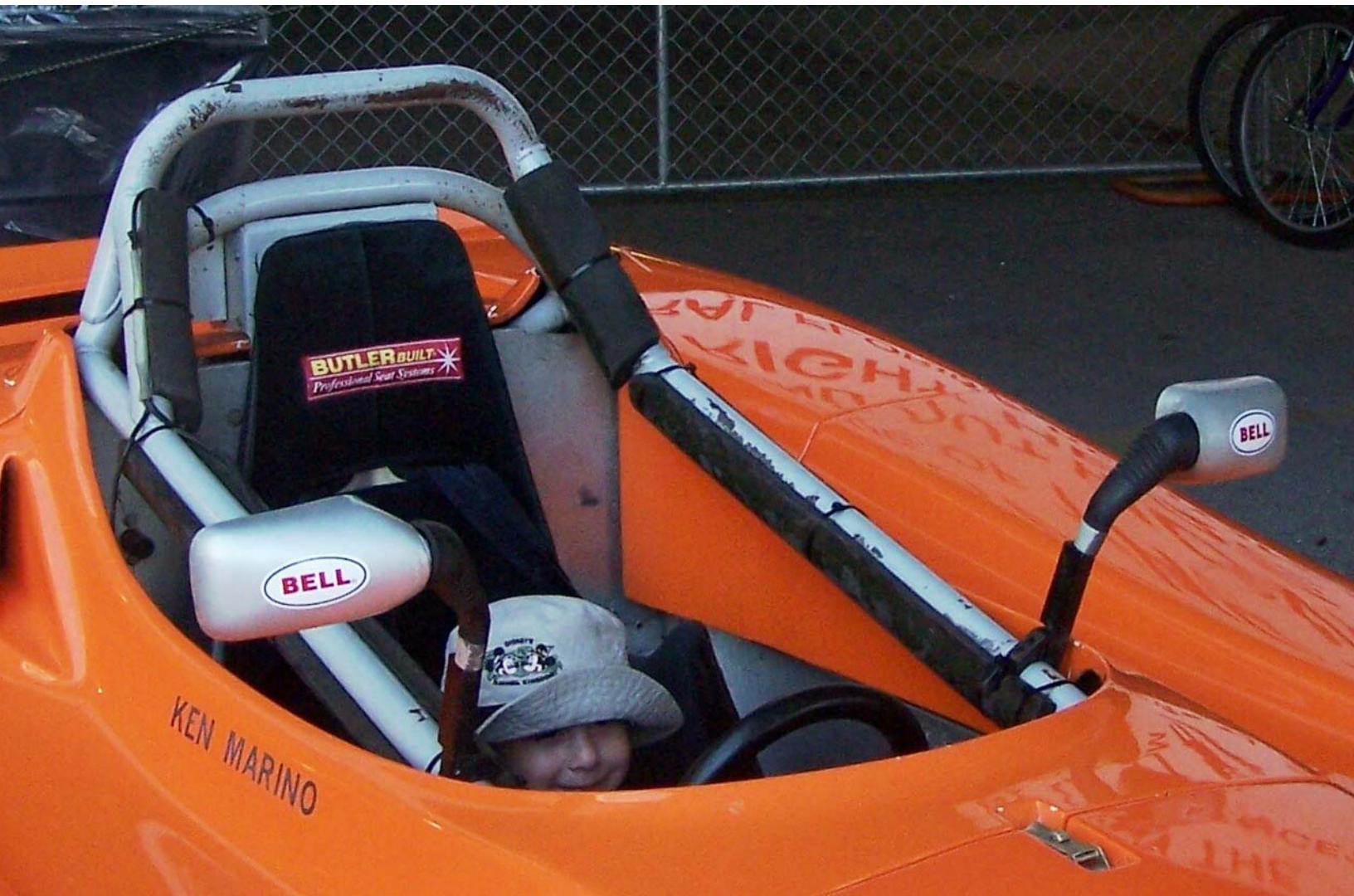


# The Checker

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Sports Car Club of America  
Volume 48, Issue 10  
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## Future Racer



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[www.CFRSCCA.org](http://www.CFRSCCA.org) (old site)  
[www.CFRSCCA.net](http://www.CFRSCCA.net) (new site)  
[www.CFRSOLO2.com](http://www.CFRSOLO2.com)

## On the Cover:

A future racer checking out  
Ken Marino's SRF on display

at the CFR Membership booth  
at the St. Pete Grand Prix.



# Event Schedule

## October

- 7-8 Regional/FES Enduro FLA Moroso  
www.floridaregionscca.com
- 8 **Solo 2 Gainesville Raceway - Tentative**
- 9-15 Runoffs Nat Heartland Park - Topeka  
www.scca.com
- 21-22 **SARRC CFIA 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
- 29 **Solo 2 DeLand Airport - Tentative**

## November

- 3-5 **Historic Sportscar Racing Daytona (Tentative)**
- 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 Roebing 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 CFIA Sebring Long Course**  
<http://www.cfrscca.org>

## December

- 1-2 **CFR Annual Meeting and Banquet**

## January 2007

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

## February

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

## March

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

## May

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

## June

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

## July

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

## August

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

## September

- 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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Chuck Baader 800-525-7222  
Buccaneer/Roebling Road/Karen Drum 704-827-8788  
Cen'l Carolina/Charlotte/Kershaw/Martin Bartlett 803-831-2523  
Central Fla./Sebring/Daytona  
Deanna Harry 863-382-4226  
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Ina Fletcher 954-946-4243  
North Carolina/VIR  
Ginny Condrey 800-342-7390  
S.C./Roebling Road/Kershaw  
Wanda Cecil 803-714-9797  
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Bob Ricker 954-782-2829  
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.

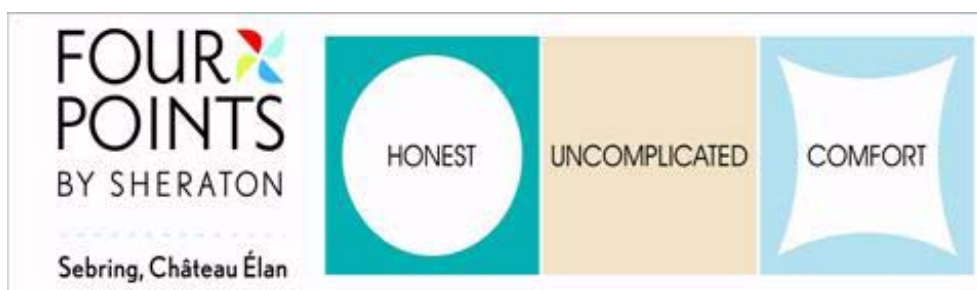
**District 7** — Meetings alternate on  
the 3rd Thursday of each month.  
Dinner at 6:00PM, meeting at 7:00PM  
– Beginning July 20, 2006 the east side  
location is River Grille, 950 N. US Hwy  
1, Ormond Beach; west side remains  
Stavros, 155 S. US Hwy 17-92,

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 Theen 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*

Our Sebring labor day event was hampered by foul weather both days.

Just when we thought it was safe to resume, there would be ANOTHER lightning strike.

At the BOG meeting the following week, there was a large discussion on how we can keep our workers and racers safe as we do live in the lightning capital. We are updating our weather equipment and discussing at what point to resume racing. We may not be able to control the weather but we can control whether to race or not.

The district meeting at Quaker Steak and lube was much improved with some sound deadening and the area all to ourselves. Personally, I would like to thank all our attendees who have hung in there during this transition. I am constantly reminded that our members like to part of the solution and are willing to help in many ways. It makes my job as governor so much easier. Thank You.

### *District 3*

*Fran Martin*

Rossi's Pizza was the site of District 3's regular monthly meeting and Gov. Bill Martin updated the attendees on the recent Sebring races as well as BOG happenings. RE Rick Balderson, RBC Robin Langlotz and Treasurer Greg Bennett were also in attendance to answer additional questions.

Our September Regional/ECR on the long course at Sebring was well attended but our luck with the rain gods ran out. We had to shorten the Saturday ECR Enduro and lost the last three races on Sunday not so much to the rain but to the very close lightning. It just wasn't safe for our workers to continue standing out in the storms.

On line registration is again proving to be popular. By the October event, we'll be accepting credit cards and for drivers who register on-line, look to pay a little bit less on your entry fee for that event. You drivers who stay with paper will get to pony up a few more bucks. We're looking to improve the link to DLB Racing for on-line registration on our web site but that's still in the works.

All our SARRC events next year (2007) will be held at Sebring. The four events will be in February, June (double SARRC) and October.

Our schedule of activities is really ramping up as we are supporting some Indy Car testing & have a Driver's School in September at Daytona; support the Porsche Club event in Daytona & have a long course event at Sebring in October; and support the HSR event at Daytona & have our usual Turkey Trot event at Sebring in November.

There's something of interest for everyone so please contact a Chief or Governor if you are interested in working – even for just 1 day...don't be a stranger.

See you at the races!

### *District 8*

*Ron Camacho*

We have moved the meeting place and now meet @ Uno's just off I-75 on Dainels Parkway. Although it only reduces my time from Port Charlotte by a minute or two; the response has been great! We had 16 District 8 members (plus one from the Florida Region) attend.

At the meeting, which was held just after the Board of Governors meeting the previous Sunday gave me the opportunity to get everyone up to speed (pun intended) on what was discussed. Here are the highlights:

Starting with the Oct.21/22 event at Sebring, on line registration will accept both credit cards and Paypal.

Club News





Registration forms will not be printed in the Checker. If you need to mail your entry in (?), call the Registrar to get the form.

Robin Langlotz (Race Board Chair) has promised "a surprise" coming for those in Race Groups 4,5,6 & 7 which had their race cancelled at the last Sebring event due to the weather. He didn't provide any details.

Next years Drivers' School @ Daytona has been moved from April 21/22 to May 19/20.

The Enduro which attracted 105 entries will have a format change from a 3 hour single event to a 1 1/2 hour event for two run groups.

The BOG elected to install new electrical drops @ Sebring from the drive over bridge left towards grid on the green paddock area. No time frame was set.

John Woessner has submitted the required paperwork necessary to run for Lt. Governor of District 8. For those of you who don't know him by name,

you know him if you race a car in CFR as another of the great Grid Crew that Sammi has put together.

And finally, CFR now has 2,735 members of which at least 100 or so live within the boundaries of District 8. Come on out for our next meeting and meet others from the District. Next meeting is scheduled for Thursday Oct. 12th @ Uno's. See ya there!

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## CFR Hall of Fame and Elections

**Members need to submit names for the CFR Hall of Fame to their District Governors. Russ Smith, Sammi Ronshausen and Bob Sieck are still the committee members and will be sending a ballot to all eligible voters in October.**

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

### Letters

*Dear Checker Editor,*

As race drivers and part time workers for the Central Florida Region, we wanted to say a few words about the weather events that occurred during the Labor Day Members Memorial race weekend.

As much as the drivers in the Enduro and groups 5, 6 and 7 were disappointed about not being able to complete their races on Saturday and Sunday afternoons, we have to conclude that the Stewards of the Meet made the right decision to cancel those races. We understand that the decision was a difficult one to make as our region prides itself on sticking to the race schedule, but we must keep in mind that our volunteer corner workers' safety and the safety of all participants and their crews involved is what is most important.

We in Florida live in the lightening capital of North America. When foul weather approaches it is imperative

that we get the corner workers to the safety of their vehicles. Many of them are out in the open and are often the tallest objects in the area-perfect lightening rods. Also, many are stationed near the metal armco which is a perfect conduit for electrical energy. They do their jobs without complaint when it is hot, cold or wet because they enjoy the sport of auto racing. They are a breed apart and all regions across the country are having difficulty recruiting and training new workers. As such, the workers that we do have are stretched thin and often over worked. How many of these dedicated individuals will continue to return to work our race weekends if we put their lives in danger due to weather and our desire to race, literally come hell or high water? They are, in fact, the most important members of our club because without them on the corners there would be no racing.

We'd also like to thank the stewards for the manner in which the qualifying sessions for both groups 4 and 5 were

handled. The split line up on the grid for group 4 qualifying helped both the faster and slower cars get hot laps in without too much interference from one another. We, as production drivers in group 5, were ecstatic at the decision to decide the split start order based on the fastest qualifying times in the group. Finally production was able to be the first group to take the green flag on the split start.

In closing we say to our fellow drivers, be kind to the corner workers. They are there for our safety. Don't forget to tell them that their efforts are appreciated. A wave during cool down laps and a pat on the back at the social on Saturday night goes a long way in letting them know how much we appreciate what they do for us and the club.

Sincerely, Bill & Tricia Rose, EP Volvo #18

*Rick,*

Let me first say that I was stunned,



shocked and amazed by your generosity at the August Double SARRC. We always hear about all the complaints about the stewards, and none of the good stuff, so I thought I'd let you know how much I appreciate what you did for my "situation".

I'll be the first to admit that I was clearly "upset" when I went to the stewards room to find out what I had done wrong (especially after having to pull all 4 tires in my nomex with 10 minutes until qualifying, and drowning in sweat!) and while I don't think I was rude, I'm sure I wasn't extremely pleasant also, so kudos to the stewards who had to deal with me while I tried to figure it out.

I have been racing long enough to know that the protest system works, but I felt I had been tried and convicted before I was informed of my "crime". I will do my best not to "throw anyone under the bus", but since we missed each other at the track, I'd like to fill in a few blanks for you.

In my brief cruise down pit road, I spoke with 3 people. One of the 3 was apologetic, but had no answer as to why I was not allowed on the track.

"Sorry, I'm just following orders from the tower" was the least hostile answer I got. Apparently, I had broken a rule that was not written in the GCR, nor posted in the Supps. After parking, I went to the stewards room to find out what I had done wrong, and had 2 people be extremely nice, but had no answers. I then went to the CSM (I think) whereupon I was questioned as

to why I was late to the grid, and why I was questioning the Stewards call to not allow me on the track because I was late for qualifying. I'm sorry, but this had no relevance as to why I was being punished, and my final answer from the person in charge was "I don't know, I didn't make the call, so you'll have to ask him, I can't do anything about it. He has issued an RFA, so come back at lunch". Maybe the CSM was having a bad day....

Sorry, this was supposed to be a positive letter. So... after being informed of my infraction at lunch, I filed my protest, and went about my day.

(Here's where it gets good). I am called to testify, and the SOM's were very polite, asked questions without accusations, they stuck to the facts, and pointed out areas where I had possibly made mistakes. All in all, they were extremely professional, and I am proud to have each of them as stewards in CFR. I would name them, but I don't want to sound biased just because they eventually ruled in my favor. They let me go racing, and told me to come back when I could.

When I returned, they said that they had ruled in my favor, and that since they could not give me back my qualifying session, they all offered their sincerest apologies and we all shook hands.

For me, that was all I had been asking for, as we all make mistakes, but their sincere apology made this whole

ordeal go away. Please thank them again for me for their professionalism in this matter.

I had put this whole thing behind me, but on Sunday, you all took the apology to another level!!

I have raced all over the SEDV, and have never even heard of another region doing what you have done to make things right for any member. This was above and beyond what any other region would have done for one of its members, and is just another reason why we should all be proud members of CFR.

Since I couldn't do it myself, could you please pass on my "Thank you all so much!" to all who were involved with this. After my initial meetings with the officials, I was shown nothing but courtesy and respect from everyone involved, and your response to "make things right" was nothing less than outstanding, to say the least!

You have renewed my faith in the system, and will pass this faith on to all the members I know.

Feel free to read, or send this to anyone you wish.

I look forward to meeting you in person at the next event. In the meantime, please let all your stewards know that we all appreciate what they do.

Respectfully,

Mark P. Larson, #83 G Prod

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## Members in the News

Lost jogger heard city life, couldn't connect

Sarah Lundy | Orlando Sentinel Staff Writer

Posted September 6, 2006

Eddie Meadows thought he was taking a shortcut through some nature trails when he got lost for four days jogging in a swampy area near the University of Central Florida.

"I'm just an old runner who went out

and made a really dumb mistake," Meadows, 62, said Tuesday as he sat in a wheelchair with an IV in his arm at Florida Hospital Orlando East.

The father of two spoke publicly for the first time about how he wandered through woods for four days until he was found on Labor Day moving in thigh-high-deep mud about 400 yards from Neptune Drive.

To survive, the 145-pound Meadows said he drank swamp water, slurped

rainwater off leaves and ate various grapes and leaves, including some that tasted like cloves and wintergreen.

Meadows, who was training to run a marathon, had suffered cuts on his hands and dehydration that led to acute kidney failure.

By Tuesday, his doctors said his kidney functions had returned to normal and he could leave the hospital today.

"My hands are all tore up, but I feel



great," said Meadows, wearing a hospital gown and tan socks. Ardis Meadows, his high-school sweetheart and wife of 40 years, stood behind him with her hand on his shoulder.

Meadows, a contract employee with the U.S. Army Program Executive Office for Simulation, Training and Instrumentation, didn't mean to cause such a fuss when he went out for his usual hour long run at lunch Thursday. The Army office is on the grounds of the Navy's training and simulation installation at Central Florida Research Park, next to UCF.

Meadows -- who had eaten a cinnamon-crunch bagel and orange juice that morning -- ran through the research park and up to UCF's stadium before he headed back. He had spent more time than he had planned running, so he tried to shave some time by cutting through what appeared to be a trail.

However, it ended, and Meadows was not sure where he was or how to retrace his steps. Each attempt to get out only landed him deeper into the woods.

"You don't know where you're going if you don't know where you are. . . . That was my situation," he said.

Using a broken stick, he cleared a path as he wandered for hours. At dusk on the first night, Meadows heard the UCF band practice and headed toward the music.

"Unfortunately, they didn't practice long enough," he said, chuckling. "They started to quit when it started to get dark."

Later that night, a helicopter with a searchlight flew over him, shining the light in his eyes.

"But I was in such foliage that he couldn't see me," Meadows said. "I hunkered down and waited for daylight to come up."

He spent Friday, Saturday and Sunday trying to find his way out. He attempted to use the sun as a guide.

Meadows knew he was close. He heard dump trucks, car horns and the UCF band again playing.

"The most frustrating thing was that I could hear civilization around me the

whole time . . . You are so close to civilization, but you can't communicate with it," he said.

That's why he is so thankful for everyone who didn't give up and continued to search.

Ron Eaglin, 43, a jogger and UCF professor, is familiar with the swampy area and volunteered Monday to help search with friends.

About 10 a.m., Eaglin heard Meadows sloshing in the distance.

"Are you looking for Eddie Meadows?" Eaglin recalled yelling.

"I am Eddie Meadows," the answer came back.

Meadows said this experience taught him about the power of others' kindness and the importance of being able to reach help in a crisis.

"I'll never go running again without a cell phone," he vowed.

Sarah Lundy can be reached at slundy@orlandosentinel.com or 407-420-6218.

## RE Report

### Attention in the Paddock

Recently, we've had some issues with the Website. And as I'm sure most of you know, when you try to change things, even little things, the results are not always what you had in mind. That is certainly the case here. Let me assure you that we are working on this as hard as possible.

Our recent Sebring event, in addition to being Hot, it was Wet, very wet. Most of us were thinking that since the storm had passed us by, the only rain would be the regular 20 minute shower that we've all come to expect. Unfortunately, that was not to be the case. On both Saturday and Sunday afternoons we were forced to shut down and stop operations.

With 310 competitors for an ECR/Regional weekend, one can only think that CFR is doing more and doing it

better.

It was really too bad that the weather could not cooperate.

Be assured, next years schedule will be different.

Congratulations and thank you to everyone involved for their hard work and efforts.

At the recent CFR BoG meeting it was announced that, shortly, the region will be accepting credit cards and pay-pal for entry fees. It is the Regions' desire to maintain our policy of Not depositing your money until after an event, and implementing this policy has slowed down the set-up process a bit.

As I've mentioned in the past, the spec tire rule (SM, IT-7) discussion was again on the table and will be on the table again when the RE's get together at the SEDiv meeting on Jekyll Island

## Rick Balderson

in January. CFR, Florida Region, and Atlanta have already 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 that account for more than 70% of the racing 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.

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



Considering the unwanted influence from the northern portion of SEDiv, CFR and the Florida Region have agreed to evaluate changing the competition boundaries between areas 3 and 12. This would be similar to the CENDiv split last year. This would have a profound effect on SCCA in the South East.

In moving forward on this issue, I have spoken to both of the SCCA Area Directors who were directly involved with this decision and I am in the process of reading the notes regarding the procedure necessary to implement a change such as this one.

This is one very big step, with lots of consequences, so, please be sure to let me know how you feel about this very important issue.

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. And Thank You (again) Mike.

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.

Did I mention the open bar? Please be responsible and request the SCCA room rate from the hotel.

Our Executive Steward, Fred Schmucker will be stepping down at the end of the year, and we thank him for his many years of service and welcome his replacement, Rick Mitchell. Rick is an excellent choice for the SEDiv Executive Steward, and CFR looks forward to working with him to make our programs better.

Our next CFR event should be pretty exciting. Race will be on the Long Course using the Green Park club paddock, and Solo will be in the area before turn 17 where we grid when we use the 12 Hour side. Following Saturdays events we will be having what should be a fairly good sized social at the CFR compound.

Be sure to attend, as this portion of the weekend does not require any license or money.

## Membership Report

### Joyce Hayward, Membership Chair

As of September 1, we have 2,735 members. I have studied the anniversary dates of the members and they range from the year 1955 to the present. An interesting fact is that in the eight months of 2006, 439 joined our Region. The total who joined in 2005 was 415, and in 2004 only 260. If the trend continues this year we could have 2800 members by the end of the year.

I attribute the popularity of our Region to two important activities, Club Racing and Solo. We offer a year full of fun

activities for anyone interested in motor sports; we do it well and we do it safely. We are fortunate to have two famous race tracks to race on and very good sites to hold our Solo events. Let's not forget the wonderful group of Volunteer Race Workers so dedicated.

This year we have had some serious illnesses among our members and we've had some tragedies too. The RE asked me sometime ago to act as the Regions "Sunshine" person In the past 8 months, I have sent out a few get well baskets and a few sympathy

ones too. And lots of cards. If you hear of anyone in our CFR family that needs a boost of sunshine, please let me know.

At the end of the year, I will be sending out longevity pins and badges to 5 yr., 10 yr., 15 & 20, etc. Here are nine members with the oldest anniversary dates. If you see any of them please give them our congratulations and thanks.

C. GREEN	TAMPA, FL	DEC 1955
NORMAN (GRUMPY) ESAU	N. FT MYERS, FL	MAY 1958
ARNOLD WINKELMAN	INDIAN HARBOUR BCH	SEPT 1959
JOHN MACQUAIDE	LITTLE FALLS, NJ	FEB 1960
FRED FIALA	SARASOTA, FL	AUG 1960
CHARLES EARWOOD	PUNTA GORDA, FL	NOV 1960
FRED SCHMUCKER	TALLAHASSEE, FL	JAN 1961
RAY THOMPSON	PALM COAST, FL	MAY 1961
DONALD GOODRICH	NAPLES, FL	JUNE 1961

I am enjoying my new position as your membership chair. It's fun to meet the

new people and try to explain what we are all about, and help them to find

their place in our organization.



# 2006

## Central Florida Region Annual Awards Banquet

Presented by:

### IRISH MIKE'S *Racing*

December 1-3, 2006 in Venice, Florida  
Holiday Inn Resort  
455 US Highway 41 (Tamiami Trail) Venice (941)485-5411  
\$69.00 SCCA Rate - Reserve before November 20, 2006

### Festivities to Include:

**Friday Night Social and Registration** - Sponsored by ISC Racing Services & Dolphin Motorsports  
5:00 p.m. - 10:00 p.m.

**Saturday Registration & Breakfast** - Sponsored by Dan Liddy  
7:00 a.m. - 8:30 a.m.

**General Membership Meeting**  
7:00 a.m. - 8:30 a.m.

**Worker Awards Luncheon**  
12:00 p.m.

**Banquet Cocktail Hour**  
6:00 p.m. - 7:00 p.m.

**Awards Banquet** - Sponsored by Irish Mike's Racing  
6:00 p.m. - 7:00 p.m.

**Sunday Breakfast**  
8:00 a.m. - 9:00 a.m.

**Board of Governors Meeting**  
9:00 a.m. - 11:30 a.m.



-----Registration Form - (Please Print Legibly!)-----

Return by November 25, 2006, a late fee will be added if received after November 25.  
Make Checks payable to CFR SCCA

Complete and mail to:

Gloria Theen  
916 Bayshore Drive  
Englewood, FL 34223  
(941)474-3608 email: gloriatheen@comcast.net

Fees: Entire weekend (2 breakfasts, worker luncheon, awards banquet, reception) \$35 per person  
Late Registration at the door \$45.00  
Worker Awards Luncheon only \$15.00 per person  
Banquet only \$25.00 per person

Number Attending: \_\_\_\_\_ Name of each Guest: \_\_\_\_\_

Entire weekend \_\_\_\_\_ Luncheon only \_\_\_\_\_ Awards Banquet only \_\_\_\_\_

Indicate meal choice for Banquet: Beef: \_\_\_\_\_ Chicken: \_\_\_\_\_ (enter number of each)

REGISTER EARLY -- AVOID THE LAST MINUTE RUSH - BRING YOUR FRIENDS - MAIL IT TODAY

DA'RULES: We all like to be inventive and work to build a better mousetrap. However, there are times when we have to stick to the rules. SCCA has very definitive flag, signal and communications rules. Rules are rules and need to be followed at every track across the country. This is important for drivers who run on various tracks in and out of region and division... and for workers who work different tracks. Do some regions handle things slightly differently? Yes, and it behooves you to check track protocol and flag usage at any new track. This saves you from saying things like 'red' instead of 'crimson' and getting yelled at out of region. Do we sometimes break the rules ourselves in what we consider emergency situations... again, yes. But when you're training new workers, do try to teach them by the SCCA book to give them a correct foundation. By and large, if you follow SCCA flag and signal protocol, it will make it easier on you and everyone else. SCCA is very specific about things like standing vs. waving yellows, white flags and all the general rules... and for a good reason. You should be able to go to any track, anywhere and know exactly what to do. Suggestion... to brush up on the latest rules, go to the SCCA National web site to get a copy of the rules. Go to the home page @ [www.scca.com](http://www.scca.com), click on merchandise, click on publications and you're there. For club members, a copy of the F&C manual is \$7 and it's well worth the price. Or, I have a copy in PDF (3.9 MG or in zip form, 3.2MG) currently residing on my computer. Drop me an email ([sunnyday@infionline.net](mailto:sunnyday@infionline.net)) and I'll forward a copy to you.

This isn't just for Flaggers or Corner Workers - Drivers, this might be a good reminder for you to have as well. A quick laminated 'cheat sheet' card for brush up... now do the car number signals start at the wrist and work up or vice versa?... is available from the Flag Chief at the track, if you don't have/would like one.

SAFETY FIRST AND ALWAYS: Whatever your specialty, never lose sight of the fact that you're at a race track with big equipment and powerful cars. Car parts can be replaced, most of your parts can't. Drivers and Rescue people can get distracted and come too close. A momentary slip and your well being may be threatened. On the Corners, a car can go out of control or have a mechanical problem in an instant. Flaggers have to be facing each other to be able to look both up track and down. They must be ready to get themselves and their partners out of harms way immediately. Grid and the Pits face the same things. Injury can come out of nowhere and a car or its driver can suddenly be out of control coming at you. You must remember at all times to stay really alert... and drivers must as well. Don't let the emotions of the moment blind you to the well being of those around you in cars or afoot. This is our hobby, our sport and our passion - keep it safe for all.

NEAT IDEA: This is something I've thought about and 'meant to do' many times but was reminded of it when I worked with Dave and Debbie at Daytona. At almost any track, it's often difficult to get the attention of folks manning the 'outpost' positions or responding to a disabled vehicle 'way down track - and sometimes it's tough to attract the attention of the Corner Captain with lots going on. The Dynamic Double D team had a small air horn... easily carried and just as easily heard. When you heard it, you immediately knew where to look and it really helped. So many of our stations are so spread out and the territory we have to cover is large, something like this would be great. Perfect example at Daytona is Turn 5... it's a field trip to rotate from one position to another. Even at Turn 6 where we were working, Dave and Debbie working safety could get our attention for incidents that wouldn't be seen even from the elevated flag platform. Another thing of note - the flag platform at Turn 6 has been changed. It's a bit lower and getting into and out of it posed some serious problems. We spoke to Flag Chief Hooker and by Sunday morning, track personnel were there and some changes were made... with more to come. Good work by all, getting us prompt response to a problem.

HAIL TO THE CHIEF: please remember to respond promptly to your letter from the Flag Chief. Scheduling workers can be tough and the sooner the Chief knows, the faster it can be done. The Chiefs do a great job for us... both overall and on each corner so let's help them all we can. Respond to their letter or register online and you might even get the corner you request!

THOUGHTS FOR THE DAY: All too often we rush through our days without really living them...

Columns







and we tend to put off the good stuff until we have 'time.' Recently I came across something that really made me smile...and ponder. "Think of all those women on the Titanic who passed up dessert at dinner that fateful night in an effort to cut back. My lips have not touched ice cream in years - and I love

ice cream. It's just that I might as well apply it directly to my stomach with a spatula and eliminate the digestive process. The other day, I stopped the car and bought a triple decker ice cream cone. If my car had hit an iceberg on the way home, I would have died happy."

'Til next month... May there always be a little ice cream in your lives and if life is not always the party we hoped for...while we're here, we might as well dance!

## Ted's Technology, Trivia & Tidbits

*Ted Glaser*

### Technology and Business:

The recently launched Aston Martin V8 Vantage has been hailed as the savior of one of the quintessential British marques. In fact the car is not as British as it seems: Aston is part of Ford and the Vantage engine is made in Cologne, Germany.

Ford is the latest in a long line of owners of the company famous for producing the cars of choice for James Bond and the Prince of Wales. It was founded in a London garage in 1914 by Lionel Martin and Robert Bamford, deriving its name from the hillclimb at Aston Clinton, and the principal backer's last name.

In 1922 Aston Martins competed in the French Grand Prix and set world speed and endurance records at Brooklands. Martin left in 1925 and the next year a number of rich investors took control.

Throughout the 1920s and 1930s Aston Martins were handmade for wealthy owners who indulged in motor sport. In 1947 the company was acquired by the engineering tycoon David Brown, who merged it with Lagonda, a small sports car manufacturer. This heralded the golden era of the marque and the introduction of the legendary DB series with the DB2, which boasted the now familiar sleek lines and Lagonda's 2.6 litre engine.

It was followed by the DB4 and continued with the DB5 - James Bond's car - in 1963. In 1972 Brown sold to a Birmingham-based consortium that in 1975 sold to two American businessmen. The Americans produced the original V8 Vantage and the convertible Volante but sold to CH Industrial, which passed the

company on to Automotive Investments in 1983.

One year later the company was sold to businessmen Peter Livanos and Victor Gauntlett before Ford ended the game of 'hot potato' and bought 75% of the company in 1987, acquiring the rest six years later.

Company car drivers in the UK are more than twice as likely to be caught speeding as other motorists. A study of 100,000 company car drivers showed one in six were captured driving too fast last year, compared with just one in 10 of all motorists.

This means the UK's 2.7m company car drivers are paying out at least £26m (~\$48m) in speeding fines every year (based on the lowest fixed penalty charge of £60, ~\$111), according to the study by LeasePlan UK, a vehicle leasing company.

It may be their minds just aren't on the road; in a separate study by Lex Vehicle Leasing only 36% of company car motorists said they concentrated solely on driving while at the wheel. More than half (55%) use hands-free mobile phone kits.

Watch your Kellogg's cereal boxes for Ford Fusion toy cars. 600,000 will be given away.

A new "multi-function torque converter" for automatic transmissions has been developed by Germany-based LuK GmbH & Co. oHG. The new torque-converter design promises to improve fuel economy in the Environmental Protection Agency's city cycle by up to 6.9% simply by disengaging itself from the driveline during idle and going into "lockup" mode

faster than a conventional torque converter during acceleration. LuK is in discussions with four OEMs in North America and two in Europe. Because of industry lead times, the earliest it could see production would be 2010.

Failure to design in quality is expensive. Ford Motor Co. spent almost \$4 billion in warranty costs last year - about 3% of its 2005 revenue, says Reale, based on U.S. Securities and Exchange Commission data. Overall industry warranty claims reached \$13 billion in 2005.

Ford Motor Co.'s upcoming 3.5L DOHC V-6, dubbed the Duratec 35, has room to grow to 4.0L or can drop down to 3.0L. It will power the upcoming Lincoln MKZ sedan and Lincoln MKX, Ford Edge and Mazda CX-9 cross/utility vehicles, will be used in a variety of upcoming Ford, Lincoln and Mercury products. The new engine will be built at Ford's Lima, OH, plant, which underwent a \$335 million overhaul in 2003 as part of the auto maker's flexible manufacturing scheme.

GM has dozens of highly successful alliances with other auto makers. Besides NUMMI (Toyota), it also is collaborating with BMW and DaimlerChrysler on a dramatically new hybrid-electric propulsion system. Additionally, GM also has successfully partnered with Ford and Chrysler to develop and manufacture transmissions.

'Big Brother' car insurance operations are being tested in the UK. Young drivers can save 40% on their car insurance if they agree to be home before 11pm and don't mind their insurer keeping tabs on them. More Than insurance will offer the discount to drivers aged 18-25 who agree

to have a telematics system (a black box containing GPS tracking and wireless communication technology) fitted to their cars. If the vehicle is driven between 11pm and 6am they will be charged an extra £25 (~\$46.25) per night. According to the insurer, young drivers are twice as likely to be killed or seriously injured in a car accident between those hours. It plans to recruit 2,000 volunteers between 18 and 25 years old as part of a trial of the new technology. Norwich Union was the first British insurer to use an in-car telematics system and GPS tracking. It is running a trial "pay as you go" insurance for young drivers, monitoring when they drive and charging a different rate per mile depending on the time of day.

Another UK inroad into automotive freedoms has been announced. A new government-backed system that would force vehicles to observe speed limits using an engine limiter is set to create controversy.

The Intelligent Speed Adaptation (ISA) device includes GPS and mapping to identify speed limits in any location. Last week it was demonstrated how it would work on motorcycles.

Riders will hear two warning beeps if they stray over the limit. When they reach 5mph over the limit their seat will vibrate. If they don't slow down the system will retard the throttle to slow the motorcycle down until it is at or below the speed limit.

The system can also be used in cars and there is speculation the system is the first step in government plans to force car makers to fit variable limiters. It was developed at the Motor Industry Research Association with funding from the Department for Transport.

Motoring organizations have warned that the system could hinder drivers trying to accelerate out of danger. A DfT spokesman said there were no plans to make the device compulsory in the UK.

There are reports that the Ford Motor Company is trying to sell Jaguar and Land Rover as a package. The US car giant would probably seek to retain a minority shareholding in the company, suggesting that the plan is to find a

financial group rather than another car company to buy the business. Thus if the company could be turned around and made successful Ford could reacquire the business at a later date. There have been talks with car companies seeking a luxury brand, notably Renault. Hyundai has declined.

Peugeot's type 908 diesel-powered Le Mans car was unveiled at the Paris Motor Show on October 1. Peugeot Sport will have a staff of 120 for its Le Mans program, with a budget of 100 million Euros (~\$120mm) set aside to try and win Le Mans within three years. The 5.5 litre twin turbo V12 that will power a pair of Peugeot 908s at the 2007 Le Mans 24 hours is a 100 degree V12 twin turbo with a pair of Peugeot particulate filters. The initial performance figures are very impressive, with more than 700 bhp and more than 1200 Nm of torque. The 100 degree V-angle has been chosen to allow "the center of gravity of the engine to be kept as low as possible, without affecting the torsional rigidity of the package".

### *Trivia:*

The F-1 Grand Prix of Turkey at Istanbul is run in a counterclockwise direction as are the F-1 races at Imola and Interlagos.

Favio Briatore has become one of F-1's legendary team principals. After his success with Benetton and Michael Schumacher in 1994 and 1995, he repeated the trick in 2005 with Fernando Alonso. It was even stranger as he was an Italian running a French team and all the other championships this century had been won by a Frenchman running an Italian team.

### *Anniversaries:*

To many, October 26 1997 - exactly eight years ago - was and will remain one of the most remarkable days in F1 history. A day earlier, first, second and third on the grid for the European grand prix at Jerez - Jacques Villeneuve, Michael Schumacher and Heinz-Harald Frentzen - had posted identical times in qualifying. The real drama, though, had yet to come. In a last-ditch effort to win his first championship for Ferrari - but with an

ailing red car - Schumacher deliberately turned in on Williams' Villeneuve but only found himself beached in the gravel. Canada's 26-year-old won the title, and Schumacher later found himself disqualified from the entire season. At the end of the race, the synchronized swimming began. Villeneuve, who was leading, let first Mika Hakkinen and then David Coulthard pass him. It was a McLaren one-two and 1998 and 1999 world champion Hakkinen's first of twenty wins.

### *Crystal Ball:*

2007 - Mercedes vehicles in North America will have with Bluetec diesel technology.

Bluetec debuts in the U.S. aboard the '07 E320 sedan. In subsequent months, Mercedes plans to expand its U.S. diesel offerings with an ML320 CDI and R320 CDI, culminating in the spring with a GL320 CDI.

The vehicles are expected to benefit from the integration of AdBlue as early as 2008, in time for the '09 model year, says Bernie Glaser, Mercedes-Benz USA general manager-product management.

AdBlue converts oxides of nitrogen emissions to nitrogen and water by introducing a water-based urea solution to Bluetec's advanced after-treatment system. The system combines exhaust gas re-circulation with an oxidizing catalyst and particulate filter.

The addition of AdBlue would make Mercedes diesels Federal Bin 5 compliant and saleable in all 50 U.S. states, but first must be approved by the Environmental Protection Agency before it can be introduced. The urea-based solution must be replenished to achieve the desired results.

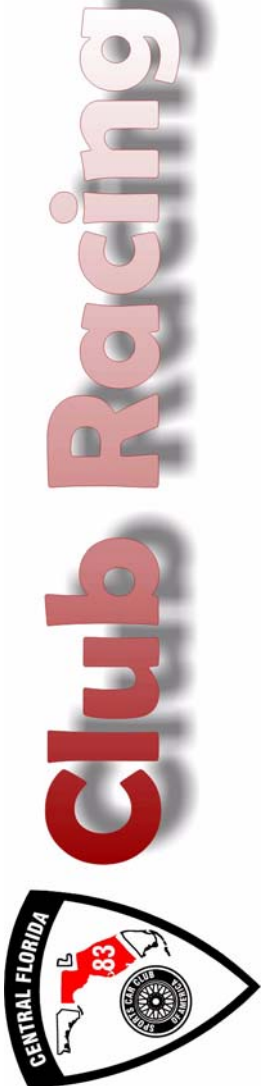
Mercedes officials anticipate this will be done at regular service intervals. (HAH ),

2007 - BMW's upcoming X5 boasts a new six-speed automatic gearbox and BMW's adaptive drive system, which uses hydraulic anti-roll bars to improve handling.

See you at the races!

## Club Racing Points

AS	SEIFREIT	SCOTT	75	FC	JENSEN	BRUCE	29
AS	EVELAND	JRWILLIAM	62	FC	POLLOCK	LYN	27
AS	REICHARD	BRUCE	27	FC	HERSCHER	JOHN	23
AS	DAWSON	CHUCK	18	FC	DICKINSON	ED	21
AS	EVELAND	SRWILLIAM	15	FC	BOUGHAN	DONALD	12
AS	DAWSON	CHAS	5	FC	SMITH	DAVID	10
ASR	COHEE	DOUGLASS	21	FF	POPE	DAVID	54
ASR	DUNN	JACK	12	FF	RILEY III	JOSEPH	48
ASR	JOHNSTON	ROBERT	9	FF	SWANSON	JON	30
CF	YOUNG	COREY	18	FF	BURKHARDT	MIKE	24
CSR	BUTLER	WAYNE	85	FF	ROBINSON I	JOHN	24
CSR	FALATICK	WILLIAM	48	FF	BENSON	JOHN	16
CSR	KENNEDY	SQUEAK	25	FF	HALLOCK	STAN	16
CSR	WEBB	RAY	18	FF	OPPEL	ALAN	16
DSR	AID	JIM	31	FF	SCHIMENTI	JOHN	15
DSR	LEVIEN	GEORGE	24	FF	MCQUAIG JR	JAMES	9
DSR	SOMERS	JASON	21	FF	HATFIELD	JEREMY	6
DSR	BONSEY	JIM	18	FF	SCHANDL	JOE	5
DSR	SMITH	CHUCK	12	FM	BEATTIE	TOM	78
DSR	BONANNO	ROBIN	9	FM	MC COY	AUSTIN	46
EP	BAKER	PATRICK	74	FM	MC COY	ERIC	16
EP	MINNEAR	WILLIAM	47	FM	ERIKSON	WILLIAM	13
EP	ROSE	BILL	38	FM	SNYDER	BRIAN	9
EP	TAYLOR	KENNETH	36	FP	DESHONG	DANA	62
EP	FERRER	HECTOR	30	FP	HULSE II	ALAN	36
EP	BURGESS	ALAN	26	FP	COX	JOHN	33
EP	GAREL	CHRISTOPHER	15	FP	PEARCE	CRAIG	24
EP	DIEHL	ED	13	FP	YOUNG	PERRY	24
EP	ROSE	TRICIA	11	FP	COLLINS	SID	21
EP	CORBITT	WELDON	7	FP	ROSE	BILL	21
EP	EVANSON	RYAN	6	FP	SACKS	JON	21
EP	PAULIN	WAYNE	6	FP	ROSE	TRICIA	16
EP	MAHAFFEY	BRUCE	4	FP	URSO	BILL	14
EP	RUDOLPH	MIKE	3	FP	DYKHUISEN	JERRY	12
EP	TAYLOR	TERRY	2	FP	LONDON	PETER	11
F5	LIEB	DEREK	79	FP	MILLIGAN	MICHAEL	9
F5	MOENCH	JEFF	33	FP	MUMMERY	RAY	9
F5	ALFARONE	WAYDE	29	FP	GOUTELL	CARL	4
F5	MANALIO	THOMAS	24	FP	PRADO	EDWIN	4
F5	LAY	SUSAN	9	FSCCA	INGE	MATTHEW	89
F5	DOWNING	CHRISTOPHER	6	FSCCA	SWAIN	JIM	71
FA	WALD	WILLIAM	70	FSCCA	OSINGA	WALLY	55
FA	BOUGHAN	DONALD	63	FSCCA	WEBB	ROBERT	31
FA	OETTER	BOB	47	FSCCA	DONOVAN	THOMAS	28
FA	NISHIOKA	HIRO	24	FSCCA	CORTHELL	JACK	20
FA	KORNELL	TOM	20	FSCCA	ELDER	JIM	14
FA	WATERS	KEN	18	FSCCA	TOMEY	PAUL	14
FC	HALLOCK	STAN	45	FSCCA	FIELD	KEITH	9
				FSCCA	HERSCHER	GEORGE	8
				FSCCA	HERSCHER	BILL	6
				FSCCA	PICI	CARMINE	5
				FSCCA	GREEN	THOMAS	3





FSCCA	ZERLIN	ADAM	3	HP	FRANCKE	KEN	14	ITB	RADHAY	RALPH	6
				HP	ALDRED	DWIGHT	4	ITB	REYNOLDS	BRUCE	6
FV	DASSINGER	CARL	85					ITB	CARROLI	PAUL	3
FV	FUCHS	JOHN	58	IT7	MCNAMARA	PAUL	106	ITB	PRADO	EDWIN	2
FV	BURFORD	RAY	41	IT7	WELZ	JAMES	44				
FV	MATTOX	JOHN	29	IT7	COX	GLENN	33	ITC	MCCOIN	BILL	87
FV	SCHIFFER	MIKE	28	IT7	CAREY	LON	18	ITC	MOERWALD	MIKI	75
FV	DASSINGER	GARY	26	IT7	WALTERS	KENNETH O	18	ITC	BOYLAN	TERRY	57
FV	MATTOX	SHAWN	10	IT7	HURLEY	JACK	17	ITC	CLEMENS	ONEARL	50
FV	POSTMA	LOUIS	7	IT7	BAYLER	DONALD	14	ITC	STEPHENS	JOHN	34
FV	SCHNEIDER	HARRY	7	IT7	TRIPKA	ROBERT	12	ITC	STEPHENS	PHILLIP	24
				IT7	BURGOON	BARRY	10	ITC	LEONARD	ELLEN	18
GP	HULSE	ALAN	48	IT7	PEEBLES	MARK	4	ITC	BURRIS	BOB	16
GP	RIVARD	RICHARD	44	IT7	NEWBERG	ED	2	ITC	BIES	BILL	9
GP	BOYLAN	TERRY	36					ITC	MECKLEM	CHUCK	7
GP	LARSON	MARK	29	ITA	DARLING	EVAN	71	ITC	JARVIS	CARL SCOTT	6
GP	LARSON	JEROLD	25	ITA	SIECK	BOB	67	ITC	LUCAS	PAUL	5
GP	KOSTEVICZ	STAN	24	ITA	DEAN, JR	JOHN	57	ITC	LARSON	SCOTT	4
GP	MACDONALD	JOHN	16	ITA	ALFORD	TUCKER	30	ITC	LUCAS	SCOTT	4
GP	LUCAS	PAUL	15	ITA	OBREMSKI	JOHN	28	ITC	MARTIN	TIM	1
GP	LUCAS	SCOTT	9	ITA	BLANTON	ELLIS	27	ITC	ROSA	JIM	1
GP	CABAJ	JANINE	5	ITA	MORRISON	JOHN	24				
				ITA	TENN	NICHOLAS	24	ITGT	RIEDY	ANDY	33
GT1	BAILEY	JEFF	75	ITA	BANKS	DAVID	18	ITGT	REICHARD	RAYMOND	29
GT1	BORDERS	ROBERT	52	ITA	O'KEEFE	SCOTT	13	ITGT	OTOOLE	JAMES	18
GT1	EMERY	JEFF	48	ITA	MILLER	MATTHEW	11	ITGT	TOOLE	SEAN	7
GT1	MC ELHENY	ROBERT	41	ITA	BOYLAN	BUD	10	ITGT	TOOLE	CONNOR	6
GT1	RATCLIFF	GUY	25	ITA	PRITCHETT	DARRYL	10	ITGT	BAUER	DAVID	0
GT1	GRIFFIN	MATT	19	ITA	SHIPP	CHRISTIAN	6				
GT1	SIMMS	PHILLIP	19	ITA	GAVALETZ	GEOEGE	5	ITS	GARCIA	CARLOS	108
GT1	WEBB	RAYMOND	13	ITA	HURLEY	JOSHUA	5	ITS	DANA	MARC	67
GT1	KELEHER	TOM	9	ITA	BOWLING	TAD	4	ITS	EELLS	PETER	63
GT1	KERN	MICHAEL	9	ITA	LANGLOTZ	ROBIN/ROBERT	3	ITS	VANSTEENBURG	KIP	50
GT1	BAUER	ROLAND	8	ITA	LOWDERMILK	GEOFFREY	3	ITS	GALLUP	RICHARD	39
GT1	MATTIOLI	MARK	8	ITA	JUNKINS	DAVID	2	ITS	WANSLEY	ROB	39
GT1	KELEHER	TOM	5	ITA	DAVIDSON	JASON	1	ITS	WITHAM	ALLEN	38
GT1	KENNY	STEVE	5	ITA	ESTES	JEREMY	1	ITS	FLYNN	MICHAEL	31
GT1	LOGSDON	BOSCO	2					ITS	SECK	SCOTT	14
				ITB	HORN	MICHAEL	61	ITS	GROVE	JEFF	13
GT2	GOUTELL	CARL	30	ITB	RIPO	CHRIS	57	ITS	COHEN	JIM	12
GT2	JACALONE	JOE	30	ITB	WEBER	BRETT	45	ITS	CABAN	PEDRO	10
GT2	SAYLER	VAN	24	ITB	ALANDER	STEVE	36	ITS	AKARJALIAN	MENAS	9
				ITB	MCCORMICK	MIKE	35	ITS	FINLAY	SCOTT	9
GT3	DAVIS	LARRY	36	ITB	BROWN	DARREN	27	ITS	RICHARDS	SCOTT	9
GT3	BAILEY	WALT	21	ITB	CRIFE	JEFFERY	26	ITS	SHAFFER	BRUCE	9
GT3	DESJARDIN	PIERRE	21	ITB	MILLER	LELAND	22	ITS	GLICKMAN	STUART	8
				ITB	MCCORMICK	PAUL	21	ITS	GOLDIN	STEVE	6
GTA	TAYLOR	ERIC	45	ITB	KEANE	PETER	19	ITS	GUENTHER	MIKE	5
				ITB	GERSTNER	MIKE	18	ITS	NABIZADEH	SHAHRIAR	5
GTL	SWITZER	JOHN	54	ITB	MCCORMICK	GEORGE	18	ITS	BRUBAKER	CHRIS	4
GTL	STERRETT	TOM	28	ITB	LOPER	DAVID	14	ITS	NELSON	GREGORY	4
GTL	MCDONALD	VAN	21	ITB	ELLIS-BROWN	DAVID	13	ITS	CHAMBERS	MARC	3
GTL	LEONARD	CHARLES	12	ITB	WIEGAND	DAVID	13	ITS	CLARK	JIM	3
				ITB	REICHARD	LINDA	12	ITS	POTTER	TIM	3
HP	HESS	BOB	63	ITB	TILL	DAVID	12	ITS	DESHONG	DWAYNE	2
HP	KANZLER	DAVE	47	ITB	CRIFE	TOM	11	ITS	LOGSDON	ROBERT	1
HP	PELLMAN	MARK	24	ITB	YATES	WILLIAM	11	ITS	SMITH	MARK	1
HP	BENNETT	GREG	21	ITB	MONTERO	MARK	7	ITS	SNYDOR	MICHAEL	1
HP	LOFTIS	DONALD	21	ITB	KEANE	DEUCE	6	ITS	WILSON	TOM	1



ITS	WILSON	JIM	1	SM	CHARBONNEAU	ANDREW	1	SRF	LADONICZ	KISTEVE	13
				SM	FOWLER	ANN	1	SRF	KLEBECK	TOM	9
LEG	FUTCH	JEFF	24					SRF	SINK	RUSSELL	9
				SPO	ALDRICH	JOHN	49	SRF	ATKINSON	BRIAN	7
P1	HOLLIDAY	MORRIS	81	SPO	DOUGLAS	JERRY	42	SRF	WITHAM	ROBERT	7
P1	ALEXANDER	DALE	78	SPO	COVINGTON	CHARLES	40	SRF	ANNIS	JOHN	6
P1	WILLIAMSON	RODNEY	7	SPO	ONEILL	SCOTT	24	SRF	BAUMAN	BOB	6
				SPO	SHOUSE	BOB	22	SRF	MALIN	THOMAS	6
P2	PAULY	JAMES	49	SPO	MASSELL	GEORGE	14	SRF	HENNESSY	AMANDA	5
P2	SLIWA	STEVE	34	SPO	STRATTON	JASON	13	SRF	HILL	LEE	5
P2	SHAFFER	BRUCE	18	SPO	GOLDBURG	DANIEL	12	SRF	MANCHESTER	MICHAEL	5
P2	ABRAHAM	MICHAEL	17	SPO	GOLDIN	KEITH	12	SRF	BREWER	STEVE	4
P2	COLLINS	SCOTT	16	SPO	MORGAN	JOHN	11	SRF	GREEN	TOM	4
				SPO	CARTER	PATTI	9	SRF	MEAD	B. DOUG	4
S2	CULBERTSON	VIC	24	SPO	GOLDBURG	BRIAN	9	SRF	STAWARA	DAVID	4
				SPO	LIMOGES	VALERIE	9	SRF	HAAS	FREDERICK	3
SM	HARDING	DEWEY	57	SPO	PULEO	ANTHONY	9	SRF	MARINO	KEN	3
SM	PELAK	MARK	44	SPO	BEEBE	LARRY	7	SRF	ROBINSON	MICK	3
SM	MASON	CHRIS	28	SPO	DYNDUL	ANDREW	7	SRF	CHARBONNEAU	ANDREW	2
SM	BARBEN	JOHN	25	SPO	SANDY	JOHN	4	SRF	MEADE	EDDIE	2
SM	BURAS	TODD	24	SPO	STRATTON	GARY	4	SRF	SEVERINO	FRANK	2
SM	CRUTCHFIELD	SCOTT	22	SPO	ARNOLD	LEE	3	SRF	BUTT	MEL	1
SM	KULLMAN	PAUL	21	SPO	COLLINS	SID	3	SRF	HERNANDEZ	CECILIO	1
SM	SPAUDE	BRET	18	SPO	EATON	RON	1				
SM	SANTOS	ALEX	11					SSB	MAGERO	JIM	33
SM	EVANS	JOE	9	SPU	FUTCH JR	JAMES	42	SSB	BUCKLEY	DAVID	18
SM	FOWLER	RON	9	SPU	TROGLIA	DONNY	19	SSB	MARCHAND	CHRIS	16
SM	KATHARINE	MARY	9	SPU	FOLLMANN	ROBERT	18	SSB	GOFF	WARREN	16
SM	TUCKER	JAMIE	8	SPU	LIDDY	DAN	18	SSB	GOFF	DAVID	7
SM	JENSEN	GARY	7	SPU	WEDDERBURN	ANDRE	12				
SM	MASON	DEREK	7	SPU	RIVERA	PEDRO	6	SSC	THEEN	DAVID	60
SM	BRANOM	RON	5					SSC	SANDARGAS	VICKY	33
SM	JENSEN	MARK	5	SRF	INGE	MATTHEW	85	SSC	RUSSELL	LUKE	30
SM	GREENBERG	DAVID	4	SRF	LADONICZ	KIBILL	41	SSC	SANDARGAS	DON	28
SM	PALMER	MARK	4	SRF	INGE	RONALD	37	SSC	MC CAUGHEY	MARK	21
SM	SCRUGGS	MARK	4	SRF	EATON	MARK	24	SSC	THEEN	AUSTIN	9
SM	RICART	FRED	3	SRF	DE LA TORRIENTE	HECTOR	23				
SM	RUCKER	JOHN	3	SRF	HELMICK III	DAVID	18	T1	HAVERLAND	DELL	24
SM	WYATT	JEREMIE	3	SRF	LUND	NEIL	18				
SM	MASHBURN	ERIC	2	SRF	BAIDEN	LARRY	16	T2	NASTASI	TOM	12
SM	RHOADES	CLIFFORD	2	SRF	GORE	JORDAN	16				
SM	VAN VITERT	GERALD	2	SRF	GREGG	CHARLES	13				

## 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.

## PCA Event at Daytona

*Bill Martin*

The PCA Event Schedule is available at this link:

<http://www.pcadaytonarace.com/schedule.html>

CFR Pro-Worker Registration will be conducted at the Gate 39 building accessed via Gate 40 off Williamson Blvd. This is the new building atop the new tunnel which we used in August.

### **Registration Hours:**

**Thursday, October 12 5:00 PM - 7:00 PM**

**Friday, October 13 6:00 AM - 9:00 AM**

**4:00 PM - 5:00 PM**

**Saturday, October 14 7:00 AM - 9:00 AM**

**Sunday, October 15 7:30 AM - 8:00 AM**

We are trying to work out plans to provide lunch. Stay tuned for information.

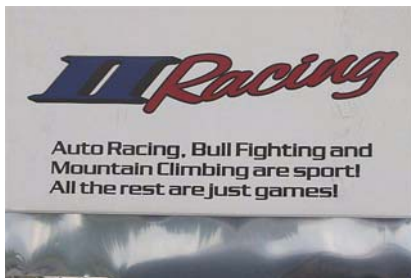
This Event is key to maintaining our

relationship with The Speedway. If you are able to participate, please do. Make sure you contact your Chief of Specialty so that we can plan our resources and make assignments. If you have any questions, please contact me at 407-851-7157. See you there.

## Sebring Labor Day Event

*Bill Martin*

Ain't it the truth.



Early morning Tech gave no hint of the storms to come.



Present your Tech Card, Log Book and take off your shoes.



Just another one of those CFR 100 Car Grids.



Rob Wansley looks ready to go.



Marc Dana competitive as always.



Mike Flynn leads Stuart Glickman in

the early stages of Enduro 1.



Headed for fun under the bridge, Turn 17.



Pace Car Jack leads'em under the bridge for a Start.







A Spec Miata pack heads for Turn 17A. Gonzalez in Turn 15.



Vintage also brought out the beautiful Corvette of Roland Bauer.



An inflated Happy Birthday no doubt.



Don Usher and John Leps keep a watchful eye. (That's John in the burka.)



One of the last Turners in captivity driven by Truman McGhee.



Tom Beattie leads other wings'n'things through Turn 15.



Don Loftis brought the Charlie Hollis Chevron home in Vintage.



Ominous clouds, pounding rain and frequent lightning brought activities to a close on both days.



Eventual Group 6 Winner Alex

*Sebring...*

*Jim White [james124@gte.net](mailto:james124@gte.net)*













## *SCCA, Great Race Announce Partnership to Expand Rally Competitions*

TOPEKA, Kan. (Sept. 12, 2006) – Sports Car Club of America (SCCA) and Rally Partners, Inc., organizers of Great Race motorsports event, announced today that they would jointly develop and promote a automotive competitions in the United States. The exponential growth of the collector car hobby has fueled the demand for motorsports events created and sanctioned by both organizations.

As part of the alliance, SCCA will add a Great Race class to selected RoadRally events on its schedule, to introduce Great Race's challenging style of competition and vehicles to SCCA members. Through Great Race events, Rally Partners will introduce SCCA sanctioned events to its racers to provide a broader array of competition opportunities.

"We can't think of a more natural partnership than this one with SCCA,

the organization synonymous with grassroots motorsports competition in the U.S.," said Bill Ewing, Rally Partners CEO. "Being able to compete in SCCA events and Great Race events expands the market reach for both of us, attracting new enthusiasts."

According to Pego Mack, SCCA Rally Manager, this partnership creates opportunities far beyond the ability to share motorsports sanctioning opportunities.

"Motorsports competition is experiencing tremendous growth, particularly in the sport of rallying and this is a wonderful opportunity to reach even more participants," Mack said. "We think Great Race is the ideal partner to further expand the sport of rallying."

### ABOUT RALLY PARTNERS, INC.

For 24 years, the Great Race has delivered family entertainment and

community events in more than 900 cities in North America. Rally Partners, Inc., the event organizers, is focused on bringing experiential automotive events to consumers both nationally and internationally through Great Race events. Jack Roush, one of NASCAR's leading team owners and Corky Coker, CEO of Coker Tire are two members of the Rally Partners organization. For more information, visit [www.greatrace.com](http://www.greatrace.com).

### ABOUT SCCA, INC.

Founded in 1944, Sports Car Club of America, Inc. is a 55,000-plus member motorsports organization that incorporates all facets of autocross, rally and road racing at both club and professional levels. It annually sanctions over 2,000 events through its 112 regions and professional subsidiary. Landmark events and series for the Club include the SCCA SPEED World Challenge



Championships; the Club Racing National Championship Runoffs® at Heartland Park Topeka, The Tire Rack® SCCA Solo National Championships and the United States Road Rally Challenge (USRRC). For more information, please visit [www.scca.com](http://www.scca.com).

At right: Michael Martin (driver) and Bill Seacrest in Martin's 1953 Bucannon Sport in the 2005 National Guard Great Race (Great Race Image)



## IRL's plans might include Daytona race

*By Curt Cavin [curt.cavin@indystar.com](mailto:curt.cavin@indystar.com)*

Indy-car racing at Daytona International Speedway no longer sounds like a far-fetched idea, Indy Racing League president Brian Barnhart said Tuesday.

In fact, Barnhart said during a national teleconference that next week's compatibility test at NASCAR's home in Daytona Beach, Fla., could be a preview of a race to come.

Previously, league officials insisted that Daytona only would be used as a preseason testing venue.

"We've got to take steps first," Barnhart said of the test. "But the goal should be to race down there sometime in the future."

Indy cars last raced at Daytona in 1959, the track's first season. But the Indy-cars were too fast for the high-banked oval, and two drivers were killed.

Marshall Teague died when his car flipped during a testing accident. George Amick's fatal crash came in the U.S. Auto Club's only points-paying race, a 100-mile (40-lap) event.

This time, the Indy-cars will use the circuit's road course that uses about half of the famed oval track. A speed-slowing chicane will be in place at the end of the backstretch. The Indy-car drivers will go through the oval track's third and fourth turns, then turn onto

the infield prior to reaching the first turn. The return to the oval track will be at the exit of turn two.

The test is next Tuesday and Wednesday. Barring any difficulties, Barnhart said the IRL will return for testing in the spring. The earliest a race could be held at Daytona is 2008.

As for the 2007 schedule, Barnhart indicated there will be a race Aug. 5, the date expected to be available in

Montreal. If a deal is reached, it would be the IRL's first Canadian event.

Nine of what Barnhart expects to be 16 or 17 events have been confirmed. The full schedule is expected next week. The Indianapolis 500 is May 27.

Call Star reporter Curt Cavin at (317) 444-6409.

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**CENTRAL FLORIDA REGION  
Restricted Regional/SARRC  
October 21 – 22, 2006  
Sebring International Raceway  
Sanction No. 06-RS-50-S**



Chief Steward.....	Leland Miller	Registrar – at track .....	Deanna Harry
Asst. Chief Steward.....	Bob Shafer	Registrar – pre race .....	Robin Ragaglia
Asst. Chief Steward.....	Craig Wilcox	Timing & Scoring .....	Lee Shafer
Asst. Chief Steward.....	Pete Magnuson	Flagging & Communications .....	Rich Kasson
Asst. Chief Steward.....	Bob Windisch	Grid Marshal .....	Gloria Theen
Asst. Chief Steward .....		Pit Marshal.....	Ben Council
Asst. Chief Steward – Tech.....	Grumpy Esau	Starter.....	Larry Kurkowski
Asst. Chief Steward – Safety.....	Barbara Magnuson	Sound Control.....	Berta Sager
Chairman S.O.M. ....	Bob Henderson	Course Marshal .....	Bob Anthony
Steward of the Meet .....	Sandy Jung	Paddock Marshal .....	TBA
Steward of the Meet .....	Russ Smith	Medical Director.....	Dave Langston
Steward of the Meet .....	Walt McCarthy	Pace Car.....	Jack Ragaglia
Steward of the Meet .....	Morris Holliday (SIT)	Regional Executive .....	Rick Balderson
Steward of the Meet .....	Smokey Harper (SIT)	Race Chairman.....	Robin Langlotz
Event Coordinator .....	Charlene Gunn	Safety Scrutineer .....	Bill Eveland, Sr

~ ~ ~ ~ ~

**Group 1:** FV, F500, SRF      **Races 1, 8**

**Group 2:** ITS, ITA, IT7, P2      **Races 2, 9**

**Group 3:** SM, GP, HP, GTL - **Races 3, 10**

**Group 4:** FA, FC, FF, CF, S2, FM, FS, CSR, DSR, FSCCA, SRSCCA **Races 4, 11**

**Group 5:** GT1, GT2, GT3, AS, T1, T2, GTA, SPO, ASR, ITGT, P1      **Races 5, 12**

**Group 6:** SSB, SSC, ITB, ITC, LEG, EP, FP, SPU, T3 **Races 6, 13**

**Group 7:** Vintage: **Races, 7, 14**

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**Friday, October 20, 2006**

Test Day – Sebring International Raceway open test day –. This test day is provided by SIR and not covered under event sanction. Info at [www.sebringraceway.com/testing\\_days.lasso](http://www.sebringraceway.com/testing_days.lasso).

5:00pm - 8:00pm	<b>Registration</b>
TBD	<b>Late Entries – At the discretion of the Chief Registrar</b>
5:15pm - 9:00pm	Tech Inspection

**Saturday, October 21, 2006**

7:00am - 7:30am	<b>Worker Registration</b>
7:30am - 11:30am	<b>Driver/Crew Registration</b>
7:30am - 11:30am	<b>Tech Inspection</b>
8:00 am	<b>Green Course</b> Worker breaks taken as needed  Practice - Groups 1 - 6, 15 minute sessions running consecutively  Qualifying - Groups 1 - 7, 15 minute sessions running consecutively.
1 hour	<b>Lunch Break as close to noon as event progress allows.</b>  Races 1 - 3, 30 minute <b>SARRC</b> races with worker break where needed
5:00 pm	<b>Secure Course</b> <b>Social Event</b>

**Sunday, October 22, 2006**

7:00am -	<b>Motorsports Ministries Chapel</b>
7:30am – 10:00	<b>Registration (No Photo ID)</b>
7:30am-8:30 am	<b>Tech Inspection</b>
8:00 am	<b>Green Course</b>  Races will run consecutively with worker breaks as needed and a <b>1 hour lunch break</b> as close to noon as event progress allows.  Races 4 - 6, 30 minute <b>SARRC</b> Races  Races 7 - 14, 20 minute Regional Races
5:00	<b>Secure Course</b>

All times are approximate. Listen to PA for official changes. It is advisable to attend registration Friday.





**SUPPLEMENTARY REGULATIONS**  
**Sanction No. 06-RS-50-S**

This event is held under the 2006 General Competition Rules, based on the 2006 GCR and Category Specifications, as amended for 2006, and the 2006 SEDiv SARRC Rules. Points earned in both CFR series count towards 2006 totals, points earned in SARRC series count towards the 2007 totals.

**REGISTRATION:** Drivers can register for the race online at [www.DLBRacing.com](http://www.DLBRacing.com). Drivers without internet access must complete a paper entry form and mail with entry fees to the Registrar, **Robin Ragaglia, 19214 Timber Pine Lane, Orlando, FL 32833**. Make checks payable to **Central Florida Region, SCCA**. *Second driver must submit separate entry form and \$30 fee.* Second drivers added, or changed, at the track, will be assessed a late fee. 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 or if a no show, your check will be destroyed. 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. Phone/fax entries will not be accepted. Registration will be held in the CFR building located to the right of the main entrance to the raceway. Do not mail entries by any method that requires a signature upon delivery.

**ENTRY FEE PAYMENT:** Drivers who complete their registration online, via the [DLBRacing.com](http://DLBRacing.com) website, will have the option of paying by check/money order, or by credit card at the time of registration. Entry fee payments for online registrants not received by the pre-event registrar within 5 days of completion of online registration, may result in the cancellation of your entry, or the assessment of late fees. Credit Card payment option is available only for those drivers/entrants who complete their registration online, via the [DLBRacing.com](http://DLBRacing.com) website. Credit cards will not be accepted for drivers submitting paper entries, or for entries received at the track.

**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. 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-participants) 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.

**DRIVER ELIGIBILITY:** Drivers must be a member of the SCCA and have a current SCCA-National, SCCA-FIA, SCCA-Regional license or a valid SCCA Novice Permit to participate in this event. If you do not have the proper credentials it is **your responsibility** to contact the Registrar prior to the event.

**CAR ELIGIBILITY:** Competition is open to all cars conforming to the GCR, as amended. GTA, IT7, CF, SPO, SPU. will compete under the SEDiv approved rules, ITGT, P1, P2 and Vintage will compete as Central Florida Region classes, under Central Florida Region rules. Trucks, in any configuration, are prohibited from competing in any class.. ALL CARS ARE REQUIRED TO USE FULLY FUNCTIONAL AMB TRANSPONDERS. A limited quantity of transponders will be available for rent.

**SARRC DESIGNATION:** SARRC patches must be worn on the driver's suit above or below the SCCA patch or in the same area on the side opposite the SCCA patch. SARRC decals must be displayed on each side of the car.

**COMPETITION NUMBERS:** SEDiv permanent numbers will receive priority assignment when possible, depending on class groups, for entries received by October 11, 2006. If entering by paper entry, please list 3 choices on your entry form.

**TIMING & SCORING:** Driver changes must be made prior to the start of the first race each day, will be assessed a \$100 late fee, and must be coordinated through Registration.

**TECH:** All drivers must present helmet, logbook and completed tech card to TECH.

**PIT LANE:** Pit lane speed shall not exceed 40 mph. Violators may be penalized.

**SCALES:** Will be available at Tech Saturday from 10:00 am - 1:00 pm and Sunday from 7:30 am - 8:30 am. Scales will not be available for other participants during impound. Scales may be made available at other times at the discretion of the Chief of Tech.

**IMPOUND:** The first three (3) finishers in each class must report to impound immediately following the completion of their SARRC race. Cars will be weighed and impounded for a minimum of thirty (30) minutes.

**SOUND CONTROL:** Sound readings will be posted at the Stewards building.

**RADIO FREQUENCIES:** CFR operates on frequencies 464.525, 464.975, 464.675, 464.825 and 461.200. These frequencies are guarded and not to be used by any competitor or visitor.

**SPLIT STARTS:** Group 3 will have a split start. Other groups may receive a split start at the discretion of the Chief Steward.

**INSURANCE:** Participant insurance will be provided in at least the minimum amounts required by the SCCA.

**RESULTS:** Qualifying and Race Results will be posted Timing and Scoring. Final Results will be posted to the CFR website no later than 7 days following event completion.

**COURSE:** Sebring International Raceway is a 3.7 mile road course. Pit and Paddock will be located on the green park side. Timing and Scoring, and Start Finish will be located on the Green Park (short course) side. There will be NO ACCESS to the 12 hour paddock area.

**PADDOCK:** Parking regulations are hereby incorporated in these regulations by reference. Failure to follow the direction of the Paddock Marshal or CFR Race Officials regarding paddock parking or activities may result in expulsion from the facilities. **Do not park parallel to major infield roads.**

**PROVISIONS:** Camping is allowed in the paddock on Friday and Saturday nights. Water and electricity are available in limited areas of the paddock. A \$20 charge for electricity will be assessed. Fuel will be available at the track. Tire vendors typically in attendance are: APPALACHIAN RACE TIRES (865) 681-6622. Safety Equipment and racing products: SAFE-QUIP (813) 643-7222. Do not leave used tires at the track.

**CLOTHING ATTIRE:** Long pants, sleeved shirts and closed shoes must be worn on the GRID (after the 1-minute warning) and at all times in the PITS & PIT ROAD!

**TROPHY:** Trophies will be awarded in accordance with the GCR for all races. Location of trophy pickup will be announced.

**EMERGENCY CALLS:** CFR has an emergency number at the track (863) 655-3033. In case of emergency and you can not reach this number, call the Highlands County Sheriff Office at (863) 385-5111. Inform the Sheriff's office that the party you need to get in touch with is at Sebring International Raceway.

**GENERAL RULES:** Animals are not allowed on SIR premises. The consumption of alcoholic beverages in the facility is forbidden until all racing activities have concluded for the day. ATV's are permitted in certain areas provided they are used in a safe manner and operated ONLY by licensed drivers. Bicycles may be used only by race officials. Skateboards, skates, rollerblades, micro/mini racers and go-peds are NOT permitted. No person will be admitted into the raceway without the proper credentials. 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. The raceway gates will not be opened until 5:00pm Friday. You must leave the premises no later than 3 hours after the last checker drops on Sunday.



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SEBRING INTERNATIONAL RACEWAY  
06-RS-50-S  
October 21 – 22, 2006**



Entry Fee **ONLINE ONLY.....\$160**

Entry Fee Paper Entry ..... **\$180**

Second driver....(add).....\$30

Additional Fees:

SRF, FSCCA, SRSCCA (each day) \$10

Late Fee: online after 10-14-06 ... \$50

Late Fee: paper entry after 10-11-06 \$50

Late Fee: all rec'd after 10-18-06..... \$100

**Held under**  
2006 SCCA General Competition Rules

Paper (mailed) entries received after Oct 18, 2006 will be considered late. Do not send entries by any method that requires a signature upon delivery.

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**Register ONLINE at  
[www.DLBRACING.com](http://www.DLBRACING.com)  
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available only with Online  
registration. All paper  
entries, or at track entries,  
must pay via cash or check.**

Robin Ragaglia  
email: [cfrreg2@aol.com](mailto:cfrreg2@aol.com)  
407-568-6902 (no calls after 9pm)

Second driver MUST register online or submit a paper entry along with the \$30 fee.  
If submitting a paper entry via the mail complete all spaces, except those labeled Official Use Only

**Register online at [www.DLBRacing.com](http://www.DLBRacing.com)**

**If you don't have an account at this site, you will need to create one. Once logged in, go to the calendar, make sure the correct month is displayed and that you are searching on Central Florida Region, All event types.**

**Select the notepad icon next to the event on the calendar page. This will bring up the online registration form. Select the appropriate entry fee, class and number from the drop down menus. Complete crew and driver information directly into the form.**

**Be sure your crew information is complete and up to date. You can log in to your registration at anytime during the open registration period and change your personal information, car number and crew.**

**If you need further assistance using the program, go to the CFR website at [www.cfrscca.net](http://www.cfrscca.net) and refer to the CFR Guide to Online Registration, or email Robin at [cfrreg2@aol.com](mailto:cfrreg2@aol.com).**

**For a paper Registration Form contact Robin at (407)568-6902.**



# 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**

Email: [dnguyen1@cfl.rr.com](mailto:dnguyen1@cfl.rr.com)







## CFR RallyCross November 11, 2006

CFR will be holding its next RallyCross on Saturday Nov 11, in Deland.

The event address is 1500 Grey Fox Lane. This location is approximately 8 miles west of the junction of SR 92 and I-4. From 92 turn north on Clark Bay Road and proceed to Grey Fox Lane on the right. It is quite a ways down this dirt road and there is a street sign to mark the way.

Helmets are required to be Snell 1995 or better (sa or m).

The entry fee will probably be \$40.00.

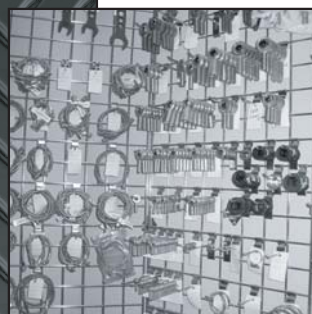
Drivers meeting at 9am, 1st car on course at 10am.

If you'd like more information on RallyCross in Florida, try [www.rallyrebels.com](http://www.rallyrebels.com) . or [rickbalderson@yahoo.com](mailto:rickbalderson@yahoo.com)

The Steward for this event will be Bob Ricker at [frscca@bellsouth.net](mailto:frscca@bellsouth.net) .



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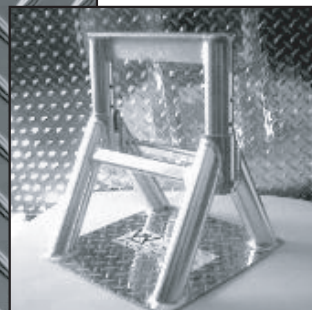
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### E/P 190E Mercedes Benz

- Five races old, 12 wheels, mounted rains, five-link rear, Sparco, autometer in car timing, too much to list. With trailer. \$16,000 neg/full or partial trades. For more info, call 407-721-1414 (2)

### 1993 Spec Miata Race

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### 1984 Van Diemen For-

**mula Ford** - for sale or rent.

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## Street Cars

### 1994 Miata "R-Edition" —

with hardtop. Originally equipped with 4:10-1 limited Slip, Bilstein shocks and springs. No power steering, light weight car, Koyo aluminum radiator. Panasport 15x7 wheels, Toyo Proxes. \$5500 OBO. 352-687-2389 - Ocala (1)

### 1968 Porsche 912 —

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off oil filter, 40mm webers, rebuilt gastank, 5 speed, 5 spoke alloy, O.E. INTERIOR, new body rubber kit for the car, boxes of new parts, white body, back interior, fiberglass front fenders, front spoiler bumper and all steel body parts, not enough room for 3 cars at home. \$7,000 or best offer [386]299-0652 cell or [386]255-3479 home ask for russell. e-mail : rmillcent@msn.com for pictures. (1)

**2000 BMW 323 iT** - black/sand leather, Harmon Kardon, CD exchanger, one owner, garage kept; dealer maintained, 140K miles of

fun driving; Bilstein 9 way adj. Shocks, camber plate, Michelin Pilot; Eichbach; drilled rotors, ss brake lines, all new suspension bushings, new clutch, too much to list. \$9,500 Teathervision@cfl.rr.com (2)

**2002 Porsche 911** - coupe silver/black, unmolested, factory 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 (2)

Classifieds



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## Official "Small Print" Information:

*The Checker* is published monthly by the Central Florida Region of the Sports Car Club of America, Inc., 136 Dublin Drive, Lake Mary, FL 32746, (407) 323-8148, and is printed at Osceola Press, 1124 E. Donegan Ave, Kissimmee, FL 34744.

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### **Classified Ads**

Personal, non-commercial, classified ads without pictures are free to CFR/SCCA members for two (2) issues. All personal ads for out-of-region SCCA members will be \$5.00 for two (2) issues.

To run a photo with any classified advertisement add \$5.00 per photo for every two-issue run.

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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.

Photographs will not be returned unless specifically requested. Label all photos for return and send a self-addressed return envelope with sufficient postage. Allow 6 to 8 weeks for return.

Articles received past the deadline will be placed in the following issue. Articles requiring extensive edits or typing may not appear until the following month even if they meet the deadline.

### **Address Changes**

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*Lodge rooms, pool-side efficiencies  
or one bedroom apartments!*





# Join the Club!

Central Florida Region  
Sports Car Club of America, Inc.

## Membership Application

PLEASE TYPE OR PRINT:

- ☐ **\$75 Regular Membership**  
Includes \$60 National dues.
- ☐ **\$27 Spouse Membership**  
Must be legal spouse of regular member.  
Includes \$20 National dues.
- ☐ **\$45 First Gear (under age 21)**  
Includes \$25 National dues. Does not  
include ability to hold Club Racing, PRO  
Rally or Solo1 Competition licenses.
- ☐ **\$115 Family Membership**  
For regular member, spouse and children  
under age 21. Includes \$95 National  
Dues.
- ☐ **\$25 Subscription to *The Checker* only.**

Total membership costs include National and  
Regional dues for one year. Also  
includes one subscription to *SportsCar*  
*Magazine* and *The Checker* per regular,  
First Gear, or family membership. Mem-  
bership dues are not a charitable contri-  
bution.

**MAIL TO: Membership Chair**  
**Joyce Hayward**  
**457 Drage Drive, Apopka FL**  
**32703**

**407-884-7889**  
**joycehscca@cfl.rr.com**

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 or cash for \$ \_\_\_\_\_ ,or

(check one) ☐ Visa ☐ MasterCard

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

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

*The Checker*

**136 Dublin Drive**  
**Lake Mary, FL 32746**

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