of the 350 workers who lost their jobs when the plant closed on Oct. 1, 2000.

That payout has been linked to the sale of nearly 40 acres of the property to the N.C. Department of Transportation for the realignment of Interstate 85 at the Yadkin River. Risdon said Tuesday that with changes in the state projects, he's not sure when the property will be sold.

■

## **SCCA Formalizes Region Development Department SCCA Staff Writers**

**TOPEKA, Kan. (June 15, 2005)** -- Sports Car Club of America, Inc. (SCCA) announced today the formalization of its new Region Development Department (RDD), combining the efforts of current staff with a focus on Regions and Members.

Led by Vice President of Competition Programs and Region Development Howard Duncan (formerly VP of Program Development and Operations), the RDD will include the National staff efforts of Barbara Lundquist (Director, SCCA Region Development) and Mike Dickerson (Manager, Region Development and Support).

"Most of the initiatives from the National office will now involve a joint effort between the RDD, the specific competition department and the Marketing and Communications department to better insure a smooth and effective implementation at both the Regional and National level," Duncan said. "Barb and Mike both bring a wealth of Region experience and understanding to this new department and will be instrumental in helping SCCA reach its full potential."

The formation of the RDD began in August 2004, when Dickerson was named to his current position and began reporting to Duncan. Previously, Dickerson had served as Manager of Region Services, a part of the Customer Service and Member Services department.

The next component to establishing the RDD was the move of the SCCA University into SCCA, Inc. from the SCCA Foundation in spring 2005. The strategic move was due to SCCA U's core objectives of serving to benefit internal entities, such as Regions, competition programs and the membership. The SCCA Foundation continues to run separately from RDD



*(l-r) Duncan, Lundquist and Dickerson. (Prill Image)*

and SCCA, Inc., with an external focus on automotive enthusiasts through its core activities of learning, safety research and community outreach.

"I am really pleased that SCCA has redirected and enhanced dedicated resources to help strengthen and develop our Regions and Divisions," Lundquist said. "I am also pleased that our staff brings extensive Region experience to the department, having served on various Regions' committees and boards. Mike and I are both past Regional Executives. This background gives our member leaders a strong support team in the National Office. We're here to help our Regions and Divisions succeed. The creation of the Region Development Department positions us to achieve that goal."

Lundquist will continue to oversee the SCCA Foundation in addition to her position in the Region Development Department.



## **Strelnieks Breaks Super Challenge Streak At The Tire Rack SCCA ProSolo in Oscoda** By Curtis Kitchen

**OSCODA, Mich. (June 29, 2005)** – Going into The Tire Rack® SCCA ProSolo National Series event last weekend at Oscoda-Wurtsmith airport, the Hawk Performance Super Challenge had not seen a repeat winner in 14 consecutive events.

Erik Strelnieks, of Austin, Texas, simply made sure that 15 wasn't going to happen, handily winning the Super Stock class and earning the fourth seed in the 32-person Challenge before completing the weekend sweep in his Lonestarcraft.com/Jungle Cat Racing 2004 Chevrolet Z06.

G Stock competitor Brian Garfield, of Mount Airy, Md., finished runner-up to Strelnieks in the Challenge in the Mini of Towson 2005 Mini Cooper S, while Brian Johns, of Murfreesboro, Tenn., rebounded to earn third place in his Remax/ABC Plumbing 1995 Mazda Miata after losing out to Johns in the semifinal round.

It was an all-around perfect weekend to be a Strelnieks, as Erik's wife, Beth McClure-Strelnieks, won the Ladies Challenge in the Mini of Towson/www.lonestarcraft.com 2005 Mini Cooper S over Danielle Engstrom, of Frankfort, Ill., who piloted the McGeorge Toyota 2004 Toyota MR2 Spyder.

Another Austin, Texas competitor, Kyung Wootton, had spent some time this season notching impressive class victories in the Open classes, but came back to Ladies action for Oscoda and defeated Patty Tunnell, of Superior, Colo., to take home Ladies Challenge third place honors in her 1999 Mazda Miata.

It's official – Kevin Youngers is back. After a hectic schedule left ProSolo results below his standard in 2004, Youngers has dominated D Stock in 2005 with Oscoda's class win by 0.225-sec. in his BimmerHaus/CR Racing 2002 BMW 330Ci his fourth in five events (his only "hiccup" a second-place finish at Atwater).

Matthew Grainger, of Hopkinsville, Ky., wound up second in DS after a red-light on his final attempt Sunday in his ACURA 1997 Acura Integra, while Mark Smith, of Denver, Colo., in his SCR Performance 2004 Volkswagen Golf, finished third.

Jeff Jacobs, of Philadelphia, Pa., missed last round after thunderstorms forced flight delays to Toledo, but he made



*Erik Strelnieks (shown here at El Paso, Texas) ended the Hawk Super Challenge streak of different winners at 14 this past weekend at Oscoda. (Andrea Stewart Image)*

up for that lost time in Oscoda last weekend with a solid 0.314-sec. G Stock win in his Mini of Charleston/Miniusa.com/Helix 2005 Mini Cooper S. Behind Brian Garfield's second-place class finish, Mike Eckert, of Powell, Ohio wound up third in his Kumho/TRD/Koni 2001 Toyota Celica.

Oscoda provided a second Street Touring S win of the year for Corey Ridgick, of Allentown, Pa., who overcame two red-light runs in his Phoenix Performance 2000 Subaru Impreza 2.5 RS that finished his class weekend. Even with the trouble, Ridgick beat out Andy Hollis, of Austin, Texas, who came in just 0.191-sec. behind Ridgick in his Soulspeed 1989 Honda Civic Si.

**Mike King, of Jacksonville, Fla.**, won the Honda Street Challenge for being the top Street class finisher in the Super Challenge, but came in second in Street Touring X thanks to Courtney Cormier, of Richmond, Va., who took the top spot by 0.106-sec. in his 2003 Mini Cooper S. King's www.mapcomaps.com 2003 Subaru WRX was more than a half-second better than third-place finisher Andy Basham, of New Albany, Ohio, in his understeer.com 2003 BMW 330i.

The sixth round of the 2005 The Tire Rack® SCCA ProSolo National Series is set for Aug. 6-7 at the Toledo Express Airport in Toledo, Ohio.

For more information, including full results from the Oscoda event and scheduling for upcoming SCCA Solo events, visit [www.scca.com](http://www.scca.com).

**(Ed. Note: Erik Strelnieks and Beth McClure-Strelnieks are former Buccaneer Region members!!)**



# 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 \$ <u>10.00</u>	=	\$ <u>65.00</u>
03	<input type="checkbox"/> Spouse Member \$15.00	+	Spouse Member \$ <u>5.00</u>	=	\$ <u>20.00</u>
10	<input type="checkbox"/> Family Membership \$85.00	+	Family Membership \$ <u>10.00</u>	=	\$ <u>95.00</u>
	<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 Buccaneer Region #34  
 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)**

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Second Tuesday of  
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just South of I-10

Savannah Area

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

The next Board of Directors meeting:  
July 18, 2005:  
Captain Joe's Seafood, Brunswick, GA

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