

# The Checker

Official Publication of the  
Central Florida Region  
Sports Car Club of America  
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## *A Marriage Made in Heaven (CFR!)*



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## On the Cover:

CFR's Race Board Co-Chair and  
Pace Car Driver celebrated more

than a great Driver's School by  
exchanging wedding vows.



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## 2006 Event Schedule

### September

- 2-3 **Regional/ECR CFla Sebring Long Course**  
[www.cfrscca.org](http://www.cfrscca.org)
- 2-4 SARRC/SARRC/Pro-IT Atl Atlanta Motor  
Speedway [www.atl-scca.org](http://www.atl-scca.org)
- 9-10 Regional Open Wheel/Vintage Bucc Roe-  
bling Road [www.buccaneerregion.org](http://www.buccaneerregion.org)
- 16-17 Restricted Regional CCar Carolina Motor-  
sports Park [www.ccrscca.com](http://www.ccrscca.com)
- 23-24 SARRC Invitational Challenge SEDIV Roe-  
bling Road [www.sedivrcing.org](http://www.sedivrcing.org)
- 24 **Solo 2 DeLand Airport - Tentative**
- 30-1 **Drivers School - Infield Course CFR Day-  
tona Int'l Speedway** [www.cfrscca.org](http://www.cfrscca.org)
- 30-1 Hillclimb TVR Crow Mountain

### October

- 7-8 Regional/FES Enduro FLA Moroso  
[www.floridaregionscca.com](http://www.floridaregionscca.com)
- 8 **Solo 2 Gainesville Raceway - Tentative**
- 9-15 Runoffs Nat Heartland Park - Topeka  
[www.scca.com](http://www.scca.com)

- 21-22 **SARRC CFla Sebring Club Course** <http://www.cfrscca.org>

- 28-29 2007SARRC/2006 ECR/CCPS/Time Trials  
NCR VIR <http://www.ncrscca.com>

- 28-29 2007 SARRC/FES Enduro Fla Homestead  
[www.floridaregionscca.com](http://www.floridaregionscca.com)

- 29 **Solo 2 DeLand Airport - Tentative**

### November

- 3-5 **Historic Sportscar Racing Daytona (Ten-  
tative)**

- 3-4 "Charge of the Headlight Brigade" NCR  
VIR <http://www.ncrscca.com> 13 Hour  
Enduro

- 4-5 **Solo 2 Brooksville Airport Non Points**

- 4-5 Track Trials Bucc Roebling Road <http://www.buccaneerregion.org>

- 10-12 ARRC/Enduro/Pro IT Atl Road Atlanta <http://www.atl-scca.org>

- 19 **Solo 2 DeLand Airport - Tentative - Non Points**

- 25-26 **Regional CFla Sebring Long Course**  
<http://www.cfrscca.org>

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## 2007 Central Florida Region Event Schedule

### January 2007

- 6-7 **National Race - Sebring, Full Course**
- 25-28 **24 Hours of Daytona**

### February 2007

- 24-25 **Regional Race - Sebring, Short Course**

### March 2007

- 14-17 **12 Hours of Sebring**
- 30-31, Apr. 1 **St. Petersburg Grand Prix**

### May 2007

- 5-6 **National/Regional Race - Daytona**
- 19-20 **Driver School - Daytona.**

### June 2007

- 2-3 **Regional Race/Solo II - Sebring, Full  
Course**

### July 2007

- 5 **Brumos Porsche 250 - Daytona**
- 14-15 **Driver School - Sebring, Short Course**

### August 2007

- 4-5 **Regional Race - Daytona**

### September 2007

- 1-2 **Regional Race - Sebring, Full Course**
- 29-30 **Regional Race - Daytona**

### October 2007

- 13-14 **Porsche Rennsport - Daytona**
- 20-21 **Regional Race/Solo II - Sebring, Full  
Course**

### November 2007

- 8-11 **HSR Finale' - Daytona**
- 24-25 **Turkey Trot - Sebring, Full Course**

### SEDIV Event Contacts

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Florida Moroso/Homestead  
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S.C./Roebling Road/Kershaw  
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Road Rally  
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Rally Cross Steward  
David Brooks 423.842.4119

Solo II  
Karl Rickert 912-729-6890

When & Where





## District Meeting Information

**District 1** — 2nd Tuesday 7:30 p.m., Quaker Steak and Lube, 10400 49 St. N. Pinellas Park, just north of U.S. 19

**District 2** — 4th Wednesday Beef O’Brady’s 5025 Fowler Avenue; Tampa

**District 3** — 2nd Monday 8:00 PM Rossi’s Pizza & Pasta 5919 South Orange Blossom Trail Orlando 321-228-0430

**District 4** — Contact Governor for details — Ralph Giro 352-336-4011 hm 352-392-1551wk.

**District 5** — 2nd Monday Dinner at 6:30 PM, Meeting at 7:30 Charlie & Jake’s 6300 N. Wickham Road, Melbourne

**District 6** — 3rd Thursday, Dinner at 7:00 PM, Meeting at 7:45 Sonny’s in Sebring.

**District 7** — Meetings alternate on the 3rd Thursday of each month. Dinner at 6:00PM, meeting at 7:00PM – Beginning July 20, 2006 the east side location is River Grille, 950 N. US Hwy 1, Ormond Beach; west side remains Stavros, 155 S. US Hwy 17-92,

DeBary. Contact Steve Sanford, district governor for directions.

**District 8** — 2nd Thursday Uno’s Chicago Grill Daniels Parkway, Fort Myers

**District 9** — Call Governor for details — David Thenen 941-474-3608

**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.

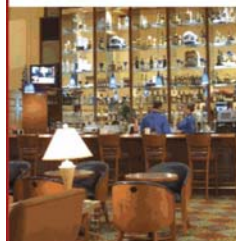


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## *District News*

### *District 1*

*Gary Steffen*

District 1 has been meeting at Quaker Steak and lube for 3 months now with really good attendance. We have had some past members attend to catch up as well as the not yet but want to be racers come check us out. Plus, Plus , the regular crowd just keeps getting bigger.

This month we had the opportunity to try out our state of the art sound system with better results. Al and Janet Harhay had traveled to a number of racetracks including Utah and gave us a full report. Sammi Ronshausen updated us on the full car count at Daytona for the August event. With only 3 more months on the calendar there are plenty of events with Rennsport and HSR at Daytona and some great club events at Sebring. The weather should be cooling off and well ,I won't speak of the dreaded H word that pops up this time of year. Come join us 2nd Tuesday of the month to meet and greet the racing masses.

### *District 3*

*Fran Martin*

District 3's August meeting at Rossi's Pizza had a larger turnout than usual – possibly because we had a week to rest up from the Daytona Double SARRC. We were glad to have Joyce and Bob Hayward join us. They had also generously donated a number of T-Shirts for door prizes and we were pleased to include some in our evening give-away.

Gov. Bill Martin reported that BOG Chairman, George DeLong, has resigned. George has accepted a position with Vanderbilt and will be moving north. Assistant Chairman, Bob Sieck, will assume the Chairman's duties for the remainder of the year.

The Daytona Double SARRC had 350 entries and saw good competition on Saturday and Sunday. There was some carnage among the open wheel competitors, but most of the large fields ran well. Friday night Registration and Tech. in the new West Lot location went fairly smoothly; but a word to the wise – bring an umbrella to registration. There's no shade and no where to run when thunderstorms arrive. RBC Robin Langlotz reported that on-line registration went well and Joyce said she had only 7 late entries for the event. That's a great improvement! Robin said we're working on credit card acceptance to improve things even further. Thanks to Robin Langlotz, Robin Ragaglia and all the others who have persevered in making sure our on-line registration works the way we need it to.

We have a number of events still to go in our racing season. Our September event will be a Regional/ECR on the long course at Sebring and we will paddock on the 12 Hour side. In October, we will again run the long course but we will paddock on the Green Park side because we are sharing the event with Solo. We have a Driver's School coming up the end of September at Daytona and will also be supporting a Porsche Club event at Daytona in October. There is plenty of activity for everyone so please contact a Chief or Governor if you are interested in working – even for just 1 day.

Be thinking about nominations for the CFR Hall of Fame and for our Distinguished Service and Worker(s) of the Year Awards.

See you at the races!

**Club News**





## District 7

Hello to everyone! Hopefully you have had a great summer and for those of you with school age kids, we hope school is going well. We met at our new location on the East side of the county, River Grille on the Tomoka, back in July and had one of the best turnouts ever. Grand American provided an excellent speaker, Adam Saal who is their Director of Marketing and Communications; and he shared some new things coming in the near future. Believe it or not they are going to dabble in motorcycle racing at Daytona. He also brought a large number of 2005 Grand Am yearbooks and we have some left. If you want one you will need to come to a meeting

since they are door prizes. They are impressive, coffee table type books with great photographs. We will continue to meet at River Grille every other month and our next meeting there will be September 21 with dinner starting at 6pm and the meeting/program at 7. We plan to have another speaker either from Grand Am or one of the Volusia based race teams such as Spirit of Daytona. We are asking Grand Am for someone from their tech department if possible. For those of you who missed our recent road tour, you missed a good time. We had a nice turnout for a Saturday run from Performance Tire and Wheel in Orange City (a member), out of Volusia County

into northern Lake County and back to Stavros Pizza in DeBary where we meet every other month. We ran some great roads in Lake County, including a couple I had never experienced, which surprised me. We want to continue to have this kind of social event occasionally and if you have suggestions, please let us know. Many thanks to Steve Martin and his wife (and the little one) for planning and organizing the tour. Great job! Please plan to come to our September meeting and as always, feel free to pass along suggestions, ideas, concerns, etc. Stay safe and well.

## Steve Sanford

## District 8

I was in Buffalo visiting my son and not able to attend last Thursday's meeting so John Woessner sat in for me. Speaking of John: he has decided to run for the vacant position of Lt.

Governor for District 8. A total of 16 members made the meeting which, will be the last at Haney's Smokehouse. Starting with September 14th we will be getting together just up Daniels

Parkway (and closer to I-75) at **UNO's Chicago Grill.**

Come out and join us at our new meeting place!

## Ron Camacho

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## CFR Elections

Election time for the even numbered districts will be here before you know it, so now is the time to start thinking about it.

Anyone interested in running for governor must be nominated by 5 members of that district, in writing, signed by the members making the

nomination and delivered to the secretary by 60 days before the annual meeting. The same rule applies for Lt. Gov.

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## Member Notes

### Sad News

Paul Lucas passed away last Friday. The whole family would come help out at the SPGP. His son Scott Lucas used to do flat tow in a white ford years ago. Son Scott also has a Formula car but

has been concentrating more on Pauls Datsun ITC car the last few years. They are from Tampa .Paul and his wife just bought a place in a rv style community in Polk city this year. the

funeral was this morning . I understand Steve Kearney will say something at Saturdays, social in Daytona .Just a great family and I wish them the best.

### Letter

Robin,  
My thanks to you and all of your helpers for a great weekend of racing. I realize the effort and sacrifice that went

into putting on this event. The August Daytona event is the highlight of my racing season and this year was the best yet.

John Limbach  
SM #110

## RE Report

Rick Balderson

### Attention in the Paddock

Well, we've sure had a couple of busy weeks here lately. I was in Atlanta, at the end of July, for the SEDiv mid year scheduling meeting. The 2007 SEDiv schedule is together, just not published yet.

Speaking of schedules, the very nice folks at Daytona have asked CFR to change the date of our 2007 School, and we have agreed to move the Drivers School from April 21-22 to May 19-20. We do not anticipate any more changes.

The spec tire rule (SM, IT-7) discussion was again on the table. CFR, Florida Region, and Atlanta voted against having spec tires, the Chiefs' of Scrutineering voted spec tires down. The other 15 RE's voted FOR the spec tire in regional racing, and so SEDiv has a spec tire rule. Go figure, the 3 regions, CFR, FLA and ATL account for more than 70% of the racing that is involved with this issue. And certainly the tech guys are tuned into what the competitors want. I am saddened that we are doing business in the chat room as opposed to the board room. Having received only 3 or 4 e-mails on this subject, leads me to think we are on the right track.

Having fewer rules is better.

Speaking of tires, Carol Cone, the ECR administrator, announced that the ECR series would NOT be having a spec tire.

From the Executive Stewards' report we find that the 8 racing regions will

have held 11 National, 38 regional race weekends and 5 Drivers Schools at 9 different courses in 2006. And that SEDiv continues to conduct the most outstanding race program in the SCCA, congratulations and thank you to all participants for making our programs a success.

KP Jones, our Area 3 Director, announced that the litigation with Fran-Am had been settled, and the confidentiality clause prevented the financial detail from being released.

Speaking of financials, it appears that Pro Racing will have another year in the red, in the -200K range.

KP said that Club is healthy, Solo is solid, runoff entries are high, and SCCA membership is approximately 52,000 to 56,000.

There has been discussion about the possibility of a mandatory head restraint for club racing. KP indicated that he was not in favor of that, and when it came to a vote, his would be no.

In other news, Mike Flynn, at Irish Mikes Racing has signed on as the major sponsor (again) of the CFR Annual Awards Banquet in Venice on Dec 1&2. District 9 is hard at work making this event a happening, so please plan to attend. The kitchen at this Holiday Inn is well above the usual hotel quality, if nothing else, you need to come over for the desert tray.

In addition to the awards banquet, the Region will be holding its annual meeting. This is your opportunity to have input into the operation of Your

club.

I hope you were able to attend the recent SARRC x2 at Daytona, did I mention it was HOT.

We had 348 competitors and only 7 late entries, certainly a record number for registration. On-line registration is now up and running although there are still some issues we need to resolve. The race board chairman and his lovely assistant are hard on it, trying to get us to the point where it does not take more than an hour to get through registration. Some issues will be more difficult to overcome than others, like the size of the windows at registration, which are too small to pass our folders through, or the fact that the bullet proof windows make communication a shouting match.

Overall, another great event, thanks to everyone involved.

The CFR Board of Governors will be holding their next meeting in Kissimmee on September 10th. The BoG meetings are open to the membership and you are invited to attend and participate.

Details are available from our new BoG Chairman, Bob Sieck. Bob has taken over this responsibility from George DeLong who has accepted a position in Tennessee. The Region thanks George for his many years of service and we extend our best wishes to both George and Pat as they make this move. Good Luck.

CONGRATULATIONS SEBRING DRIVERS' SCHOOL STUDENTS! By and large, this was a really excellent class. Very few problems on track, and a good deal of common sense and courtesy shown. I think there were more signals shown and recognized than ever before. If you need a flat tow or wrecker and can either signal that or respond to our signals, we can get you the assistance you need much faster. If a rescue vehicle is coming soon, we'll want you to stay buckled up in your car. If the Corner Captain or Stewards feel the vehicle is safe to be left where it is, we'll want you out of the car and behind a barrier. Accomplish this as quickly and safely as you can...and be alert and careful getting from car to barrier. Also remember, when you're being towed back to the paddock, wear at least one glove, your lap belt and your helmet.

The one weak area at the school was acknowledging black penalty flags, the black flag and the red flag. Lift your hand, nod your head, but in some way indicate you've seen it. And, don't pass under any yellow flag... the way to ensure this is to glance at every flag station, Start, and the Black Flag station each and every time you pass them. This is the only way we can give you information that might be vital to your safety - not to mention making you more popular with the Stewards!

WEDDING BELLS: Saturday, following the Sebring Drivers' School sessions, we had a wedding at the Sebring track. Robin Flannery and Jack Ragaglia were married at the track entrance in a ceremony with Chaplain Steve Kearney officiating. A reception followed attended by workers, drivers and officials. Congratulation and warmest best wishes to Robin and Jack, important fixtures of CFR!

IN MEMORIAM: Once again, we have lost one of our own. Paul Lucas, driver of Production car 68 and Corner Worker, died suddenly at home July 28. Paul, with his son, Scott, has also been a worker for many years ... always there, always dependable. In his racing, as in his life, he was always generous to those he was with ... always offering to help if needed. He was one of life's truly good guys and a good friend. Our condolences and sympathy to his wife, Sue and the Lucas family.

And, 6 days later, a Spec Miata driver, Mark Palmer, suffered a heart attack and passed away. Again, our condolences and sympathy to his wife, Patty, son Bobby and daughter Logan. We hold both families in our hearts and prayers.

Chaplain Steve held a brief memorial service for Paul and Mark at the track following the races Saturday at Daytona. Paul's son, Scott was at the track on Saturday in memory of his Dad so many of us got to see and talk to him.

DAYTONA RACES: No problem getting to Daytona but the minute we pulled into the track, headed for registration, the heavens opened and we had a monsoon. Standing crunched up in the horizontal rain was a real trip. Fellow line members threatened to take away my CFR large umbrella ... I was a walking weapon, a true menace. Those umbrellas are so large, you almost need a drivers' license to walk with them ... or perhaps they needed more dexterity than I was exhibiting. And, as usual, the wind threatened to waft me to Kansas... with or without Toto!

When we arrived, there were over 400 entries and from looking at the groups on track, I think most of them showed up. We were treated to some great racing ... unfortunately also several crunches and fender benders but no human injuries. Hi and thanks to good friends I hadn't seen in awhile and also to the good folks at Grid and I thank you for your help, instruction, and kindness when I worked with you Saturday afternoon.

ATTENTION/REMINDER TO STUDENTS: At the upcoming September Drivers' School at





Daytona, please refrain from wearing red, black or yellow track side. This goes for umbrellas too. It can be very confusing to drivers on the track ... you're a walking flag. If your drivers' suit is one of the aforementioned colors, either shuck off the top or stand back from the track to observe. This applies to drivers, your crews and family, spectators, AND instructors. This will prevent the Workers from having to chase you down and play color patrol. It's a job we don't like but which we're often reminded to do by the Stewards. Check the supps that are part of the entry

information ... and heed no shorts or open shoes in the hot area. We want the School to be fun for participants and spectators alike and we work to make it a safe, comfortable environment for all.

Also, for Phase II Students, review the information you received at your first school and go over the flag handouts. Avoid passing under any yellow, report promptly to the Pits if you see the black flag and a number board with your number on it at Start or the Black Flag Station, and remember to acknowledge the black or red flags with a nod or a hand signal. You'll get ever so

many brownie points for doing so vs having to deal with a Steward if you don't. Remember, all Corner Stations will display a white flag on the first lap of the first session each day - be sure you know where the stations are and check them often for flags and signals. This is our prime method of giving you information like track conditions and possible problems to avoid. Drive safe and have a successful and fun school for all students!

'Til next month, play safe ... we need each and every one of you!

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## *Ted's Technology, Trivia & Tidbits*

*Ted Glaser*

### *Technology and Business:*

Bayerische Motoren Werke (Bavarian Motor Works), known universally as BMW, can trace its origins back to 1916 when Karl Rapp and Gustav Otto, two aviation engineers, merged their respective companies.

Today it is the world's biggest premium car maker and last year posted net profits of almost \$2.8 billion. The group is based in Munich and it has 10 production sites across the world - seven in Germany, one in Austria, one in South Africa and one in America.

The Treaty of Versailles banned aircraft manufacture in Germany after the first world war, forcing Otto and Rapp to diversify into motorcycles - the BMW badge symbolizes a rotating aircraft propeller. The first BMW-developed car, the 20hp 3/20, was launched in 1932. The 303 was launched the following year and featured the key styling and engineering that characterize many of today's

BMW's: the twin kidney grilles and an in-line straight six-cylinder engine.

After the second world war the allies imposed a three-year ban on production because of the company's involvement in constructing aircraft engines and rockets for Hitler. BMW struggled, but in 1951 launched another car, the 501. Its fortunes didn't really improve until 1959, however, with the 700. The 1961 1500 model was the seed for the 3-series, with a style that survives today.

Shortly before the upturn, BMW's management suggested selling the company to Daimler-Benz. But Herbert Quandt, a Dutch businessman and large shareholder, resisted. Today his widow Johanna remains the largest shareholder.

BMW now offers 13 models and sold 332,923 cars in the first quarter of 2006. The London Sunday Times Rich List places Quandt and her family as the 16th

richest in the world with assets of \$23.3 billion.

In the UK, Ken Livingstone could take the US embassy to court in America to retrieve £375,000 (~\$693,000) in unpaid congestion charge fines. Transport for London (TfL), the Mayor of London's transport body, is taking legal advice about pursuing the embassy in the US courts for charges outstanding since its diplomats stopped paying in July last year. Diplomatic immunity prevents any action in a British court. Foreign embassies account for £3.6m (~\$6.6m) in unpaid congestion fines for parking and traveling in downtown London. They claim the Vienna convention exempts them.

Prius U.S. sales have fallen year-on-year because parts are being diverted to the Camry Hybrid, which begins output at Toyota's plant in Georgetown, KY, in October.

The Honda Insight hybrid-electric vehicle, has been languishing on dealer lots. Honda sold less than



700 units last year.

On July 15-16 Toyota entered a racing version of its Lexus GS450 hybrid touring car in the Tokachi 24 Hour race in Japan which features a gasoline engine and an electric motor which are used alternately. The project is being run by Sard, a longtime Toyota partner in racing. One of the aims of the program is to obtain technical feedback from the racing cars to see if it can be used on mass-production vehicles in the future with the main aim being to make the hybrid systems smaller, lighter and more efficient. Can Le Mans be far behind?

In spite of US manufacturing plants, foreign manufacturers still import nearly 3 million cars each year, the equivalent of importing the entire U.K. market every year.

The iCard has been TRUMPED! At Indianapolis Kangaroo TV launched an exciting new product which the company said "truly enhances the at-race experience". That may be a long-winded expression but there is no doubt that it is true as the service allows fans to enjoy F1 with an interactive handheld video, audio and data device that gives the user a much better understanding of what is going on. The service can provide up to 10 live video feeds including live footage, in-car coverage and replays plus 64 audio feeds, including commentary, expert opinions and driver-to-pit radios. One will be able to choose which drivers to listen in on and one has access to some of the same real time data that the teams and the media use as the cars race around the track. In addition there are a wide range of other features including driver profiles that will be included in the package as the service develops. The handheld devices will be available for rent at

each Grand Prix although it is yet to be decided how much this will cost at the European events. In the United States Kangaroo TV in NASCAR is available for a rental fee of \$50 a day or \$70 for the weekend.

NASCAR is a form of motorsport where lots and lots of big cars that look like cereal boxes drive around in circles for an eternity before they have a huge pile-up and then somebody wins.

BMW has demonstrated a new user-friendly gadget, which, it says, solves the problem of parking big cars in small garages: a self-park system that allows owners to get out of their vehicle and then remotely park it in the narrowest of spaces. It will also remotely reverse out of the garage again.

The remote park assist system works by using a reflective lens positioned against the back wall of the garage. A miniature video camera on the car's front windscreen measures the distance and angle of the vehicle relative to the lens. The car then calculates the maneuver, activates the throttle pedal and brake and turns the steering wheel accordingly.

BMW, which demonstrated the system on a 7-series at its headquarters in Munich, says it could be fitted in new cars within three years.

This is an enhancement of the system for parallel parking reported here last year.

*Trivia:*

1966 ... The beginning of Trans-Am racing  
(part 3 of 3)

The 16 Group 2 Mustangs were painted white w/black interiors. All cars were sold to independent teams. Shelby did not run a Group

2 Trans-Am team in '66. Only one car was completed in time for the Trans-Am race at Sebring in '66. Three were to be available. The 1st car went to Cooper, Clark & Associates. They paid \$6,414 for the 1st Group 2 car in a bidding war. Later Group 2 Mustangs sold for \$5,500.

Shelby-prepared cars placed in 5 out the remaining 6 races. Independent teams drove non-Shelby Group 2 Mustangs to wins at Mid-America Raceway, the Virginia 400 & 2nd at Briar 250. Ford & Chrysler fought for the lead in points up to the last 2 races. At Green Valley, Brad Booker & John McComb driving a Shelby Group 2 Mustang beat out the "Team Starfish" Barracudas & Group 44 Dodge Dart to win tying the standings at 37 each for Chrysler & Ford.

The last race of the season was at Riverside (CA). Shelby sent Jerry Titus to drive a Shelby Group 2 Mustang. During the qualifying on Saturday Titus set a track lap record of 1:41.9 at an average of 91.854 mph to earn the #1 spot for the race on Sunday. The race started w/a LeMans type start. Titus flooded his Mustang leaving him next to last to start. A later broken oil filter cost him almost 2 laps while it was being replaced. Titus fought his way thru the 34 cars to finish 1st ... 48 seconds ahead of the Tullius Group 44 Dodge Dart. Mustang & Ford won the 1st Trans-Am Manufacturers Trophy.

*Anniversaries:*

1958 - September 30

Cosworth was founded by Mike Costin and Keith Duckworth. The pair first met at Lotus, where Keith was working on gearbox development and Mike was effectively technical director.

Neither was directly involved in designing engines, but they saw an opportunity.

Initially the business was based on tuning Climaxes, before Duckworth came up with the first proper Cosworth engine. Based on a Ford, it was destined for huge success in Formula Junior, and was followed by F3 and F2 units.

In 1965 Colin Chapman began his hunt for a new Grand Prix engine for the 3-litre formula that began in 1966. The Lotus boss persuaded Duckworth - who had relatively modest ambitions - that he should be in F1. Keith said it would cost £100,000 to develop and build an initial run of five engines, and Chapman found the money from Ford Britain.

It was more or less by chance that the manufacturer became involved - and at an extraordinarily low cost. The first payment arrived on March 1 1966, and the legendary DFV engine was born. In Jim Clark's hands it, was a success on its first appearance in Holland in 1967.

Between 1967 and 1983 the DFV and its derivatives won 156 Grands Prix and 12 drivers' World

Championships, but Cosworth never managed to repeat that sort of form.

In the 1980s its turbo engine flopped, but on the return to normally aspirated rules the HB won races with Benetton and McLaren in 1989-93, in the face of strong competition from Honda and Renault.

Then the Zetec-R took Michael Schumacher to his first World Championship with Benetton in 1994. Later Sauber and then Stewart became the 'works' Ford teams. The first win with the CR series came at the Nurburgring with Johnny Herbert and Stewart in 1999.

The following year the team became, Jaguar and was more closely integrated with Cosworth, but a pair of third places achieved by Eddie Irvine remain the best results. However, Giancarlo Fisichella gave Cosworth an unexpected success Brazil last year under the Jordan-Ford banner.

In 1980 Cosworth was sold to an outside group called UEI. Duckworth retired in 1988, and was given the title of Honorary Life

President. In 1990 it was sold again to Vickers, who also owned Rolls Royce.

In 1998 Vickers put the company up for sale, and it was split into two parts - Cosworth Technology (acquired by Audi), and Cosworth Racing (bought by Ford).

### *Crystal Ball:*

2007 - Volkswagen plans to begin selling its 250-hp Golf R32 in the U.S. by July 2007, It is the fastest Golf ever - with a top speed of 155 mph.

2010 - DaimlerChrysler AG plans to invest about \$2 billion in a new global family of V-6 engines.

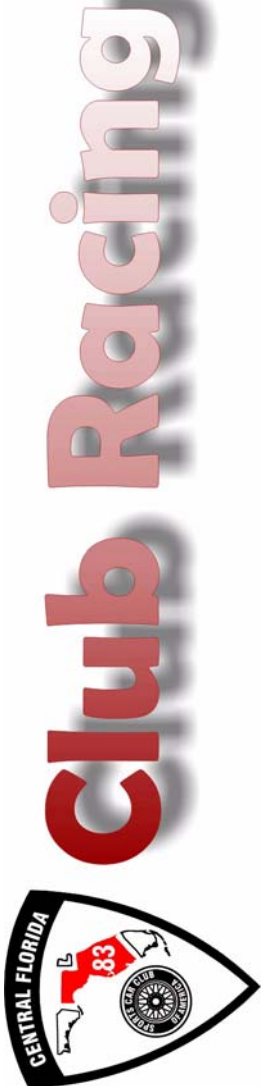
The "modular" engines will begin appearing at the end of the decade. The basic architecture will be shared by Mercedes-Benz and Chrysler group vehicles.

The project, known internally as Phoenix, will build the V-6s at three Chrysler engine plants in the United States: Kenosha, Wis.; Trenton, Mich.; and Toledo Machine in Ohio. Engines also will be produced at a Mercedes factory in Germany.

See you at the races!

## Club Racing Points

AS	SEIFREIT	SCOTT	69	FF	HALLOCK	STAN	16
AS	EVELAND JR	WILLIAM	55	FF	OPPEL	ALAN	16
AS	DAWSON	CHUCK	18	FF	SCHIMENTI	JOHN	15
AS	REICHARD	BRUCE	18	FF	BURKHARDT	MIKE	12
AS	EVELAND SR	WILLIAM	15	FF	HATFIELD	JEREMY	6
				FF	SCHANDL	JOE	5
ASR	COHEE	DOUGLASS	21	FM	BEATTIE	TOM	66
ASR	DUNN	JACK	12	FM	MC COY	AUSTIN	46
ASR	JOHNSTON	ROBERT	9	FM	MC COY	ERIC	16
				FM	ERIKSON	WILLIAM	13
CF	YOUNG	COREY	18	FP	DESHONG	DANA	62
CSR	BUTLER	WAYNE	73	FP	COX	JOHN	33
CSR	FALATICK	WILLIAM	48	FP	HULSE II	ALAN	24
CSR	KENNEDY	SQUEAK	25	FP	PEARCE	CRAIG	24
CSR	WEBB	RAY	18	FP	YOUNG	PERRY	24
DSR	AID	JIM	31	FP	COLLINS	SID	21
DSR	LEVIEN	GEORGE	24	FP	ROSE	BILL	21
DSR	SOMERS	JASON	21	FP	SACKS	JON	21
DSR	BONSEY	JIM	18	FP	ROSE	TRICIA	16
DSR	SMITH	CHUCK	12	FP	URSO	BILL	14
				FP	DYKHUISEN	JERRY	12
EP	BAKER	PATRICK	62	FP	LONDON	PETER	11
EP	MINNEAR	WILLIAM	42	FP	MILLIGAN	MICHAEL	9
EP	FERRER	HECTOR	30	FP	GOUTELL	CARL	4
EP	TAYLOR	KENNETH	30	FP	PRADO	EDWIN	4
EP	ROSE	BILL	29	FSCCA	INGE	MATTHEW	80
EP	BURGESS	ALAN	26	FSCCA	SWAIN	JIM	59
EP	GAREL	CHRISTOPHER	15	FSCCA	OSINGA	WALLY	55
EP	DIEHL	ED	13	FSCCA	DONOVAN	THOMAS	28
EP	ROSE	TRICIA	11	FSCCA	WEBB	ROBERT	28
EP	CORBITT	WELDON	7	FSCCA	CORTHELL	JACK	20
EP	EVANSON	RYAN	6	FSCCA	ELDER	JIM	14
EP	PAULIN	WAYNE	6	FSCCA	FIELD	KEITH	9
EP	RUDOLPH	MIKE	3	FSCCA	FIELD	KEITH	9
EP	TAYLOR	TERRY	2	FSCCA	HERSCHER	GEORGE	8
				FSCCA	TOMEY	PAUL	7
F5	LIEB	DEREK	79	FSCCA	GREEN	THOMAS	3
F5	MOENCH	JEFF	33	FSCCA	ZERLIN	ADAM	3
F5	ALFARONE	WAYDE	29	FV	DASSINGER	CARL	61
F5	MANALIO	THOMAS	24	FV	FUCHS	JOHN	58
F5	LAY	SUSAN	9	FV	BURFORD	RAY	41
F5	DOWNING	CHRISTOPHER	6	FV	DASSINGER	GARY	26
				FV	MATTOX	JOHN	22
FA	WALD	WILLIAM	70	FV	SCHIFFER	MIKE	15
FA	BOUGHAN	DONALD	51	FV	POSTMA	LOUIS	7
FA	OETTER	BOB	38	FV	SCHNEIDER	HARRY	7
FA	NISHIOKA	HIRO	24	FV	MATTOX	SHAWN	4
FA	KORNELL	TOM	20	GP	HULSE	ALAN	48
FA	WATERS	KEN	18	GP	RIVARD	RICHARD	35
FC	HALLOCK	STAN	45	GP	LARSON	MARK	29
FC	JENSEN	BRUCE	29	GP	LARSON	JEROLD	25
FC	DICKINSON	ED	21	GP	BOYLAN	TERRY	24
FC	POLLOCK	LYN	20	GP	KOSTEVICZ	STAN	24
FC	HERSCHER	JOHN	14	GP	MACDONALD	JOHN	16
FC	BOUGHAN	DONALD	12	GP	LUCAS	PAUL	15
FC	SMITH	DAVID	10	GP	LUCAS	SCOTT	9
				GP	CABAJ	JANINE	5
FF	RILEY III	JOSEPH	48	GT1	BAILEY	JEFF	70
FF	POPE	DAVID	47	GT1	BORDERS	ROBERT	52
FF	SWANSON	JON	30	GT1	EMERY	JEFF	36
FF	ROBINSON II	JOHN	24				
FF	BENSON	JOHN	16				



GT1	MC ELHENY	ROBERT	32	ITB	RIPO	CHRIS	44	ITS	WILSON	JIM	1
GT1	RATCLIFF	GUY	21	ITB	MCCORMICK	MIKE	32				
GT1	GRIFFIN	MATT	19	ITB	BROWN	DARREN	27	LEG	FUTCH	JEFF	24
GT1	SIMMS	PHILLIP	19	ITB	CRIFE	JEFFERY	26				
GT1	KELEHER	TOM	9	ITB	ALANDER	STEVE	24	P1	ALEXANDER	DALE	78
GT1	KERN	MICHAEL	9	ITB	MCCORMICK	PAUL	21	P1	HOLLIDAY	MORRIS	75
GT1	BAUER	ROLAND	8	ITB	WEBER	BRETT	21				
GT1	MATTIOLI	MARK	8	ITB	KEANE	PETER	19	P2	PAULY	JAMES	49
GT1	WEBB	RAYMOND	7	ITB	GERSTNER	MIKE	18	P2	SLIWA	STEVE	34
GT1	KELEHER	TOM	5	ITB	MCCORMICK	GEORGE	18	P2	SHAFER	BRUCE	18
GT1	KENNY	STEVE	5	ITB	LOPER	DAVID	14	P2	ABRAHAMS	MICHAEL	17
GT1	LOGSDON	BOSCO	2	ITB	ELLIS-BROWND	DAVID	13	P2	COLLINS	SCOTT	16
				ITB	WIEGAND	DAVID	13				
GT2	GOUTELL	CARL	30	ITB	MILLER	LELAND	12	S2	CULBERTSON	VIC	24
GT2	JACALONE	JOE	28	ITB	REICHARD	LINDA	12				
GT2	SAYLER	VAN	24	ITB	CRIFE	TOM	11	SM	HARDING	DEWEY	57
				ITB	MONTERO	MARK	7	SM	PELAK	MARK	44
GT3	DAVIS	LARRY	24	ITB	YATES	WILLIAM	7	SM	BARBEN	JOHN	25
GT3	BAILEY	WALT	21	ITB	KEANE	DEUCE	6	SM	BURAS	TODD	24
GT3	DESJARDIN	PIERRE	21	ITB	RADHAY	RALPH	6	SM	KULLMAN	PAUL	21
				ITB	REYNOLDS	BRUCE	6	SM	CRUTCHFIELD	SCOTT	18
GTA	TAYLOR	ERIC	45	ITB	CARROLI	PAUL	3	SM	SPAUDE	BRET	18
								SM	MASON	CHRIS	16
GTL	SWITZER	JOHN	54	ITC	MCCOIN	BILL	87	SM	EVANS	JOE	9
GTL	STERRETT	TOM	28	ITC	MOERWALD	MIKI	66	SM	FOWLER	RON	9
GTL	MCDONALD	VAN	21	ITC	BOYLAN	TERRY	57	SM	KATHARINE	MARY	9
GTL	LEONARD	CHARLES	12	ITC	CLEMENSON	EARL	38	SM	JENSEN	GARY	7
				ITC	STEPHENS	JOHN	34	SM	MASON	DEREK	7
HP	HESS	BOB	51	ITC	STEPHENS	PHILLIP	24	SM	BRANOM	RON	5
HP	KANZLER	DAVE	47	ITC	LEONARD	ELLEN	18	SM	JENSEN	MARK	5
HP	PELLMAN	MARK	24	ITC	BURRIS	BOB	16	SM	GREENBERG	DAVID	4
HP	BENNETT	GREG	21	ITC	BIES	BILL	9	SM	PALMER	MARK	4
HP	LOFTIS	DONALD	21	ITC	MECKLEM	CHUCK	7	SM	SCRUGGS	MARK	4
HP	FRANCKE	KEN	14	ITC	LUCAS	PAUL	5	SM	RICART	FRED	3
HP	ALDRED	DWIGHT	4	ITC	LARSON	SCOTT	4	SM	RUCKER	JOHN	3
				ITC	LUCAS	SCOTT	4	SM	MASHBURN	ERIC	2
IT7	MCMAMARA	PAUL	97	ITC	MARTIN	TIM	1	SM	RHOADES	CLIFFORD	2
IT7	COX	GLENN	33	ITC	ROSA	JIM	1	SM	SANTOS	ALEX	2
IT7	WELZ	JAMES	20					SM	TUCKER	JAMIE	2
IT7	CAREY	LON	18	ITGT	RIEDY	ANDY	33	SM	VAN VITERT	GERALD	2
IT7	WALTERS	KENNETH O	18	ITGT	OTOOLE	JAMES	18	SM	CHARBONNEAU	ANDREW	1
IT7	TRIPKA	ROBERT	12	ITGT	REICHARD	RAYMOND	17	SM	FOWLER	ANN	1
IT7	BURGOON	BARRY	10	ITGT	TOOLE	SEAN	7				
IT7	PEEBLES	MARK	4	ITGT	TOOLE	CONNOR	6	SPO	ALDRICH	JOHN	43
IT7	HURLEY	JACK	3					SPO	DOUGLAS	JERRY	42
IT7	NEWBERG	ED	2	ITS	GARCIA	CARLOS	84	SPO	COVINGTON	CHARLES	35
IT7	BAYLER	DONALD	1	ITS	EELLS	PETER	63	SPO	ONEILL	SCOTT	24
				ITS	DANA	MARC	56	SPO	SHOUSE	BOB	22
ITA	DARLING	EVAN	71	ITS	VANSTEENBURG	KIP	50	SPO	MASSELL	GEORGE	14
ITA	DEAN, JR	JOHN	57	ITS	GALLUP	RICHARD	39	SPO	STRATTON	JASON	13
ITA	SIECK	BOB	49	ITS	WANSLEY	ROB	35	SPO	GOLDBURG	DANIEL	12
ITA	ALFORD	TUCKER	30	ITS	FLYNN	MICHAEL	31	SPO	GOLDIN	KEITH	12
ITA	OBREMSKI	JOHN	28	ITS	WITHAM	ALLEN	22	SPO	CARTER	PATTI	9
ITA	TENN	NICHOLAS	24	ITS	SECK	SCOTT	14	SPO	GOLDBURG	BRIAN	9
ITA	BLANTON	ELLIS	21	ITS	GROVE	JEFF	13	SPO	LIMOGES	VALERIE	9
ITA	O'KEEFE	SCOTT	13	ITS	COHEN	JIM	12	SPO	MORGAN	JOHN	9
ITA	BOYLAN	BUD	10	ITS	CABAN	PEDRO	10	SPO	PULEO	ANTHONY	9
ITA	PRITCHETT	DARRYL	10	ITS	AKARJALIAN	MENAS	9	SPO	BEEBE	LARRY	7
ITA	BANKS	DAVID	8	ITS	SHAFER	BRUCE	9	SPO	STRATTON	GARY	4
ITA	SHIPP	CHRISTIAN	6	ITS	GLICKMAN	STUART	8	SPO	ARNOLD	LEE	3
ITA	GVALETZ	GEOEGE	5	ITS	RICHARDS	SCOTT	6	SPO	EATON	RON	1
ITA	HURLEY	JOSHUA	5	ITS	GUENTHER	MIKE	5				
ITA	LANGLOTZ	ROBIN/ROBERT	3	ITS	NELSON	GREGORY	4	SPU	FUTCH JR	JAMES	33
ITA	LOWDERMILK	GEOFFREY	3	ITS	CHAMBERS	MARC	3	SPU	FOLLMANN	ROBERT	18
ITA	JUNKINS	DAVID	2	ITS	POTTER	TIM	3	SPU	LIDDY	DAN	13
ITA	DAVIDSON	JASON	1	ITS	DESHONG	DWAYNE	2	SPU	WEDDERBURN	ANDRE	12
ITA	ESTES	JEREMY	1	ITS	LOGSDON	ROBERT	1	SPU	TROGLIA	DONNY	7
				ITS	SMITH	MARK	1				
ITB	HORN	MICHAEL	61	ITS	WILSON	TOM	1	SRF	INGE	MATTHEW	68



SRF	LADONICZKI	BILL	30	SRF	BREWER	STEVE	4	SSB	MARCHAND	CHRIS	16
SRF	INGE	RONALD	26	SRF	GREEN	TOM	4	SSB	GOFF	WARREN	7
SRF	EATON	MARK	24	SRF	MEAD	B. DOUG	4	SSB	GOFF	DAVID	7
SRF	DE LA TORRIENTE	HECTOR	23	SRF	STAWARA	DAVID	4				
SRF	HELMICK III	DAVID	18	SRF	WITHAM	ROBERT	4	SSC	THEEN	DAVID	60
SRF	LUND	NEIL	18	SRF	MARINO	KEN	3	SSC	SANDARGAS	VICKY	33
SRF	BAISDEN	LARRY	16	SRF	ROBINSON	MICK	3	SSC	MC CAUGHEY	MARK	21
SRF	GORE	JORDAN	16	SRF	CHARBONEAU	ANDREW	2	SSC	SANDARGAS	DON	21
SRF	GREGG	CHARLES	13	SRF	LADONICZKI	STEVE	2	SSC	RUSSELL	LUKE	18
SRF	KLEBECK	TOM	9	SRF	MALIN	THOMAS	2				
SRF	SINK	RUSSELL	9	SRF	MEADE	EDDIE	2	T1	HAVERLAND	DELL	24
SRF	ANNIS	JOHN	6	SRF	SEVERINO	FRANK	2				
SRF	BAUMAN	BOB	6	SRF	BUTT	MEL	1	T2	NASTASI	TOM	12
SRF	HENNESSY	AMANDA	5								
SRF	HILL	LEE	5	SSB	MAGERO	JIM	21				
SRF	MANCHESTER	MICHAEL	5	SSB	BUCKLEY	DAVID	18				

## NOTICE TO ITGT, P1 and P2 COMPETITORS

Effective for all races held by the Central Florida Region after November 1, 2006 the CFR Club Racing Program will no longer include classes not supported by the GCR or included in

the SEDIV Regional Class Rules. This means that ITGT, P1 and P2 will be discontinued in the Central Florida Region beginning with the 2007 competition season. If you wish to

continue to race these cars, they must be made to conform to existing GCR or SEDIV class rules.

## Racing Notes and Stories

### Story by "Bosco" Logsdon

The weather was hot and the competition even hotter at Daytona August fifth and sixth as the V8 StockCar Series brought nearly thirty competitors to test the high banks at Daytona. Running with the Central Florida Region SCCA, racers towed their tube framed beasts from as far away as Wisconsin and Indiana to take part in the action.

On Saturday V8 GT-1 hot shoe Jeff Emery led from the pole to take the overall win, rocketing around the 3.54 mile road course as fast as one minute 54 seconds. This was Emery's second Daytona victory of the year as he also took the May SCCA national. Dan Goldberg brought his "TWEAKED" Panoz GT home second, followed by Bill Ridell (ex Tommy Riggins IMSA

Buick), Jeff Bailey C4 Vette, and Robert Borders in fifth (C6 Vette) after starting shotgun on the field after not making qualifying.

Matt Griffin managed a sixth overall and a fast 1.56 lap despite having to rebuild the front end of his Monte Carlo after a crash in qualifying when a suspension piece broke.

Sunday dawned and we soon knew that Emery's year long win streak was to end, as his potent mill developed an upper respiratory problem.

With Emery sidelined, "Wild Bill" Smith sat on the pole with firefighter Jeff Bailey next to him in his C4 Vette, which in another life was the "almost Famous" Mo Carter Camaro that ran in IMSA, Lemans, and Daytona 24 hour.

When the Green waved, Smith motored away in his SB2 powered Chevy tube framed rocket that he calls a "55 Chevy Bel Air. Bailey and Ridell battled for second, swapping positions until Ridell crashed. Smith took the overall win by almost ten seconds followed by Bailey and Borders.

For the weekend eight of the V8Gt-1 or V8 StockCar racers clocked a 2.00 lap or better with several others not far off. This is believed to be the fastest SCCA regional GT field ever at Daytona.

Next up for the group is the Sebring 12 hour course September 2nd and 3rd. Another big field of competitors is expected.

### Notes for The Checker by Ron Inge

My 18-year old son, Matthew, competed at Daytona this weekend in two classes/groups. He qualified fourth overall, first in his class in FSC on Saturday and won. In Group 2, he qualified first in class, second overall in

SRF and won. He won both races on Saturday.

On Sunday, in FSC, he qualified fifth overall, second in class in FSC and won. In SRF, he qualified sixth overall,

fourth in class and won also.

He went 4 for 4 for the weekend in two classes, the FSC in group one and SRF in group 2.

Needless to say, he was worn out

when the weekend was over.

He is leading the region championship in SRF and FSC and is tied for first in SRF in SARRC. We didn't run that

many SARRC FSC races, so he is about fourth or fifth there.

Sorry to seem like bragging, but we were really proud of him. His

grandparents, both uncles and several cousins were there to cheer him on.

## Wedding News

The weekend of our Driver's School saw another important event take place. Robin Flannery and Jack Ragaglia were married just outside the main gate of Sebring International Raceway, on Saturday July 15th. Chaplain Steve Kearney performed the ceremony and Robin's son John assisted as the ring bearer. Robin wore a Hawaiian dress and Jack and John kept the mood with their Hawaiian shirts. Thanks to Micki and Wanda, leis were provided to the happy couple. After the short ceremony during which the attendees were mostly quiet, everyone moved to our building for liquid refreshments and some excellent hors d'ouvres courtesy of Mr. & Mrs. Ragaglia. CONGRATULATIONS ROBIN AND JACK!!





## Sebring Driver's School

### Bill Martin

There was a sinking feeling in the Impound Area which took a Wrecker to fix.



The School featured several "Retread"

entries.



All in all, some Sixty Students braved the heat and humidity.



A Group takes the Green for a practice race.



The Pack heads for Turn 2 .





# How NOT To Spend (Spin) Your Weekend at Daytona

*Bill Martin*





# Meanwhile back at the race...

The Unusually Large Formula Car Group Exits The Track.



CFR Version Of The Wailing Wall. Posting of Qualifying Times.



Hector de la Torriente Leads A Group Into Turn 5.



High Level Conference in Tech. Caution - Tow Eyes Under Scrutiny.



Last Minute Tweaks Being Applied to the Bob Johnson Shelby-Can Am.



Frank Severino, Tom Green, & Jon Ewing set up for Turn 5.



Matt Inge Brings his Formula SCCA Across The Scales.



It would Get My Attention. The Scott Seifreit AS Mustang.



Budd Severino Exits His Car in Turn 6.



The Entry Of Over 350 Filled All The Garages.



DAY CK 008 - Start Of Group 2 Race. SRF, FV, F500 Turn 5.



Frank Severino in Turn 6.



The SRF Impound And A Place To

Cool Off.



DAY CK 016 - Start Of Group 5 Race. Lap 1, Turn 5.



DAY CK 017 - Mike Cottrell Leads The Pack Of 55 SM Starters Through Turn

5.



DAY CK 018 - More SM Contenders In Turn 5.



DAY CK 019 - Caution, Four Cars Will Not Fit In The Apex of Turn 6 At The

Same Time.



DAY CK 020 - The Turn 6 Corner Crew Keeps A Watchful Eye On A Developing Incident.



## *More Daytona*

### *Ted Glaser*

Registration Line, 06h59 SAT.



"Who's on First?"



Bob Storke, Jim Fares & Linda Busby.



Richard Bittman, Rob Wolfon, Bob McKerrigan, & Dave Fredrick.



Bob Hayward, Dave Langsron & Chris Schatz.



1st practice at turn 3.





1st practice at turn 3 (more).



Tim Norstrom & Jim Wagner (a guest from NM).



"Sally (Larson) Says" . . . .



Jim Hooker, Phillip Walter (seated), Bryan Williams, Craig Ziegler & Rich Kasson.



Bryant Wingo, Sally Larson & Mike Whittaker.



Frank Stoddard & Paul Gatenby, Starters from the Florida Region.



Action at the chicaine



Gail Kasson & Mike Wingo.





**CENTRAL FLORIDA REGION  
DRIVERS SCHOOL  
Sept 30 – Oct 1, 2006  
DAYTONA INTERNATIONAL SPEEDWAY  
Sanction No. 06-DS-10-P**



Chief Steward.....	Bob Shafer	Event Registrar.....	Joyce Hayward
Asst. Chief Steward-Safety.....	K P Jones	Safety Scrutineer.....	Bill Eveland
		Timing & Scoring.....	Lee Shafer
Asst. Chief Steward.....	Leland Miller	Flagging & Communications.....	Rich Kasson
Asst. Chief Steward.....	Barbara Magnuson	Grid Marshal.....	John Woesner
Asst. Chief Steward.....	Pete Magnuson	Pit Marshal.....	Jim Sleeth
Asst. Chief Steward.....	Bob Windisch	Starter.....	Larry Kurkowski
		Sound Control.....	Berta Sager
Chairman S.O.M.....	Sandy Jung	Course Marshal.....	Bob Anthony
Steward of the Meet.....	Grumpy Esau	Paddock Marshal.....	TBA
Steward of the Meet.....	Morris Holliday (SIT)	Medical Director.....	Dave Langston
Steward of the Meet.....	Smokey Harper (SIT)	Pace Car.....	Jack Ragaglia
		Regional Executive.....	Rick Balderson
		Event Coordinator.....	Bill Cannons
Chief Driver Instructor.....	David Boles	Race Chairman.....	Robin Langlotz

Group 1: FA, FC, CFC, FF, CF, FV, F500, FS, S2000, FM, CSR, DSR, SRF, ASR, FSCCA, SRSCCA, Vintage Open  
 Group 2: GT1, GT2, GT3, GTA, EP, ITS, ITA, IT7, SPO, AS, T1, T2, ITGT, P1  
 Group 3: GTL, FP, GP, HP, ITB, ITC, SM, SPU, SSB, SSC, P2, LEG, T3, Vintage Closed

**Friday, Sept 29, 2006**

5:00 - 8:00	<b>Registration</b>
5:15 – 8:15	<b>Tech</b>
7:30 - ??	Classroom session – location TBA

**All students** who have not passed an SCCA Drivers' School must attend this session.

**Saturday, Sept 30, 2006**

<b>7:00 - 10:00</b>	<b>Registration</b>
<b>7:30 – 10:30</b>	<b>Tech</b> (at registration location)
8:00 – 9:00	Mandatory meeting of all drivers. Benny Hahn Press Room.
9:00 – 9:45	“Station wagon tours” with instructors
9:50	2 – 20 minute sessions each of Groups 1, 2, and 3 running consecutively.
	<b>LUNCH 1 hour - Students and instructors report to the Press Room. Bring your lunch.</b> If time permits, subject to the discretion of the Chief Driver Instructor, Station wagon tours with instructors will be permitted.
	2 – 25 minute sessions each of Groups 1, 2 and 3.
5:00	Secure Course
5:15	Social Event

**Sunday, Oct 1, 2006**

<b>7:00 - 7:30</b>	<b>Motorsports Ministries Chapel</b>
<b>7:00 - 10:00</b>	<b>Registration</b>
8:00 - 9:00	Tech Inspection
8:00	Drivers meeting at Benny Hahn Press Room followed by “Station Wagon Tours” with instructors
9:00	2 – 30 minute sessions each of Groups 3, 2, and 1 running consecutively
	<b>LUNCH/DRIVER’S MEETING – Location TBA. 1 hour.</b>
	1 – 30 minute session each of Groups 3, 2, and 1 running consecutively
	Worker Break
	3 Practice Starts and 5 lap races, Group 3, then 2, then 1.
5:00	Secure course
	<b>STUDENTS – Pick up Novice Permits prior to leaving the track!</b>

All times are approximate. Unforeseen changes may occur. Listen to PA for official changes.

**PLEASE NOTE:** Registration will be held at a NEW LOCATION adjacent to the turn 1 tunnel entrance. Enter at gate 60, off of Williamson Blvd.



# SUPPLEMENTARY REGULATIONS Sanction No. 06-DS-10-P

This event is held under the 2006 General Competition Rules, based on the 2006 GCR and Category Specifications, as amended for 2006.

**REGISTRATION:** Entry forms must be completed and mailed with entry fees to the Registrar, Joyce Hayward, 457 Drage Drive, Apopka, FL 32703. Make checks payable to Central Florida Region, SCCA. A \$25 fee will be charged for any check returned by the bank. A full refund will be made if the entry is withdrawn prior to tech. If you do not go to Tech, you must notify the Chief of Registration, BEFORE YOU LEAVE THE TRACK, in order to receive your refund. Registration will be held outside of the turn one tunnel entrance, enter at gate 60, off of Williamson Blvd.

**PASSES:** Each entry receives four (4) free pit passes, INCLUDING THE DRIVER AND ENTRANT. Additional passes, to a maximum crew of 6, may be purchased at Registration for \$5 each. Guests of the region may purchase their VIP pass at the membership window for \$5.00. VIPs are not allowed in hot areas. Workers, guests, & CREW must sign for their own passes, and must arrive while registration is open. SCCA members (non-workers) must present a valid membership card for admission. Workers and members are limited to one guest each. Worker license and membership card must be presented at registration. Minor children not accompanied by their parent or legal guardian must have a completed CFR-Non-custodial Minor Waiver. This form may be obtained in advance from the registrar or at the CFR website, www.cfrscca.org

**DRIVER ELIGIBILITY:** Drivers must be a member of the SCCA and have a valid Novice Permit. If you do not have the proper credentials it is your responsibility to contact the Registrar prior to the event. Drivers holding Regional or National licenses will not normally be allowed to participate in training sessions as drivers. Please check with the Chief Instructor or Chief Steward.

**CAR ELIGIBILITY:** Competition is open to all cars conforming to the GCR, as amended. IT7, CF, SPO, SPU, and CFC will compete under the SEDiv approved rules. ITGT, P1, P2 and Vintage cars may participate under their respective CFR

Class Rules. Race trucks are prohibited.

**COMPETITION NUMBERS:** Numbers will be assigned on a first come, first served basis. Please list 3 choices on your entry.

**TECH:** ALL DRIVERS must present helmet, logbook and completed tech card to TECH.

**GARAGE SPACES:** Garage spaces will be available for use for race cars only. Spaces will not be assigned and are available on a first come, first served basis.

**PARKING/PADDOCK RULES:** To provide for access and traffic flow, all support vehicles must be parked no less than 24 feet from the garage pad on the open garages. Garage area parking is limited to select support vehicles only (at the discretion of CFR officials). Crew/Driver/Guest street transportation vehicles and RV's are not permitted in the garage area. Only those street vehicles designated as official or support vehicles, and designated as such by CFR issued sticker, will be permitted in the garage area. Unauthorized vehicles, parked in the garage area, will be towed from the garage area. CFR assumes no responsibility for any damage that may result from the towing of unauthorized vehicles. Failure to cooperate with speedway personnel or CFR officials will result in expulsion from the premises.

**RADIO FREQUENCIES:** CFR operates on frequencies 464.525, 464.975, 464.675 and 464.825. These frequencies are guarded and not to be used by any competitor or visitor.

**SOUND CONTROL:** Sound readings will be posted near TECH.

**INSURANCE:** Participant insurance will be provided in at least the minimum amounts required by the SCCA. Expectant mothers are not allowed in any hot and/or hazardous area.

**COURSE:** This school will utilize the infield, drivers school course.

**PROVISIONS:** The Speedway Gas Station and Concession stand may be open.

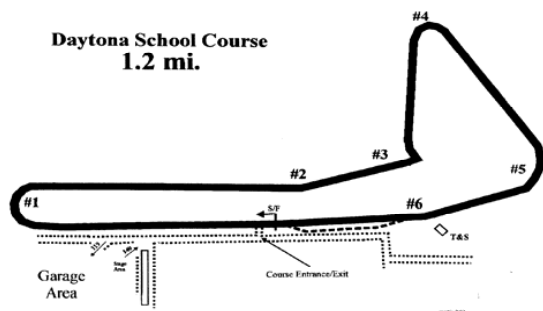
**CLOTHING ATTIRE:** Long pants, sleeved shirts and shoes must be worn on the GRID (after

the 1-minute warning) and at all times in the PITS & PIT ROAD!

**EMERGENCY CALLS:** In case of emergency, ONLY, call (386) 254-6780 at Gate 7. The secondary number is (386) 254-6755.

**GENERAL RULES:** Animals are not allowed on Speedway premises. No Camping Allowed. The consumption of alcoholic beverages in the facility is forbidden until all racing activities have concluded for the day. ATV's may be permitted in certain areas provided they are used in a safe manner and operated ONLY by licensed drivers. No person will be admitted into the raceway without the proper credentials. ALL PERSONNEL (Race Teams & Workers) must be out of the paddock area and have premises ready to shut down ONE HOUR after the last checkered flag of the day, BOTH Saturday & Sunday. Please note - the only approved vehicles to be used in the paddock area are golfcarts, 3 wheel and 4 wheel ATVs. At no time are motorcycles, bicycles, scooters, skateboards etc., allowed to be operated inside the speedway. Violations will result in immediate ejection from the premises.

**SPECIFIC RULES:** (1) Per direction of DAYTONA INTERNATIONAL SPEEDWAY, absolutely NO stake, spike, nail or any other sharp pointed device will be driven into any portion of the hard-top (Black-Top) (new or old) surface on the property, or the entrant will be penalized, charged for filling holes and removed from the Speedway premises. (2) Per direction of DAYTONA INTERNATIONAL SPEEDWAY, absolutely NO bedding new brakes or testing of cars on infield roadways will be permitted. Violations will result in immediate ejection from the premises. This penalty will be enacted for all offenses, with zero tolerance.





**CENTRAL FLORIDA REGION  
Drivers School  
OFFICIAL ENTRY FORM  
DAYTONA INTERNATIONAL SPEEDWAY  
Sanction No. 06-DS-10-P**



Entry Fee.....\$150

**Sept 30 – Oct 1, 2006**

Late Fee: ..... (add) \$50  
Entries received at the track will  
be considered late

Held under  
2006 SCCA General Competition Rules

**Make checks payable to:**  
Central Florida Region - SCCA

**Mail to:**  
Joyce Hayward  
457 Drage Drive  
Apopka, FL 32703  
(407) 884-7889 (no calls after 9pm)  
email: joycehscca@cfl.rr.com

Make	Model	Color	Class	Number (Choose 3) / /
Driver		e:mail:		
Address		Phone # Day ( )		
		Phone # Night ( )		
City		State	Zip	
Membership #	Phase 1	Phase 2	Region	
Entrant's Name				
Address		Member #		
City		State	Zip	

**Official Use Only**

#
Expiration
Grade
Registrar
Group
Car #
Class
Check
Cash
Postmark

Person to contact in case of emergency	Phone # ( )
At track?	
Address	

Crew Members	1.	4.
(3 Free)	2.	5.
	3.	6.

I agree to enter under the current General Competition Rules of the SCCA and the Supplementary Rules pertaining to this event. I further confirm that the car, which I have entered, complies with all requirements as specified in the GCR for the class, category and race entered, and that I am a member in good standing with the SCCA.

\_\_\_\_\_  
Entrant Signature

\_\_\_\_\_  
Driver Signature

**All drivers must fill out a Central Florida Region Medical Card for 2006.**

**Each driver must complete TIMING & SCORING INFORMATION**

Car - Make - Model - Year		Color
Driver's Name		
Member #	Exp.	Log Book #
Region of Record		Transponder #
Address		
City	State	Zip

**Official Use Only**

Group #
Car #
Class



# THE CENTRAL FLORIDA REGION OF THE SPORTS CAR CLUB OF AMERICA PRESENTS

## A SOLO II REGIONAL AUTOCROSS – EAST/WEST POINTS EVENT

### Sebring Int. Raceway - October 21<sup>th</sup> and 22<sup>th</sup>, 2006

#### EVENT SITE:

Sebring International Raceway, Sebring, FL – On the back straight – 3000 x 175 feet of concrete  
Web Site - [www.SebringRaceway.com](http://www.SebringRaceway.com)



Event Headquarters – Chateau Elan (ask for SCCA rate)  
[www.SebringRaceway.com/hotels.html](http://www.SebringRaceway.com/hotels.html)

#### SCHEDULE OF EVENTS:

**Double points weekend:**

**Friday, October 20, 2006:**

**6:00pm – 8:00pm** Registration & Tech will be at the SCCA registration building

**Saturday and Sunday, October 21-22, 2006:**

- 8:00am - 9:00am** Registration
- 8:00am - 9:15am** Course Open / Tech Inspection
- 9:00am - 9:30am** Novice Walkthru & Meeting
- 9:30am - 10:00am** Driver's Meeting / Assign Workers
- 10:00am - 4:00pm** Competition

**Come early** to walk the course.

#### REGISTRATION:

All fees will be collected at the event. Fees are to be paid per driver, per vehicle. Members: have your membership card available for the registrar at the event.

**Each day:**

- \$30** SCCA members and host site personnel
- \$40** Non-members

**Note: \$10 Late fee applied after 9:00, no registration allowed after start of drivers meeting.**

Join the SCCA at this event and receive a card to get your fourth event FREE! (Punch cards not honored for entry fee at this event)



#### IMPORTANT INFORMATION:

- No animals allowed at the track!
- No rollerblades, scooters or bikes allowed on track.
- Numbers and class letters required on all vehicles. Numbers should be a minimum of 8" high and 1 1/4" stroke. Class letters should be 4" high. Numbers must be on the car before you go to tech! Blue tape may be used and will be available for \$5 per roll.
- All drivers & passengers under 18 must have BOTH parents or legal guardians sign the minor waiver. One parent's signature is sufficient to allow the minor to be on site, but is not sufficient for the minor to be on the course as a driver or passenger.
- Event conducted under the 2006 SCCA Solo II rules and CFR/SCCA Solo II Supplemental Regulations.
- All regular 2006 SCCA Solo II Open and Ladies classes plus Novice classes are available. Karts are approved for this site.
- **Combined Solo and Road Race social on Saturday following last road race (free).**
- Event is open to all licensed drivers.
- Separate trophies for each day which will be distributed at the close of the event on both Saturday and Sunday. Must be present to receive trophy or punch card.
- **No Nitrous bottles allowed anywhere on site.**
- **SNELL 95** (or later) approved helmets are required; loaners are available. **DOT-only helmets are NOT acceptable.**
- Seat belts are required in all cars originally equipped with them. Vehicles must pass a basic safety inspection (battery securely mounted, no loose articles in car, tire tread acceptable, and so on).
- Mufflers are required on all cars. Sound limit is 98db.
- All entrants are required to work course assignments. Some work positions are available before and/or after the event. Contact the Event Chairman for details.
- Special instruction activities available for novice entrants. Instructed Novice walk-through will be at 9:00am.

#### FOR MORE INFORMATION:

**CFR Solo 2 Website: [www.cfrsolo2.com](http://www.cfrsolo2.com)**

For more info, call:

**Tim Reardon - 321-536-1987**

Email: [reardo\\_t@bellsouth.net](mailto:reardo_t@bellsouth.net)

or

**Dat Nguyen – 407-625-5894**

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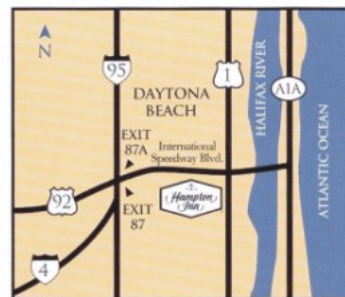


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- for sale or rent. Cricket Farm motor, head recently freshened, electronic ignition, three sets wheels > one set one piece, two sets three piece, all Compomotive, two sets Hoosiers > one with six heat cycles, one with three heat

cycles, Bridgestone rain tires, Hoosier intermediates. aff fire system, Safe-Quip belts, numerous gear sets. Car had a professional frame up rebuild and was then stored for several years. Has only been run a few times since putting back on the track, very good regional car with younger, lighter driver. Numerous spares. Willing to help new owner if needed. Prepped and ready for Sebring in September. \$11,000.00 or best reasonable offer. Contact Jim at 772 785 6991 (1)

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### ***Performance Subaru***

***Parts*** - Two (2) rolling chassis

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options include wood trim, steering wheel and shifter, 18" turbo wheels, Porsche 100K/6 year warranty still in effect, 30K garage kept. \$50,000 Teathervision@cfl.rr.com (1)

Classifieds



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## Official "Small Print" Information:

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### **Deadline and Other Information**

Articles, photographs and advertisements must ARRIVE at *The Checker* no later than the 15th of the month prior to desired publication. We prefer to receive articles electronically. either on disk or by e-mail. (Save your file in text only format and attach it to e-mail sent to [Checker@ClearlySaid.com](mailto:Checker@ClearlySaid.com). Articles may also be mailed to 136 Dublin Drive, Lake Mary, Florida 32746, or faxed to (407) 323-8148.

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