

The Checker

Official Publication of the
Central Florida Region
Sports Car Club of America
Volume 48, Issue 11
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Waiting for a Bus?



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On the Cover:

Jim Hooker keeping a watchful eye in the Bus Stop during the

recent PCA event in Daytona. Bill Martin photo.



Event Schedule

November

- 3-5 **Historic Sportscar Racing Daytona (Tentative)**
3-4 "Charge of the Headlight Brigade" NCR
VIR <http://www.ncrscga.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 CFla 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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800-866-4744

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Buccaneer/Roebing Road/Karen Drum 704-827-8788

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Central Fla./Sebring/Daytona

Deanna Harry 863-382-4226

Florida Moroso/Homestead

Ina Fletcher 954-946-4243

North Carolina/VIR

Ginny Condrey 800-342-7390

S.C./Roebing Road/Kershaw

Wanda Cecil 803-714-9797

Road Rally

Bob Ricker 954-782-2829

Rally Cross Steward

David Brooks 423.842.4119

Solo II

Karl Rickert 912-729-6890

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 Then 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.

When & Where



District News

District 1

Gary Steffen

WOW, what a busy season with races at both tracks in abundance. I guess we can look at December being our only break of the year before it starts back all over again. I am sure everyone has heard by now that ALMS will be in St Pete for the IRL weekend. The IRL is testing and maybe racing at Daytona in the near future. Are we blessed or are we cursed to have so much activity in our region? It is a real struggle to keep these events staffed. We need to go out of our way to keep the personnel that we have and continue to welcome and train new members who want to join in the fun.

Our October district 1 meeting at Quaker Steak and lube just about filled the back room.

There was a good amount (6) of members who were attending for the first time and we thank you for coming and hope you had a good time.

The restaurant has taken measures to help with the sound /organization and it shows.

Remember, there will be no December meeting as District 9 is hosting the annual meeting down in Venice on the west coast. The prices for the hotel and banquet are very reasonable and it is always a lot of fun.

See you soon!

District 3

Fran Martin

The October meeting of District 3 was held at Rossi's Pizza on S. Orange Blossom Trail and we were pleased to welcome Marcia Burgasser, Bob Rover and Sid Collins and his wife - members we haven't seen in awhile as well as our cadre of regulars.

Gov. Bill Martin updated everyone on our Drivers' School at Daytona and on the upcoming schedule of events. By the time you read this we will have supported the Porsche Club of America at Daytona (entries are reported to be around 200) and will have held our long course event at Sebring. That will be our second shared event with Solo. Racers will be on the long course and will paddock in Green Park. Solo will be on the 12 Hour side. RE Rick Balderson and RBCs Robin Langlotz/Robin Ragaglia were also available to answer additional questions.

We have a Race Board Meeting scheduled in Orlando on Nov. 5th. If you have anything you'd like discussed, be sure to let your Chief or Robin Ragaglia or Robin Langlotz know. The HSR Event is scheduled for November 9-12 and there will be some great racing on the full 24 Hour Course. Contact your Chief if you will be helping.

Time is fast approaching for this year's Annual Meeting in Venice, December 2 – 3, so be sure to get your registration in. It's always a fun time.

See you at the races!

District 7

Steve Sanford

Hello all! I hope everyone is well and enjoying the cooler weather which is returning. As I submit these comments to the Checker, we have just finished working the Porsche Club of America national races at Daytona. The weather was beautiful, dry and relatively cool with temperatures in the low 50's Sunday morning. The event seemed to go well as the PCA held its first races ever at DIS. There was concern leading up to the weekend regarding having an adequate number of workers. It was tight on Friday but more members turned out for Saturday and Sunday. We could have used more but we seemed to cope. This will be an annual event in October for at least 2 more years. This came right on the heels of our drivers school, IRL testing, etc. Through the generosity of members, we continue to do what is needed. The number of sports car races at DIS has been increasing rapidly and rumor has it more are coming. We really need more workers,

Club News



especially on the corners; and I am asking all of you who have not tried working an event in some capacity to give it a try. We need a "corps" of district 7 corner workers that can be counted on for Daytona races. If you are willing to at least consider helping, please contact me through the address, phone numbers, and/or e-mail address given on the inside front cover of this Checker. I will be happy to answer your questions or readily refer you to the person(s) who can. We continue to alternate our monthly meetings between Stavro's in DeBary

and River Grille on the Tomoka north of Ormond Beach. By the time you receive this issue, we will be approaching our November meeting at the River Grille. We have been having guest speakers every other month and on November 16, we get to hear from Mark Raffauf, Competition Director for Grand American Road Racing. He is a familiar name to many of us who remember the former IMSA. In September, we heard from John Tecce with BGB Motorsports in Deland. They won their season finale, 6 hour Grand Am Cup Series race at VIR shortly

after he visited with us. Maybe we brought them luck. With races at Sebring October 21-22, HSR at Daytona November 3-5, the Turkey Trot November 25-26, and solos at Deland and Brooksville, there are plenty of opportunities to get involved and have fun. I hope to see you at our monthly meetings which always start with dinner beginning at 6pm and the meeting/program at 7pm. Please make a special effort to join us November 16. Watch for the meeting notice card in the mail. Stay safe and well.

RE Report

Attention in the Paddock

Last month I wrote:

Recently, we've had some issues with the Website.

This month I'm asking you to go to the website to see how the transition is coming along. A Special Thanks to Harriet Watkins for her hard work and over the top effort in cleaning up the old and outdated information that seemed to fill up our site. Now it's Craig Ziegler's turn to show us his website skill mix, best of luck to you Craig.

The last week of September saw the IRL running a compatibility test with 4 of their cars at Daytona International Speedway. They were quick, 0 to 100 in 2.2 seconds, so don't ever get in their way. The cars ran a modified course which left off the west horseshoe and Nascar 1 & 2 and had them going onto the back straight at the pump house. Times started around the 1:23 mark and finished in the 1:13 minute area. Top speed was around 196. The cars normally weight 1600 pounds or so, with the road race 'set-up' at speed the cars weight equaled 6400Lbs. Pretty cool, we could certainly expect to see 'spring training' for this crowd in 2007.

Later that same week CFR hosted the Daytona Drivers School and attracted approximately 45 students. One of the Stewards called this the best school ever and I spoke with any number of

students who felt the same way. Congratulations to all participants for another successful CFR event. The 2 draw backs I saw from the event were that our Gross deposit was 1/10 of what we get to put into the bank from a race weekend and we had 45 satisfied customers instead of the regular 325. This had me thinking that perhaps our two driver's schools should be at Sebring on the short course, unfortunately, that does not even come close to fitting into our busy schedule.

At the recent CFR BoG meeting it was announced that the region will be accepting credit cards and pay-pal for entry fees. It is the Regions' intent to maintain our policy of Not depositing your money until after an event.

CFR will be holding a RallyCross on Nov 11th, not the 18th as published earlier, my fault. The location is James Grays' property located at 1500 Grey Fox Lane, in Deland.

That same weekend HSR will be holding their event at Daytona, and if that did not have us busy enough, the ARRC is running at Road Atlanta, can it get any busier? Probably not.

That leaves just one road race left for CFR, the Turkey Trot, be there or be square, or just Don't miss dinner, which ever the case may be.

In case you did not know ALL members are invited to ALL social functions that follow Saturdays racing

Rick Balderson

events, don't be shy, just say the RE sent you, and grab a beverage.

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.

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, and be sure to send your registration to Gloria soon.

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.

I don't know how many of you caught Susan Youngs' SEDiv article in last months Sports Car, But, She mentioned the PRI show in Orlando on

Dec 14-16, and that you could get in with your SCCA membership. Go figure, a benefit we actually can use.

Next month, how will we plan to get our staff to work the 32 days that will probably be scheduled at Daytona in 2007? See you then.

Member Notes

Letters

Dear Checker Editor,

I want to thank all of you for the flowers, cards and letters you sent to me when Don passed away. I appreciated your kindness so much.

Don fought a long battle with cancer, and this time it was too much for him to overcome. I miss him terribly, but I know he is whole again and rejoice that he is in heaven waiting for me.

He so enjoyed working with all of you

at Daytona. Special thanks to Chaplain Steve Kearney for spending time with Don and for visiting me a couple of weeks ago.

Phyllis Fenton

Members in the News

Retirement relaxing for racer — Competitive urge strong for Bob Sieck

BY LARRY HOBBS FOR FLORIDA TODAY

TITUSVILLE -- - When Bob Sieck wasn't busy helping put men on the moon or supervising space shuttle launches, he could often be found driving at the front of the pack in America's most prominent amateur auto racing circuit.

Nowadays, quality time with the grandkids is the only thing that competes for his track time in Sports Car Club of America events. But the wheels keep turning for this rocket scientist of road racing, who retired from a stellar NASA career in 1999.

"I haven't lost a lot (of competitive edge)," said Sieck, 68. "I still like to put on the suit and the helmet. There's still a competitive urge there. Winning wasn't important, but I've won a lot of races."

Most recently, Sieck won a 20-minute sprint race in June at Sebring in the Improved Touring Class sports car division. "But I can have just as much

fun going for 21st place as first place, as long as I'm not going backward," he said.

A lifelong "car nut," Sieck entered the space race in 1964 during the Gemini era as a space craft systems engineer. He earned an electrical engineering degree from the University of Virginia in 1960, and along the way added postgraduate work in meteorology, physics, mathematics and management to his resume.

Sieck progressed from the Gemini program to serve as a test team project engineer for Apollo moon missions. He then held an array of high-profile positions with the space shuttle program, including launch director from the mid-1980s to 1995. Sieck was then appointed Director of Shuttle Processing, a post he held until his retirement.

Exciting? Meaningful? Fun? Rewarding?

All of the above, Sieck said of his years with NASA. But he realized early he would need an outlet for the stress created by the exacting demands of space flight. Auto racing was the logical choice for Sieck, who, as a

younger man, owned a '55 Chevy he often put to the test in drag races.

He first competed on the SCCA circuit in 1970, driving a Formula Vee in the open wheel class.

Whether tweaking and tinkering with his cars in the garage at home, or letting it loose on the track, racing allowed him to blow off steam.

"It was an escape from the responsibilities of the job," Sieck said. "When I'm in the garage working on my cars, I'm not distracted by anything else. It was good therapy, a way to escape from all the matters going on at my job."

The more he raced, the deeper his passion for the sport grew, particularly during the comparative lull at NASA between the Apollo era and the beginning of the space shuttle program.

His competitive reputation also grew within the fraternity of SCCA drivers. At one point, a colleague asked him to race three of his cars with "For Sale" signs emblazoned on the body. Between those cars' performance and Sieck's driving skill, all three cars attracted buyers.

"After things started slowing down, after we got to the moon, I got hooked and said, 'OK, this is going to be my hobby,'" Sieck said.

Like a true engineer, Sieck always used math to measure his racing prowess. He logs meticulous accounts of lap times to determine how he measures up with his racing peers. His only fuzzy math comes in counting career wins, which he estimates at somewhere in the neighborhood of 50 and 100 victories.

"You're basically racing (in SCCA) for a five-dollar trophy and an ego boost," he said. "I really just enjoy mixing with the people, the social aspect of it."

Longtime SCCA official Bill Martin of Orlando has known Sieck since he first joined the circuit. While winning numerous races in wide range of classes, Sieck earned a reputation as a "gentleman racer" and a man who can be counted on to volunteer for behind-the-scenes duties.

"He's been around a long time and he's a competitor," said Martin, governor of the SCCA's Central Florida region. "He's right up there with the people in his (racing) class. "When he's out there, he does his races just like he did his work at NASA -- he keeps the big picture in mind and he does it because he likes it."

But a hobby involving speeds of up to 140 mph has its risks, including three serious crashes and two trips to the hospital for Sieck. He once rolled a car, was knocked unconscious and suffered a concussion.

Another time, he T-boned a car that spun out ahead of him, "demolished" the car and suffered neck strains. Then there was a crash when his car rolled over. But he stuck the landing, tires-up, and Sieck was able to hobble into pit row.

While one venture has served as an escape from the other, there was a time when the parallel pursuits of amateur auto racing and professional rocket science intersected. During the infant stages of the shuttle program, Sieck put his Formula Ford on the

shuttle runway to test the strength of the foam covering that protects external fuel tanks. A battering ram above the back of Sieck's car smashed into a sheet of the foam as he sped at 130 mph through a set of braces that secured the material overhead.

"I convinced myself this was for the good of the space program," Sieck recalled with a chuckle. "In hindsight, it was probably an excuse to get my race car on the shuttle runway and have some fun."

These days, Sieck limits himself to eight or 10 races a year. The racetrack often serves as a family gathering place, with his wife, two adult children and five grandchildren sometimes in attendance. "That's the fun part for me, with the kids bringing the grandkids."

But he knows eventually his skills will wane and the inability to gear down in tight turns and recover on open straight-away will render him more of a bother than a competitor on the track. The engineer's math will tell him when that moment comes.

"That's the judgment day for racing," he said. "I know I'm one of the oldest, if not the oldest, out there. I'll know when I lose it. I keep my top times and know what I ought to be doing to remain competitive."

But for those who know him, it's hard to imagine that day rolling around the turn any time soon.





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

Flag Ravings

Sally Larson

SEPTEMBER REGIONAL/ECR: There was rain...then there was rain...followed by more rain - and, I suspect, the ever unpopular accompanying wind and lightning. Everything was shortened including the ECR which was marred by a multi car crash at Turn 17. Fortunately car sections were bent rather than drivers. Any more weekends like that might cause the animals to line up two by two. But maybe only one wild hog...the other one having been eliminated at 17 a few years ago. For further information, talk to Gail and be sure to ask her 'was it bigger than a dog...was it smaller than a cow?'

ROEBLING RAMBLINGS: A new track surface which most drivers really enjoyed, and fast new record lap times, were the order of the day. We found the new surface was great for workers too - dirt kicked on the track by zealous drivers just blew off. The only times we had to break out the brooms was if oil dry had to be put on the track. Apparently it had been quite dry and any car dropping a wheel or wheels off the track kicked up a huge dust cloud. I had one driver off drivers' left coming into Turn 6 looking for a point. Heck, I couldn't see behind him any better than he could and we had to wait 'til the dust cleared. I was doing some pieces/parts pick up in the dirt trap and when I got off duty my plastic pocket had an inch of dirt in it. Once again I ended up looking like a female Pigpen of Peanuts fame and took myself off to shower. And once again, I saw a fire bottle outside the door of the women's bathroom. If we'd have had an oil fire in the shower, I'd have been ready!

I saw something of interest that the track was using for drivers, a Medical Information Carrier System. Drivers were to enter their medical information on the Data Form, fold the form and slide it into a carrier supplied with the kit. For the drivers, the carrier was then stuck to their helmets. Good way to be sure important information is where ever you are. It might even be used for workers and attached to our badges, stuck to the inside of bucket lids or inside track bags. Until something better is adopted, CFR uses a medical card you can get and hand in at registration. Do be sure to do so, and update the information anytime there's a change or at least once a year. If anyone is hurt, it's vital that medical information is immediately available.

DAYTONA DRIVERS' SCHOOL: Great weather, good drivers, interesting course layout, and interesting layout solutions, but all went well. We were treated to a discussion by Dennis concerning a new race organization. We had The Petty Experience drivers on the high banks and Dennis told us about another recently formed group that would also be using the track. For further information, please consult Dennis. All I can say is that immediate discussions of chaffing, talcum powder, and sheepskin lined seat belts ensued. Back to you Dennis! Watching students lining up like obedient ducklings following an EV was a hoot. When they realized that you MAY pass under a white flag, everything went well. The only other reminder to students/drivers is to acknowledge a black flag directed to you... and to signal when you're going into the pits. This makes workers and stewards happy! All in all, you were a great group and really did well - good job students and instructors! We look forward to seeing you at your second school... and for Phase 2 drivers, we'll hope to see you often at future races. Congratulations!

LOTS OF EVENTS TO COME - I've often said time flies whether you're having fun or not... and such has been the case this year. Can hardly believe the next race will be the Turkey Trot at Sebring, immediately following Thanksgiving. It's the last race of '06, although it's the first official '07 race in the points chase. It's on the long course, so lots of workers are needed. Think of it as a great way to run off your over eating splurge at Thanksgiving dinner. With 17+ turns to staff, it's essential to have enough people to put on each turn. The more people per turn, the less you have to run and the safer both you and the drivers will be. Please remember to get your responses in promptly to give the Flag Chief a break. Rumor has it, the sooner you respond, the less the Chief is apt to be cranky all weekend!

FROM THE CHIEF: New workers are always needed. Rich suggests we recruit workers from whatever sources we can... family, friends, neighbors, coworkers, or even enemies. More troops on the corners helps us all. Also Rich sends along "A sincere thank you to all for your spirit, patience, cooperation and professionalism - remember all across the country, CFR workers are

Columns





recognized as the best.” And from all of us, in return, for his first year as Chief of F&C, we thank Rich for all his hard work, and dedication - Hail to the Chief!

TURKEY THOUGHTS: Thankful is a word that can never be used too often. This year, I truly have a great deal to be Thankful for... all the help,

consideration, and kindness shown me by both my family and my CFR family. I'm embarking on 10 years of testing before the C can stand for Cure, but one thing I've learned is to take each day at a time and to be thankful for it... each day is truly the 'present.'

'Til next time...to all, I wish you a

wonderful Thanksgiving, filled with the true spirit of the day. May we also give thanks to our service people for protecting our nation.... and to their families who are making sacrifices so they may do so.

Ted's Technology, Trivia & Tidbits

Ted Glaser

Technology and Business:

London's Metropolitan Police are expected to announce a deal with Honda to lease 117 petrol-electric Civic Hybrids. They would make up 2% of the fleet of Britain's largest police force and will be a stepping stone to the wider use of "green" police cars.

At the moment Formula 1 2.4-litre V8 engines are producing between 750 and 800bhp but in the future these will be frozen at 2006 levels and will have a 19000rpm limit. The FIA hopes that by 2009 there will be new energy storage devices in the cars that will provide "surge power" which will enable overtaking. The FIA predicts that the first F1 surge power units will deliver an additional 60 bhp for up to nine seconds and as developments are made this will increase to 120bhp. In 2011 Formula 1 is planning to move into a much more fuel-efficient formula.

Big Brother, AGAIN: BMW has devised a video camera system that can read speed limit signs and act as a second pair of eyes for drivers who do not realize the limit has changed. A video camera in front of the rear-view mirror can read signs up to 164ft away and project an image on the driver's head-up display. The device, which also uses speed limit information from the car's sat nav, will be linked with BMW's new lane departure warning system and be available as an option on selected models next year.

Did anyone notice how, at the end of the Pixar film Cars, a Ferrari appears flanked by two Maserati Quattroportes.

You just know that this was a scene dreamt up not in Hollywood but in the legal headquarters of Fiat SpA. "Si. You can use our image and our likeness, and we grant permission for Meester Schumacher to have a speaking part, but if you do not feature some Maseratis as well it would break our hearts - and your legs." (Jeremy Clarkson)

Aston Martin sold 4500 cars last year which puts it on a par with Ferrari. The company has a sporty image but has not invested anything like the same in the sport as Ferrari, mainly because the money has not been available. The sporting tradition goes back to the very beginning of the firm in 1913 when car dealers Robert Bamford and Lionel Martin decided to build their own cars and fitted a Coventry Simplex engine into an Isotta Fraschini chassis, calling their creation an Aston Martin, the Aston tag coming from a famous hillclimb up the Chiltern hills near the village of Aston Clinton in Buckinghamshire. They found support from Count Louis Zborowski, a wealthy British-based racing driver and in 1922 the company began entering races, taking a team to the Grand Prix de l'ACF in Strasbourg. After Zborowski was killed in 1924 the company ran into trouble and went out of business, to be revived by Augustus Bertelli who kept the firm going until it was sold to R G Sutherland in 1932.

It was only after the Second World War that Aston Martin's reputation really began to flourish, following the purchase of the business by David Brown and the merger with Lagonda

that followed. The company entered and won the Spa 24 Hours in 1948 and throughout the 1950s Aston Martin would battle for victory at Le Mans, although that was not achieved until 1959 when the firm scored a dominant 1-2. That year Brown decided to enter Grand Prix racing but the car was front-engined and was obsolete when it appeared. The cars were redesigned for 1960 but performance did not improve much and the team left F1 at the end of 1961.

Aston Martin struggled in the 1970s and had several owners in the course of the next 15 years and while there were several sports car programs, the company steered cleared on the F1 world.

Silverstone has announced that it will give fans \$95 back if they buy an adult grandstand seat before the end of September and Jenson button wins the race in July next year. Grandstand tickets range from \$625 to \$264 and are valid for all three days of the meeting and can be transferred from person to person so that family and friends can share the tickets on different days. The circuit seems to have done the sums and concluded that the offer will bring in more people to fill the grandstands and that this will make more money than previous ticket prices. A Button victory may reduce profit a little but the track will get more money up front and so will be able to offset this with interest. It is nonetheless an interesting idea and one that will appeal to the fans.

ArvinMeritor Inc. and Delphi Corp. both

are working on plasma-based fuel reformers, which turn liquid petroleum fuel into a hydrogen-rich gas. The gas then is injected into the engine, or the exhaust stream, to improve fuel economy and dramatically cut NOx emissions.

According to reports in Japan, Toyota will soon announce plans to increase its overseas production by 40% by 2008. If all goes to plan the company will be manufacturing 9.1m cars a year, five million of them in foreign factories. The company is pushing up its domestic output to 4.15m and adding more manufacturing in China where the aim is to be building 600,000 cars by 2008. Asian production outside Japan and China will go up to one million with a new factory being built in Thailand. There will be increased production in Europe as well but the big hike will come in the United States where Toyota is planning a 20% hike in production to increase the pressure on local rivals GM and Ford. North American production will rise to 1.84m units. Toyota has eight European factories in Britain, France, Poland, Turkey and the Czech Republic and is building another factory in St Petersburg in Russia.

Big Brother: US Style. According to the Society of Automotive Engineers monthly magazine, approximately 55% of the US produced 2005 model year passenger cars had a "Black Box" recorder installed. This would track vehicle speeds, brake application, throttle and steering wheel position and retain the record for the last several minutes of operation. No information was provided on how secure the data is and how it can be retrieved other than it is to be used 'only in case of a crash'. Feel better now?

Trivia:

Spyker dates back to 1880 when Jacobus and Hendrik-Jan Spijker set up a coach-building business. They built their first cars in 1898 and were

involved in competition from an early stage. The original company went bankrupt after Hendrik-Jan Spijker drowned in a shipwreck in 1907 but the name lived on until 1929 when a series of attempts to revive the business failed.

Spyker was not revived again until 1999 when businessman Victor Muller, who had made money in shipping and fashion, set up a new Spyker with engineer Maarten de Bruijn. The company has been building up gradually since then and was listed on the Amsterdam Euronext Exchange in 2004. In November 2005 Abu Dhabi's Mubadala Development Company acquired 17% of the firm and since then Spyker has expanded its range of models and its involvement in sport with the factory team, known as the Spyker Squadron entering two Spyker C8 Spydors at Sebring and Le Mans.

Mubadala owns five percent of Ferrari and is involved in a partnership with the Italian sports car company to develop a Ferrari theme park in Abu Dhabi.

Spyker is a very small car company but it is growing fast. In 2005 it made a total of just 48 cars. That was three times the figure of 2004 and it is expected that the firm will make more than 100 this year. The company had sales of \$6.8m in 2005, up from \$5m in 2004. The company made a loss of \$6.6m in 2004 but that was reduced to just \$3.7m last year. New money arrived from investors which enabled the development of new models and an increase in staff from 60 people in 2004 to 91 in 2005 and by the end of last year the firm had 27 dealers around the world. The company sells 40% of the cars in America, 27% in Europe but only 14% in both the Middle East and in China.

The company has recently acquired the Midland F-1 team whose cars will be re-badged as Spikers and will probably use Ferrari V-8 motors.

Crystal Ball:

2007 - Ferrari will probably supply Ferrari engines for the planned Spyker D12 Peking-to-Paris, a four-wheel drive, four-door, four-seater luxury Super Sports Utility Vehicle, which is due to go into production at the end of 2007. The new car is due to use 500hp Audi W12 engines but a deal has probably been struck to use Ferrari engines instead (or perhaps in addition to) the original plan. The Spyker MF1 team will be running in orange and grey livery from now on. The switch in color scheme comes after the purchase of the team by a Dutch consortium and will mean that the cars are now much more easy to distinguish than they have been in the past, as they previously looked a lot like McLarens when viewed in the distance. The cars are now similar in livery to the Spyker Squadron cars which are raced in sports cars.

2009 - GM announced it would introduce a new-generation V-8 diesel aimed at the light-duty market sometime after 2009.

The new engine, targeted at improving the fuel economy of a fullsize light-duty pickup 25%, will have dual-overhead cams, 4 valves per cylinder, common-rail fuel delivery and a compacted graphite iron block.

Honda, which has seen considerable success in Europe with its 2.2L i-CTDi turbodiesel, says it is developing 4- and 6-cyl. clean diesels for introduction in the U.S. by the end of the decade.

Honda's first diesel for the U.S. will be a 2.4L unit, which, unlike European motors aimed at the U.S., reportedly will meet the EPA's new Tier 2 Bin 5 emissions standards without the need for selective catalyst reduction after treatment, also known as urea injection.

See you at the races!

Daytona Drivers School Draws 45 Entrants

Bill Martin

Group Grid in the Busch Garage Area.



School Action in Turn 1 on the School Course.



Daytona Garages provided plenty space.



Jay Marshall rounds Turn 1 in his Monte Carlo.



Instructor's Gathering, Lunch had nothing to do with it.



Tony Amico from St. Pete accelerates toward Turn 2.



Club Racing



CFR Sound Control Station.



Ready To Supply Your Every Racing Need?



The object is - keep'um running until the Schools over.



School Course, Turn 3 Corner Station.



It may be October but it was still Hot.



Corner Worker Lunch - You sit where you can.



We even had some spectators.



It looks like everyone got a garage.



Is This To Become a Familiar Sight At Daytona?

Bill Martin

Indy Car Rigs waiting to enter the Speedway for Track tests.





Porsche Club Of America At Daytona

Bill Martin

250 Beautiful Porsches showed up for Daytona.



Friday Nights wine & cheese party was on the Fan Deck.



Close Action in Turn 6.



Patti gave the Party her Three Star Rating.



CFR's Rick Balderson and Al Harhay did Starter Duty.



A Kremer 935 in the East Banking.



One of the oh-so-nice entrants.



Wayne Press ended his day as well at the race with this incident in Turn 4.



Gary Steffen keeps the Tower advised.



He fetched the Barrier a mighty blow.



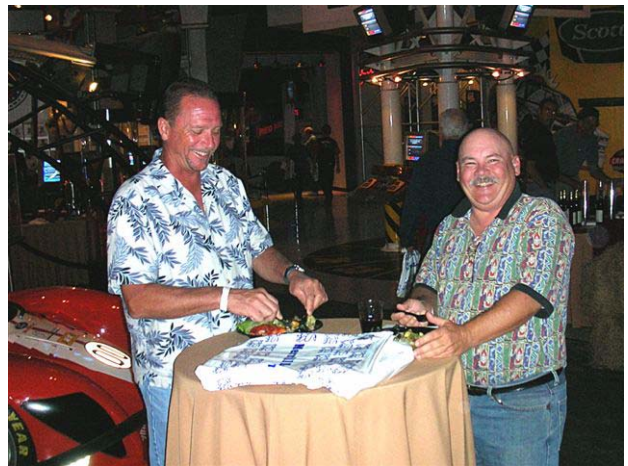
We cleaned up for the Daytona USA Party - Rich, Diane, Gary, Bob.



Dave and Debbie in the chow line at Daytona USA, Saturday Night.



This is what you get when you leave the door open - Ted & Bill.





Some people are just "ate up with it".



Hollye shows'em the Flag in Turn 6.



The action in Turn 5 got close many times.



They hammered on the Turn 4 Armco all weekend.



Doug Werth walks a Driver back to the Corner Station.



Just a couple of 911s out for a cruise in the East Banking.



ALMS at Road Atlanta

Henry Kowalski ColourTech South





2007 PERMANENT NUMBER APPLICATION FORM

All blanks and questions on this form must be answered in order for you to receive a permanent number. The completed form along with a check or money must be returned to me so that I receive it before DECEMBER 15, 2006. No grace period!!

YOUR \$20 CHECK OR MONEY ORDER MUST BE ATTACHED!

Name _____ REGION _____

ADDRESS _____ CITY _____

STATE _____ ZIP _____ E-MAIL _____

DAY PHONE# _____ EVENING PHONE # _____

FAX # _____ SCCA MEMBERSHIP # _____

2006 EVENTS ENTERED-----TRACK-----DATE-----FINISH POSITION--CLASS

1. _____

2. _____

3. _____

4. _____ WHAT

SERIES DID YOU RUN IN 2006? NATIONAL _____ SARRC _____ ECR _____

DID YOU ENTER THE RUNOFFS _____ THE SARRC INV. CHALLENGE _____

WHAT SERIES TO YOU INTEND TO RUN IN 2007? _____

CIRCLE THE APPLICABLE ANSWER:

IN 2007, I WILL COMPETE AT NATIONAL RACES ONLY--- REGIONAL RACES ONLY--- BOTH.

REGIONAL DRIVERS INCLUDING ECR AND SARRC, IF YOU LIVE IN FLORIDA AND COMPETED AT A TRACK OUTSIDE THE STATE, WHICH TRACK AND WHEN? _____

REGIONAL DRIVERS INCLUDING SARRC AND ECR, IF YOU LIVE OUTSIDE THE STATE OF FLORIDA & COMPETED AT A TRACK IN FLORIDA WHERE & WHEN? _____

PERMANENT NUMBER HELD IN 2006 _____ CLASS _____ # OF YRS THIS # _____

PERMANENT NUMBER REQUESTED FOR 2007 (Renewals note: You do not have to list more than one choice)

CLASS in 2007 _____ 1ST CHOICE _____ 2ND CHOICE _____ 3RD CHOICE _____ 4TH

CHOICE _____ 5TH CHOICE _____ 6TH CHOICE _____ 7TH CHOICE _____

MAIL THIS COMPLETED FORM AND **YOUR \$20 CHECK OR MONEY ORDER** MADE PAYABLE TO SEDIV SCCA TO: (You may send cash but at your own risk)

PERMANENT NUMBERS
JIM CREIGHTON
1422 N MORNINGSIDIE DR NE
ATLANTA GA 30306-3240



**CENTRAL FLORIDA REGION
Restricted Regional
November 25 and 26, 2006
Sebring International Raceway
Sanction No. 06-RS-55-S**



Chief Steward.....	K P Jones	Registrar	Deanna Harry
Asst. Chief Steward.....	Leland Miller	Safety Scrutineer	Bill Eveland, Sr
Asst. Chief Steward.....	Bob Henderson	Timing & Scoring	Lee Shafer
Asst. Chief Steward.....	Bob Shafer	Flagging & Communications	Rich Kasson
Asst. Chief Steward.....	Craig Wilcos	Grid Marshal	Sammi Marlis-Ronshausen
Asst. Chief Steward		Pit Marshal.....	Gloria Theen
Asst. Chief Steward – Tech.....	Bob Windisch	Starter.....	Larry Kurkowski
Asst. Chief Steward – Safety.....	Bob Hayward	Sound Control.....	Berta Sager
Chairman S.O.M.	John Edridge	Course Marshal	Bob Anthony
Steward of the Meet.....	Pete Magnuson,	Paddock Marshal.....	TBA
Steward of the Meet.....	S Jung, N Esau	Medical Director.....	Dave Langston
Steward of the Meet.....	B Magnuson	Pace Car.....	Jack Ragaglia
Steward of the Meet.....	Morriss Holliday (SIT)	Regional Executive	Rick Balderson
Steward of the Meet.....	Smokey Harper (SIT)	Race Chairman.....	Robin Langlotz
Steward of the Meet.....	Ed Daniels (SIT)	Event Coordinator.....	Charlene Gunn

~ ~ ~ ~ ~

Group 1: SM, GP, HP, GTL **Races 1, 7**

Group 4: FA, FC, FF, CFF, S2, FM, FS, CSR, DSR, FSCCA, SRSCCA **Races 4, 10**

Group 2: GT1, GT2, GT3, AS, T1, T2, GTA, SPO, ASR, **Races 2, 8**

Group 5: ITS, ITA, IT7 **Races 5, 11**

Group 3: SSB, SSC, ITB, ITC, LEG, EP, FP, SPU, T3 - **Races 3, 9**

Group 6: FV, F500, SRF **Races 6, 12**

~ ~ ~ ~ ~

Friday, November 24, 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.

4:00pm - 8:00pm	Registration
TBD	Late Entries – At the discretion of the Chief Registrar
4:15pm - 8:30pm	Tech Inspection

Saturday, November 25, 2006

7:00am - 7:30am	Worker Registration
7:30am - 11:30am	Driver/Crew Registration
7:30am - 11:30am	Tech Inspection
8:00 am	Green Course Practice - Groups 1 - 6, 15 minute sessions running consecutively Worker break Qualifying - Groups 1 - 6, 15 minute sessions running consecutively with a 1 hour Lunch Break at noon (approx) Drivers' Meeting at lunch (if necessary) Races 1 - 3, 20 minute races with worker break where needed
5:00 pm	Secure Course Social Event

Sunday, November 26, 2006

7:00am -	Motorsports Ministries Chapel
7:30am – 10:00	Registration (No Photo ID)
7:30am-8:30 am	Tech Inspection
8:00 am	Green Course Hardship Warm-up, open wheel 15 mins Hardship Warm-up, closed wheel 15 mins Races will run consecutively with worker breaks as needed and a 1 hour lunch at approx noon. Races 4 - 6, 20 minute Races Races 7 - 12, 30 minute Regional Races
5:00	Secure Course

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



SUPPLEMENTARY REGULATIONS Sanction No. 06-RS-55-S

This event is held under the 2006 General Competition Rules, based on the 2006 GCR and Category Specifications, as amended for 2006 per "FASTTRACK". Points earned in all races count towards the 2007 CFR points championship totals.

REGISTRATION: Drivers can register for the race online at www.DLBRacing.com. Drivers without internet access must complete a paper entry form and mail with entry fees to the Registrar, **Deanna Harry, 2829 NW Lakeview Dr, Sebring, FL 33870** 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 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 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, and SPU will compete under the SEDiv approved rules. Exception: Spec tire rules will not be applicable for this event. Trucks, in any configuration, are not permitted to compete in any class. ALL CARS ARE REQUIRED TO USE FULLY FUNCTIONAL AMB TRANSPONDERS. A limited quantity of transponders will be available for rent.

COMPETITION NUMBERS: SEDiv permanent numbers will receive priority assignment when possible, depending on class groups, for entries received by November 15, 2006. 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 not be available.

SOUND CONTROL: Sound readings will be posted at the base of the tower.

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.

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

RESULTS: Qualifying and Race Results will be posted at the base of the tower. Final Results will be posted to the CFR website within 7 days of event completion.

COURSE: Sebring International Raceway is a 3.7 mile road course. Pit and Paddock will be located on the 12 hour side.

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 may 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.



CENTRAL FLORIDA REGION
Restricted Regional Races
The Turkey Trot
OFFICIAL ENTRY FORM
SEBRING INTERNATIONAL RACEWAY
06-RS-55-S
November 25 – 26, 2006



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

Entry Fee Paper Entry **\$180**

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

Additional Fees:

SRF, FSCCA, SRSCCA\$10

Late Fee: online after 11-19-06 ... \$50

Late Fee: paper entry after 11-15-06 \$50

Late Fee: all rec'd after 11-21-06..... \$100

Paper (mailed) entries postmarked after Nov 15, 2006 will be considered late. Do not send entries by any method that requires a signature upon delivery.

Held under

2006 SCCA General Competition Rules

Make checks payable to:

Central Florida Region - SCCA

Register ONLINE at

www.DLBRACING.com

Credit card payments available only with Online registration. All paper entries, or at track entries, must pay via cash or check.

Deanna Harry

email: sccacfr@aol.com

863-352-4226 (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

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 and refer to the CFR Guide to Online Registration, or email Deanna at sccacfr@aol.com or Robin at cfrreg2@aol.com.

If you do not have internet access, contact Deanna at 863-352-4226 to obtain a paper entry.



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 . or rickbalderson@yahoo.com

The Steward for this event will be Bob Ricker at frscca@bellsouth.net .

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2006 Daytona Continental Historic Races

Wednesday, Nov. 8

5:00 PM - 7:00 PM **Pro-Worker Registration**

Thursday, November 9

7:00 AM - 9:00 AM **Pro-Worker Registration**

9:00 AM - 12:00 N Testing

12:00 N - 1:00 PM Lunch

1:00 PM - 5:00 PM Testing

Friday, Nov. 10

7:00 AM - 9:00 AM **Pro-Worker Registration**

8:00 AM - 11:45 AM Practice In Groups

11:45 AM - 12:45 PM Lunch

12:45 PM - 1:30 PM Practice

1:30 PM - 2:15 PM Qualifying - Hist. Stock

Cars

2:15 PM - 3:45 PM Practice

4:30 PM Klub Sport Challenge Race

Saturday, Nov. 11

7:00 AM - 9:00 AM **Pro-Worker Registration**

8:00 AM - 10:20 AM Qualifying By Group

10:55 AM Anglo/American GT Race

11:30 AM - 12:30 PM Lunch

12:30 PM - 3:00 PM Qualifying By Group

3:30 PM - Rolex Vintage Enduro

4:30 PM - Feature Race 1 TBD

Sunday, Nov. 12

8:00 AM - 9:00 AM **Pro-Worker Registration**

8:05 AM - 8:20 AM Warmup

8:30 AM - Rolex Historic Enduro

9:45 AM - Feature Races (2)

10:45 AM - Feature Race GTP/WSC 1 Hour

11:45 AM - 12:45 PM Lunch

12:45 PM - Rolex Classic GT Enduro

2:00 PM - 4:30 PM Feature Races (5)

NOTES:

*Special Registration, Call 407-257-7285
No Calls after 7:00 PM.

*Lunches Will Be Provided

*At this time information on Organizer Socials is not available but we will try to make sure our Staff is invited to any that are provided. Stay Tuned.

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Classifieds



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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Opinions expressed herein are those of the authors and are not necessarily those of the Central Florida Region, its officers, its members, *The Checker*, or its advertisers.

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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. 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.

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