

The Checker

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Central Florida Region
Sports Car Club of America
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It's a dirty job, but somebody's gotta do it!



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On the Cover:

Henry Kowalski at Colour Tech South got this shot of a little off-road racing. See more of

his action shots starting on page 35.



2007 Event Schedule

NOTE: The events listed here were copied from the SEDIV Racing site (sedivracing.org). SEDIV Racing does not notify The Checker of any updates to the calendar so you MUST refer to that site for corrections!

March

14-17 12 Hours of Sebring

30-31, Apr. 1 St. Petersburg Grand Prix

- 3-4 Driver School/Regional NCar Rockingham
www.ncrscga.com
- 3-4 Tom Nehl National Bucc Roebling Road
www.buccaneerregion.org
- 17-18 SARRC/ECR/ECR NCar VIR www.ncr-scca.com
- 24-25 National/Pro IT/PDX Atl Road Atlanta
www.atl-scca.org
- 31-Apr 1 Buck Muse Memorial-SARRC/ SARRC
SCar Carolina Motorsports Park www.scr-scca.com

April

- 7-8 Spring Fling Track Trials/PDX CCar Caro-
lina Motorsports Park www.ccrscca.com
- 13-14 Kumho Tire 12 Hour Race Fla Homestead
floridaregionscca.com
- 21-22 PDX/Track Trials NCar Rockingham
www.ncrscga.com
- 28-29 Jim Stark-SARRC/SARRC Bucc Roebling
www.buccaneerregion.org

May

5-6 National/Regional Race - Daytona

19-20 Driver School - Daytona

- 11-13 The Al Fairer SARRC/MARRS Challenge
SARRC/SARRC/MARRS/MARRS NCar
VIR www.ncrscga.com
- 12-13 Palm Beach Classic/SARRC Fla Moroso
floridaregionscca.com
- 26-28 Memorial Monster SARRC/SARRC ECR/
CCPS CCar Carolina Motorsports Park
www.ccrscca.com

June

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

- 2-3 National/Pro IT/PDX Atl Road Atlanta
www.atl-scca.org
- 9-10 Driver's School/ECR/ECR/FES Fla Home-
stead floridaregionscca.com
- 16-17 SARRC/ECR/CCPS CCar Lowes' Motor
Speedway www.ccrscca.com
- 30- Jul 1 PDX/CCPS NCR Rockingham www.ncr-scca.com

scca.com

- 29 - Jul 1 Lou Ella Cook Double National SEDiv Roe-
bling www.sedivracing.org

July

5 Brumos Porsche 250 - Daytona

14-15 Driver School - Sebring, Short Course

- 7-8 SARRC/SARRC Al Barber Motorsports
Park
- 21-22 SARRC/ECR/Pro-IT/PDX Atl Road Atlanta
www.atl-scca.org
- 28 Mid-Year Meeting Atlanta

August

4-5 Regional Race - Daytona

- 4-5 Blue Ridge Divisional Hill Climb CCar
Sparta, NC www.blueridgehillclimb.com

11-12 Regional Race - Sebring Long Course

- 11-12 National/CCPS/PRO IT NCR VIR www.ncr-scca.com

September

1-2 Regional Race - Sebring, Full Course

29-30 Regional Race - Daytona

- 1-2 SARRC/SARRC Atl Nashville, Tn www.atl-scca.org
- 8-9 Restricted Regional Bucc Roebling Road
www.buccaneerregion.org
- 15-16 Fall Festival PDX CCar Carolina Motor-
sports Park www.ccrscca.com
- 22-23 SARRC Invitational Challenge SEDIV Roe-
bling Road www.sedivracing.org
- 29-30 Regional/FES Night Enduro Fla Moroso
floridaregionscca.com
- 29-30 Divisional HillClimb TVR Scottsboro, AL
www.crowmountainhillclimb.org

October 2007

12-14 Porsche Club Races - Daytona

20-21 Regional Race/Solo II/2008 SARRC - Sebring, Full Course

- 8-14 Runoffs Nat Heartland Park - Topeka
www.scca.com
- 27-28 2008 SARRC/2007 ECR/CCPS NCR VIR
www.ncrscga.com

When & Where





November 2007

1-4 Porsche Rennesport - Daytona
8-11 HSR Finale - Daytona
24-25 Turkey Trot - Sebring, Full Course
3 13 Hour Enduro NCR VIR

3-4 Track Trials Bucc Roebling Road
www.ncrscga.com
 9-11 ARRC/PDX Atl Road Atlanta
www.buccaneerregion.org
www.atl-scca.org
 17-18 2008 National Fla Moroso floridar-
regionscca.com

24-25 2008 SARRC/2007 ECR CCR
 Carolina Motorsports Park
www.ccrscca.com

December

CFR Annual Meeting and Banquet

SCHEDULE CHANGE — Due to paving and other improvements to the Daytona infield, the Daytona race scheduled for August 4th and 5th will be held at Sebring (Long Course) on August 11th and 12th.

SEDIV Contacts

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SEE THE SEDIV WEBSITE FOR UPDATES

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Buccaneer	Roebling Road - Karen Drum	704-827-8788	www.buccaneerregion.org
Central Carolina	Charlotte/Kershaw - Martin Bartlett	803-831-2523	www.ccrscca.com
Central Florida	Sebring/Daytona -Deanna Harry	863-382-4226	www.cfrscca.org
Florida	Moroso/Homestead - Ellen Lee	954 491-0719	www.floridaregionscca.com
North Carolina	VIR/Rockingham - Ginny Condrey	800-342-7390	www.ncrscga.com
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District Information

Meeting Times and Places:

See inside front cover for contact 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.

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 Caddyshack 3122 Golfview Road, Sebring.

District 7 — Meetings alternate on the 3rd Thursday of each month. Dinner at 6:00PM, meeting at 7:00PM — east side location is River Grille, 950 N. US Hwy 1, Ormond Beach; west

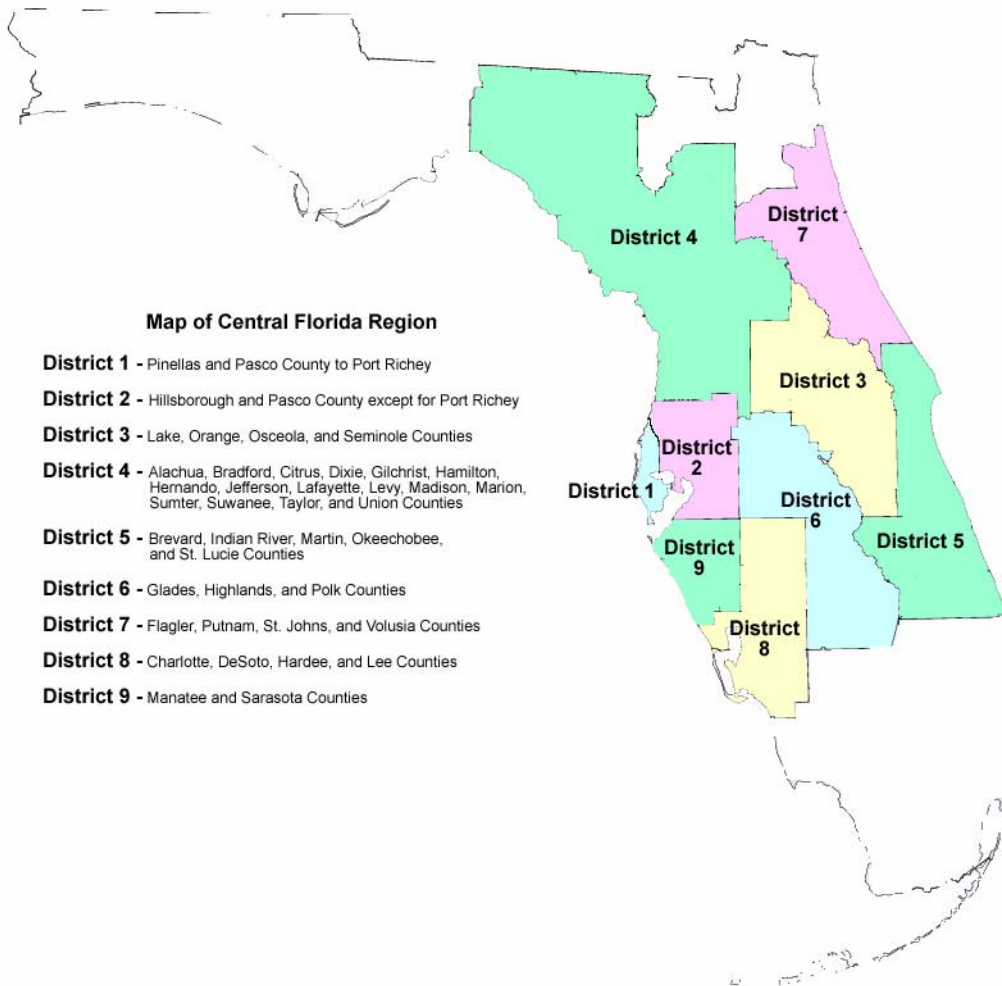
side is Stavros, 155 S. US Hwy 17-92, DeBary. Contact district governor for directions.

District 8 — 1st Wednesday Uno's Chicago Grill Daniels Parkway, Fort Myers. **NEW!**

District 9 — Call Governor for details.

New to the club?

For general information on the membership or meetings please call your district governor. Or, if you want to know about a specific "specialty" call the "chief" listed on the inside cover.



Welcome New Members!

*Here is the complete list of our NEWEST MEMBERS to date —
We extend a BIG welcome to you all!*

DISTRICT 1

J. Thomas Graham
Dennis Thomas
George L. Lutich
Sheri Lutich
Allison Lutich
George Lutich
James Luich

DISTRICT 2

William J. Obrien
Dean G. Davis
Anna M. Schimenti
Ryan J Maguire
Amarilys Hernandez
Matthew P Bennett
Carlos Leon
Norman S. DeCarteret
Mark E. LaSota
Mark S. Andrews
Kevin Crane

DISTRICT 3

Jose Berrios
Terry Palmer
Bob Baker
Pedro J. Castillo
Scott Connatser
Richard J. Connor
Chris Kennedy
John Parsons
Frederick J. Usher
William Mendolaro
Charles A. Taylor
Mark Mazurowski
Mark S. Glidewell

DISTRICT 4

Jim Trusley

Alice Trusley

DISTRICT 5

Bob McDougal
Albert M. Hartnett
Devon Landman
Dillon Landman
Marc Eiler
Tina Eiler
Donald A. Penwarden
Nicholas C. Chambers
Ian M Schmitt
Jay Olson

DISTRICT 6

Joseph Steele
Vicky Graham
Robert Vosberg

DISTRICT 7

James Allison Wood
Glenn C. Robinson
Jeff Rector
Maurice Ragot
Shawn Meagher
Ben Cotton
Steve Koontz
Cheryl West
David G. Guess
John R. Athey

DISTRICT 8

Brad Sanders

DISTRICT 9

Tommy VanCleeef
William G. Harley
Jack E. Clark
Brice Keller
Frank L. Shanaberger



OUT OF REGION

William Carlos Mancil — Ocklawaha
Jeff Moore — Cape Coral
D P Karably — Earleton
Linda Stevenson — Lecanto

Tim Stevenson — Lecanto
Brad Stevenson — Lecanto
Lilia Gerlach — Lake Worth
Nicole G. Gerlach — Lake Worth
Danielle A Gerlach — Lake Worth

Larry J. Gode — Naples
Kathy White — Naples
Brian Dawe — Toronto
Dominick Muermans — Belgium
Frankie Munis — New Castle,
Ontario

District News

District 1

District 1 saw another high turnout of members and friends at its February 13 meeting at 'QUAKER STEAK & LUBE' in Clearwater. We had a total of 40 members and friends attend, with a strong showing of newcomers, including several guests and members who were first-time attendees.

In the absence of Governor Gary Steffen, who was away on business, other members handled emcee duties, including Sammi Ronshausen, Gail Kasson, and Dennis Joyce. We were aided by a PA system which should make communication easier for what has routinely become a large turnout in a noisy location.

The District's meetings have been held now for several '2nd Tuesdays' at Quaker Steak, which boasts great food, friendly and attentive staff, plenty of room, and a great motorsports theme which regularly attracts even out-of-District regulars, BUT, the building's size and layout generates a lot of background noise, despite the fact that we have a dedicated meeting area. For this reason, Gary and Matt Coyne introduced the use of portable PA equipment with wireless microphones, which have made it much easier to conduct our program, for members to express their views, and for everyone to know what's going on. A side benefit has been further exposure for CFR activities, as 'normal' restaurant patrons have also begun to express curiosity about what goes on while we are in attendance. Before

introduction of the sound system, we were actually forced to consider other locations; a tough task as the District has outgrown several meeting venues over the past few years. Things seem much better now that we can be heard.

Member comments included upbeat reports on the great racing we've participated in recently, including the huge car count for the January National at Sebring and the great competition which has developed in the Grand Am series, highlighted during our 'own' 24 Hours of Daytona. We are also excited about the upcoming ALMS 12 hours at Sebring, and the St. Pete Grand Prix, where local members actually get to sleep in our own homes! On that note, District members who are able to accommodate workers from elsewhere were asked to coordinate their hosting capability with Rich Kasson, F&C Chief. Congratulations were also expressed for Matt Coyne, who was planning his first stint as Flag Chief for the Sebring February Regional. By the time you read this, we're sure Matt will have that event successfully under his belt.

Rich Kasson mentioned how rewarding it's been to see new workers join our ranks, along with very high numbers of out-of-Region folks helping to support our pro events. We all hope this is a long-term trend; it speaks very well of the way we do things here in CFR. Rich also added special recognition for the efforts of our Regional Executive,

Dennis Joyce

Rick Balderson, who spearheaded the last minute 'construction' of a top notch Café and worker facility during the Daytona 24. Although the Club and Daytona officials had worked closely for weeks to ensure that a temporary facility would be in place when we arrived, almost inevitably 'Mr. Murphy' made an appearance at the Speedway prior to our arrival, with the result that we were confronted with only an open shelter greeted us in the face of predicted rain and cold temps. Rick, with the full cooperation of DIS, worked through the night on Wednesday and into Thursday to 'button-up' our temporary home, add heat, Big screen TV, and even a comfortable lounge area. Workers from everywhere lauded the effort, reporting that this year's Café was the best ever. Thanks to the RE!

Issues which were mentioned as concerns by members included...

Continuing difficulty with on-line registration, and confusion over the maintenance of dual CFR websites. It was explained that on-line registration is an evolutionary process, and that improvements are expected to continue in the coming months.

A desire for additional power supplies in the CFR Compound at Sebring. It is understood that the Club may already have plans to address this issue, and that plans are underway to provide added electrical capacity in the Green Park area.



Member frustration with registration procedures at Pro Events, especially as that is where we greet those who join us from around the country and the world. While those present expressed their pride in CFR and appreciation for the Region's willingness to improve, this is seen as an area where minimal added effort could pay big dividends. To validate their concerns, several of those present offered to personally assist to enhance Pro Registration by volunteering to help at the upcoming Sebring and St. Pete Pro events.

A request was registered that these matters be brought before the Board of Governors at its next meeting, and that

the BOG's response be provided at the next District meeting.

The always-popular prize giveaway was really special this month. The donated, brand-new Silver Corvette C-6 was won by Janet Harhay, who in turn cheerfully provided the car to Ron Bowers (a noted Corvette fanatic), who was seen to be crying when his ticket number wasn't called.

Janet responded to the applause of her fellow members at this selfless gesture with modesty, noting that she understood maintenance of these cars to be formidable, especially when battery changes are required. District members look forward to an even more

spectacular car giveaway at our next District meeting! Special thanks for additional door prizes this month are due to Matt Coyne, Rich Kasson, Leonard McCue, and Gail Kasson. We're always looking for goodies to give away.

At the conclusion the meeting program, several members repaired to the patio bar for a round of bench racing and to review their plans for our upcoming events. 'Quaker Steak & Lube' is located at 10400 49th Street in Clearwater, near the junction of US 19. Everyone is welcome to join us when they are in the area.

District 3

District 3 held our February meeting at Rossi's Pizza on S. Orange Blossom Trail. Gov. Bill Martin reported on our successful participation at the Daytona 24 Hour event with 190 volunteers. Our canteen on the truck pad worked well, especially after some modification and construction by RE Rick Balderson, Tom Condon and a couple of other of our multi-talented members. Immediately following on the next Wednesday, we provided support for the Indy Car testing with about 15

volunteers. The Indy Cars brought 12-14 cars and a full contingent of semis and support vehicles.

RE Rick Balderson reported on the SEDIV meeting at Jekyll Island and the National Convention in San Antonio which he and RBC Robin Langlotz attended. As an interesting statistic, there are only 7 SCCA Driver's Schools held across the U.S. and CFR provides two of them.

Our contracts with Daytona, Sebring and St. Pete are complete and our regular events for 2007 should be on schedule. Upcoming on 2/24 is our February Regional and the 1st Quarter BOG meeting is scheduled for March 11 in Orlando. That's followed closely by the 12 Hours at Sebring March 14-17 and the St. Pete Grand Prix March 30-31, April 1st.

See you at the Races!

Fran Martin

District 8

After much discussion District 8 members in attendance voted to move this month's meeting and all future meetings to the first Wednesday of the month. We held our first such event on February 7th with a small but vocal group of 8. Lt. Governor John Woessner was a bit under the weather

and did not attend. Both John and I worked the Indy Racing Series (formerly called IRL) on Jan. 31st and Feb. 1st at Daytona. We were both impressed with the handling and speed of these race machines. I got my hat autographed by Sarah Fisher (geez, does she look young!).

Next event on our calendar will be the Regional at Sebring. I'll be working Grid as usual; stop by and say hi! The next meeting for District 8 will be March 7th at the usual place (Uno's on Daniels Parkway). Hope to see more of the regular crowd and a few new faces would be welcome!

Ron Camacho

RE Report

Rick Balderson

We've had so much going on, I'm not quite sure where to start, although that could actually be a function of the piles of notes I managed to gather in the last month.

First in my day timer is the SEDiv annual meeting and banquet in Jekyll Island Georgia.

The Specialty Divisional Administrators' (DA's) have been tasked with giving the SEDiv Regions "the help" that they need with-in the specialty and have a travel budget of \$35,000 to implement that job.

In SARRC news, Paul Ronie was named as SARRC Chairman, we certainly wish him the best of luck at keeping this train on the tracks. However, that should not be extremely difficult. In 2006 SARRC held 23 races with 4017 entries. The Turkey Trot had 350, Daytona Double 613, SM's accounted for 697 entries, SRF 365, ITS 304, SIC had 206 entries.

Our fairly new President, Jim Julow, spoke briefly regarding discussions related to changes in the roll cages that are taking place between the Class Review Board (CRB) and the SCCA Board of Directors (BoD). The central issue revolves around the two different opinions regarding; the philosophy of containing the cost of replacement vs. the desire to have state of the art science dictate the changes. Certainly a tough spot to be in.

Our Area 3 director, KP Jones, reported the following;

Enterprises had a positive financial year
SCCA Pro race was close to break-even, expect "in the Black" in 2007

Expect Trans Am to be revisited by 2009, (no financial risk this time)

SCCA Inc. -not much profit projected, will have true profit in 2007

Membership was up, overall 2006 was on balance.

Everything looked good at Heartland Park, a wonderful event.

At the Tech meeting there were some

changes identified that if you were not watching carefully could have escaped you.

Race vehicles now have annuals good for a 12 month period, as opposed to the calendar year program we had been working.

2 door bars are now required in SS and IT, and window nets must now fall down.

The Banquet had a bit of a surprise, Robin Langlotz, CFRs' Race Board Chairman, received the SEDiv Directors award, which is for "Something extra" in appreciation for your time and efforts. Congratulations to Robin for receiving this award and also for having what is without a doubt one of the very best racing programs on the planet.

The next weekend found CFR providing Staff for the 24 Hours at Daytona. Weather wasn't too bad; racing was... a 24 hour sprint with a time-out in the middle of the night to fix some guard rail, which had been ripped out of the ground by a competitors off.

Prime rib on Saturday night was a nice touch on the part of the Dawson crew.

The only real oops was the line at registration the first night. Everybody showed up in the same time frame and the line took forever. There have been several suggestions made as to how to make this line move quicker. Some will work, some not, but it will be different next year. There will still be lines, but it will be better. If you are interested in discussing this with me, my contact information is on the inside front page of the "Checker" and I will explain to you why we are doing what we do at Daytona.

There are two Divisional issues I need to let our newer members know about. One is the race realignment proposal made by Regions to the north of us. The other is the spec tire for SM regional racing.

The race realignment proposal was suggested in the 3rd quarter 2006, and the copy I have came to me from a member in the Buccaneer Region, which

is in area 12.

Each of the 8 racing regions in SEDiv would get 4 events.

- 1 National
- 1 SARRC
- 1 Drivers School
- 1 Regional weekend.

The remaining race dates would be decided by a lottery drawing with overworked workers and families in mind and attention should be given to NO racing around the year end holidays.

No National or SARRC events for the following year after each groups "runoff" until Jan. 1 of the following year.

This proposal was not presented at the 2006 SEDiv mid year scheduling meeting as claimed by some. There was, however, plenty of discussion at that meeting bringing this issue to the forefront.

This proposal is part of what prompted my discussion of splitting the two areas into two Divisions. The area 3 Regions are CFR, Florida, Gulf Coast, Wiregrass and Dixie. All other Regions in SEDiv are in area 12.

Please feel to call me on this issue also, as it is important.

On to the spec tire deal. As a management philosophy CFR is of the opinion that we should not be making rules unless there is a dire need for that rule, and we already have a book full of rules. Another significant factor is that the tire supplier will not be able to accommodate large fields of competitors with the "spec tire" and there are legal issues associated with this concept.

The SEDiv CRB, (chiefs' of Scrutineering) voted to NOT approve the spec tire, as did the regions holding over 70% of the racing involved in this tire adventure, ATL, CFR and Florida.

Next up, time for a trip to San Antonio, Texas for the SCCA national Convention, oops' first it's IRL spring training at Daytona. CFR turned out 17 of the staff to work this Wednesday/Thursday event



which took place two days following the 24 hour event. Lunch was good and the 14 IRL cars stayed out of trouble. The course they ran was a little different than we normally see. Start, then infield station one, east horseshoe, turn left at motorcycle exit, chicane past outhouse on to exit of NASCAR two, through the bus stop chicane and back to start. Braking for turn one was at yellow line at infield entrance.

CFR next went to Texas, with approximately 250 of the faithful showing up to attend a gaggle of meetings and various social functions. Some meetings overlapped so I know we missed something. Actually, I know because it showed up via Fed Ex last week. CFR received the Tom Burke Award, "which is presented to a Region for outstanding membership recruiting." What this means is that Joyce Hayward has done a great job at working her membership desk. Congratulations to Joyce on a job well done. Tucker Alfred will be making a display for this trophy, and it will be on display in the CFR building in Sebring.

Club race revenue for 2006 was \$2 million with expenses of \$1.2 million for a net contribution to SCCA Inc. of some \$784,000.

Solo revenue \$1.3 mi. expenses \$938K for a net of \$406K.

In the financial meeting, Jeff Dahnert, the SCCA Chief Financial Officer, had some Industry comparison numbers for similar businesses of similar size and structure.

	SCCA	Industry Avg.
Membership as a % of total revenue:	29.9	30.0
Staff Salaries:	29.2	31.2
Salaries as a % of total:	30.5	32.1
Operating efficiency ratio:	1.9	1.09
Revenue per 1 staff member:	245K	193K

I think these numbers indicate the new management team is on the right track and bodes well for the SCCA future.

By the time you get this CFR will have held our February Sebring Short course event, which appears to have 300 + cars entered. I understand the Stewards are considering the 'short straw' method to determine who has to go home. Just

kidding, don't write me on this one.

Buccaneer Region is looking for volunteers for the March 3rd & 4th National and has offered valuable perks to obtain your assistance.

Next up, the always wildly popular CFR BoG meeting, and is YOUR opportunity to have a say in how YOUR club is run.

Later that week we will have another popular event, the 12 Hours of Sebring.

Last year we had only 2 RallyCross events in Deland, this year we should see some more events as we have a new volunteer in Brad Gooch taking over as the RallyCross Chair. His contact info is 338 Shadow Blvd N, Longwood, and FL. 32779, Ph 407-718-4629, E-mail geologydude@gmail.com.

Corner workers, be sure to get to your chief and sign up for the St. Pete GP, it will be here before you know it.

Drivers, be sure to take advantage of the new window on your entry form, the worker fund donations from this donation will be used to supplement worker rooms at YOUR events, and as you know, volunteer workers make this work.

Letter

To my friends in CFR;
Thanks so much for your
thoughtfulness and the beautiful

flowers you sent. Am recovering
quickly and look forward to joining you
at the races again.

Ginny Amato

Membership Report

As promised here is a report on the Annual SEDIV Convention that was held January 19 - 21 in Jekyll Island, GA.

Central Florida Region was well represented by some of your favorite people: Rick Balderson, Robin Langlotz, Charlene Gunn, Lee & Bob Shafer, Fred & Nancy Schmucker, Leland Miller, Grumpy Esau, Barney O'Connor, Bob Hayward.

I handled the Registration with the excellent assistance of Wanda Cecil and Faye Craft.

We registered over 300 people for the Saturday night banquet and many of our CFR Drivers attended to pick up their well deserved year end awards in SARRC, ECR, Time Trials, and Solo.

The Robert W. Clark Award went to Pete Magnuson, The Jacque Holland Award went to Debbie & Dave Radford, The Directors Award went to Robin Langlotz.

Our National Champions were Phil Sims (who also was a RunOff winner), Van Sayler, Tom Aquilante, Brian

Scholfield, John Robinson, and Marc Walker.

CFR had some ECR Champions - Mike VanSteenburg, Guy Marvin, Al Witham, William Winchester & David Goff..

SARRC Winners were: Jeff Bailey, Jeff Emery, Joe Jacalone, Patrick Baker, Sid Collins, Craig Pearce, Alan Hulse, Dave Kanzler, Tom Kornell, Joseph Riley, John Benson, Tom Beattie, Susan Lay, Matthew Inge, Jim Swain, Wally Osinga, Bill Falatick, Ben Johnston, Victor Culbertson, Barry Burgoon, Mike VanSteenburg, John Stephens, Phillip Stephens, Kip VanSteenburg, Peter Eells, Mark McCaughey, Bob Thornton, Ron Fowler, Hector DeLaTorriente, David Helmick, III, Robert Bauman.

The National Office was represented by Jim Julow, President & CEO, who spoke at the Banquet on the latest news from Topeka; and Terry Ozment and Howard Duncan were there lending their help and observations all day Saturday at the various seminars and attended the banquet as well..

The Annual Convention has been held for many years at the Holiday Inn there in Jekyll but this year we were forced to move to a new place as the Holiday was torn down.

The Buccaneer Beach Resort was the scene of this years affair, everything went well and everyone seemed to enjoy themselves very much.

Longevity Awards - Oh yes! Why did I think it would be so easy. First you have to get the list together. Believe it or not, there is over 300. All the names have finally been sent to the Award maker. While he is doing his stuff, I will be preparing envelopes with names and addresses so I can mail them off to the various members. By the time I write my next report, I hope you will be wearing your award pin.

And now for a sad note - Rob Wamsley's sister Lori Cheney lost her battle with cancer this month. Our love and prayers are with the family of this brave gal. She will be missed by family and friends.

Central Florida Region - Hall of Fame Candidates

The following list of names has current or previous members of CFR. They have been proposed as candidates for the CFR Hall of Fame award. These and any other submitted names may be on next year's ballot ONLY IF the person nominating the candidate will write a short paragraph about the candidate's contributions to CFR. That way when the ballot is sent to the folks eligible to vote there will be some background available on the candidates.

We will attempt to collect additional information regarding the candidates original date of membership, positions and licenses held once we receive a

nomination.

Any CFR member can nominate a candidate for the CFR Hall of Fame.

Your CFR Hall of Fame Committee:

Sammi Ronshausen, Bob Sieck, Russ Smith

Potential Candidates - partial list

Fred Amundrud
Bob Cassidy
Julian Graham
Richard Gauthier
Don Johnson
Terry Kluesner

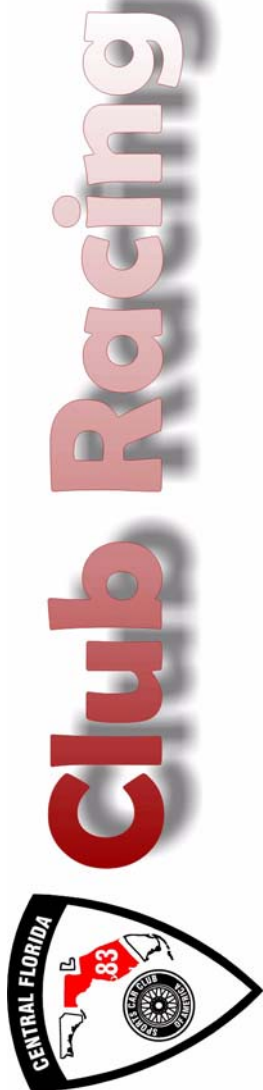
Phil Lowe
George Maxwell
Kent McBee
O.E "Penny" Pennington
Bill Phillips
John Schnedl
Jo Schnedl
Jim Sleeth
Wanda Sleeth
Dick Valentine Sr.

The 2008 Regional Class Rules Review

The members of the 2008 Regional Class Rules Advisory Groups and CRB are listed here:

Buddy Matthews - North Carolina	redstarracing@triad.rr.com	336-312-8858
Herb O'Tool - Central Carolinas	hotoole@nexsenpruet.com	864-420- 0408
Barbara Mayes - South Carolina	Barbara@scr-scca.com	803-532-9435
Gary D'Abate - Atlanta	dab8_scca@yahoo.com	706-219-4455
Hyler Craft - Buccaneer	marionoldsalt@aol.net	904-771-4208
Bill Eveland - Central Florida	ce147@aol.com	863-701-0995
John Zuccarelli - Florida	jmzuccarelli@aol.com	561-262-3321
	FHammett@aol.com	
Sam Henderson, Chair	precper@bellsouth.net	
Lee Graser	grasers5@comcast.net	
Stan Hines	mazracer@tds.net	
Alex Jackson	kajackson1975@yahoo.com	
Joe Varble	jvarble@bellsouth.net	
Andrew Charbinneu	coinman@gate.net	
Bob Thornton	bob@raceengineering.org	
Carlos Gutierrez	carlosq@royalcorp.net	
Jason Holland	Jason@c2racing.com	
Peter Mansolillo	insquik@bellsouth.net	
Gary Jenkins	Gary@gdjenkins.com	
Kenny Hawkins		919-740-1886
Jim Kellogg		770-949-1980
Butch Kummer - chairman	Butch@B-K-Racing.com	770-314-2031,
Jeff Bailey	BaileyOFD@yahoo.com	
Steve Magowen)	sgmvolvo@hotmail.com	
Dave Price	daverace38@aol.com	

The questionnaire on the next few pages is for SEDIV and is also posted on their website (www.sediv racing.org). Watch *The Checker* and the website to see how these changes will effect racing in CFR.



2008 Season Southeast Division Regional Class Rules Review

For your opinion to be counted, you must be a current member of a Southeast Division Region. You must print your name, sign your name, print your membership number, and expiration date. Illegible names, invalid membership numbers, and replies from those outside of SEDiv will not be counted in the survey. You must print this form and complete the section corresponding to your interest (1 class per form) and return the form by regular USPS (**postmarked on or before April 30, 2007**) to:

Fred Schmucker, 2819 Vann Circle, Tallahassee, FL 32312

I race, own, or prepare a car that is compliant with class rules and eligible to run in the class for which I am answering questions.

Print name	Sign name	Membership #	Expiration date	Region of Record
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Class	Question	Your Answer:
CFF — I race, own, or prepare a car that is compliant with class rules and eligible to run in CFF		
	In regional races held in the Southeast Division in 2008 do you want to race on a spec tire?	Print the word YES or NO
		If yes, which one?
Class	Question	Your Answer:
IT7 — I race, own, or prepare a car that is compliant with class rules and eligible to run in IT7		
	In regional races held in the Southeast Division in 2008 do you want to race on a spec tire?	Print the word YES or NO
		If yes, which one?
Class	Question	Your Answer:
SM — I race, own, or prepare a car that is compliant with class rules and eligible to run in SM		
	In regional races held in the Southeast Division in 2008 do you want to race on a spec tire?	Print the word YES or NO
		If yes, which one?



Class	Question	Your Answer:
GTA — I race, own, or prepare a car that is compliant with class rules and eligible to run in GTA		
	In regional races held in the Southeast Division in 2008 do you want to race on a spec tire?	Print the word YES or NO
		If yes, which one?
	NOTE: The GTA advisory group is exploring the possibility of adding other cars into GTA. They would be 2800 pounds with driver, 15X10 steel wheels, "store bought" stock car chassis, bodywork and suspension from recognized circle track suppliers, blade spoiler, 4 speed racing transmission, and 500 hp engine.	
	In regional races held in the Southeast Division in 2008 should these additional cars be included in GTA?	Print the word YES or NO
Class	Question	Your Answer:
SPO — I race, own, or prepare a car that is compliant with class rules and eligible to run in SPO.		
	My car would comply with the new GTA rules. Would you move to GTA or stay in SPO?	Print the words: "I will stay in SPO" or, "I will move to GTA".
Class	Question	Your Answer:
SPU — I race, own, or prepare a car that is compliant with class rules and eligible to run in SPU		
	In regional races held in the Southeast Division in 2008 should the split between SPO and SPU be 2499cc or less or 2000cc or less?	Print the number 2499 or 2000
Class	Question	Your Answer:
SPO — I race, own, or prepare a car that is compliant with class rules and eligible to run in SPO		
	In regional races held in the Southeast Division in 2008 should the split between SPO and SPU be 2499cc or less or 2000cc or less?	Print the number 2499 or 2000

Class	Question	Your Answer:
ALL	Is there anything else in your class you would like the Class Advisory Group and the Class Review Board to review? Specify your class, item, and reason for review request.	

The tabulated results will be given to the Class Advisory Groups in May. The opinion of the Class Advisory Groups and the tabulated results will be given to the Class Review Board (chiefs of

tech) at the end of May. All opinions and results will be given to the REs prior to the Midyear meeting.

The REs of the Southeast Division are

the final voting authority on all Southeast Division Regional Class Rules. They will make their decision for the 2008 rules at the SEDiv MidYear Meeting at the end of July 2007.

January Deland Solo 2 Report

It was a record turnout at Deland in January with 129 drivers! Thanks to everyone who came out and helped with the event. It was a perfect day for racing, mostly sunny, slight breeze, and cool temperatures make it a great day to be outside. If you pre-registered for the event, then good for you! It really helps things move quicker if drivers pre-register so that their info can already be added into the computer prior to the event. If you're new to autocrossing you can pre-register in novice class and use a temporary car number between 500 and 599. Once you've moved out of novice and race with us in the open class, you're number will become permanent. Please have your driver's license, SCCA membership card, and payment ready when registering the morning of the event. This will help to move the line faster. Also please drive slowly when entering and exiting the area. We noticed a couple of cars driving faster than we'd like so please watch your speed. Onto the races!

Looks like this year will be quite exciting for several classes as some folks find new cars and new competition. E stock was one of the larger classes Sunday with 8 drivers and Jason Stroud starting off the year with a win over the rest of the field. Bill Satterfield got a taste of the tough competition as he barely misses the top spot by 0.027 seconds in his 94 Miata, while Jonathan Stroud rounds out the top three only 4 tenths behind.

G-stock was led by instructor driver Jerry Stein in his Sentra SE-R finishing in first place with a 38.683, but Matt Skowronski showing the rest of the competition that a VW Jetta is still dangerous by coming in second place less than half a second behind Jerry. H-Stock was another large class and Travis Schnieder pulled out an upset over dad Karel Schneider in the VW Beetle to take the top spot. Bruce Abbot showed the youngsters that they've still have a lot to learn by finishing 3rd in his Ford Focus, one of his many cars he likes to use to wear out tires.

Another father/son battle in B-Stock between Joe Hale and Ben Hale in the 350Z, but this time dad (Joe) was able to edge by Ben with a 41.013 in his final run. While they were jostling for position, newcomer Amir Navabi in his 98 M3 was able to sneak by with a fast 38.739 good for top spot in B-stock. Two wins showed us that everyone who co-drives someone else's car should think long and hard about how long they like to drive that car. Ethan Frolich was able to edge out Z06 owner Greg Shumaker in Super Stock for the win and Shane Taber bested Mustang owner Jason Huepenbecker for top spot in F-Stock. Let's see if these guys come back next month in rentals....

A very close battle unfolded in STX between Nick Rocca in a WRX and Joseph Ribas in his Mini Cooper S. Both had their fastest times on their 3rd runs, and it was enough for Nick to take the win with a 38.986. Joseph was less than a tenth away, but had to settle for a 2nd place trophy spot.

F-Modified drew in some new competitors Sunday as Tom Buckman and our own chairman Tim Reardon try out a new class this year. They've got their work cut out though after watching Art Trier put down a blistering fast final run at 33.42 seconds to take the top spot in F-modified and top PAX time for the day. For complete results and times visit our website at www.cfrsolo2.com.



The Central Florida Region Of Sports Car Club Of America

Presents A West Coast Event / Southeast Divisional SoloTrials Event

GAINESVILLE RACEWAY March 24 and 25, 2007

EVENT SITE — Gainesville Raceway, Gainesville, Florida

Traveling South on I-75, take exit #399 and turn left onto US 441 S. Go approx. 12 miles and turn left on CR 121. In approx. 3 miles turn right onto CR231. In approx. 3 miles turn right onto 156th Ave (CR 340). In 3.8 miles take right fork onto CR 225, travel approx. 2.7 miles to racetrack.

Traveling North on I-75 take exit #390, 39th Ave (CR222) turn right heading East, to Waldo Rd. (SR 24), turn left. Turn left on 53rd Ave. and make the immediate right on to CR

225, go 3 ½ miles to track.

HOTEL HEADQUARTERS

(cut off date March 1, 2007)
COMFORT INN WEST
3440 Southwest 40th Blvd.
Gainesville, Florida 32608
Phone: 1-352-264-9996

From the South - From I-75 take Exit 384 - SW Archer Rd. (CR-24E) Ramp. Turn right onto SW Archer Rd. Turn left onto SW 40th Blvd.

From the North - Take I-75 S to exit 384 - SW Archer Rd. (CR-24E). Turn left onto SW Archer Rd. Go NE to SW 40th Blvd. Turn left onto SW 40th Blvd.

Be to ask for the SCCA rate of \$85.95 for double and \$90.95 for a king. There will be a tech session here from 6-8 pm on Friday.

FEES

\$80, Must Register before the event. Payment is to be sent in at the time of registration. Deadline is March 16, 2007. \$30 late fee for on site registration. (if space is available)

SCHEDULE OF EVENTS: (Come early to walk the course.)

Saturday - March 24, 2007 (Day 1)

<i>From:</i>	<i>To:</i>	
7:30am	9:00am	Sign in and Tech
8:00am	8:45am	Course Open for Walking
8:45am	9:00am	Drivers Meeting / Assign Workers
9:15am	10:45am	Drive-thru and practice-all participants
11:00am	5:00pm(est.)	Competition.

NOTE:

This is a 2-day event. You must be present and sign-in on Saturday to compete on Sunday!

Come early to walk the course. Lunch is NOT being provided. We will schedule 3-4 run groups with a gap between your work and run times, so there will be no lunch break - and no chance to walk the course once the event has begun. Arrive early!

Sunday, March 25, 2007 (Day 2):

<i>From:</i>	<i>To:</i>
N/A	N/A
N/A	N/A
8:30am	9:00am
N/A	N/A
9:00am	2:00pm(est.)

REGISTRATION:

Must send registration info along with check to:

Cheryl Poindexter, Registrar
677 Comanche Ave
Melbourne, FL 32935

Deadline is March 16, 2007

All SCCA membership numbers will be verified! Drivers under 18 years old should review Appendix D, Section VII, Entrant Eligibility of the rulebook. No more than 2 drivers per vehicle, except by prior arrangement. The \$80 payment covers both days. Cash and checks only.

IMPORTANT INFORMATION:

- You must be an SCCA member in order to compete!
- ALL DRIVERS MUST WORK AT THE EVENT!
- REGISTER EARLY. The event organizers are contemplating limiting the participation to 60



drivers in order to allow each participant plenty of track time

- All participants must hold a FULL state issued drivers license and be 16 or older.
- Events conducted under the 2007 SCCA Solo Trials rules and CFR/SCCA Solo Supplemental Regulations
- All regular 2007 SCCA Solo Open and Ladies classes, plus region Solo 2 Expert. No Novice class will be available. Experienced drivers only!
- Event trophies will be distributed at the close of the event.
- SEDiv Solo 1 Championship Points will be awarded. Those drivers wishing to receive points for this event are asked to use all Safety Equipment normally required for Solo I.
- SNELL 95, M95 (or later) approved helmets are required; limited number of loaners are available. DOT-only helmets are NOT acceptable.
- For Solo 2 vehicles: Seat belts are required in all cars originally equipped with them. Vehicles must pass safety inspection. Empty vehicle of extraneous gear before Tech Inspection. It is the driver's responsibility to know their car class; rulebooks will be available for sale at the event. More details on the following page.
- All entrants are required to work course assignments. Some work positions are available before and/or after the event. Contact Steve or Garry for details.

FOR MORE

INFORMATION:

CFR Solo 2 Website:

www.cfrsolo2.com

or call:

Garry Poindexter - 321-259-6181

Or Email:

pylonracer99@att.net

FREQUENTLY ASKED QUESTIONS

Read the SOLO TRIALS RULES ON LINE which lists the special safety requirements for vehicles. Detailed below are the most common questions asked by Solo 2 competitors interested in competing.

- All SOLO 2 Prepared and Modified cars must have roll bars or cages.
- Drivers of all Solo 2 Prepared and Modified cars need a racing harness and it is highly recommended that they have a flame-retardant driving suit, gloves (etc) and a fire extinguisher.
- All Solo 2 Stock and Street Prepared "open Cars" (i.e. convertibles or targas, but not T-tops also need a roll bar or cage, unless a bolt-on hardtop is in place and properly secured. This will be checked at Tech inspection. Examples are Miatas and Corvettes. Targa-top cars are considered "open cars", such as the 93+ Supra. Such a car must have a bolt-on top and it must be in place to participate in this event. (A car with a sunroof or T-top is not considered an "open car".) In addition, drivers of open cars must have a helmet with a face

shield or the driver must wear goggles.

- Solo 2 Stock and Street Prepared cars that do NOT have a roll bar or cage may not use upper body restraint systems other than the factory system.
- No karts are allowed to compete at Solo Trial events per rule XI.
- Helmets must be Snell SA95, M95 or later. Loaners (without face shields) are available - bring goggles if you drive an open car!
- All drivers in Solo 2 Stock and Street Prepared must wear 100% cotton (no blends) outer wear that covers neck-to-ankles and neck-to wrists: a long sleeve shirt and long pants.

You must sign in at the event hotel on Friday, March 23rd between 6 pm and 8 pm, or at the event site on Saturday morning, March 24th between 7 am and 8:30 am. There will be no registration or sign-in on Sunday!

Allow plenty of time for tech inspection - remember that if you are not familiar with tech procedures for Solo Trial or Solo 1 events, you may be better off having tech done at the event hotel on Friday night between 6 pm and 8 pm. Check with the front desk to locate event officials.

There is a campground available near Gainesville Raceway, Travelers Campground at I-75 and Exit #399. Their phone number is 386-462-2505 miles. The track does not allow overnight camping.

You will need to go to the Club Racing section of the National site (www.scca.org) and download the **Physical Examination form**. You only need to fill out page two, "Applicant Medical History".

2007 GAINESVILLE SOLO TRIALS SUPPLEMENTAL RULES

IMPORTANT: PLEASE BE AWARE OF THE FACT THAT THIS EVENT MAY BE CANCELLED, IF AND ONLY IF, THE GATOR NATIONALS ARE RAINED OUT ON THE PREVIOUS WEEKEND (MARCH 17 and 18). IF THIS SHOULD OCCUR, YOU WILL RECEIVE YOUR CHECK BACK. THE COMFORT INN IS ALSO ALLOWING US TO CANCEL UP TO 48 HOURS IN ADVANCE. WE WILL KNOW BY MARCH 18TH IF THE EVENT IS CANCELLED. IF IT IS YOU WILL BE NOTIFIED BY EMAIL (OR IF YOU DO NOT HAVE EMAIL, THEN BY TELEPHONE)

Held under the 2007 SCCA Solo Trials Rules, and GCR, except as modified by these Supplemental Rules.

ENTRIES: Double entry (two cars/one driver) and split entries (one car/two drivers) will be permitted. An entry fee of \$80.00, payable to the CFR SCCA accompanied by a completed registration form and medical form, must be delivered to the Registrar on or before 16 March 2007. After this date, a late fee of \$30.00 will be charged. Entries may be limited to the first 60 paid entries.

REGISTRAR: CHERYL POINDEXTER, 677 Comanche Ave, Melbourne FL 32935 (321-259-6181) (No calls after 9 PM EST)

ELIGIBILITY: Must be an SCCA member and hold a FULL state issued drivers license and be 16 or older.

VEHICLE IDENTIFICATION: As per Solo Rules. Permanent numbers will be issued first and will be held until March 16. All other Numbers will be issued on a first come first serve basis.

CARS: Open to all automobiles conforming to regulations of SCCA Solo Rules and the GCR, 2007 editions. A Specials class and Street Prepared classes will be allowed as long as Solo I Safety regulations are met. Solo I Logbooks will be required.

FAMILIARIZATION LAPS: Each driver will be allowed several laps of course familiarization. These will consist of groups of cars being led around the course by a pace car. Passengers, competitors for instructional rides, will only be allowed in cars that have 2 SEATS and the appropriate belts. Passing is strictly forbidden. Vehicles other than entered race cars will not be allowed at this time. If a driver is having extreme difficulty in navigating the course, he or she is to contact the Chief Steward for further training.

RUNNING ORDER: Cars will be staged by group. Group I will run first, followed by group II etc. All runs will be counted, however, obvious timer errors may be eliminated by the event officials. The best time for both days will determine prize distribution. **PASSING IS PROHIBITED!** If you catch the car in front of you, RAISE YOUR HAND SO A CORNER WORKER CAN SEE - SLOW DOWN AND RETURN TO THE PITS FOR A RE-RUN. Do not approach the other car closer than 3 car lengths. The timer will not reset if you are closer than 5 seconds to the car in front of you - i.e., a rerun will have to be made.

CONDUCT: We are GUESTS at Gainesville Raceway. PLEASE be courteous to the people at the gate and do as they ask. Please observe the speed limit. Any entrants or crew

member caught littering, consuming intoxicants, drugs or acting in a reckless manner in the pit area will be subject to disqualification, and be escorted from the premises.

FACILITIES: Water, Gasoline and Food is available within 5 miles.

LICENSES: Solo I licenses are available by contacting: Steve Tompkins @ (706)891-3314.

REGISTRATION REQUIREMENTS: The following must be shown at registration; CURRENT - Competition License (except solo II competitors), SCCA Membership Card, State Drivers License.

SOUND CONTROL: Will be monitored, drivers will be advised if their cars do not meet GCR limits.

GENERAL:

- Everyone in the Solo area must sign the SCCA Release and Gainesville Track Release.
- Drivers are responsible for the actions of their crew and guests.
- NO PETS ALLOWED!
- Cars may be left at the track overnight on Saturday AT YOUR OWN RISK!
- Children MUST be supervised by an adult at all times.
- Protests will be handled according to the Solo Rulebook.
- Any car spilling fluids, or receiving damage, MUST be checked by a Tech Inspector before running again.
- Tire warm-ups are NOT allowed.
- Trophies - Trophies will be presented at conclusion of the event, they will not be mailed. If you can not stay, designate someone to receive it for you.



ENTRY FEE \$80.00 - -
Late Fee \$30.00 after 3-16-07
Mail: CHERYL POINDEXTER
677 COMANCHE AVE
MELBOURNE, FL 32935

SCCA

OFFICIAL ENTRY FORM

SEDIV SOLO TRIAL

Held under the SCCA SOLO/GCR
Make Check Payable
to:
CFRSCCA

Driver's Name _____ SCCA# _____ Expir. Date _____

Make _____ Model _____ Color _____ Class _____

Perm. No. or No. desired(1) _____ (2) _____ (3) _____ SEDIV POINTS? YES ____ NO ____

Address _____ Phone _____

City _____ State _____ Zip _____

Comp. Lic # _____ Expir. Date _____ Grade _____ Region of Record _____

E Mail address _____

I agree to enter under the current General Competition Rules of the Sports Car Club of America, Solo Trials Rules and the Supplementary Rules pertaining to this event. I further confirm that the car which I have entered complies with all requirements as specified in the GCR/Solo for the class and group in which it is entered above.

DRIVER _____

OFFICIAL USE ONLY
Group # _____
Car # _____
Class _____
Postmark _____
Chk # Amt _____
Cash Amt _____
Driver Lic # _____
Comp Lic # _____
SCCA # _____
Books _____

DRIVER MEDICAL INFORMATION

Driver MUST Complete !!

Drivers Name _____	Age _____
In Emergency Notify _____	Phone _____
Address _____	At Track (Y) (N) _____
Current Medications _____	Drug Allergies _____
List any Special Conditions _____	Blood Type _____
Describe any illness/injuries in past 12 months _____	
Personal Physician _____	
Address _____	Phone _____

Group # _____
Car # _____
Class _____

Answer YES or NO : Contacts _____, Dentures _____, Asthmatic _____, Diabetic _____,
Epileptic _____, Hemophiliac _____, Organ Donor _____, Where _____,
Date last Tetanus Shot _____.

**THE CENTRAL FLORIDA REGION OF THE
SPORTS CAR CLUB OF AMERICA
PRESENTS THE WEST COAST SERIES**

**A SOLO II REGIONAL AUTOCROSS
BROOKSVILLE, FL – March 3 & 4, 2007**

EVENT SITE:

Hernando County Airport – Brooksville, FL

The site is located on U.S. Highway 41 between State Highways 50 and 52. To enter the site, turn onto Runway Dr. off of U.S. 41.

From 50: Highway 50 is North of the site, travel South on U.S. 41 for about 5 miles. The Dr. is only on the right hand side and is located just before an Air Commerce Park on the right and Suncoast Plastics on the left. Look for cones or an SCCA sign at the corner of Runway Dr. and U.S. 41.

From 52: Highway 52 is South of the site, travel North on U.S. 41. Once entering Hernando County, you will cross County Line Rd. Either at this intersection or just after, there is a Hess Station on the NW corner, you are about 3 miles from Runway Dr. Continue until you see the Air Commerce Park on the left and Suncoast Plastics on the right. Runway Dr. is immediately after the Air Commerce Park on the left. There will be a white sign with the word "Condenser" on that corner. Also look for cones or an SCCA sign on this corner.

Once on Runway Dr., go straight. This Dr. dead-ends into the gate that groups will be lead to the site from. When driving to the pits, if there is a motorcycle school present, you must drive in the grass around their area. A mowed path should be present just before cones on the left side of the runway. Past 9:30am, do not expect to gain entrance to the site as someone will need to tend the gate to let groups in.

SCHEDULE OF EVENTS:

Come early to walk the course.

Saturday 3/3 Practice Day

Sunday 3/4 Points Day

7:30am-9:00am-Registration

8:00am-9:30am-Tech Inspection

8:00am-9:30am-Course Open / Tech Inspection

9:15am-9:30am-Novice Walk thru & Meeting

9:30am-10:00am-Driver's Meeting / Assign Workers

10:00am-4:00pm(est.)-Competition

REGISTRATION:

Note: All drivers and guests must pre-register and be on the access list to be allowed on site. Sign up at www.cfrsolo2.com. Registration closes midnight Friday, February 23. No obligation to show if pre-registering.

\$20-SCCA members and host site personnel
\$30-non-members

IMPORTANT INFORMATION:

- Numbers should be a minimum of 8" high and 1¼" 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.
- Annual tech will be available to any SCCA member. You can get your car and helmet teched for the 2007 year. You must have permanent magnetic or vinyl numbers.
- 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 2007 SCCA Solo II rules and CFR/SCCA Solo II Supplemental Regulations.
- Event is open to all licensed drivers.
- Event trophies will be distributed at the close of the event on Sunday.
- **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).
- Closed toed shoes only! No sandals or bare feet drivers.
- Mufflers are required on all cars. Sound limit is 98db at 75 feet.
- 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.
- No Nitrous Oxide Bottles allowed anywhere on site!

FOR MORE INFORMATION:

CFR Solo 2 Website: www.cfrsolo2.com

For more info, call:

Brian Meyers – 352-596-9225

Email: bc1@gate.net

or

Tony Adams – 813-862-2027

Email: tony.adams@badsalmon.com





**THE CENTRAL FLORIDA REGION OF THE
SPORTS CAR CLUB OF AMERICA
PRESENTS THE EAST COAST SERIES**

A SOLO II REGIONAL AUTOCROSS – NONPOINTS EVENT

DELAND – March 18, 2006

EVENT SITE:

DELAND AIRPORT– DeLand, FL

From the East - Take I-92 into DeLand. Look for the Sperling Sports Complex sign, which is Marsh Rd. It is before you get to the Airport. Head north on Marsh Rd. Go for 1 mile to 1500 Matt Fair Blvd. Turn left at the big sign for Sperling Sports Complex. Go 3 tenths of a mile to the DeLand Radio Control Club. It is a dirt road on the left just before the Sports Complex.

From Orlando – Take I-4 East to Exit 114 SR-472 to Orange City/DeLand. Turn right on CR-4101. Continue on N. Kepler Rd. Turn left onto US 92 to Marsh Road. Then follow above directions.

Hotels – Holiday Inn (386-738-5200), Comfort Inn \$59.99 (386-736-3100) ask for SCCA rate

SCHEDULE OF EVENTS:

Come early to walk the course.

Sunday 03/18 – Points Event

8:00am-9:00am-Registration

8:00am- 9:30am-Tech. Inspection

8:00am-9:30am-Course Open / Tech Inspection

9:15am-9:30am-Novice Walk thru & Meeting

9:30am-10:00am-Driver's Meeting / Assign Workers

10:00am-4:00pm(est.)-Competition

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.

\$20-SCCA members and host site personnel

\$30-Non-members

Note: \$10 Late fee applied after 9:00, no registration after start of drivers meeting. Pre-register at www.cfrsolo2.com

Join the SCCA at this event and receive a card to get your fourth event FREE!

FOOD AVAILABLE FOR PURCHASE ON SITE!!

IMPORTANT INFORMATION:

- Numbers and class letters required on all vehicles. Numbers should be a minimum of 8" high and 1¼" 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.

- Annual tech will be available to any SCCA member. You can get your car and helmet teched for the 2006 year. You must have permanent magnetic or vinyl numbers.

- 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.

- Event is open to all licensed drivers.

- Karts are approved for this site.

- Event trophies will be distributed at the close of the event on Sunday.

- **SNELL 2000** (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).

- Closed toed shoes only! No sandals or bare feet drivers.

- Mufflers are required on all cars. Sound limit is 98db at 75 feet.

- All entrants are required to work course assignments.

- No Nitrous Oxide Bottles allowed anywhere on site!

FOR MORE INFORMATION:

CFR Solo 2 Website: www.cfrsolo2.com

For more info, call:

Tim Reardon - 321-536-1987

Email: reardo_t@bellsouth.net

or

Dat Nguyen – 407-625-5894

Email: dnguyen1@cfl.rr.com



**THE CENTRAL FLORIDA REGION OF THE
SPORTS CAR CLUB OF AMERICA
PRESENTS THE EAST COAST SERIES**

A SOLO II REGIONAL AUTOCROSS – NONPOINTS EVENT

DELAND – April 22, 2006

EVENT SITE:

DELAND AIRPORT– DeLand, FL

From the East - Take I-92 into DeLand. Look for the Sperling Sports Complex sign, which is Marsh Rd. It is before you get to the Airport. Head north on Marsh Rd. Go for 1 mile to 1500 Matt Fair Blvd. Turn left at the big sign for Sperling Sports Complex. Go 3 tenths of a mile to the DeLand Radio Control Club. It is a dirt road on the left just before the Sports Complex.

From Orlando – Take I-4 East to Exit 114 SR-472 to Orange City/DeLand. Turn right on CR-4101. Continue on N. Kepler Rd. Turn left onto US 92 to Marsh Road. Then follow above directions.

Hotels – Holiday Inn (386-738-5200), Comfort Inn \$59.99 (386-736-3100) ask for SCCA rate

SCHEDULE OF EVENTS:

Come early to walk the course.

Sunday 04/22 – Points Event

8:00am-9:00am-Registration

8:00am- 9:30am-Tech. Inspection

8:00am-9:30am-Course Open / Tech Inspection

9:15am-9:30am-Novice Walk thru & Meeting

9:30am-10:00am-Driver's Meeting / Assign Workers

10:00am-4:00pm(est.)-Competition

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.

\$20-SCCA members and host site personnel

\$30-Non-members

Note: \$10 Late fee applied after 9:00, no registration after start of drivers meeting. Pre-register at www.cfrsolo2.com

Join the SCCA at this event and receive a card to get your fourth event FREE!

FOOD AVAILABLE FOR PURCHASE ON SITE!!



IMPORTANT INFORMATION:

- Numbers and class letters required on all vehicles. Numbers should be a minimum of 8" high and 1¼" 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.

- Annual tech will be available to any SCCA member. You can get your car and helmet teched for the 2006 year. You must have permanent magnetic or vinyl numbers.

- 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.

- Event is open to all licensed drivers.

- Karts are approved for this site.

- Event trophies will be distributed at the close of the event on Sunday.

- **SNELL 2000** (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).

- Closed toed shoes only! No sandals or bare feet drivers.

- Mufflers are required on all cars. Sound limit is 98db at 75 feet.

- All entrants are required to work course assignments.

- No Nitrous Oxide Bottles allowed anywhere on site!

FOR MORE INFORMATION:

CFR Solo 2 Website: www.cfrsolo2.com

For more info, call:

Tim Reardon - 321-536-1987

Email: reardo_t@bellsouth.net

or

Dat Nguyen – 407-625-5894

Email: dnguyen1@cfl.rr.com



WAVE: we all know how important it is to recruit Corner Workers and workers in all specialties. We always need new people to fill in the ranks and, let's face it, the more hands heads, and feet we have to do the job, the easier and safer the work becomes for all of us. However, it's equally important to encourage the new recruits and current workers-that's called retention. It makes the work fun and rewarding for them and for us as well. OK, here's the WAVE theory...it stands for Welcome All Volunteers Enthusiastically. When you have someone new to Corner Working, or any specialty, make them feel welcome. Explain what you're doing, give them a job to do with you so they really feel 'part of the action' and partner with them. Will they make mistakes? Sure, but I'm positive we all did when we started too. Make any criticism constructive 'cause we all learn by doing. Anyone worth their salt, usually remembers everything they did wrong ... but that's part of the learning curve. Remember too, how tiring your first experiences were... tho't my back was going to break after my first day working. Be sure the recruits know, that it does get better and easier and you're all in there together. Teach them everything you can (and for Corner Workers, glance thru' the Worker Manual to be sure your information is uniform and up to date), and give praise and thanks for everything the newcomers do right and for the effort they put in. Be sure to thank them each day and, at the end of the weekend, thank them and tell them you hope to work with them again soon. We're a family and the new workers should be made to feel like they're valued members of that family too.

DAYTONA 24 REVISITED: Watching the TV coverage is always interesting. First it looked like the weather Gods were smiling at the start. But, apparently Arctic air was waiting in the wings, as was rain, as night fell. Over the years, I've seen many coping skills used. From citrus grove heaters on the corners...great heat but someone figured an out of control car hitting one would make crispy critters out of drivers and workers - not good. Then we went to small heaters which would make tennies melt before feet got warm-not good either. Back to the ol' standby- see how many layers of clothes, coats, scarfs and sox you can cram on while still remaining mobile!

The beginning of the race was busy for turn 3 as usual and featured the only shot of workers I saw. And just before going off the air for the night, apparently Turn 5 won the banana peel award for a car that slammed into the infield armco. Does anyone remember when we used to man the infield at Turns 5 and 3? It was mostly for club races, but even that was a scary position in which to work - glad we're never there now. NOTE: I was interested to see that all cars in the 24 were required to have a yellow dashboard light that instantly alerted the drivers to any full course yellow. Safer for them and good for us since we'll not longer have to try to figure out if the driver had a chance to see the yellow in time when we call in an illegal pass.

Special congratulations to those brave souls on shifts 2 and 3 in the oh-dark-30 shifts. In the wee hours, when your teeth get pointy and your hands hairy, somehow cold is colder, rain is wetter and wind cuts straight to your bone marrow. The only thing worse than an extended double yellow is a red flag period with nothing going on. .. and you had both. I think the saying is, ' they also serve who only stand and wait' - but that includes boredom and shivering! Well done, everyone.

NOTE TO DRIVING INSTRUCTORS AND WORKERS: Last month our friends in Buccaneer region held a Double Drivers' School. There's a classroom session Thursday night and the driving portion is Friday through Sunday. There's usually a lot of cars involved and always a need for instructors and workers. Whereas, our first responsibility is always with our own CFR events, Roebing Road is a great place to work and really treats everyone well. For workers, there's the usual hot showers plus a building to camp out in complete with heat and AC, free of charge - food's good too. If any Driving Instructors want to and can serve there, you'd be welcomed with open arms. Let David Boles, our Chief Driving Instructor know you'd be interested for next year and he'll contact you if they put out a call for help. Or you can contact the Chief through their region web site. As for workers in any specialty, you're always welcome and can just show up as a welcome surprise or, Corner workers can contact the Buccaneer Flag Chief Art Corbett at AMCflagger@alltel.com. And, while you're at it, feel free to do a little recruiting for CFR! That's one of the joys of SCCA licensed work - your membership card and specialty license are your ticket to work any track in the country. We have the best 'seats' and 'stands' in the house and we truly 'share the action!'

WELCOME MATT: The February SARRC heralds Matt Coyne's first stint as Flag Chief of an event.

Columns



Thanks to Matt and all the brave souls that Chief for us. Whatever irritations we may have as workers, triple that and know that's the duties of a Chief. We appreciate all of you.

POSTNOTE: for anyone registering

online to work an event, remember two people cannot use the same email address to register. OK, it says that but I thought if each used a different password, it would work. NO. My driver husband had already registered to race

and for me, there was no room at the Inn. When all else fails, read the instructions. I got a free email account, a different email address and I'm good to go. Welcome to the 21st Century! Til next month ... let's all do the WAVE!

Ted's Technology, Trivia & Tidbits

Technology and Business:

Pirelli Competizioni will supply its P Zero Racing tires to the teams competing for the Grand-Am Rolex Sports Car Series during the three year period from 2008-2010. Both the Daytona Prototype and GT cars will run on Pirelli rubber, replacing the Hoosiers currently in use. Hoosier has meanwhile extended its agreement as exclusive tire supplier to the Grand-Am KONI Challenge Series

The '08 Saturn Vue is a rebadged Opel Antara, which is itself a modification of the Theta platform engineered by GM Daewoo Auto & Technology Co. in South Korea.

For the third straight year Ontario, Canada, is the top auto-producing state or province in North America

Nissan North America Inc. reportedly will cut truck production at its Smyrna, TN, and Canton, MS, plants.

The truck/SUV lines at the plants will be shut down for three days over several weeks to cut the inventory of light trucks by 5,600 units. Workers will be asked to use vacation or personal days during those three days.

In the UK a rise in fatalities on the A23 over the past three years has prompted Sussex Police introduce new safety measures. New unmarked cars will be introduced and signs installed to warn drivers of their presence. The initiative follows 23 deaths on the A23 in the last three years. The scheme was first tried in Scotland where it reduced road deaths by 50 per cent.

Also in the UK, bus lanes traditionally restricted to busses may eventually allow 'ride share' (car pool) vehicles. The HOV lanes have reduced congestion in many European cities.

Mercedes-Benz 2006 U.S. sales rose 11 percent to 248,000 vehicles. Mercedes-

Benz has led the German charge to promote diesel cars in the U.S. With sales of diesel-powered Mercedes-Benz cars up 60 percent last year to around 7,000 cars, it still made up only 3 percent of its overall U.S. sales

Williams F1 sponsor Federal Express has moved on to join McLaren. The US firm has been in F1 since 1997 but has spent the last two years with Williams. Prior to that the company sponsored Ferrari and Benetton (now Renault), making a habit of switching from one team to the next depending on which FedEx believes will be the best bet.

It is rumored that Williams has landed a major sponsorship with the Chinese computer maker Lenovo, the third largest computer maker in the world since it acquired IBM's PC division. Originally based in Beijing, the company moved to Hong Kong in 1988. It is now headquartered in Raleigh, North Carolina.

The new Mini Cooper D will be unveiled at the Geneva Motor Show in March. The 1.6-litre 110hp turbo-diesel engine in the Cooper will make it the cleanest Mini ever, returning combined fuel consumption figures of 75+mpg (US) and a CO2 emissions figure of 118g/km puts the car in VED band B. Not likely to be seen in the US.

Traffic Statistics from the UK:

6,000 Speed cameras in Britain

2 million Camera offenses recorded in 2004

100,000 The number of speed bumps in Britain

10mph The approximate reduction in speed from speed bumps

12mph The approximate reduction in speed from chicanes

In 2006 BMW sold more cars than ever and predicted pre-tax profits in the region

of \$5 billion.

The City of London is to be closed down sometime in March to allow Shell to film a new TV commercial to promote its long-standing sponsorship of the Ferrari F1 team. The advertisement, which is reputed to be the world's most expensive, with a production budget close to \$4m, will see Ferrari F1 cars racing through a selection of the world's most famous cities including London, New York and Sydney in order to promote Shell's V-Power high-performance fuel.

Trivia:

1958 - Toyota sells 288 vehicles - 287 Toyopet Crowns and a Land Cruiser

Anniversaries:

1925 - March 1 The first nationwide highway numbering system was instituted by the joint board of state & federal highway officials appointed by the secretary of agriculture. In order to minimize confusion caused by the array of multiform state-appointed highway signs, the board created the shield-shaped highway number markers that have become a comforting sight to lost travelers in times since. Later, interstate highway numbering would be improved by colored signs & the odd-even demarcation that distinguishes between north-south & east-west travel respectively. As America got its kicks on Route 66, it did so under the aegis of the trusty shield.

1936 - March 8 The first stock-car race is run at Daytona. It was staged on a combination beach & public roadway course. The race is remembered as the impetus for today's NASCAR.

Crystal Ball:

2008 - BMW will have diesel engined cars on sale in the US.

See you at the races!

Ted Glaser

The Saga Of The 24 Hour Canteen *Bill Martin*

When our vanguard arrived at DIS on Wednesday prior to the Rolex 24 At Daytona, they found the Kirby Rental effort to enclose our canteen and dining area to be less than adequate. RE Rick Balderson sprang into action and set about to construct walls and

other improvements which would better shield our Workers from the elements and provide a comfortable area to rest. By Thursday morning, after a trip to Home Depot, a crew consisting of Rick, Tom Condon, Pat Miller, Rob Mason and others had turned the open pavilion into the worlds largest "Blue Room". The room was complete with tables and chairs, forced air heating and couches for viewing a large screen TV with DIS feed.. The center room served as our radio headquarters and the opposite end of the structure provided our kitchen and food line. The whole thing worked great. In fact, as you will see in the pictures, the couches proved to be too comfortable to sustain an eyes open condition. We are already making plans to use the same area next year with some additions such as Port-O-Lets. Thanks again to Rick and Crew for putting it all together. It sure came in handy when the wind and rain hit Sunday morning. By the way, the Race wasn't too bad either.

The "before" condition.



It would have been a breezy situation.



Someone said it reminded them of shower curtains.



The heating consultants confer.



Rick tried to order a burger and fries but Hooker wouldn't comply.



Final fitting of the heating system.



Almost complete.



Interior ready for fitting out.



The finished product.



The completed breezeway between the two sections.



With a hammer, Tom can be a dangerous man.



The perfect sign was already in place.



Serving line at the ready.



The TV was quite popular.



The late shift takes a break.



The TV coverage was better than being there.



A long day, a soft couch and a warm heater prove too much to fight.



The fireworks happened about 8:00 PM and were impressive.



It's a good thing we don't have to respond like fire fighters.



Former Runoffs Chairman, Ron Sharpe, dropped by.





Sunday AM, the rains came after a long red flag situation to repair a barrier.



The rain did stop but by then most everything was wet.



More sleeping beauties confirm that 24 Hours is a long time.



Ted Johns, Nancy Digh-Carbini and Fran Martin take morning coffee.



Aaron Mercer, Ted Garrod and Bill Hart kept the beverages flowing.



All in all, the 2007 24 Hour Canteen proved to be a good one.



Show Cars at the 24 Hour

A Gulf-Mirage in John Wyer Colors and the Le Mans Long Tail trim. It features a Westlake 12 Cylinder Power Plant - one of three in existence.



A Dekon Chevy Monza.



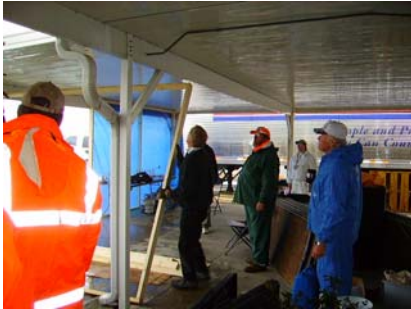
Bill Martin

This Nissan is all business.



CFR at Rolex

Gloria Theen



CFR Personalities

Doug Werth

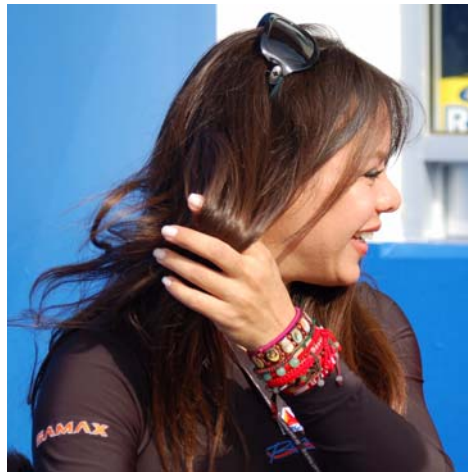




Rolex Cars and Faces

Michael Kern







Rolex 24 - People and Action

#12 DP and #3 DP in Turn 3.



Two Porches, Montoya in 1.



#20 coming out of the pits.



3 DPs in Turn3.



#60 back on track followed by Cheever Racing DP.



60 on the hook.



2 DPs and 2 Corvettes in Turn 5.



60 running well.



2 DPs and a Corvette in Turn 3.



82 Off the wall and running well.



02 leaving the pits.



2007 Rolex 24 Pace Car.



Brian Williams

American Idol at Daytona.



BMW Sandwich.



Cheever DP and 4th place Brumos DP in Turn 5.



Corvette for sale.



DP Battle.



Eddie Cheever's other job.



Findlay Motorsports DP and Tafel Racing Porsche in Turn 3.



Ford versus GM.



Gold Exchange: Krohn through Turn 3.



Hard on the brakes off the front straight.



Hard race for Randy's team in the RX-8.



Heading to Turn 3.



Hurley Haywood at night in Turn 1.



Illegally parked at Turn 3.



Infinity in Turn 1.



Kentucky horsepower vs. rotary power.



Krohn - Mat Connelly Motorsports BMW M3.



Lotta work for the #58 Brumos team.



Mark Montgomery in the MCM M3.



Mark off road at Turn 1.



Mary Jane and friend.



Max Angelelli on Sunday in Turn 5.



Michael Shank DP and Broumos DP in Turn 3.





Mike and crew at Turn 5.



Porsche and Ferrari in Turn 1.



The second place Citgo DP.



Milka in Turn 1.



Ready with the Blue, eh?



The winning GT Porsche.



Milka.



Still running on Sunday through Turn 5.



The winning Target DP.



Tough race for Matt Connolly Motorsports BMW M3.



More Turn 3 action.



Target car in for service.



Turn 2.



Pink ladies of Turn 1.



Team Sahlens PLP in Turn 3.



Turn 1 action.



Turn 1.



Wayne Taylor waiting for his ride.



We will have your car removed...



Daytona

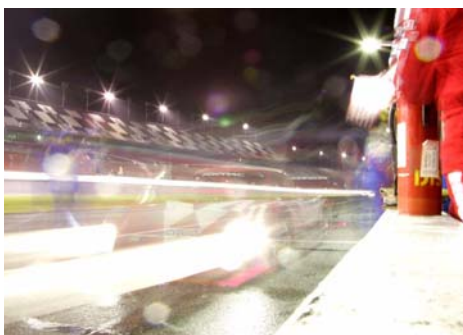
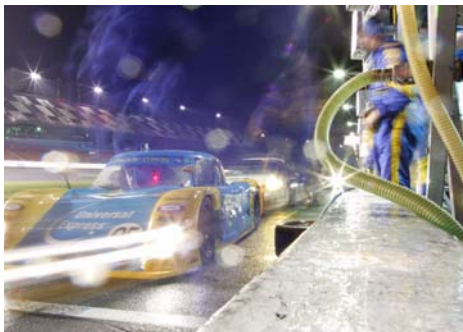
















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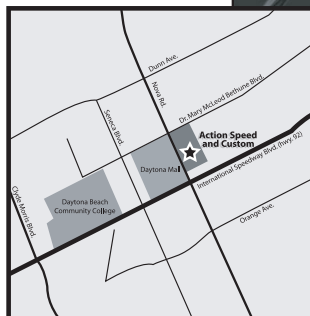
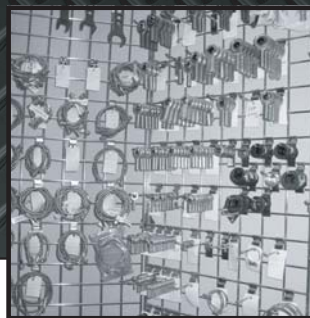
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1986 Mazda RX7 - started as an ITS...guttled roll cage, some pipe available for re-use. Could be used as FSP Solo car or EP club racer. Roller, no running gear except for wheels and diff. big brakes, five lug car, no sunroof, aluminum hood, windshield gone, several rear hatches, hole in trunk for fuel cell, hood pins, brake bias adjuster, hub for quick releases welded to steering column, bottom stripped and repainted, engine bay repainted, new delrin bushings and rear steer eliminators. front bushings installed, extra rear cradle and diff, plus other stuff. No rust - good project starter Asking \$550. Contact Michael Dickerson, SCCA Region Development Manager. Call 800-770-2055 ext 358 or email mdickerson@scca.com (2)

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Classifieds



Official "Small Print" Information:

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