

# The Checker

Official Publication of the  
Central Florida Region  
Sports Car Club of America  
Volume 54, Issue 4  
April 2011

## 60 years



## 12 hours at Sebring



## ... FROM THE BOG CHAIR

The first meeting of CFR's BOG for 2011 was held March 12 at the Lakeview Restaurant in Sebring. All Districts were represented by their Governors except for District 4, Lyn Watts, who was unable to attend due to business travel.

*To summarize:*

**Competition Coordinator - Bill Martin** – We have signed 2011 contracts with both Sebring and Daytona. The 2011 schedules are essentially the same as previous years with the exception that there will be no July Brumos race to support at Daytona this year.

**Financial - Jim Magero, Financial Advisor**, provided a portfolio review document and reported that CFR's portfolio showed a positive return year-to-date and over the past twelve months.

**Our Treasurer, Robin Ragaglia**, provided reports to the Governors including Balance Sheets and a Statement of Revenue and Expenses. Our revenue is down from 2010 due to the loss of our Daytona dates after July of last year.

**January Double National and February Regional** events had positive incomes and Solo's first three events showed a slight profit.

**Congratulations to Lyn Watts and District 4** as well as all the volunteers and those who donated to this year's Annual Meeting which kept the cost at around \$1,100. Because of our cash flow, we need to conserve during the first of the year and plan for any major expenditures in the May – August time frame.

**Membership - Joyce Hayward** – CFR membership has declined from this time last year. We currently have 2211 members which puts us at third largest behind San Francisco and New England regions.

**Race Board - Robin Langlotz** - We are adding a

Performance Driving Experience (PDX) to our April Driver's School. If it is successful, we may also have it at the July School in Sebring. Car counts are holding even with last year.

**RE – Chuck Dawson** – we are continuing to work to reduce costs and increase income. The 2012 schedule for the January Double Nationals with Florida Region will be the same as 2011. We greatly appreciated the sponsorships for the Winter Tour and hope they will continue for next year.

**Solo – Chuck Lutz** - Solo has gotten off to a good start for the year. We added an "X" class that has become popular with top drivers and has stimulated competition. We are publishing live results to the Solo website making information immediately available on smart phones and are encouraging online registration and payment.

**Rally/Rally Cross - Doug McCabe** – CFR held its first Rally Cross at the Thundercross site with 14 entries making 17 runs. It was very well received and the current competitors are looking forward to more events. Doug is looking for affordable sites. Please contact him at [big.wrench.1@gmail.com](mailto:big.wrench.1@gmail.com) if you have questions or information.

*Other Items of Interest:*

Your governors also discussed how we can make our region more customer friendly, our web site and the possibility of a night enduro or a return to the Twin Six format for an event.

**2011 Annual Meeting** – District 8 will host at the Best Western in Punta Gorda.

**2011 BOG dates:** June 18 – Best Western – Punta Gorda; September 10 - Orlando I4/Hwy.27 ; December 11 – Annual Meeting – Best Western, Punta Gorda. For more information or if you have questions, please contact the specific Officer, Chief or your Governor. Thanks to each of you for continuing to volunteer your time and efforts to make CFR such an outstanding Region. We look forward to seeing you at our next events. — **Fran Martin - Chairman, CFR BOG**





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## The Checker

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The Checker is published monthly by the Central Florida Region of the Sports Car Club of America, Inc. Subscriptions are available to non-Central Florida Region members for \$30 per year to addresses in the United States only. A subscription is included in the Central Florida Region dues charged to its members. Opinions expressed herein are those of the authors and are not necessarily those of the Central Florida Region, its officers, its members, The Checker, or its advertisers.

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Make your changes online at [www.scca.com](http://www.scca.com). You will need your member number (and password if you have already created one) to log on. Be sure to add or update your email address so that you can get your meeting notices! Or, call the Topeka office 800-770-2055 to notify them of your change. Any call to Topeka with a request will require that you provide your membership number.

**DO NOT SEND ADDRESS CHANGES TO THE CHECKER.**

Cover Photos By: J.R. "whitey" McLeland



# When & Where

## District Meeting Times and Places

(See inside front cover for contact information.)

**District 1** -- 2nd Tuesday 7:30 p.m., **Joe's Crab Shack**, 2730 Gulf to Bay Blvd, Clearwater (east of US 19).

**District 2** -- 4th Wednesday 7:00 p.m., **RJ Wings and Things**, 5025 East Fowler Ave, Tampa FL.

**District 3** -- 2nd Tuesday Dinner 6:30 p.m., Meeting 8:00 p.m. **Rossi's Pizza & Pasta** 5919 South Orange Blossom Trail, Orlando.

**District 4** -- Contact Governor for details.

**District 5** -- District 5 Meeting 2nd Monday of the month Dinner 6:30 Meeting 7:30. For Meeting Location contact Jerry Larson District 5 Governor - sunnyday@infionline.net

**District 6** -- 3rd Wednesday, Dinner at 7:00 PM, Meeting at 7:45 **Beef O'Brady's**, 2940 US Hwy 27 N., Sebring.

**District 7** -- 2nd Tuesday, Dinner at 6:00 PM, Meeting at 7:00 PM. **Wong's 8th Wonder Kitchen**, 54 S. Hwy. 17-92 (at Hibiscus), DeBary, FL.

**District 8** -- 2nd Wednesday 6:00 PM **MacDaddy's**, 8951 Daniels Parkway, Fort Myers.

**District 9** -- Call Governor for details.

### New to the club?

For general information on the membership or meetings please call your district governor. Or, if you want to know about a specific "specialty" call the "chief" listed on the inside cover. Use this list and map to find your District:

**District 1:** Pinellas and Pasco County to Port Richey.

**District 2:** Hillsborough and Pasco County except Port Richey.

**District 3:** Lake, Orange, Osceola, and Seminole Counties.

**District 4:** Alachuha, Bradford, Citrus, Dixie, Gilchrist, Hamilton, Hernando, Jefferson, Lafayette, Levy, Madison, Marion, Sumter, Suwanee, Taylor and Union Counties.

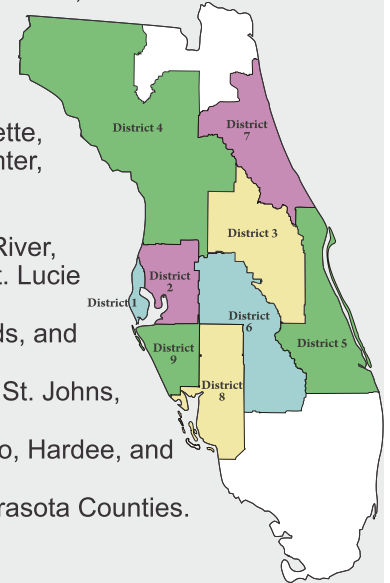
**District 5:** Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties.

**District 6:** Glades, Highlands, and Polk Counties.

**District 7:** Flagler, Putnam, St. Johns, and Volusia Counties.

**District 8:** Charlotte, DeSoto, Hardee, and Lee Counties.

**District 9:** Manatee and Sarasota Counties.



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# 2011 Event Schedule

## for CFR and Surrounding Regions

### April

16-17	<b>Driver School</b> - <i>Daytona School Course</i>	CFR
17	<b>SOLO II</b> - <i>Brooksville</i>	CFR
24	<b>SOLO II</b> - <i>Geneva</i>	CFR

### May

7-8	<b>Regional Races/TES Enduro/Solo</b> <i>Daytona Full Course</i>	CFR
21	<b>SOLO II</b> - <i>Brooksville</i>	CFR

### June

3	Test Day - <i>Sebring Short Course</i>	SIR
4-5	<b>Regional Races/Vintage/Solo</b> <i>Sebring Short Course (Solo on 12 Hour Side) Green Park Paddock</i>	CFR
18	<b>BOG Meeting</b>	

### July

1-2	<b>Brumos Porsche 250</b> <i>Daytona International Speedway</i>	DIS
15	Test Day - <i>Sebring Short Course</i>	SIR
16-17	<b>Driver School/Vintage</b> <i>Sebring Short Course - Green Park Paddock</i>	CFR
17	<b>Spec Car Challenge Enduro</b> <i>Sebring Short Course - Green Park Paddock</i>	CFR
17	<b>SOLO II</b> - <i>Brooksville</i>	CFR
24	<b>SOLO II</b> - <i>Deland</i>	CFR

### August

6-7	<b>Double SARRC Races</b> <i>Daytona Full Course</i>	CFR
6	<b>SOLO II</b> - <i>Brooksville</i>	CFR
21	<b>SOLO II</b> - <i>Deland</i>	CFR

### September

2	Test Day - <i>Sebring Long Course</i>	SIR
3-4	<b>Regional Races/CFR Enduro/Vintage</b> <i>Sebring Long Course - 12 Hour Paddock</i>	CFR
10	<b>BOG Meeting</b> - <i>Orlando</i>	
18	<b>SOLO II</b> - <i>Brooksville</i>	CFR
25	<b>SOLO II</b> - <i>Daytona</i>	CFR
24-25	<b>Regional Races</b> <i>Daytona Full Course</i>	CFR

### October

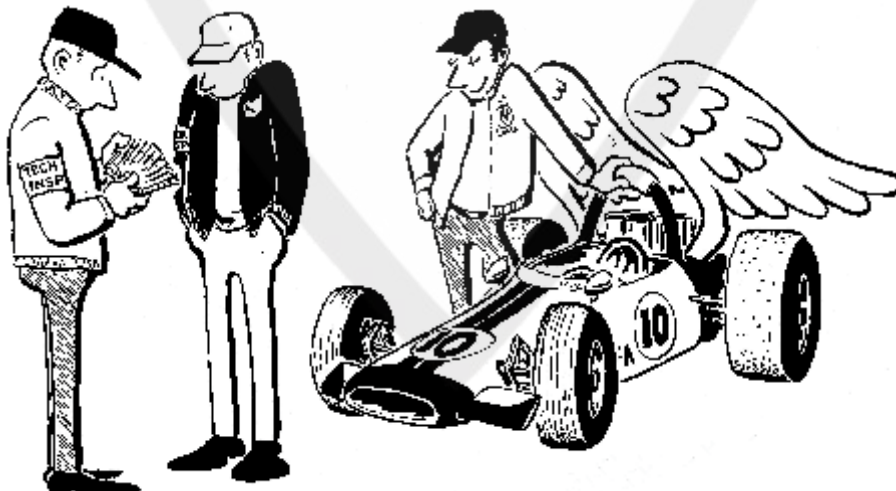
7-9	<b>Porsche Club</b> - <i>Daytona Full Course</i>	DIS
21	Test Day - <i>Sebring Short Course</i>	SIR
22-23	<b>SARRC(2012)/Regional Races Vintage/Solo</b> <i>Sebring Short Course - Green Park Paddock</i>	CFR

### November

10-13	<b>Historic Sportscar Racing</b> <i>Daytona Full Course</i>	DIS
20	<b>SOLO II</b> - <i>Deland</i>	CFR
25	Test Day - <i>Sebring Long Course</i>	SIR
26-27	<b>Regional Races</b> <i>Sebring Long Course - 12 Hour Paddock</i>	CFR

### December

2-3	<b>Audi Club</b> <i>Daytona Full Course</i>	DIS
11	<b>ANNUAL MEETING</b>	





# Regional Executive Report

Chuck Dawson

Well, another month has gone by and we've just finished up with the 12 Hours of Sebring followed one week later by the St Pete Grand Prix. Everything went well at both events – so a big hats off to all who made them happen.

The SCCA National Convention was in Las Vegas a few weeks back and there was a lot of discussion about membership retention and customer service. The two are closely related – with customer service having a very direct impact on members deciding to stay or go.

Remember that all of us are customers of the club – and all of us have an impact on how much fun we all have. And we lose members when belonging to our club stops being fun.

As an example, we've had some glitches in registration at recent events. No one likes to encounter long lines at the end of a day when some have driven for hours to participate in an event.

But for drivers: please remember that the folks in registration have had a long day too, and that they too may have driven for hours to be there to help you. Let's try to find ways to help – at the very least by making sure all of your paperwork is in order and you know exactly who or what changes you need to make when it's your turn at the window. Or, if you or a crew

member can do so, then see if Registration can use some help and pitch in for an hour or two.

And for Registration: try to remember that drivers are tired and hungry and likely to be anxious. Please try to cut them some slack and remember that some of them may be new to SCCA or to our events.

This all boils down to “everyone is here to have a good time” so let's all help each other have one!! Remember, without drivers we have no races to watch – and without workers we have no way to race. Remember the comic strip Pogo and his famous quip: “we have met the enemy and he is us”.

See you at the track!! --- Chuck



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Rates subject to change without notice-SCCA not valid during special events.



# 1957 Sebring 12-Hour Grand Prix

## Louis Galanos

In 1957 Sebring was holding only its sixth installment of the 12-hour race. With the growing popularity of sports car racing in post World War II America, the event was finally coming into its own since its creation by impresario Alec Ulmann in 1952.

To many sports car fans in America at that time the Sebring race was second only to the 24-Hours of Le Mans. The fact that it was the only event in North America that qualified for points toward the Federation Internationale de l'automobile (FIA) World Sports car Championship (WSC) didn't hurt. As a result, Sebring became the premier sports car event in the U.S. and a must-attend if you were an aficionado of sports car racing.

Always on the look out to help promote Florida, and tourism, the then governor of Florida, Leroy Collins, proclaimed March 18-23, 1957 as International Sports Car Race Week thus gaining additional media attention for the event at Sebring.

Not everyone in Florida was thrilled with all the hoopla surrounding the Sebring event. Bernard Kahn, sports editor for the Daytona Beach Morning Journal, had a few choice words in his regular newspaper column about the Sebring 12 hour race and the folks who raced there.

In his writings Mr. Kahn did recognize the obvious talents of driving "artists" like four-time world driving champion Juan Manuel Fangio (affectionately known as "El Chueco" or knock-kneed by his fans) and British driving ace Stirling Moss. However, Mr. Kahn referred to many of the lesser known drivers at the Sebring event as that "nameless number of café society snobs trying to get their kicks by being 'sportsmen' for a day."

This "snobbish" remark was obviously designed to appeal to the large numbers of NASCAR fans who lived and worked in the Daytona area and may have resented anyone who drove a "furrin" automobile.

Besides the governor of Florida, the folks in New York and Detroit were also well aware of the significance of this race. For weeks national newspapers, magazines and wire-services fed the public's interest by reporting on the international celebrities who would attend the Sebring race in 1957 or drive in it, like the Marquis de Portago of Spain and Count Wolfgang von Tripps of Germany.

Of the several media stories making the rounds about this year's race was that General Motors Chevrolet

Division would challenge the European dominance of this event by entering four Corvette sports cars (two modified & two production). In this group would be a radically new car made of lightweight materials.

General Motors interest in the Sebring race was purely business. There was a mantra taking hold in Detroit back then that went something like this, "Win on Sunday, sell on Monday." With that in mind the folks at GM arrived at the track in early March for some testing. One of those cars undergoing tests and a shakedown was a magnesium-alloy bodied Chevrolet Corvette Super Sport (SS.) It was equipped with a 4,638 c.c. engine with lightweight aluminum heads that produced 30 more horsepower (315) than the production Corvette and with 1000 fewer pounds. The power plant on the SS would have the largest displacement of any car to race at Sebring that year.

Paul O'Shey, who was scheduled to drive one of the GM team Corvettes in the race, commented that the power-to-weight ratio on the Corvette Super Sport or "space-frame Vette" was such that you could burn rubber in all four gears.

This 'concept car' was the brainchild of Chevy competition director Zora Arkus-Duntov who was now the Director of Performance for General Motors. History would later refer to Duntov as the "Father of The Corvette".

In addition to this elegant metallic-blue Corvette SS there was a practice SS built that was equipped with the less powerful standard Corvette engine and painted with a large letter "P" on the body. Also, the body was plastic and not magnesium and looked so shabby, when compared to the other car, that it got the dubious moniker of "mule". However, it was very fast and in the days prior to the race other drivers were constantly peppering Duntov for a chance to drive one of the SS's.

Not wanting to risk having another driver wreck the one-of-a-kind magnesium-bodied concept Vette he allowed a selected few to drive the "mule". After finishing practice in their Maserati team cars both Juan Fangio and Stirling Moss were allowed by Duntov to take a courtesy run in the practice car.

Fangio got into a car he has never driven before and on his first two laps broke the course record of 3:29.7 set the previous year by Mike Hawthorn of England in a Jaguar. On the third lap Fangio broke the course record by almost three seconds (3:27.4).



# 1957 Sebring 12-Hour Grand Prix

Louis Galanos

Not to be outdone by his team-mate, Stirling Moss also broke the 1956 record with a time of 3:28 in the Corvette. When John Fitch, who was the designated SS driver for the race, took the “mule” out for a run the best he could do was get a couple of seconds closer to the course record but not break it.

When Fangio returned to the pits he was ecstatic. He claimed he could have gone at least two seconds faster “if he had tried.” This was an obvious testament to the driving skill of one of the greatest, if not the greatest, driver who ever lived. Note: According to Sports Illustrated magazine, General Motors representatives had been in negotiations with Fangio to drive the new Corvette SS at Sebring up to a week before the race. They were offering what some say was a “huge” amount of money. However, Fangio felt the car was too new and untested and he decided to stay with Maserati. GM also had similar talks with Moss.

The Duntov folks tried to keep quiet the news that an American car had broken the track record so resoundingly. But the word got out and as both the foreign and domestic drivers were arriving at the track for practice the next day the main topic was that an American Corvette had broken the track record. The press descended on the Corvette pits but both the drivers and crew were uncharacteristically mum with no one willing to comment. It was assumed that Duntov had ordered everyone to keep quiet until he was ready to go public with the news.

This didn't stop the media from reporting it as an “unconfirmed story” and this fueled speculation that an American car had a chance to end European dominance of the premier sports car racing event in America. This might have encouraged undecided race fans to attend and possibly witness history in the making. Besides watching the new Corvette in action was reason enough to attend.

Read more: <http://www.sportscardigest.com/1957-sebring-12-hour-grand-prix-race-profile/#ixzz1HF55NdbZ>





# District News...

## District 1

There were thirty-three members in attendance for this meeting. Governor Ron Offutt began with our most recent club race event in February. It was a very good turnout of competitors, and a successful event. The past several club racing events are showing a slow increase in competitors attending compared with the past year or so. Our members were affected by the economic woes of the country too. No surprise there.

A few of our officers were attending a SCCA national convention that weekend, representing CFR's interests. We appreciate them, and for those who stepped up to cover for them at the February event.

**Kudos to Martyn Eastwood** who stepped into the job of chief steward that weekend. That can be a hectic job to say the least, and Martyn handled all with cool aplomb.

CFR had a boy scout troop from Hillsborough county as our guests that weekend. They camped out in the paddock, and were invited to share in the behind the scenes activities of a club racing weekend.

**Matt Coyne and Steve Kearney** were our liaisons for that venture. The reports were that all went well, and the troop enjoyed the experience very much. Hopefully that will take place again in the future.

Several competitors brought up the topic about the extremely long line for registration at the Feb event, especially Friday. The discussion amongst our members suggests the problem is not the registration personnel. That specialty needs more workers like many others.

At the core of the problem is the redundancy of waivers. We have a **SCCA annual waiver** that requires a witnessed form completed every year. Why do both tracks we use want their own very generic looking waivers signed every event also? The point was also raised that waivers have limited legal value. Therefore the redundancy of waivers is superfluous.

This topic has been around for many years. Both for competitors at club events, and workers at pro events. Within CFR's membership, we must have the legal know how to eliminate this problem of sign & print, sign & print redundancy. The registration process should be modernized as well. A photo id with a bar code, a magnetic stripe, or the use of some biometric device

should cover everything. The only people that should have to be in line are those who have changes from their online preregistration. Other regions and clubs have modernized and streamlined their processes. This issue needs to be improved.

If you didn't know it, CFR's fiscal year is June 1 through May 31. The budget plan for the upcoming year is being put together. All chiefs of specialty are encouraged to submit their requests for equipment or projects.

There has also been some competitors expressing interest in an enduro race that includes some after dark track time. If you are interested in this, let your governor or the RBC know about it. Logistics are tricky, but if there are enough competitors interested, it could be considered.

— **Dave Fredrick**

**District Three** held our March meeting at Rossi's on S. Orange Blossom Trail in Orlando. We were glad to have Terry and Patsy Tabor join us. Gov. Bill Martin reported on plans for the upcoming Sebring 12 Hour Event - March 16 - 19. The schedule lists a variety of race classes including Trans AM, Cooper Prototype Lites, USF2000, Barber Mazda, SVRA, IMSA GT3 Cup and, of course, ALMS - something for everyone! We have volunteer workers from all over - some coming from as far away as the Netherlands - to provide support for F & C, Pits, Grid et al. By the time you read this, we will have also provided volunteer staff for the St. Pete Grand Prix - March 22 - 27.

Our next regional event will be the April Driver's School at Daytona. This year we are adding a PDX event for the first time. We are also planning a PDX at our July school in Sebring. If PDXs prove successful, look for them on a regular basis at our Driver's Schools. Thanks to Art Trier, Robin Ragaglia and Robin Langlotz who helped make this happen for us.

Robin Langlotz (Director) and Robin Ragaglia (RBC) attended the National Convention in Las Vegas the week of February 7. They reported that the focus from National will be on the retention of membership. For every 100 persons who join, only 5 members are kept.



# District News...

There will be a program in place to help track membership activities.

Doug McCabe - Rally Board Chairman reported on our first Rally Cross event held at the Thundercross location in south Florida. This was a two day event and had 14 entries. Doug was able to set up a challenging course and the entrants were able to make 17 runs. There appears to be good interest in this type of activity and it would attract another group of participants in addition to CFR's Solo and Race programs. Doug is looking for locations in our region suitable for RallyCross so he can organize 6-8 events throughout the year. If you have information on a possible location, please contact him for specifics about site size and costs.

*The fun never stops!*

—Fran

First and foremost; **District 8** has stepped up and agreed to host both the June 18th B.O.G. Meeting and the year ender as well. Both will be held at the Best Western in Punta Gorda. This is going to take alot of work . So with that thought ....help us out! Anyone willing to volunteer in any capacity will be more than welcome!

We had a B.O.G. Meeting this past weekend at the Keniworth Lodge. We were moved into the bar which is small but I noticed they had 3 beers on tap (no, we didn't partake!).

## ***Here's what we learned:***

- The 12 hour is next and we need to provide 200 workers (have you volunteered?)
- We also need workers for the St. Pete GP (Indy cars are not the last race of the day; giving way to a Pro F2000 and World Challenge races).
- Next years Dbl. Nationals will be the same as this year: the CFR race will be first followed by the FLR. Region dbl @ Homestead.
- ***Drivers....want a free entry to a race this year?***

Volunteer to bring your car to the April 7th worker school. I guarantee it will not be part of the fire school but having a variety of cars help workers see different types of vehicles we race.

District 8 meets again at MacDaddys (Daniels Parkway in Ft. Myers) on April 13th. Come join us and anyone in our CFR family that wants to volunteer their services for the annual meeting...please contact me!

## **CFR Positions To Be Selected In June**

Our Bylaws and Policy Manual designate that the positions of Regional Executive, Assistant Regional Executive, Secretary and Treasurer are to be chosen by the BOG at the June BOG meeting.

If you are interested in one of these positions, please submit a short resume including your experience with the Club, prior business experience and a statement of why you would like the position.

Please send your information to the BOG Chairman no later than May 4, 2011.

If you are an incumbent for one of the offices above and would like to continue in your position, please send the BOG Chairman a statement to that effect.

Fran Martin  
Chm. BOG  
CFR-SCCA  
407-851-7157 (H)

Our **Golden Oldies** this year are:

**Fred Fiala**

**Charles Earwood**

(Joined in 1960)

**Ray Thompson**

**Don Goodrich**

(Joined in 1961)



# Flag Ravings

by Sally Larson

## PRE 12 HOUR:

Not that I'm a doubting Thomas or a nay-sayer, but I watched the **Sebring** weather like a Happy Hawk.

From all indications, the weather looked wonderful. Temperatures getting into the 80's during the day ... of course down in the 50's at night aka, bring a heavy jacket for the night practice and the 12 hour itself.

That should mean pretty much warm weather gear and no raincoats. I'm planning on taking that under advisement. If it seems to be too good to be true ... it just might be. How does the song go... *be prepared*, that's the Boy Scouts' marching song?!

**SEBRING SAGA:** The weather outdid itself this year. The sun shone down upon us for the whole Sebring 12-Hour event. *"Warm sunny days and cool nights."*

(For those wanting to lose weight, however, the Blue Rooms doubled as saunas at mid day).

The support races made life very interesting and at times quite busy for most of the Corners - and congratulations for handling incidents professionally and well. If we don't use red flags too often in Club Racing ... we got lots of practice and wore them out during one of the ALMS practice sessions. It was Demo Derby time for the night practice. Nice dry weather always makes for Sahara conditions. At one point in our corner, we had one car spin off into the dirt, come back across track and slam into the tire wall.

To avoid, a second car ended up in the wall too. The only way we could tell was hearing a second thunk. We called the incident in and said Workers were responding. Of course, nothing could be seen through the mother of all dust clouds. By the time Workers could run to the scene, there was nothing to be seen.

Our next report was *"The track is clean, no cars and both must have continued, but we don't know how!"*

**"NOTES ON A BUCKET LID":**-- At Thursday's "Oh-Dark-30" meeting, an ALMS official announced a new policy following a full course double yellow. The Safety Car would pick up the leader and then there would be a "pass by" procedure. It was a "head scratcher" but bottom line, all that involves us is our usual calling the announced leader around for the Safety Car.-- In a double yellow situation, when the lights go off on the Safety Car at a designated turn, the Chief Communicator will call all the yellows down.

When Start waves green all corners will go waving green for one lap.

The Chief Communicator will usually call the flag conditions; just to be sure you're paying close attention to your scanner and/or the Corner Captain.

Car numbers - the background color for the number designates class. In the case of a yellow background with white numbers, the number becomes almost invisible.

This has been reported to the Pro *"Officials and Powers that Be - hopefully something can be done to alleviate the problem."*

Also there apparently is no requirement for location of the numbers on the car...find them if you can. Eye of Eagle is required.

Louvers - we are to call in any P-Car having broken or missing louvers. In case that makes you go *"huh?"* like me - they are located on the outside back portion of the fenders.

I'd have been better able to see them if they'd make the cars slow down in passing! I'm usually still looking for the numbers. There were cars that are also competing for International Points.

All of those have a zero in front of their car number...i.e.: if a car is 04, it becomes 004 and 36 is 036 Heck, us Corner Workers can multitask - and a dog, even an old dog, CAN learn new tricks. This year, there were 56 cars entered in the 12-hour race ...pit lane had to be extended to accommodate them.

Worker turnout was good with over 140 registered to work. We never can have too many Workers. As always Many Thanks to all our CFR support people who took very good care of us - food, drinks, transportation, hot showers and all the things that go into keeping us all in working condition are always appreciated.

Starting with our great sunshine, the weekend ended with a super bright, once in a lifetime, full moon and a full complement of fireworks! It's time to get your clothes washed, gear ready and all the essentials set to work the St Pete next week..... Where you get to do everything all over again!





# More About Standing In Line & Waivers

by Dave Fredrick

Our district 1 meetings are very lively with regards to people sharing things they do like and don't like about our club. With regards to dislikes, there are very healthy discussions about why it is so, but also a lot of solution type ideas put forth as well.

Problem solving is a big part of our racing experience. Getting a car to be consistent and competitive. It's also what the whole race control team does managing competitors on and off the track. That is what our officers and leaders are for; to manage and solve problems.

We had great weather, and a good turnout of competitors at the Feb event. Life is good. But it all comes grinding to a halt when there is a huge line of members, and the main problem is **SIGN & PRINT, SIGN & PRINT--WAIVERS!** This is not registrations fault. Like every specialty, more workers are needed. It is the process that is in dire need of change. We have been improving everything around it for many years. We have online registration and payment. We have national picture id cards with bar code info, and have to have a witnessed waiver every year to renew them. The same problem exists for workers at pro events. This has been an issue for many, many years. Solutions to improve record management and check-in at registration for club races has been discussed and proposed at district 1 meetings in 2004. There were two regular members who work as IT (information technology) professionals. They said they could design a system of products in common use by businesses that could automate and streamline much of the work done by registration. I'm sure there have been other such discussions and offers made in other districts. Supposedly at the core of all this, is that Sebring and Daytona tracks insist on a signature on their form. But it is a very generic waiver form. The point has been brought up that waivers are not an absolute document from a legal standpoint. I don't know. But I'm sure that is a valid argument; that so many waivers are superfluous. It is a giant waste of time.

I am certain within the membership of this club, we have the people with the legal know how to prove that we can use our own id cards, and provide the tracks with as much assurance as they have from their own forms. And then we need to pursue that policy in all future yearly agreements with tracks and sanctioning bodies.

Planning, investigation, and budgeting should be put in place to upgrade the process at our registration also. Bar code, magnetic stripes, and biometrics are all systems in common use today. One of those coupled with our own photo id cards and our annual waiver should cover all the legal bases needed for any organization.

Moving to a more electronic registration system and record keeping can speed the process along in other ways. Information from the registration web site can be transferred and rendered into the software used for registration.

Only people with changes or additions to what was entered in advance, need to stand in line. This will encourage more people to utilize advance online registration.

CFR has already been working to improve the sharing of electronic information about qualifying, grid, and race results with several locations, including stewards. The same sort of information upgrades should be implemented in registration.

Yes it will take some money and some learning of new tools.

It won't happen over night, and there will be some growing pains. Other regions and clubs have modernized their whole process. There is no reason why we should continue to do things in an old time-consuming way. *"That's the way it has always been done"*, should not be an acceptable answer.

**Let's work toward solutions.**





# SVRA Race

Darryl Gray





# SVRA Race

Darryl Gray





# SVRA Race

Darryl Gray







Central Florida Region SCCA

# New Maserati Convertible & Pace Car

Darryl Gray





# 12 Hours at Sebring

Bill Martin



This time the U.S. Navy kicked off the festivities in the usual way.



Charlie briefs his platoon of Beverage/Shuttle Drivers for the long day ahead.



Be careful, there is a Snake Pit over there (Cobras)



Just one example of why we Guys like the races.



The IMSA headquarters in the Paddock.



With a huge crowd, this was the story of the weekend.



Starting 56 cars, the Grid reached almost to Turn 17A



It appears that Stroker Ace drove a '63 Corvette Grand Sport.



An undressed GT40 in Wyrer colors. Note the sophisticated jack stand.



Audi may have lost the race but won the battle of the portable luxury buildings.



The Peugeot Boys were as secretive as ever.



There were plenty of Porsches including 9 GT3 Cup cars.





# 12 Hours at Sebring

Bill Martin



Things started out as expected with the factory Peugeot 908 out front.



The second Peugeot factory 908 wound up 3rd Overall.



The Capello/Kristensen/McNish Audi managed 4th after a hard fought drive.



The beautiful Ferrari of Scott Sharp dropped out after an accident on Lap 49.



A Ford GT40 hot on the heels of the Falken Porsche.



An LMPC heads for the Pits.



Somewhat surprisingly, the Highcroft Racing HPD ARX-01e finished 2nd overall.



The Audi R15+ TDI came in 5th.



The Dyson Lola/Mazda finished 6th in P1.



The Flying Lizard (RSR) chases Magnus Racing (GT3) under the bridge.



Eventually 3rd in GT, the highest finishing Corvette heads for Start/Finish.



The new Kelly Moss entry, Green Hornet Racing finishes 6th in GTC.



# 12 Hours at Sebring

Bill Martin



One of the Judds finished 3rd in P2. The sound was awesome.



Another of the Judds, this one not running at the end. Engine problems in Lap 110.



The Extreme Racing Ferrari 458 about to pass the Black Swan Racing GT3 Cup.



Level 5 Motorsports Honda Lola Coupe, 4th in P2.



Beautiful, Rebellion Racing Toyota Lola Coupe, 7th Overall at the end.



Porsche GTE-AM in 17A. Finished 2 in Class 39th Overall.



There were many Double Yellows, this one by the Crew in Turn 17A.



2nd in P2, the Signatech Nissan Oreca on Dunlops.



Woodward Racing's Oreca FLM09 succumbed to mechanical problems after 203 laps.



An LP1 Car and a Ferrari GT enter the Pit Straight.



Another super trick LM car in Turn 17A.



And Finally, the WINNAH! The Lapierre/Duval/Panis Peugeot 908 Hdi-FAP First Overall completing 332 Laps.



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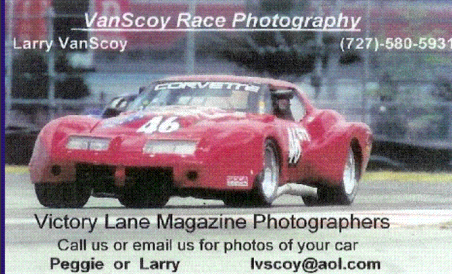


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Joyce Hayward  
457 Drage Drive,  
Apopka FL 32703**

**407-884-7889**



### PLEASE TYPE OR PRINT:

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State \_\_\_\_\_ Zip \_\_\_\_\_ County \_\_\_\_\_

Phone (\_\_\_\_\_) \_\_\_\_\_

E-Mail \_\_\_\_\_

First Gear birth date \_\_\_\_\_

Spouse Name, if joining Club \_\_\_\_\_

Children's names and birth dates if Family membership  
\_\_\_\_\_  
\_\_\_\_\_

SCCA Region Preference **Central Florida Region (83)**

I am interested in the following SCCA activities:

☐ Pro Racing ☐ Club Racing ☐ Rally ☐ Solo ☐ Official

I hereby apply for membership in the Sports Car Club of America, Inc. and its Central Florida Region and agree to abide by the bylaws.

Enclosed is my check (made payable to SCCA, INC.) or cash for \$\_\_\_\_\_,  
or:

(check one) ☐ Visa ☐ MasterCard

Card No. \_\_\_\_\_ Exp. Date \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_