

The Checker

Official Publication of the
Central Florida Region
Sports Car Club of America
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*The US Mail has nothing on CFR...
working through a downpour at Sebring.*



Darryl Gray Photo

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www.CFRSOLO2.com



2007 Event Schedule

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

April

- 7-8 Spring Fling Track Trials/PDX CCar Carolina Motorsports Park www.ccrscca.com
13-14 Kumho Tire 12 Hour Race Fla Homestead floridaregionscca.com
21-22 PDX/Track Trials NCar Rockingham www.ncrscca.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 AI Fairer SARRC/MARRS Challenge SARRC/SARRC/MARRS/MARRS NCar VIR www.ncrscca.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 Homestead floridaregionscca.com
16-17 SARRC/ECR/CCPS CCar Lowes' Motor Speedway www.ccrscca.com
30- Jul 1 PDX/CCPS NCR Rockingham www.ncrscca.com
29 - Jul 1 Lou Ella Cook Double National SEDiv Roebling www.seditracing.org

July

- 5 Brumos Porsche 250 - Daytona**
14-15 Driver School - Sebring, Short Course
7-8 SARRC/SARRC AI 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

- 11-12 Sparta, NC www.blueridgehillclimb.com
11-12 Regional Race - Sebring Long Course
11-12 National/CCPS/PRO IT NCR VIR www.ncrscca.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 Motorsports Park www.ccrscca.com
22-23 SARRC Invitational Challenge SEDIV Roebling Road www.seditracing.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.ncrscca.com

November 2007

- 1-4 Porsche Rennsport - Daytona**
8-11 HSR Finale - Daytona
24-25 Turkey Trot - Sebring, Full Course
3 13 Hour Enduro NCR VIR www.ncrscca.com
3-4 Track Trials Bucc Roebling Road www.buccaneerregion.org
9-11 ARRC/PDX Atl Road Atlanta www.atl-scca.org
17-18 2008 National Fla Moroso floridaregionscca.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.



When & Where



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

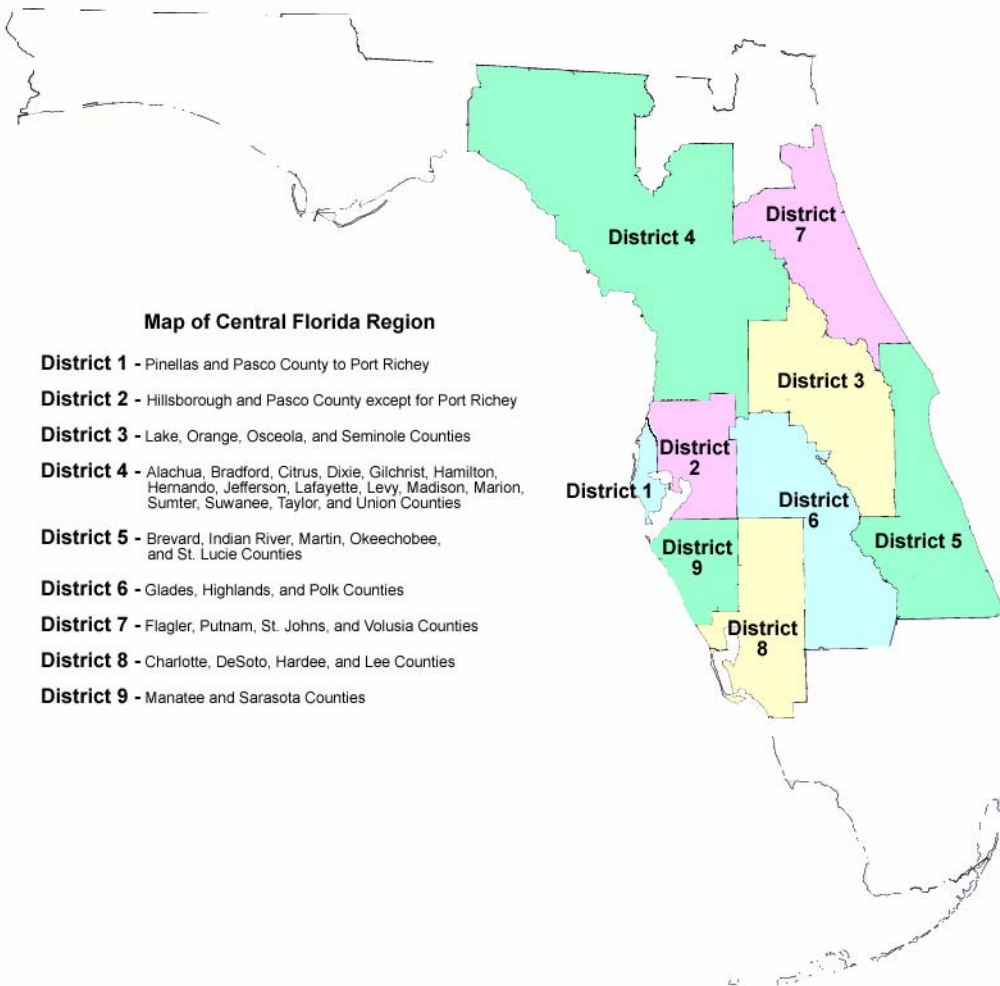
side is Stavros, 155 S. US Hwy 17-92, DeBary. Contact district governor for directions.

District 8 — 1st Wednesday 6PM 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

Kelli L OHara, Clearwater
Jorge Perez, Clearwater
Alec Perez, Clearwater
Mark J Turner, Madeira Beach
Maria Carranza-Turner, Madeira Beach
Jason M Lemay, New Port Richey

District 2

Andrew N Scott, Tampa
Kevin Rehkopf, Polk City
John Perez, Valrico

District 3

Kathy Alexander, Winter Park
Richard J Connor, Orlando
Mikelle Tokieda, Orlando
Jeremy McCauley, Oviedo

District 4

David Mazyck, Gainesville
Garrett A Folken, Newberry
Marcel G Verrando, Ocala

District 5

Gustavo Berges, Jensen Beach
Ceejay Moody, Hobe Sound
Bruce Bennewitz, Stuart
Barbara Bennewitz, Stuart
Jeff Hefner, Satellite Beach
Kim Hefner, Satellite Beach
Christopher Hefner, Satellite Beach

District 6

Charles A Lowrance, Sebring
Kimberly Burgoon, Winter Haven
Drake M Burgoon, Winter Haven

District 7

James S Morris, Ponce Inlet
Thomas W Hodkoski, Port Orange
Eric J Anderson, Port Orange
Robert L Compton, S. Daytona
Larry J Morgan, Port Orange

District 9

Todd Regnaert, North Port
Kathy A Allen, Sarasota
David S Allen, Sarasota
David S Allen, Jr. Sarasota
Josh Waldron, Sarasota
Andrew Waldron, Sarasota
Jack E Clark, Sarasota

***Not assigned to a District**

Maxwell VanVurst, Pompano Beach
Andrew Armacost, Milford, Ohio
David Harder-Despart, Burlington, Ontario
Lilia Gerlach, Lake Worth
Nicole G Gerlach, Lake Worth
Danielle A Gerlach, Lake Worth

Club News





District News

District 1

Despite the fact that many CFR members, including those from District 1, were enroute to Sebring to participate in support of the 12 Hour, Twenty-four folks joined us for our March 13 meeting, where we met and dined al' fresco on the patio at 'QUAKER STEAK & LUBE' in Clearwater. Especially gratifying, and a regular recently, was the presence of some new members who look forward to joining the worker ranks, and even a couple of folks with new race cars ready to emerge onto the competition scene.

Dennis Joyce, Sammi Ronshausen and Carol Gavaletz stepped in to conduct the program as our District Governor, Gary Steffen, was engaged in another of his many recent 'road trips'. Suspicions as to the reasons for his extended and recurrent absences run the gamut from...

1. Gary has a 'secret family' in another city, or...
2. He has accepted a position as a Women's Volleyball Coach in a Tuesday Night League, to....
3. He has concealed his membership in the Oscar Kovalski Fan Club, with meetings of the Polish Race Drivers Association coinciding exactly with our District One meeting date...

.....The only thing anyone is certain of is that Gary's regular attendance has been missed, though all asked that their best wishes be extended to him.

Everyone present seemed to feel that this racing season is as exciting as any in recent memory, and that both professional and Club series are putting on some of their best shows and largest fields ever. Several remarks were heard concerning the great car turnout at the recent Sebring 'Cabin Fever Regional', where all current car classes were saturated, and saw the maximum number of

entries possible for use of the Club Course. It was also observed that Matt Coyne did a super job as Acting Flag Chief for the event. No one can doubt that road racing is alive and well in CFR in view of such participation levels. As indicated, several members were planning to make their way to Sebring later in the week for the 12 Hour events, and all of us in District One, which encompasses Pinellas County, are anxiously looking-forward to The St. Pete Grand Prix the first weekend in April. Those present were again asked to let Flag Chief Rich Kasson know if they had availability in their homes to host out-of-town workers, as hotel rooms become scarce and co\$ly around St. Pete for this major event on the community calendar.

Beyond the Grand Prix, we look forward to our next Club National at Daytona the second weekend in May.

A report was provided from the recent Board of Governors meeting, where it was learned that may improvements to CFR facilities and services, and events were in the offing. Among them...

- Progress in the ongoing expansion of electrical service in the Sebring Green Park area, along with plans provide additional electrical service to the worker camping area in the Club compound at Sebring.
- The possibility of expanded shower facilities at the Club Building, a real boon to those who like to bathe regularly!
- The Race Board announced during the BoG meeting that the May National will see all SRF sessions conducted on Saturday, with a SARRC Enduro scheduled as the last event of the weekend on Sunday. Most of those present felt that this should satisfy most competitors, and help all in the club manage their weekend schedules effectively.

Dennis Joyce

- It was reported that a new Digital 'Pro Worker' ID Card system should be employed soon; much anticipated and seen as a great advance over the present laminated 'Race Control' ID.
- A Major topic in the hearts and minds of many members is the Club's Registration activities at Pro events. The fact that the BoG discussed this matter at its March meeting was quite well received in District One, as it was explained that Rick Balderson spoke at length about the issue, and his commitment to see where improvements may be realized. Those present expressed gratitude for the involvement of CFR's Senior Management in this important area, and are anxious to support such efforts. Several members renewed their willingness to help out with registration and in greeting our out of town workers at the upcoming St. Pete Grand Prix. We look forward to regular updates from the BoG as progress is made.
- It was reported at the BoG meeting that plans are already underway for the 2007 CFR Annual Meeting, this year hosted by District 2 (Tampa Area). The District 1 folks are particularly happy to see the annual meeting held in a neighboring area, and many already plan to attend.
- An update was also provided on continuing progress and improvement to the Club's online registration and website development efforts.

The meeting included a bad Irish joke from Dennis Joyce, and concluded with our traditional prize drawings. Special thanks this month went to Leonard McCue for donating a very nice 'worker survival kit' including a rollaway cooler, a 'soft-sided' folding cooler, folding chair, and sunscreen...quite nice indeed, and a real testament to

Leonard's commitment to automotive safety in his professional life as an accident attorney.

District 3

District 3's March meeting at Rossi's Pizza on S. Orange Blossom Trail was well attended and we saw some members we haven't seen in awhile plus some new faces who are interested in working our events.

In the absence of Gov. Bill Martin, Fran Martin chaired the meeting and reported on information from the March BOG. Our August Daytona race will be rescheduled to Sebring, August 11-12 on the long course. Road course improvements (moving telephone poles, swales, etc.) at Daytona beginning after the July Brumos 250 prompted the move. Could Indy Cars be in the future??

District 8

Hope everyone read their post cards and realized that the meeting date had changed to the 1st Wednesday of the month. The reason I bring this up is due to the low turnout last week! No need to explain; one must set one's own priorities.

Both myself and Lt. Governor John

Thank you all for your cards and prayers.

To all CFR SCCA Folks,

Don and I saw Joyce's comments in The Checker magazine. So we felt an update was in order.

First of all, Thank you all for the BEAR. He has been Don's room mate since the BEAR arrived.

Next, Don was in the hospital from January 5th until February 22nd, 2007. Yesterday, he was transferred to the Suncoast Hospital Rehab facility.

His mailing address now, should anyone wish to send a card of encouragement is:

Whenever in the area on the second Tuesday of each month, members and their guest should feel free to join us at

Our last regional event held at Sebring in February on the short course saw 310 entries with some groups being oversubscribed. Everyone did get to race but it was nip and tuck there for awhile...and the reason we don't have the long course is...WHY??...because Skip Barber is here in the winter months.

More from the BOG - both our Financial Manager and Treasurer report that CFR's financial position is good. The RBC - Robin Langlotz - reports that we continue to draw large entries to our events - sometimes more cars than we can race - but that's a good problem to have. We continue to

Woessner attended the BOG meeting last weekend in Orlando. One of the things mentioned was the Solo Board looking for new venues to run autocrosses. I would like to find a site or two here in District 8 and bring a CFR event to our locale. Anyone got any suggestions?

Suncoast Hospital Rehab Center
2025 Indian Rocks Rd
Room 420
Largo, FL 33774
Tel # 587-7606 Ext 2420

Visiting Hours are 4 PM to 8 PM Mon. thru Fri. ; 12 Noon to 8 PM Saturday and Sunday

Don is feeling much better. For those of you who heard Don was very ill, the doctors tried a dose of Chemo therapy and new drugs. These are keeping Don stable. Don's blood counts have stabilized. His platelets are at 10,000 but need to move towards 50, 000.

Quaker Steak and Lube in Clearwater.

Fran Martin

give out gas cards for the workers; curbing was removed at Sebring and that improved parking in the Green Park paddock. We are working on repairing and upgrading the existing electrical service from the 'safety pin' to our T & S building. That work will take place after the 12 Hours.

By the time you read this the 12 Hours of Sebring will be history and we will be on our way to the St. Pete Grand Prix. Check the web sites for the schedule and cfrscca.net for ProWorker information.

See you at the Races!

Ron Camacho

Are there any SCCA workers in District 8 besides John and I? If so, try and make a monthly meeting we would love to meet you. Again, meetings are held the 1st Wednesday of the month at Uno's on Daniels Parkway. See y'all on April 4th starting at 6 PM.

He is in rehab because after 7 weeks in bed, he can not stand up or walk. This needs to be fixed before he can return home.

Don is feeling better and hopes with rehab to try and make the April race at Homestead.

So cross your fingers he gets his wish.

Thank you all again for your thoughts and prayers.

Regards,

Marti Sommers



RE Report

By the time you read this, CFR will have done more than the majority of regions will accomplish in the entire year. No wonder we're having so much fun.

I'd like to highlight a couple of upcoming events that are not typical in our schedule.

At the June 2/3 Club race Solo II combined event, the region has invited the United Spinal Association to come take part in our event. Their website is www.unitedspinal.org Peter Keane will be having on clinic on competition vehicles with hand controls. As you may know Peter is one of CFR's and Grand Americans regular competitors and a member of the SCCA class review board formerly know as the comp board. Additional, the region has been invited to participate in the United Spinal National Convention in Orland August 27-29, 2007. We will have a booth and be working on making CFR less of a secret car club.

Also new to our schedule will be the CFR support of the Nissan Z clubs National convention at Daytona on

October 2-4. For our part there will be two days of Solo II and a one day PDX on the skip Barber course. PDX means instructors, SCCA licensed drivers, who in consideration for their teaching will be given time to run their own Race cars on the Skip Barber course. Art Tier is our contact point for the PDX and his e-mail is Art <qreshadow@bellsouth.net>.

Of course the Solo II portion will be under the leadership of Tim Reardon and Dat Nguyen.

The Tech department has some changes that are important.

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.

At the SEDiv Banquet we had a bit of a surprise, Robin Langlotz, CFR's 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.

This year we have a new RallyCross Chairman in Brad Gooch. Chair. His contact info is 338 Shadow Blvd N, Longwood, Fl. 32779, Ph 407-718-4629, E-mail geologydude@gmail.com.

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 pay for worker rooms at YOUR events, and as you know, volunteer workers make this work. ALL of the money from this fund will go to worker rooms. The RE and RBC will not be taking that around the world cruise as rumored on the net.

As always, your input is important, so please feel free to send me a line. Also, if there is an issue you'd like to discuss, please call, I will do my best to explain why we do what we do. Or what plans we have to make it better. This means YOU.

Membership Report

Membership totals for the first quarter are 2700. This total does not include the many Dual members we also have. A lot of Competition Drivers like to sign on as a Dual Member so they can get CFR year end points and there are others who enjoy our Checker magazine and the wealth of information it provides. (Thank you Harriet).

We have completed two Club Racing events, a very busy Daytona Pro Race Schedule, and a couple of Solo Events and we are just getting started.

We are heading full steam ahead into another busy Pro Race schedule with the 12 Hour next week and the St. Pete Grand Prix two weeks later.

We signed on a large group of new members again last month and if any

new member has questions on how to get involved in these upcoming events look in your "Checker", find the phone number or email address of your Governor and he or she can advise you on the necessary steps to get you on the race worker team - if this is what you would like to do.

New Members!! You might say to yourself - What is a Governor? Our Region, Central Florida Region, is divided into 9 Districts. The Districts are formed by County. Every District has a Governor and every District has a monthly meeting. So it is important to get in touch with your Governor so you do not miss out on the monthly meetings you could be attending near your home. You will find all the Governors listed on the inside front cover of your Checker magazine.

Rick Balderson

Joyce Hayward

We had a couple members on our Get Well list this past month.

Ann Kearney, our Chaplains wife, had serious heart surgery. I am happy to report she is home and getting well with help and TLC from her loving family.

Don Sommers is recuperating at Suncoast Hospital Rehab Center, 2025 Indian Rocks Rd, Rm 420, Largo FL 33774 His phone no is 727- 587-7606, ext 2420

Visiting hours are 4 to 8pm, M thru F, and 12 Noon to 8 pm on Sat & Sun.

Marti says Don is feeling better and hopes with rehab to try and make the April race at Homestead.

Rick Henschel (a Buccaneer member) but a very good friend to CFR who

works many of our races as a Scrutineer, became ill at the February race. After a trip to the hospital, his wife Barbara tells me that they had to insert a pace maker but he is home and getting well and looking forward to returning to the race track.

Sadly, I must tell you about the passing of a long time member Paul J Solomon. He lost his battle with cancer in January. Paul was from District 7, lived in Ormond Beach, and in April he would have celebrated 15 years with CFR-SCCA.

Great View, No Smell..

This is the new and improved port-o-let furnished for the pits and tech in Sebring! The view is great, Air conditioned, and never a foul odor!

New membership news from our National Office has been announced that effective immediately, "First Gear" Memberships will now include up to age 25. The yearly dues will remain the same (\$45), and this group may now hold a competition license.

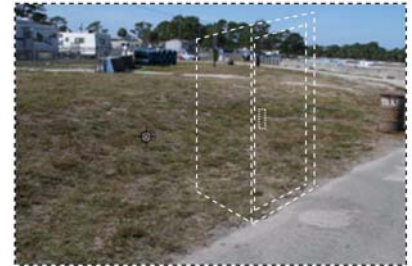
I know there are a lot of people - about 300 of them - who are anxiously waiting for their award pins. I have them, Tucker & Amy Alford did a great job, and they will all be mailed out next week. Everyone should have theirs by the 20th of March.

We should all request the new and improved model! Enjoy!

I would like to publish all the names but that would take up a lot of space in our Checker so I will tell you that if you joined in any of the following years, you will be receiving one in the mail.

2001 - 5 yrs.; 1996 - 10 yrs.; 1991 - 15 yrs.; 1986 - 20 yrs.; 1981 - 25 yrs.; 1976 - 30 yrs.; 1971 - 35 yrs.; 1966 - 40 yrs.; 1961 - 45 yrs

Please wear them with pride and our thanks.



From Daytona...

Tom Condon from CFR who was a founding member of Misery Bay Region #104 showing Bill Stewart currently of Misery Bay Region how we "Do MORE or it and do it BETTER" at Central FLorida Region during the 24 Hours of Daytona.



CFR Regional Points Championship

Racing Year 2007, Points as of March 11, 2007

AS	SEIFREIT	SCOTT	36
AS	DAWSON	CHAS	19
AS	REICHARD	BRUCE	12
AS	EVELAND JR	WILLIAM	9
AS	EVELAND SR	WILLIAM	9
AS	GERMINO	MATT	5
ASR	ARMELLINI	ARTHUR	24
BP	WICHT	AL	19
BP	WILLIAMSON	RODNEY	18
CF	HALLOCK	STANLEY	24
CF	BROWSKY	ROBERT	12
CSR	WEBB	RAY	12
CSR	FALATICK	WILLIAM	9
DSR	AID	JIM	24
DSR	BONANNO	ROBIN	18
DSR	SMITH	CHUCK	18
DSR	SOMERS	JASON	12
EP	SMITH	MARK	26
EP	BAKER	PATRICK	21
EP	ROSE	BILL	14
EP	CARSON	WILLIAM	9
EP	HOLLINGSHEAD	NICK	9
EP	MINNEAR	WILLIAM	8
EP	CORBITT	WELDON	7
EP	MEADOWS	EDDIE	6
EP	ROSE	TRICIA	6
EP	RUDOLPH	MIKE	3
EP	DIEHL	ED	2
EP	BURGESS	ALAN	1
F5	LIEB	DEREK	38
F5	NEISWANDER	CURTIS	18
F5	ALFARONE	WAYDE	10
FA	BOUGHAN	DONALD	48
FA	OETTER	BOB	30
FA	KORNELL	TOM	27
FC	WALD	BILL	21
FC	JORDAN	BOB	19
FC	POZZI	NEIL	13
FC	POLLOCK	LYN	11
FC	HALLOCK	STAN	10
FC	WATERS	KEN	9
FC	HERSCHER	JOHN	6
FC	JENSEN	BRUCE	5
FF	SWANSON	JON	24
FF	RILEY III	JOSEPH	21

FF	OPPEL	ALAN	16
FF	SCHIMENTI	JOHN	16
FF	POPE	DAVID	9
FM	MC COY	AUSTIN	30
FM	MC COY	ERIC	30
FM	BEATTIE	TOM	24
FP	MARCHAND	F CHRIS	42
FP	YOUNG	PERRY	20
FP	HULSE II	ALAN	18
FP	BOUSTANI	LOUIS	16
FP	SACKS	JON	16
FP	DESHONG	DANA	10
FP	RIVERA	PEDRO	10
FP	PEARCE	CRAIG	5
FP	LONDON	PETER	4
FP	DYKHUISEN	JERRY	3
FS	BURSTYN	SEAN	24
FS	DICKINSON	ED	0
FSCC A	TOMEY	PAUL	37
FSCC A	SWAIN	JIM	32
FSCC A	GREEN	THOMAS	30
FSCC A	CORTHELL	JACK	25
FSCC A	OSINGA	WALLY	15
FSCC A	WEBB	ROBERT	14
FSCC A	ELDER	JIM	13
FSCC A	CURRAN	N.J.	7
FSCC A	FIELD	KEITH	7
FSCC A	BLEDSON	RONNIE	3
FV	FUCHS	JOHN	42
FV	DASSINGER	GARY	31
FV	BURFORD	RAY	24
FV	DASSINGER	CARL	24
FV	SCHIFFER	MIKE	24
FV	BROWSKY	ROBERT	10
FV	HOWARD	TOD	8
FV	SCHNEIDER	HARRY	7
FV	MATTOX	JOHN	4

Club Racing



FV	MATTOX	SHAWN	2
GP	BOYLAN	TERRY	42
GP	GRIFFIN	JAY	24
GP	RIVARD	RICHARD	23
GP	KOSTEVICZ	STAN	13
GP	STEIN	JEFFERY	12
GP	LARSON	JEROLD	9
GP	MACDONALD	JOHN	9
GP	LARSON	MARK	6
GP	CABAJ	JANINE	5
GT1	GRIFFIN	MATT	22
GT1	INGRAVALLO	KIMBERLY	14
GT1	BAUER	ROLAND	11
GT1	EBBERT	JAMES	11
GT1	KENNEDY	SQUEAK	11
GT1	RATCLIFF	GUY	9
GT1	WEBB	RAYMOND	6
GT1	KELEHER	TOM	5
GT2	TAYLOR	TERRY	24
GT2	ALDRICH	JOHN	18
GT2	GOUTELL	CARL	13
GT3	DAVIS	LARRY	9
GTA	AMICO	TONY	48
GTA	GRAHAM	TOM	15
GTL	LEONARD	CHARLES	24
GTL	MCDONALD	VAN	21
GTL	KANZLER	JOE	19
GTL	SWITZER	JOHN	9
GTL	STERRETT	TOM	7
HP	FOOTE	KERRY	32
HP	HESS	BOB	31
HP	KANZLER	DAVE	27
HP	BOLES	DAVID	24
HP	HOLLIS JR	CHUCK	6
HP	LOFTIS	DONALD	6
IT7	BURGOON	BARRY	62
IT7	CAREY	LON	57
IT7	MCMAMARA	PAUL	32
IT7	WELZ	JAMES	11
IT7	STRIPLING	JERRY	10
IT7	WALTERS	KENNETH O	10
IT7	AVILES	CARLOS	6
IT7	DORINSKI	DAVE	6
ITA	HARMER	COLIN	31
ITA	NORTON	NEAL	24
ITA	CHARBONNEAU	ANDREW	21
ITA	SIECK	BOB	19
ITA	KATHERINE	MARY	12
ITA	KATANICH	ERIC	8

ITA	O'KEEFE	SCOTT	8
ITA	RADLOFF	NEIL	8
ITA	VAN VURST	MATTHEW	7
ITA	GREENBERG	DAVID	4
ITA	BROWN	DARREN	3
ITA	BLANTON	ELLIS	2
ITA	BABCOCK	PHILLIP	1
ITA	KISH	JOHN	1
ITB	LOPER	DAVID	56
ITB	MCCORMICK	MIKE	31
ITB	ALANDER	STEVE	30
ITB	MCCORMICK	GEORGE	30
ITB	MCCORMICK	PAUL	19
ITB	HORN	MICHAEL	18
ITB	KEANE	PETER	12
ITB	REICHARD	RAYMOND	10
ITB	PRADO	PEDRO	7
ITB	YATES	WILLIAM	7
ITB	FREUND	ROBERT	6
ITB	WEBER	BRETT	6
ITB	RADHAY	RALPH	5
ITB	CRIFE	TOM	2
ITC	BOYLAN	TERRY	56
ITC	MCCOIN	BILL	46
ITC	MOERWALD	MIKI	32
ITC	CLEMENSON	EARL	30
ITC	MARTIN	TIM	17
ITC	WAECHTER	JIM	15
ITC	MECKLEM	CHUCK	14
ITC	GROVE	JEFF	12
ITC	ROSA	JIM	10
ITC	KENNY	STEVE	8
ITC	BURRIS	BOB	7
ITC	JARVIS	CARL SCOTT	6
ITC	LEONARD	ELLEN	1
ITR	AMBIVERO	RAFFAELL O	21
ITR	VAN CLEEF	TOMMY	21
ITR	LONDON	PETER	12
ITS	EELLS	PETER	53
ITS	SECK	SCOTT	30
ITS	POTTER	TIM	27
ITS	FLYNN	MICHAEL	21
ITS	CLEMENZI	BRET	16
ITS	WITHAM	ALLEN	14
ITS	DESHONG	DWAYNE	12
ITS	COHEN	JIM	11
ITS	LONDON	PETER	11
ITS	CHARBONNEAU	ANDREW	8
ITS	EFFRON	RANDY	8

ITS	LANG	MATT	8
ITS	GERLACH	RICARDO	7
ITS	VANSTEENBUR G	KIP	6
ITS	GOLDIN	STEVE	2
ITS	KERN	MICHAEL	2
ITS	RAYMON	DAVE	2
LEG	FUTCH	JEFF	24
S2	CULBERTSON	VIC	24
SM	EVANS	JOE	48
SM	BARBEN	JOHN	18
SM	LABOUNTY	JEFF	16
SM	WILDING	JOHN	13
SM	KATHARINE	MARY	11
SM	KIROUAC	STEVE	11
SM	CHARBONNEAU	ANDREW	8
SM	TUCKER	JAMIE	7
SM	ADAMCZYK	JOHN	6
SM	PELAK	MARK	6
SM	CHEEK	ROBERT	4
SM	RHOADES	CLIFFORD	4
SM	ROBERTS	STEVE	4
SM	CLEMENTS	KARL	2
SM	MASON	CHRIS	1
SM	RUCKER	JOHN	1
SPO	ARNOLD	LEE	45
SPO	CECIL	GREG	29
SPO	MARSHALL	JAY	27
SPO	COVINGTON	CHARLES	14
SPO	PERRA	BRUCE	12
SPO	DOUGLAS	JERRY	8
SPO	MILLER	STEVEN	8
SPO	REICHARD	RAYMOND	4
SPO	BRAMER	DOUG	3
SPU	FUTCH JR	JAMES	34
SPU	TROGLIA	DONNY	26
SPU	FOLLMANN	ROBERT	10
SPU	SHAFFER	BOB	9
SPU	DISNEY	CRAIG	8
SPU	TAYLOR	ERNEST	7
SPU	SHAFFER	BRUCE	6
SRF	CHARBONEAU	ANDREW	31
SRF	DE LA TORRIENTE	HECTOR	24
SRF	GORE	JORDAN	21
SRF	HELMICK III	DAVID	19
SRF	INGE	RONALD	14
SRF	CROWE	MICHAEL	13
SRF	KLEBECK	TOM	7
SRF	LADONICZKI	BILL	7
SRF	STAWARA	DAVID	7



SRF	WITHAM	ROBERT	6	SSB	MAGERO	JIM	18
SRF	ATKINSON	BRIAN	5	SSB	URSO	JILL	18
SRF	HELMICK	DAVY	5	SSB	OLEWINSKI	RON	13
SRF	SEVERINO	BUDD	5	SSB	SANDARGAS	VICKY	13
SRF	BLEDSE	J. RONNIE	4	SSB	ARMSTRONG	DEREK	5
SRF	SEVERINO	FRANK	3	SSC	MC CAUGHEY	MARK	21
SRF	ROBINSON	MICK	2	SSC	RUSSELL	LUKE	21
SRF	MARINO	KEN	1	SSC	SANDARGAS	VICKY	6
SSB	THEEN	AUSTIN	24				
SSB	THEEN	DAVID	24				

IMPORTANT INFORMATION ABOUT THE DRIVERS SCHOOL IN APRIL:

The Drivers School is two weeks after the May National, as of the date of this publication's release to the press, the entry form is not ready. Entry forms will be available for download at www.cfrscca.net, around mid April. Any questions regarding the school and registration should be directed to Robin Ragaglia at www.cfrreg2@aol.com or phone 407-568-6902.



CENTRAL FLORIDA REGION
The Daytona Classic
National and CFR Enduro Races
Daytona International Speedway
Sanction Nos. 07-N-10-S and 07-RS-37-S
May 5 and 6, 2007



Entry Fee: National\$190
Entry Fee: Enduro\$215
Both events:.....\$300
Additional Fees:
SRF, FSCCA\$10
Paper entry.....add\$20
Late Fee: online after 4-29-07 \$50
Late Fee: paper entry after 4-25-07 \$50
Late Fee: all rec'd after 5-2-07..... \$100
2nd Driver (Enduro Only)..\$35

Held under
2007 SCCA General Competition Rules

Register ONLINE at www.DLBRACING.com
Paper (mailed) entries postmarked after April 25th will
be considered late. **Do not send entries by any**
method that requires a signature upon delivery.

If submitting a paper entry via the mail
complete all spaces, except those labeled Official Use Only

Make checks payable to:
Central Florida Region - SCCA
Mail to: Robin Ragaglia
19214 Timber Pine Ln
Orlando, FL 32833

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

Contact: Robin Ragaglia
email: cfreg2@aol.com
407-568-6902(no calls after 9pm)

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 month is set to May 2007 and that you are searching on Central Florida Region, All event types. If running both the National and the Enduro, you will need to register for each event.

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 the car number you want is not available, check back into the DLB site after permanent numbers, not taken, are released. Read the supps to find the date this will happen. It's easier to change it before you get to the track.

If you have a permanent number, and it is not available, register with any available number, then email Robin at cfreg2@aol.com to establish the number assignment to your DLB account.

If you need further assistance using the program, or do not have internet access and need to obtain a paper entry, call or email Robin at cfreg2@aol.com, 407-568-6902.



CENTRAL FLORIDA REGION
National and CFR Endurance Races
The Daytona Classic
May 5 and 6, 2007
DAYTONA INTERNATIONAL SPEEDWAY
Sanction Nos: 07-N-10-S, 07-RS-37-S



Table listing roles and names: Chief Steward (Fred Schmucker), Asst. Chief Steward-Safety (Leland Miller), Regional Executive (Rick Balderson), Registrar pre-race (Robin Ragaglia), etc.

- Group 1: SRF, FV, F500 -National Race 1
Group 2: DP, EP, FP, GP, HP, GTL, SSB, SSC, T3 National Race 2
Group 3: SM National Race 3
Group 4: - FA, FC, FM, CSR, DSR, S2, F1000, FF, FSCCA National Race 4
Group 5: GT1, GT2, GT3, T1, T2, BP, AS, ST National Race 5
Group 6: SM, ITB, ITC, SSB, SSC - Enduro 1
Group 7: ITR, ITS, ITA, IT7 - Enduro 2

Friday, May 4, 2007

2:00 - 8:00 Registration - enter at Gate 40, off of Williamson Blvd.
Late Entries - at discretion of Chief registrar
2:00 - 8:15 Tech - adjacent to registration location

Saturday, May 5, 2007

7:00 - Noon Registration
7:30 - 11:30 Tech Inspection
8:00 Qualifying 25 Mins each - Groups 1 thru 5, running consecutively
Qualifying 30 Mins each - Groups 6 and 7, running consecutively with breaks where needed and a 1 hour Lunch Break/Drivers Meeting as close to Noon as event progression allows.
Qualifying 20 Mins each - Groups 1 thru 5
Race 1 - National 1, 13 laps
5:00 Secure Course
5:30 Social Event

Sunday, May 6, 2007

7:00 - 7:30 Motorsports Ministries Chapel
7:00 - 10:30 Registration - Tech inspection as needed and coordinated with Chief of tech.
8:15 National Races 2 thru 5, 13 laps each, Running consecutively
1 hour LUNCH BREAK
Enduro 1 Group 6 - 90 Mins Worker Break
Enduro 2 Group 7 - 90 Mins
5:00 Secure Course

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

Parking inside the Speedway on Friday night will be allowed until 30-45 minutes before darkness. After completing registration and tech proceed to the staging area. You will be escorted through into the speedway. This is for drop off only. You will not be permitted to stay and work on your car.

SUPPLEMENTARY REGULATIONS

Sanction Nos. 07-N-10-S and 07-RS-37-S

This event is held under the 2007 General Competition Rules, based on the 2007 GCR and Category Specifications, as amended for 2007 per "FASTTRACK" and the CFR Enduro rules. Enduro rules can be found on the web at www.cfrscca.net. These supplementary regulations apply to the sanctioned events listed above, sanctioned events shall not be considered as separate events for purposes of interpreting these regulations. Updated event info available at www.cfrscca.net.

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 pre-race Registrar, Robin Ragaglia, 19214 Timber Pine Lane, Orlando, FL 32833. Make checks payable to Central Florida Region, SCCA. Second driver (Enduro ONLY) must submit separate entry form and \$35 fee. Second drivers added, or changed, at the track, will be assessed a late fee. The \$25 garage fee is payable with entry. If you do not have a confirmed garage, please pay the garage fee by separate check 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. Do not mail entries/checks by any method that requires a signature upon delivery. Registration will be held at the west parking lot, enter at gate 40, Entrance is from Williamson Blvd.

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, loss of garage assignment, and/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 a VIP pass at the membership window for \$5.00. VIPs are not allowed in hot areas. Workers, guests, & CREW must sign for their own passes, and must arrive while registration is open. SCCA members (non-workers) must present a valid membership card for admission. Workers and members are limited to one guest each. Worker license and membership card must be presented at registration.

DRIVER ELIGIBILITY: Drivers must be a member of the SCCA. A current SCCA National or SCCA Regional license or a valid SCCA Novice Permit is required to participate in the regional portion of this event. You must have a current National license to participate in the National races. If you do not have the proper credentials it is your responsibility to contact the Registrar prior to the event.

DRIVER CHANGES: Changes made at the track, or second drivers registering at the track, will be assessed a \$100 late fee.

LIGHTS ON BANKING: Flashing yellow lights are located at NASCAR Turns 1,2,3 and 4 and also at the Start stand. When illuminated, they have the same meaning as double yellow (full course) situation.

CAR ELIGIBILITY: Competition is open to all cars conforming to the GCR, as amended. IT7 will compete under the SEDiv approved rules.

COMPETITION NUMBERS: SEDiv permanent numbers will receive priority assignment when possible, depending on class groups, for entries received by the registrar by April 25, 2007.

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

SCALES: Scales will be available at Tech Saturday from 10:00 am – 3:00 pm. Scales will not be available for other participants during impound. Scales will be made available at other times at the discretion of the Chief of Tech.

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

GARAGE SPACES: Garage spaces will be assigned on a first come, first served basis. Garage spaces will only be assigned for race cars and only upon receipt of paid entry. The Registrar will assign the spaces and the Paddock Marshal will strictly enforce garage assignments. Only one race car will be allowed per garage.

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

Failure to cooperate with speedway personnel or CFR officials will result in expulsion from the premises.

GRID: Cars arriving to the grid after the group has been released must enter the track from pit lane entrances accessible through the garage areas. Absolutely no scrubbing of tires from the time you leave the grid until you have passed the splitter.

SOUND CONTROL: Sound readings will



be posted near TECH.

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

TIMING & SCORING: All cars are required to have a fully operating AMB transponder.

BUMP DRAFTING: Competitors observed bump-drafting will be referred to the Operating Stewards for review and/or penalty.

ENDURO RULES: This event will be conducted under the CFR Enduro rules. Additionally, cars with more than one driver registered for the Enduro will be able to change drivers during the qualifying session. Minor repairs, no refueling, will be permitted on pit lane during the qualifying session provided extreme caution is used while working on pit lane. Pit Marshals may determine whether caution is used and discontinue any activity during the qualifying session that they deem unsafe. The car will be placed on the grid as qualified, regardless of which driver actually qualified the car.

RESULTS: A courtesy copy of qualifying and race results will be posted at Tech. Final Results will be posted at the Timing and Scoring Building where drivers may obtain a copy of the final results. If results are not final before the track facility closes on Sunday, results will be mailed to competitors of those groups for which final results were not available. Additionally, final results will be posted to the CFR website, www.cfrscca.net, no later than 7 days following the completion of the event.

COURSE: Daytona International Speedway is a 3.54-mile road course. All races will start at the start line located at the tri-oval area and FINISH AT THE STRIPE IN FRONT of TIMING AND SCORING. At the

start of each race, through the completion of the first lap, no vehicle shall pass below the yellow line in the tri-oval area. The official length of Pit lane is 1,600 feet. The length of pit entrance, pit lane and pit exit road (combined) is 3,202 feet. This event will utilize the new "short chicane."

PIT LANE: Enduro pit assignments will be coordinated by the Pit Marshals. Pit lane speed limit is 40 mph, for all sessions. Failure to comply may result in penalty imposed by the Operating Stewards.

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

PROVISIONS: The Speedway Gas Station and Concession stand will be open. For GOODYEAR, contact COMPETITION TIRE SOUTH (904) 274-5332; HOOSIER, contact APPALACHIAN RACE TIRES (865) 681-6622. Safety Equipment and racing products, contact SAFE-QUIP (813) 643-7222. Do not leave used tires at the track.

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

TROPHY: Trophies will be awarded in accordance with the GCR. Trophies will be distributed at impound, or as otherwise announced, and may be distributed in advance of posting of final results.

PHOTOGRAPHY: No footage or images obtained from the Premises may be reproduced, sold, broadcast, commercially exploited, or distributed without a separate written license agreement with ISC Licensing, which may include additional licensing fees, authorizing such use.

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

GENERAL RULES: Parking and traffic flow regulations are incorporated in these regulations by reference and can be found on the web at www.cfrscca.net. Animals are not allowed on Speedway premises. Camping on speedway premises is not allowed. The consumption of alcoholic beverages in the facility is forbidden until all racing activities have concluded for the day. Please note that golfcarts, 3 wheel and 4 wheel ATVs may be operated in the paddock area provided they are used in a safe manner and operated ONLY by licensed drivers. At no time are motorcycles, bicycles, scooters, skateboards, etc. to be operated inside the Speedway. No person will be admitted into the raceway without the proper credentials. ALL PERSONNEL (Race Teams & Workers) must be out of the paddock area and have premises ready to shut down ONE HOUR after the last checkered flag of the day, BOTH Saturday & Sunday.

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

**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 foot 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



Shots From The "Cabin Fever Cure" Regionals at Sebring

Bill Martin

A gaggle of Spec Racers in Turn 1.



Another Formula group headed for Turn 9.



Bill Wald leads a Formula group into Turn 9.



David Ellis-Brown with his new ITB leads in Turn 8.



Tom Green suffers a mis-direction in the early going.



You can't go anywhere these days without hecklers in the peanut gallery.



Jon Swanson exiting Turn 2.



A Racecar ballet in Turn 8.



Picture Pages



It gets lonely when your car lets you down out on track.



Alain Nadal and his beautiful SportsRacer.



Neil Pozzi around Turn 2.



Matt Miller in Turn 1 a la NASCAR.



Lee Arnold and Bruce Perra negotiate the "safety pin".



Action in Turn 7.



Close racing between John Sandy #5 and Carl Goutell #6.



On track incidents kept the Starter's Stand busy.



Henry Gilbert's Corvette expired in a huge plume of steam.



Greg Cecil #19 shoulders his way through in the "safety pin".



Carl Goutell's day ended in Turn 8.



Matt Griffin hustles his GT1 through Turn 1.



The FVs of Robert Frassetto #22 and Mike Shiffer #29 in Turn 1.



Tony Ave put on a driving clinic in his beautiful GT1 Corvette.



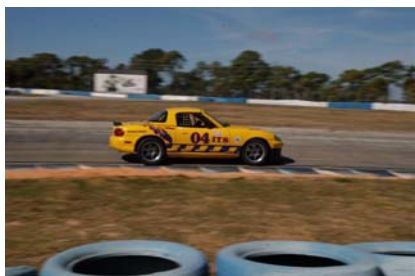
Another pack headed for Turn 9.

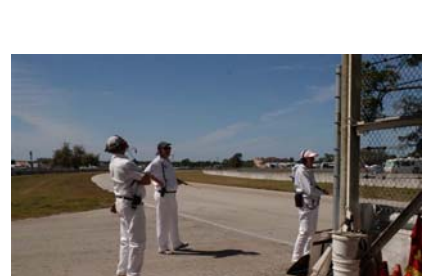




Cabin Fever Cure Racing and Some Slip'N Slide Action

Darryl Gray









Practice at Sebring

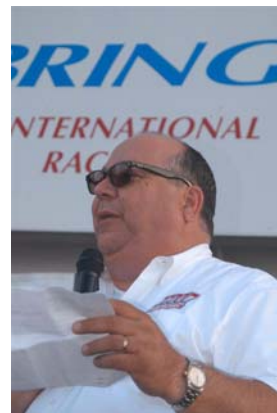
Darryl Gray





World Challenge and Other Rainy Events at Sebring Darryl Gray



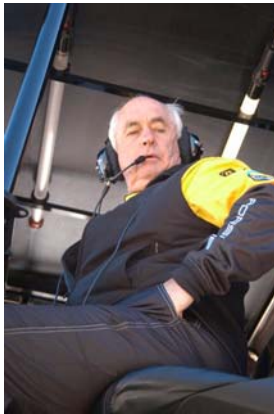




Mobile 1 12 Hours at Sebring

Darryl Gray





Flag Ravings

Sally Larson

THE SUPER SARRC: Huge fields were the result of at least 374 cars entered for the event. The lure of winter racing, and some resurfacing at Road Atlanta that necessitated cancellation of a race there, brought some of our northern brethren down to join us. The groups were so large that, for the races, we had to call the last car in the pack around for the Pace Car. There was some great racing all weekend and absolutely perfect weather. We didn't freeze, sweat or drown. Lots of close encounters of the crunch kind, but, to my knowledge, no injuries of the human kind. By and large, communications were really good, despite some network problems. We do need to remember radio silence for call arounds so Black Flag and Start are given enough time to signal cars and also when the Tower needs to know where a specific car is. Good work by Turns 8 and 11 for their calls as a last resort. Also remember to keep your calls to a minimum when another turn is working a serious incident - If you have a minor incident or spin and continue that really needs to be reported, just write it down and give a delayed call when the net clears. I did have one classic 'what goes around, comes around' however. At one point, Control became garbled in their transmission and the net went down momentarily. From having had 'turn off your radio, disconnect the headset, plug it back in, turn your radio back on and speak up' said to me so many times in the past, I did so want to return the favor when our illustrious Flag Chief was serving as CC - but I refrained. Instead I managed to disgrace myself by calling in as Turn 1 instead of my Turn 2 a number of times. I seriously considered asking that the turn be renumbered, because I sure was never going to get it right!

Special thanks to Miki Bruno for the goodie candy given to the turns ... it was a welcome change from sucking on clouds of dirt! Ms Miki, driver of ITC #47/ red is a long standing Corner Worker buddy who remembers her CFR Corner Worker roots!

GOT POWER? For those of you ... me being one, who use personal scanners when working a race, here are some tips on how to boost your batteries and squeeze more power out of alkaline batteries. Before you race, erase. We all know to twist them around in place to provide better contact, but here's an added method. Rub a pencil eraser on the battery terminal and in the battery compartment to reduce residue, and oxidation and improve battery performance. I have an added trick which is not as hygienic, a little spit on the terminal and a brief rub on your jeans may help ... just don't let anyone catch you doing it. Next, use matching batteries. I know it looks like the battery people are just trying to sell batteries but, combing an old battery with a new, charges the old one from the new and can cause problems. For best performance, use the same brand of battery and replace all of them at once. (Hint, check your gear bag and carry a spare set - you only need them when you don't have them), The 'refrigerate batteries to preserve their life' is a myth. Keep them at room temperature and they should last years. It's also good to deep discharge rechargeable batteries, aka leave your scanner on for a day after you get home and then charge them fully before you work the next race. There's a complicated reason dealing with 'memory' but I can't remember it. I just know it works.

REMEMBERED ALWAYS: It's been over a year since we gathered at Sebring for the memorial service for Bob Sager. We think of him every time we see the equipment truck and every time we work Sebring Turn 2/10 or Daytona Turn 3. His legacy is carried on by Rich Kasson and all the event flag chiefs who worked with and for him. Bob was a Chief, a friend, a confidant and the lifeblood of F&C. Our hearts also go out to all the good CFR people we've lost over the past few years, to their families and to all those who are currently battling serious illness. Life is precious and we appreciate all of you.

REGISTRATION NOTES: For Workers, Crews, and Guests - Remember you must register and sign both CFR and Track Waivers before entering the track. Registration is usually from 5:30 pm to 8:30 pm Friday nights and from 7:30 am to 11:30 am Saturday mornings and 7:30 am to 11 am on Sunday mornings. If a gate guard does not have the proper waiver forms available, you may not be allowed to enter the track. We encourage spectators and participants to join us, and we sure don't want to have to turn anyone away.

TRUE COLORS: For the upcoming Drivers' School at Daytona in May, a reminder to Students, Crews, Driving Instructors, and spectators, that color is a factor at the Driving School, as well as at any race. If you're going to be near the track, please don't wear yellow, black or red clothing or use umbrellas with those colors - you'll look like a flag. This can be confusing to Drivers, especially

Columns



Students, who are trying to remember their flags. It makes it easier on everyone and avoids Workers having to chase you down to ask you to stay back. Be sure to read the sups with your

registration form which also state no shorts or open toed shoes in hot areas like the Pits...and keep children out of those areas for their own safety. Good luck to all involved in the School.

BEST WISHES FOR A SPEEDY RECOVERY: go to the wife of our Chaplain Steve who was discharged from the hospital just before the February event.

Ted's Technology, Trivia & Tidbits

Technology and Business:

Road toll in the UK

£500m (~\$1b) Annual cost of crashes by uninsured drivers

£1,000 (~\$2,000) Maximum fine for driving without a valid tax disc (registration)

50,000 Uninsured vehicles seized by police in 2006

1,338,000 Untaxed (unregistered) cars in 2006 - up from 851,000 in 2004

Uninsured drivers in the UK are ten times as likely as insured drivers to have been convicted of drunk-driving, six times as likely to drive a non-roadworthy car and three times as likely to have been convicted of driving without due care and attention.

The UK government's proposal to introduce road pricing will mean every car owner having to purchase a tracking device for each car they own (including classic collections, one assumes) and paying a monthly bill to use it. The tracking device will cost about £200 (~\$400) and, in a recent study by the BBC, the lowest monthly bill was £28 (~\$56) for a rural florist and £194 (~\$380) for a delivery driver. A non working mother who used the car to take the kids to school paid £86 (~\$172) in one month.

On top of this massive increase in tax, cars will (of course!) be tracked and each car's whereabouts known at all times. It will also be possible for a car's speed to be monitored constantly, and fixed penalty notices or advice of intended prosecution issued with monthly bills.

The first Rolls-Royce Phantom Drophead Coupé destined for the United States has been bought at a charity auction held during the annual Naples Winter Wine Festival in Florida

for \$2 million by a local resident, whose bid makes the 2008 Phantom Drophead Coupé the most expensive new car sold in the US.

Toyota builds more than 1 million vehicles a year in the U.S. at 10 plants that employ 33,500. It also imports nearly 1 million cars a year from Japan, including the Prius hybrid. Toyota actually sells more cars in the U.S. now than it does in Japan. 60% of its profits now come from North America.

Audi officials, at a roundtable discussion at the recent North American International Auto Show, admit they're considering doing away with the stick shift for its mainstream U.S. models.

The EU (European Union) in Brussels is getting NASTY with car makers and it could spell trouble for the US as well because there will a need to harmonize the designs in order to be profitable. Motorists are to be forced to change the way they drive to help car manufacturers to meet strict new emission targets, the European Union announced in February. All new cars will be fitted with devices that tell drivers when to change gear, what speeds to drive, emergency braking systems will deter excessive use of brakes/accelerator, "Stop-go" technology will switch off an engine at traffic lights or when the car is stationary. Engines will turn on again when the accelerator is pressed. Also included is a warning system for times when it is necessary to pump up their tires. The introduction of new technology to reduce greenhouse gas emissions, ordered by Brussels could add more than €6,000 (~\$7,800) to the price of a typical family car. The measures will apply to all cars sold in the European Union, including those made in Japan, the US and China. There is still some SMALL hope for

Ted Glaser

"enthusiasts" as the proposals will be debated by the European Parliament before going to heads of government for a final decision. Implementation is projected for 2009 but it is not considered a realistic plan by manufacturers.

Mini could soon start selling more cars in the US than the UK, historically its number one sales market, if the US sales staff has their way.

Mini now outsells Porsche, Jaguar and Saab in volume terms in America, while the model mix remains rich - 52% of US sales are for top-of-the-range Cooper S models, compared to a worldwide average of 31% for the Cooper S. Last year more than 39,000 of the 188,000 Minis sold worldwide were sold in America. In the longer term, they appear intent on becoming the number one market in the world.

Last year's sales were down on 2005's record year, as global Mini supply was limited by expansion work at the Oxford plant. But this year Mini should see record sales again, as capacity has been upped to 240,000 units per year from 200,000, and the launch of the new-generation Mini will give sales shot in the arm.

Italian cars, such as those produced by Fiat and Alfa Romeo, are most likely to be broken into, while American vehicles are the most stolen, figures from Admiral, the UK car insurance company, found, based on 180,000 cases of car crime. The second-most likely to be broken into are French.

The Ferrari car company is doing very well financially at the moment, having just announced a profit of \$240m for the last financial year, an improvement of 16% on last year's numbers. Turnover increased to \$1.9bn thanks to the introduction of the F430, 612 Scaglietti and the 599 GTB Fiorano



models with sales rising to 5671 cars. Sales in China doubled, helping to push up Asian sales by 15%.

The FIA has decided to push back new ideas it was planning for Formula 1 in 2010 because it wants to discuss the new plans for engines in 2011 and coordinate these with the ideas under discussion. The rules include a proposal to standardize or partially standardize aerodynamics, which was opposed by many of the teams (too NA\$CARish ?). In addition there were plans to use waste heat to help propel the car.

The negotiations will now move on to what kind of engines should be used and the FIA can - in all likelihood - forget about attempts to standardize aerodynamics, something which cuts at the very heart of the sport. Engine and tire development have been frozen and engineers are arguing that there must be technologies which can make a difference in order that F1 retains its status as the cutting edge formula. The delay means that the discussions can now move on to ways that aerodynamics can be made road-relevant.

Trivia:

George Lister & Sons Ltd is one of the oldest companies in Cambridge. In 1890 George set up a small company offering an engineering service. It grew and prospered in the first half of the 20th Century into a medium sized organization.

In 1954 Brian Lister, grandson of the founder, wished to gain the Company some publicity through the medium of motor racing. He produced a car for his friend and fellow competitor Archie Scott Brown to drive and another friend, Don Moore, to tune. The combination of Lister, Scott Brown and Moore was an immediate success. Less than 50 cars were made between 1954 and 1959 but these cars have won or been placed well over 2000 times world-wide since then.

George Lister and Sons Ltd are still in business making capital equipment

and components for many companies in this, their 117th year of operation.

The Lister marque is now represented by Lister Cars of Leatherhead who are having similar success to the original cars on circuits throughout the world.

Anniversaries:

April 06, 1934 Ford introduces whitewalls

The Ford Motor Company announced white sidewall tires as an option on its new vehicles at a cost of \$11.25 per set. Whitewalls soon became associated w/style & money. By the '50s, whitewalls were standard on many cars, & it would be hard to imagine a '55 Corvette w/out a corresponding set of whitewall treads. The popularity of whitewalls continued well into the '60s. Car companies offered different width white bands in a race to make their whitewalls whiter. Henry Ford was never known as a fashion revolutionary, but he was onto something w/the whitewalls.

April 17 1964 The Ford Mustang was announced. Jay Leno says "That was a real American version of a sports car. It had such an impact because it was a reasonably practical car that middle-class people could buy. At the time, and this shows you how provincial Boston was, there was a bestselling book called Sex and the Single Girl by Helen Gurley Brown. And Mustang had an ad - they were trying to sell six-cylinder Mustangs to secretaries - and the ad was "Six and the Single Girl". The Boston newspapers wouldn't publish it because they thought it was too racy."

In the 1962 James Bond film "Dr. No", 007 drives a Sunbeam Alpine w/wire wheels & special-ordered 5" white-wall tires. The Sunbeam Alpine was a small but stylish sports car which James Bond drove in Jamaica for the film. Altho it contained no special modifications, it was of great help to Bond during the mission. On his way to Miss Taro's house, Bond got into a chase w/the three (3) blind assassins in a hearse. Bond out-maneuvered the

hearse, sending them off the face of a cliff.

Crystal Ball:

2007 - In late spring, Mazda will begin retailing its first hybrids - versions of the redesigned '08 Tribute cross/utility vehicle. Volumes will be low, probably less than 1,000, but it will depend on demand. The HEV is built by Ford Motor Co. alongside assembly of the Ford Escape and Mercury Mariner HEVs.

The Tribute HEV is powered by a 2.3L 4-cyl. Atkinson-cycle engine making 133 hp at 6,000 rpm and 124 lb.-ft. (168 Nm) of torque at 4,250 rpm. The electric traction motor adds another 94 hp (70 kW) at 5,000 rpm. Combined output is 155 hp

2007 - A Formula 1 test at Spa has been given the go-ahead with the teams heading to Belgium immediately after the British GP for three days of running. This will add to the pressure in that part of the year when there are six races in nine weekends. The test has come about because Spa is now a permanent circuit rather than closed public roads and teams want to see the changes that have been in the recent rebuilding that was demanded by the F1 authorities. This means that several corners have been reprofiled and teams want to see the effect of these changes.

The organizers are delighted as this will give them more chance to earn money from the F1 activities and will get interesting going in the run up to the race.

2008 - Pirelli Competizioni has entered into an agreement with Grand-Am under which the Italian manufacturer will supply its P Zero Racing tires to the teams competing for the Grand-Am Rolex Sports Car Series presented by Crown Royal Special Reserve during the three-year period from 2008-2010. The series current run on Hoosier tires.

See you at the races!



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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.

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Call the Topeka office (1-800-770-2055) to notify them of your change. *Checker* mailing labels are generated from the region records, and the region records are updated by the list from the national office in Topeka. Because of delays in receiving those updates you may experience a delay in the receipt of your *Checker*. You may also experience delays if *The Checker* mailing labels were produced prior to your notification.

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