

# *The Checker*

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Central Florida Region  
Sports Car Club of America  
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*A power pack headed to Lap 2 of the ALMS  
Acura Sports Car Challenge at  
St. Petersburg*



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[www.CFRSCCA.net](http://www.CFRSCCA.net) (interactive site)  
[www.CFRSOLO2.com](http://www.CFRSOLO2.com)



## 2007 Event Schedule

**NOTE:** The events listed here were copied from the [SEDIV Racing site \(sediv.com\)](http://www.sediv.com). 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](http://www.ccrscca.com)  
 13-14 Kumho Tire 12 Hour Race Fla Homestead [floridaregionscca.com](http://floridaregionscca.com)  
 21-22 PDX/Track Trials NCar Rockingham [www.ncrscca.com](http://www.ncrscca.com)  
 28-29 Jim Stark-SARRC/SARRC Bucc Roebling [www.buccaneerregion.org](http://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](http://www.ncrscca.com)  
 12-13 Palm Beach Classic/SARRC Fla Moroso [floridaregionscca.com](http://floridaregionscca.com)  
 26-28 Memorial Monster SARRC/SARRC ECR/CCPS CCar Carolina Motorsports Park [www.ccrscca.com](http://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](http://www.atl-scca.org)  
 9-10 Driver's School/ECR/ECR/FES Fla Homestead [floridaregionscca.com](http://floridaregionscca.com)  
 16-17 SARRC/ECR/CCPS CCar Lowes' Motor Speedway [www.ccrscca.com](http://www.ccrscca.com)  
 30- Jul 1 PDX/CCPS NCR Rockingham [www.ncr-scca.com](http://www.ncr-scca.com)  
 29 - Jul 1 Lou Ella Cook Double National SEDiv Roebling [www.sediv.com](http://www.sediv.com)

### 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](http://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](http://www.blueridgehillclimb.com)  
 11-12 **Regional Race - Sebring Long Course**  
 National/CCPS/PRO IT NCR VIR [www.ncr-scca.com](http://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](http://www.atl-scca.org)  
 8-9 Restricted Regional Bucc Roebling Road [www.buccaneerregion.org](http://www.buccaneerregion.org)  
 15-16 Fall Festival PDX CCar Carolina Motorsports Park [www.ccrscca.com](http://www.ccrscca.com)  
 22-23 SARRC Invitational Challenge SEDIV Roebling Road [www.sediv.com](http://www.sediv.com)  
 29-30 Regional/FES Night Enduro Fla Moroso [floridaregionscca.com](http://floridaregionscca.com)  
 29-30 Divisional HillClimb TVR Scottsboro, AL [www.crowmountainhillclimb.org](http://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](http://www.scca.com)  
 27-28 2008 SARRC/2007 ECR/CCPS NCR VIR [www.ncrscca.com](http://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.ncr-scca.com](http://www.ncr-scca.com)  
 3-4 Track Trials Bucc Roebling Road [www.buccaneerregion.org](http://www.buccaneerregion.org)  
 9-11 ARRC/PDX Atl Road Atlanta [www.atl-scca.org](http://www.atl-scca.org)  
 17-18 2008 National Fla Moroso [floridaregionscca.com](http://floridaregionscca.com)  
 24-25 2008 SARRC/2007 ECR CCR Carolina Motorsports Park [www.ccrscca.com](http://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 between locations on the 3rd Thursday of each month. Dinner at 6:00PM, meeting at 7:00PM — east side location is Sea Treasure Restaurant and Lounge on US 1 north in Edgewater ;

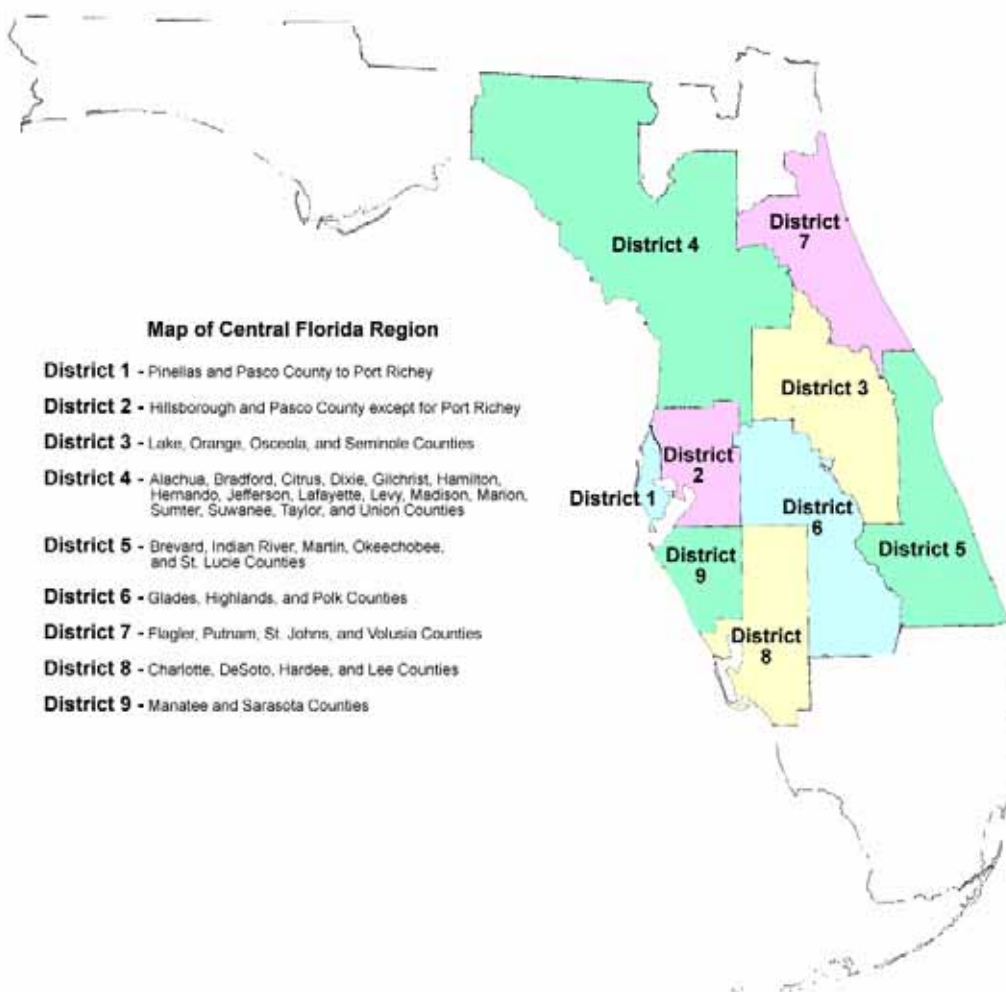
west side is Stavros, 155 S. US Hwy 17-92, DeBary. Contact district governor for directions.

**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.



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## *Welcome New Members!*

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

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### **District 1**

Terry Buchaus, St. Petersburg  
James Lutich, Palm Harbor  
George Lutich, Palm Harbor  
Allison Lutich, Palm Harbor  
Sheri Lutich, Palm Harbor  
George L Lutich, Palm Harbor  
Daryl Naskale, Kenneth City

### **District 2**

Amarilys Hernandez, Tampa  
Michael Lansford, Tampa  
Mark Hornick, Riverview  
Brad Hosmer, Brooksville  
Dr. Robert C Henderson, Tampa

### **District 3**

Jeff Davis, Orlando  
Thomas Pisello, Winter Park  
Dareold Ziesmer, Apopka  
Dennis Gilley, Howie in the Hills  
Chris Kennedy, Orlando  
Keith Jones, Orlando  
Casey Gregoire, Oviedo  
Scott Connaker, Orlando  
Pedro Castillo, Orlando  
Bob Baker, Eustis

### **District 4**

Steve Boyd, Dunnellon  
Grant Beaty, Gainesville  
Marcel Verrando, Ocala

### **District 5**

Suzanne Washuta, Stuart  
Scott Perry, Port St Lucie  
Richard Sneed, Ft Pierce  
Frank Gepfrich, Sunrise

### **District 6**

DISTRICT SIX  
Suzi Marquardt, Lake Placid  
Joe Natale, Sebring  
Harold Perry, Sebring

### **District 7**

Gerald Ruffino, Port Orange  
Patricia Ruffino, Port Orange  
Evan Ruffino, Port Orange  
Eric Ruffino, Port Orange  
Erik Ahlgren, New Smyrna  
Larry Morgan, Port Orange

### **District 8**

James Wheeler, Jr., Lehigh Acres

### **District 9**

Troy Thiem, Sarasota  
Robert Hanson, Sarasota  
Lora Lei Hanson, Sarasota  
Winston Hanson, Sarasota  
Olivia Hanson, Sarasota  
Wolfgang Schulz, Bradenton

### **Out of Region**

Keith Forbes, Miami  
John Haddon, Long Boat Key

Club News





## District News

### District 1

The April District 1 meeting saw well over 40 members, guests, and newcomers join us at 'QUAKER STEAK & LUBE' in Clearwater. For the first time in several months, District Governor Gary Steffen was present to assume his traditional role as 'emcee'. It was nice to see him return. Gary reported that his absence had been due to a temporary career change; he has now decided he prefers just not to work.

Primary topics of conversation were CFR's recent activities in support of Pro racing in the region, and in particular the great worker turnouts we hosted at both the Sebring 12 Hour and the St. Pete Grand Prix. Officials from both major pro series we supported at those events (IMSA/ALMS and the IRL) noted their appreciation for the quality of professional 'service' which the Region routinely delivers. We always feel proud of the work we do at 'our' pro events, but it's nice to have this validated. CFR's organization effort for the St. Pete Grand Prix is always a challenge due to a variety of factors. Somehow, everything came together for the event, and we were able to

provide our race staff with shuttles, a great meal (thanks Dawsons), and even extended registration hours early on Thursday, thanks to the effort of Bill and Fran Martin. Their contribution made a positive difference for everyone and was gratefully acknowledged.

Sammi Ronshausen, who manages the CFR membership booth, reported that we obtained valuable exposure for the Club at St. Pete, with this was the most successful year ever. Our Regional Executive, Rick Balderson, spent several hours in the booth, and Ken Hazleton was generous in letting spectator kids have their pictures taken behind the wheel of the Number '63 Corvette - a gesture which made lots of friends for the Region. Over the years, a large number of CFR members have found their way to our club through the St. Pete membership booth; 'Looks like that trend will continue thanks to Sammi and the gang.

Gary reminded everyone that the BoG is pursuing action to improve electrical supplies in the Sebring compound, and that an investigation into additional shower stalls at the building has been

authorized. He also mentioned that District 2 (Tampa/Hillsborough) is slated to host the annual meeting in December, and that the venue selected for the annual meeting will also be the site of the June BoG meeting, a closer location to the District than most for those who may wish to participate.

Rich Kasson took a moment to invite everyone to the multi-region worker school planned at Sebring for the April 14-15 weekend. The school comes at a great time for the new members who wish to become race workers. We look forward to hearing about the experience at our next District meeting. We are also excited to get 'back' to club racing at the May National in Daytona, and expect another great worker turnout with full race fields.

Gary then closed the meeting with a prayer while several attendees repaired to the patio bar.

As always, those in the area on the second Tuesday of each month, members, guests, or the merely 'curious' are welcome to join us at Quaker Steak and Lube in Clearwater.

*Dennis Joyce*

### District 3

District 3 held their April meeting at Rossi's Pizza on S. Orange Blossom Trail with Gov. Bill Martin bringing everyone up to date on our most recent activities.

CFR again provided successful support for the Sebring 12 Hour event. Weather proved challenging as Thursday night and Friday saw heavy rains and winds. The Vintage Group could have used outboard motors. Fortunately, by Saturday, the cool front brought almost perfect weather and we watched some of the most competitive racing in some time - especially the GT finish. We had a weekend to catch our breath and then were off to St. Pete for

the Honda Grand Prix street race.

This year, there was no SCCA World Challenge race but ALMS provided plenty of excitement as did the Indy cars. Street race venues are challenging but as always, our hardy core of workers came through and were on station early - 7:30 AM most mornings and late - Saturday's activities didn't finish until 8:30 PM. Makes for long days, but the Dawson's Lunch Bunch and Ted and Bill (Beverage) saw to it that everyone got lunches, water, sodas. Prime rib and marinated chicken for our Saturday night dinner, plus adult beverages and door prizes made the late hour

bearable. Thanks to IRL, ALMS, IMSA, Ted Glaser, several of the teams and Ron & Jean Sharp for the donations and to all of you individually who contributed to a successful Regional effort.

Our annual Workers School (which will be over by the time you read this) is being held April 14-15 at our Sebring compound. Thanks to Hollye LaPlante, Berta Sager and everyone else who donated yet another weekend to our Region. If you missed this one, make a note on your calendar not to miss the one next year. This is always a great time for new members to learn about our specialties and for

*Fran Martin*

experienced workers to get a refresher course.

We expect the usual 300+ entries for our May race at Daytona. Just to see if

## *District 7*

Hello everyone in District 7. We continue to meet the third Thursday of each month and alternate meeting places between the east and west sides of Volusia County. We are still using Stavros Pizza in Debary on the west side but for our May meeting on the 17th we will try a new place. It is the Sea Treasure Restaurant and Lounge on US 1 north in Edgewater just a short distance south of SR 44 and US 1 in New Smyrna Beach. It is on the left (east) side at the corner of

you are paying attention, our April Driver's school will be in May (at Daytona), and our August Daytona race will be at Sebring.

US 1 and Evergreen Avenue. Their phone is: 386-423-5080. Our former location, The River Grille on the Tomoka, instituted a minimum requirement of 20 people to use their private room and we rarely have that many. My wife and I have eaten at the Sea Treasure and it was good. They have a broad menu and a full bar. We will be using a private room at the back which should work out well. We will try it and see how we like it. As usual, we will have dinner off the menu as we

We ended our meeting with some lively discussion around racing schedules and parking.

See you at the Races!

*Steve Sanford*

arrive between 6 and 7 pm, followed by a "business meeting" in which we share event schedules and news, possibly plan a social event, general discussion, etc. We are still planning to have occasional speakers and will try to get the word out far enough in advance for you to plan to attend. As always, I welcome all input and feedback and if I can be of any assistance, please contact me.

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## *RE Report*

What a month, this certainly was a test of endurance on the part of many CFR members, Thanks to All of the participants for their individual efforts in making "our " club what it is.

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](http://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: [qreshadow@bellsouth.net](mailto:qreshadow@bellsouth.net).

This event also needs a senior management team, if you're interested, be sure to get in touch with Art.

We need a Chief Steward, a Flag Chief, Tech Chief, and a Chief Driving Instructor. And we will also need the Indians that go to make a program like this work. Corner Workers, Tech Staff, Instructors. For the PDX program instructors do not need a National Competition license.

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

Our RallyCross Chairman, Brad Gooch is hunting new sites, so if you have a lead his contact info is, Ph 407-718-

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*Rick Balderson*

4629, E-mail  
[geologydude@gmail.com](mailto: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. 100% 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. However, there was some talk of the 24 Hour junket to Vegas.

As always, your input is important, so please feel free to send me a line. 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.

Some of you may have heard, Joyce Hayward is going in for some chassis work, a new hip is scheduled for her in the near term, followed by what we all hope will be a successful rehab program. Good Luck to Joyce & Bob.



## Membership Report

This month I have some new stuff from the National Office to tell you about.

First off - when contacting the national office by email or voice mail, please include membership numbers with your requests. For example - if you were asking about John or Jack Smith? How many do you think there are in SCCA? To help the national staff get the answer you need, please do not forget to include member numbers with your request.

FIRST GEAR memberships have been revised. If you are 24 years old and younger, you can join SCCA for \$45.00. It was changed from under 21, to under 25. AND, you can now apply for and hold a competition license without converting to a Regular membership. This is a new incentive to recruit young drivers and future leaders of our club and our sport.

The Volunteer License Renewal process has been changed effective April 1, 2007.

This new process should make it a

whole lot easier to renew your specialty licenses.

Your Membership Renewal Request form is being updated to explain the license program on one side, and space for upgrade requests on the back for Divisional Administrators approval.

There is no change in the participation for renewal - 6 days for a Divisional License renewal, 8 days for a National License renewal, and license upgrade will require the Divisional Administrator's approval.

The Divisional Administrator (DA) of the specialty will receive a monthly Excel file of all the licensees in their specialty and division that will be up for renewal in 60 days.

If the DA does not want any of the licensees to be renewed at their current level, the DA must notify both the volunteer involved and SCCA Member Services. If the DA does not indicate any issues, the licenses will be renewed as soon as the volunteer

sends in their membership renewal request.

We have a May Race coming up at Daytona the first weekend - May 5th & 6th. I will be there handling Registration again. Daytona is my favorite place to volunteer at.

Right after the race, I am scheduled for hip replacement surgery. The doctor says I will have a two to three months recuperation. I hope to be back to Daytona as the Registrar for our Regional the end of September.

This means that I will not be at the Drivers School. I have been very busy issuing Novice Permits for the School. Good luck to all of you students and I look forward to seeing you at the track, perhaps in September.

During the month of May from the 9th to the 30th, I do not expect to be home, but after that I will start taking calls again, and I look forward to hearing from anyone who has membership, or Novice Permit issues.

## Letters

### To the Editor:

As certainly one of the most wealthy regions in the country, if not the most wealthy, and at least some of it due to the work of our dedicated workers for professional races, I believe it is time for the region to lower the requirements to pay for the SCCA membership of our workers to the threshold of four race weekends per year. The price of this is less than \$10.00 per day per worker. Having trained, experienced and dedicated workers to allow us to play and keep us safe ...Priceless!

Chuck Smith

### Hiya Ted (Glaser),

This is Rob from the UK, I just wanted to mail you to thank you and all the

other SCCA people for your hospitality whilst at Sebring. You all made us feel most welcome. Thanks again, Rob (Parsons)



(L-R) Rob Parsons, Nicki Fawdington, Karl Dyson & Lee Pitts. All are from the UK. Rob worked Grid for the 12hrs and Karl & Lee flagged. Nicki & hubby Adrian are CFR members and spend a few month here. They all flew home on

WED, 21 MAR.

See them again in the Fall.

### To the Editor:

Yep, that's our own Rob "Blue Mustang" Brower doing what corner workers do best -- helping drivers after they lose it on a turn.

In this case, it was IRL's Dan Wheldon at the St. Pete Grand Prix.



## *Celebration Of Life:*

Please join us for a celebration of life for Carl W. Sloan who passed away on December 23rd, 2006 in Jasper AL. Founder of SAS Racing and long time member of the SCCA.

Celebration will take place June 16th, 2007 at Tradeswind Park, (Clisdale Pavilion), 3600 Sample Rd., Coconut Creek, FL. Celebration begins at 1:00pm with lunch to follow.

We hope that you will join the entire

Sloan family and many friends in celebrating Carl's life.

Contact Info: Jackie Sloan 205-302-0151 or John Sloan 386-532-1861

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## *In Memoriam*

### *Bob Nelson*



Robert M. Nelson of Merritt Island departed this life Saturday, April 14<sup>th</sup> at Titusville. He was born 31 May 1925 in Minnesota the son of Robert G. and Sara (Olson) Nelson.

He is survived by his widow, Lillyan (Bunny); his sister, Shirley Dechaine and niece, Deborah Binns of Sun City, AZ; and three nephews, Gary Dechaine of Phoenix, AZ; Donald Dechaine of Seattle, WA and Dale Dechaine of Oneill, NE.

After 22 years of military service, he retired in August 1968 as a Major in the US Air Force having begun his military career as an Army Air Force pilot in WWII. He was on active duty during the Korean and Viet Nam campaigns. He worked for Bendix during the Apollo program and later taught mechanics at the Brevard Correctional Institute. He owned and operated Speed Sport, a sports car repair garage in Cocoa for many years.

Bob was an avid car enthusiast. He was a 50-year-member of both the

Sports Car Club of America and the Porsche Club of America being the twenty-fourth member to join that organization. As a member of the Sports Car Club of America, he not only raced, but was a dedicated worker. He held licenses for flagging and communications, driving instructor, starter and held many offices in the Region. In 2002, he was elected to Central Florida Region's Hall of Fame.

Donations may be made in Bob's memory to the Central & North Florida Chapter; Alzheimer's Association; 988 Woodcock Rd., Suite 200; Orlando, FL 32803 or the American Cancer Society; 1260 US Hwy 1, Suite 201; Rockledge, FL 32955.

From: Steve Tompkins

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## *Solo Trials Event in Gainesville*

### *Letter to Editor of CFR Newsletter:*

I would like to thank the Central Florida Region for hosting the recent Solo Trials event at the Gainesville Speedway's training facility. Garry and Cheryl Poindexter always do a great job pulling everything together to assure a successful, fun, and safe event. Even though the event was full this year, participants got lots of track time and lots of laps. That's the sign of a well organized event.

Plans are already being discussed to organize a 2008 "spring break" solo trials event at Gainesville.

Great job CFR - Thanks for being our host - Your efforts are greatly appreciated!

Steve Tompkins  
SE Div Time Trials

*(Lou Galanos and Monette Satterfield sent pictures of this event, check out the Picture Pages section of this issue.)*

### *Results:*

Driver	Class	No.	Car	Best Lap Time
BEN HALE	BS	350	NISSAN 350Z	58.936
JOE HALE	BS	352	NISSAN 350Z	59.058
RUSS CLARK	BSP	46	DATSUN 240Z	59.049
AMANDA CLARK	BSPL	146	DATSUN 240Z	63.470
PAUL CROUCH	CF	8	ELDEN PH8	78.612
BRIGITTE KNOWLES	CPL	480	MUSTANG	59.098
GENE VIERLING	CSP	68	MAZDA MIATA	58.299
JIMMY HOEKSTRA	CSP	7	MAZDA MIATA	58.968
PHIL BARONE	CSP	18	TOYOTA MR2	59.397
MARK SILER	CSP	111	MAZDA MIATA	60.016
MARK McCALLISTER	CSP	40	MAZDA MIATA	60.126
TERRY TABOR	CSP	9	MAZDA MIATA	63.466
PATSY TABOR	CSP	121	MAZDA MIATA	65.256
GEORGE BUGG	DSR	86	PREDATOR	52.100
BILL FORBES	EP	737	TRIUMPH TR4	59.727
DANNY BOYD	EP	10	TRIUMPH TR6	61.625
JUDSON MANNING	EP	87	JENSEN HEALEY	62.093
BILL SATTERFIELD	ES	4	MAZDA MIATA	61.889
MORTON STERN	FF	33	VAN DIEMAN	66.770
TOM BUCKMAN	FM	191	86 RED DEVIL	54.131
LES FRANCISCO	FM	91	RED DEVIL F440	55.149
DOUG HARVEY	FM	17	F440	56.043
STEVE TOMPKINS	FMAZDA	27	F MAZDA	57.736
BILL F. COFFEY	FP	12	DATSUN 240Z	56.101
CHRIS YEARWOOD	FS	131	MUSTANG	58.446



TROY THIEM	FS	18	MUSTANG GT	61.290
ANDRE JAMIESON	FS?	25	MUSTANG	66.835
ANNE KEMP	FSL	31	MUSTANG	63.485
CHRIS MOORE	FSP	2	TRIUMPH TR6	58.912
MIKE LOLLAR	FSP	53	200SX SE	61.980
STEPHANIE LOLLAR	FSP	57	200SX SE	62.393
MARK ROTHERMEL	FV	90	CALDWELL D13	59.764
J.D. KEMP	G PROD	13	MGB	60.572
TOM AUSTIN	GS	95	MINI COOPER S	58.560
DOUG HARVEY	GS	17	HONDA CIVIC SI	62.290
BILL COFFEY	GT2	2	DATSUN 240Z	55.472
J.K. JACKSON	GT3	20	TRIUMPH TR6	58.251
MARK GUSTAFSON	IT7	59	MAZDA RX7	61.845
MATTHEW GUSTAFSON	IT7	159	MAZDA RX7	62.430
PAMELA MARTINDALE	ITCL	18	VW RABBIT	64.796
CARY QUICK	ITGT	3	CAMARO	56.210
GLENN FORESTER	SM	209	MUSTANG	54.938
BRUCE FUNDBERG	SM	14	LOTUS 7R	55.820
BOCK FOLKEN	SM	4	CHEV CAMARO	57.858
DAVID MAZYCK	SM	5	MUSTANG	60.990
CARLOS PEREZ	SM	34	MITSUB. EVO	62.155
RICH SHAFER	SPO	82	CHEV CAMARO	56.453
DAVID MCILVANIE	XP	1	FFR MKII	53.545
CHRIS EVANS	XP	77	COBRA	64.614
G. POINDEXTER	XX	4	MIATA	62.666

### *Fastest Laps:*

Driver	Class	No.	Car	Best Lap Time
GEORGE BUGG	DSR	86	PREDATOR	52.100
DAVID MCILVANIE	XP	1	FFR MKII	53.545
TOM BUCKMAN	FM	191	86 RED DEVIL	54.131
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DA' 12 HOUR: Wow, what a stint! All in all, a truly great job by all the workers. From Flagging to Com and Safety, everyone did really outstanding work. Wednesday was good weather and routine work. Then came Thursday and Friday. We had two fronts come in, one each afternoon. Torrential rain, occasional hail and just impossible working/driving conditions. Both days brought about a halt in the day's activities.... with continuation after several hours of down time. Thursday when the weather report mentioned tornadic conditions in the area, I kept looking around for Toto and the Flying Monkeys ... only it was raining so hard you couldn't see them if they hit you in the face. They finally sent Shuttles around to pick us up and later to return us to our stations. The SVRA practice and qualifying was scrubbed and we stayed down 'til the ALMS night practice. Friday, the monsoon struck earlier, just as the Panoz race was beginning. Since nobody seemed able to find, much less stay on the track, that was also canceled and we were shuttled back to the Worker Compound. Back on station later, we finished off the rest of the races and had our usual great Friday night worker feast. Fortunately, tho' really chilly in the 40's first thing in the morning and at the end of the night, we had great weather for the 12-hour. Although there were lots of mechanical problems with cars and several crashes, the race went well and was surprisingly close between the competitors. All in all a good long weekend, and if every corner worked as well as we did at Turn 16, all corners did a great job working together, everyone came on shift on time, no hassle, no fuss and Corner Working was at its best.

THINGS I LEARNED AT THE 12 HOUR: I'm baaack - got through 4 days of work with no problems. Tho' I, like everyone else, wondered what truck had run me over, it was good to be able to get back to work again. And then there was the porta-potty patrol, using the blue rooms as shelter from the storm(s). Having been there/done that and gaining notoriety for same, I considered it again. However since there were 8 people on our turn, 8 into 1 just didn't go. We'd have set the new world record but the strong wind would have blown us over and between crushed body parts and the 'splash contents' they would have just have had to bury the entire facility. Saturday night on-station goulash is the best food ever created. Also no matter how many pairs of shoes you brought, you'll be at least one pair short and have to wear wet ones yet another day - but if you've soaked your clean whites, grab your dirty ones, dry from the previous day and go forth, not stylin' but in comfort! And, if you have a Shriner working on your corner, look out for red clown noses and assorted balloon items appearing. In our case, thanks to George from the frozen North!

KEEP IN MIND: If you have any particular comfort items you have found, be they clothing or gear, please pass them along and I'll add them to the column for the new recruits. Even things like white jeans are difficult to find as is orange rain gear (since yellow is a no-no). And, for our new member workers using scanners - here's a list of our frequencies and their channels on the CFR radios - program your scanners to match: #1 464.5250 / #2 (often used as Tac 2) 464.975 0 / #5 Usually the primary channel) 464.6750, and #6 464.8250. If you're on Channel 5 and the net goes down, try channel 2 or channel 1 since they are the usual back ups. Put a copy of the channel numbers on your bucket lids on in your gear for reference and maybe add a cheat sheet on how to program your scanner too. Most scanner programming resembles flying a 747 jet!

WORKERS SCHOOL: was scheduled for the weekend the column has to be submitted. I hope as many people as possible were able to attend, and if you couldn't, be sure to put a reminder on your calendar for next year. Do feel free to share any comments, stories about happenings (hope no one lost a pin to the fire bottle!), with me for the next column. Our e-mail address is: [sunnyday@infionline.net](mailto:sunnyday@infionline.net)

THANKS DRIVERS: for your support of the Workers' School ... you make the school possible to be held without cost to the Workers and you're much appreciated.

TRIVIA: Enroute home from the February Club Race at Sebring, we were stopped at an intersection of two county roads to allow the passage of the Florida Cracker Trail Ride from Bradenton to Fort Pierce which annually follows the route of Florida cattle drives.. Saw lots of riders, horse pulled supply wagons and all that good stuff. I must confess though, I almost got

Columns





saddle sore just watching all the riders pass and was more than happy to be in

a motorized vehicle looking at this bit of Florida history ride by.

"Til next month ,,, bless us one and all.

## Ted's Technology, Trivia & Tidbits

### Technology and Business:

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.

Britain in a jam:

- 33m Number of vehicles in Britain, up by six million over the past decade
- 25% Amount by which traffic congestion is predicted to increase by 2015
- £22bn (~\$43bn) Economic damage inflicted by congestion by 2025
- 2 miles Maximum distance of one in four car journeys

Sources: Department for Transport; Eddington Transport Study

During FEB 07 Toyota's hybrid cars (Prius and Lexus) sold 18,860 units. That was more than either Mercedes-Benz, Buick or Accura sold during the same month.

In 2006, Honda delivered 1.51 million vehicles in the U.S., a record 346,652, or 23.0% of which were shipped in from outside North America.

Toyota delivered 2.54 million vehicles in the U.S. last year, including a record 1.18 million imports, for a 53.6%/46.4% domestic/import mix.

Worldwide Mini sales slipped 6.2% in 2006, to 188,000 units. The U.S. saw its sales decline by 700 units

A new leather-tanning process has been developed for BMW's fourth-generation 3-Series convertible. It features leather interiors with Sun Reflective technology. Leather pigments are infused with a metallic component in conjunction with the tanning process. This specially treated leather reflects sunlight's infrared radiation. The result is a temperature reduction of up to 68° F on darker

leather and somewhat less on lighter colors. All leather surfaces, from door panels to consoles, feature Sun Reflective.

Toshiba Corp., the pioneer in small-form factor Hard Disk Drives for vehicles, anticipates strong automotive growth. Toshiba has shipped more than 4 million automotive-grade hard drives, primarily for aftermarket installations.

More "Big Brother" in the UK.

The following are "monitoring" as noted:

Cyclops

Tested near Edinburgh and between Leeds and Bradford, these cameras are designed to catch commuters who cheat their way into car-sharing lanes by traveling with a shop dummy or blow-up doll. Such a lane is to be tried on the M1 next year. Cyclops uses two frequencies of infrared to identify human skin by the way it reflects light

Multi-camera system

Dubbed "super-Gatso", this device can monitor four lanes of motorway and its three digital cameras can hold up to 60,000 images. Not currently installed in Britain, it can take a picture of the rear of a car, like a conventional Gatso, or the front (to identify the driver) - even at night

Road user charging beacons

Transport for London is conducting a road user charging trial in Southwark involving 500 vehicles equipped with tags that can be picked up by 21 gantries fitted with cameras and electronic beacons

Trafficmaster sensors Infrared devices on 1,100 motorway bridges and gantries. They help drivers avoid jams

Trafficmaster cameras Great news - these are not speed cameras. Located at 3,000 sites across Britain they measure traffic flow. Trafficmaster, a

private firm, sells data on hold-ups to sat nav companies

Specs cameras Catch drivers who think they can slow down before a camera and then speed up again. They measure average speed between two points. There are 60 Specs sites on urban 20mph zones and motorway contraflows around Britain

Gatso cameras The original, first tested in Britain in 1992. There are now thousands of these yellow boxes across the country using radar beams to measure speed, and the word Gatso has become a generic term for speed camera

Truvelo cameras These can prove who was driving the vehicle and thus prevent drivers trying to fob off their points onto somebody else. Unlike traditional Gatso cameras, the 700 Truvelos on UK roads face oncoming traffic to snap the vehicle and driver

Truvelo D-Cam Two traps for the price of one. Now on test on the A4 in London, this is the first to act as both a traffic light camera and a speed camera. The £30,000 (~\$59k) digital system can store 100,000 images. More are expected on UK roads later this year

Parking/bus lane cameras CCTV installed by some authorities in London and other major cities to take the place of wardens. They watch for illegally parked vehicles and car drivers who use bus lanes

BelAir200 These boxes on lampposts in the City of London are not spyware but part of a Wi-Fi zone going live in April. At least 14 urban centers, including Manchester and Birmingham, have similar systems

Traffic light cameras These catch drivers jumping red lights by using radar or sensors in the road. An increasing number of local authorities are installing them, including ones in London, Essex, Somerset, Bristol and

Ted Glaser

south Wales

**Yellow box junction cameras** Currently only in London although legislation now going through parliament will allow other local authorities to install them to catch drivers contravening yellow hatching rules at intersections.

**Highways Agency cameras** The agency's 700 cameras monitor traffic flow on motorways and trunk roads. They relay images to regional control centers and the national centre in Birmingham. The information is used to warn drivers of jams and accidents

**Congestion charging cameras** There are now 338 automatic numberplate recognition cameras across the London congestion zone, which stretches from Kensington and Chelsea in the west to Tower Hill in the east

The Hummer brand is arriving in the UK with the opening of the first dedicated showroom at Bauer Millett in Manchester, before the sale of a right-hand drive H3 in the summer. Several more showrooms are expected to be opened this year around Britain. The H3 has a 3.7litre engine with the choice of a manual or automatic transmission and a permanent four-wheel drive system.

### *Trivia:*

The Trabant, the smoke-spewing communist car whose coughing two-stroke engine has been compared to a death rattle, is celebrating its 50th birthday and East Germans are preparing for a year of nostalgic road pollution. Only Berlin is not paying due tribute to the Cold War relic. It is banning Trabants - 52,432 are still registered - from the centre of the capital. "We all have to make our contribution to preventing climate catastrophe," a city spokesman said.

His concern is justified. Although its spluttering engine is barely stronger than a lawn-mower, it remains one of the dirtiest small cars ever devised.

The car is a freak. It started to roll off the production lines of East Germany in 1957 as the communists' answer to the Volkswagen Beetle. That was the year that the Soviet Union launched a Sputnik into space and the two were billed as the onset of a modern, scientifically advanced socialism.

The reality was that the car had primitive brakes, no fuel pump and no oil filter. Instead of a fuel gauge it had a dip-stick. Wise drivers carried not only a spare wheel but also a spare engine.

Because there was a steel shortage, it was made from compressed cotton waste held together with a phenol-based resin. An original plan to build it out of compressed cardboard foundered after the test model was left out in the rain: it was the first soggy car in history.

But despite the flaws, waiting lists for the car ran up to 14 years. As a result it held its value for decades; the trick was to stockpile spare parts.

Now, 17 years after the fall of the East German state and the end of production, there are still 82 Trabi drivers' clubs across Germany and they are being mobilized for the birthday parties.

### *Anniversaries:*

1955, May 1 - A little more than half a century ago, at 7.22am, Stirling Moss left the start line of the Mille Miglia road race. Without the help of motorways and despite crossing a mountain range, just over 10 hours later he was back, having put nearly 1,000 miles under the wheels of his Mercedes-Benz 300 SLR.

Nobody had done it so fast and nobody did so again. Moss's win is the most famous of any by a Mercedes, and his car, still owned by the factory, is believed to be the most valuable in the world.

### *Crystal Ball:*

2007 - Milka Duno will be moving from the Grand-Am Rolex Sports Car Series to the Indy Racing League (IRL), starting the weekend of April 29 at Kansas Speedway, Round 4 of the 2007 season.

2007 - It is possible that Marco Andretti could drive a Honda F-1 car during Friday's practice before the USGP.

2008 - The new '08 Toyota Highlander Hybrid cross/utility vehicle will be able to run solely on its electric battery, but not very far. The range in EV mode depends solely on the charge in the battery. A best-case scenario would be almost five miles, at speeds of about 25 mph. The '08 Highlander will be available with the same 3.5L V-6 engine found in the Camry and Avalon sedans but the Hybrid version will retain its 3.3L V-6 engine.

2008 - The majority of the 30,000 Pontiac G-8's imported from Australia (nee Holden) will be V-6 models to keep pricing competitive with the Dodge Charger, which stickers between \$22,475 and \$36,595.

2009 - Chrysler Group will build the 2009 Dodge Challenger at its plant in Brampton, ON, Canada.

2010 - Nissan will probably be selling a diesel powered Titan pickup truck in the US.

See you at the races!

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## *Pictures, Photos, Images, Shots... We Have Them All!*

There are a lot of pictures to see this month. CFR has been busy with Solo Trials at Gainesville, and Pro Racing at Sebring and St. Pete.

Remember that (if you aren't already doing so)

you can see all of these pictures in "glorious color" by opening the PDF version of this issue found at [www.cfrscca.org/Checker.html](http://www.cfrscca.org/Checker.html).

Pictures of events are entered in the order the events took place.

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### *Mobile 1 12-Hours of Sebring*

#### *2007 Scenes of Sebring*

*Bill Martin*



The SCCA World Challenge Setup.



Sammi and Crew with the CFR Membership Booth.



SCCA Pro Tech.



Thursday evening with Vintage on Course, the Rains came. (Photo by Craig Moffatt, Detroit Region, Canadian Crew.)



It seems that the Truck Art battle is heating up.



Storm Warning! (Photo by Craig Moffatt, Detroit Region, Canadian Crew.)



The Storm left much of the Track under water. (Photo by Craig Moffatt, Detroit Region, Canadian Crew.)



Pit Chief Gloria Theen in the recovery room.



By Friday Evening we had dried out enough to enjoy dinner.



It takes more than a little storm to dampen these spirits.



Gigi Farrell and her impression of a wet parakeet.



The Canteen Crew did their job and served up the food.



A damp long traveler, Hendrick Jan-Toeset from the Netherlands.



The rain finally stopped but the Schedule damage was done.



No hesitation here.



Might as well laugh and wait to dry out.



Sometimes you just have to make the best of the situation, Barb Blizzard from Oregon.



Fran Martin organized the door prize loot.



The Radio Room Angel collected the Radios - Doug Werth, Diane Robinson, Lee Casebeer.



Saturday morning dawned sunny and with Golf Cart madness.



6th Overall - Dayton, Brabham, Johansson - ARX-01a Acura.



RE Rick Balderson handled the emcee duties.



Parade Laps.



The Jean Richard Lola EX257-AER retired after 303 Laps.



The Workers did their job and ate everything in sight.



The flyover was different - W.W.II vintage AT6 Texans.



Some of the off-duty Corner Crew catches a few winks.



For some, it had been several early and long days - Gene Harry.



START - 55th Annual 12 Hours At Sebring.



Corner Captain Kurkowski gave his rendition of the light fandango.



7th Overall and GT Winner - Gavin/Beretta/Papis Corvette C6-R.



5th Overall the P2 Porsche RS Spyder of Berhard/Dumas/Castroneves.



Eventual Overall Winner - The Piro/Werner/Biela Audi R10 TDI.



The P2 Lola B05-40 Judd retired after 307 laps.



Turn 14 at the ready - Rick Rivard and Joe Hennies.



The Midway - There was a whole herd of these guys.



The Turn 14 Corner Crew shows'em the Blue Flag.



A.J. Hulse ready with the Blue Flag at Turn 17A.



The Standings at 5:00 PM.



As usual, the Vintage turnout was impressive.



Some of these Haulers are really gettin' spiffy.



The standard Sebring pastime, riding around with pretty girls on top.



On the Midway, there is something for just about everybody.



The last Shuttle load of Sebring 2007.



Debriefing, i.e., war stories - Matt and Jennifer Coyne.



It was difficult to hear over the car noise so he just blew harder.



The CFR Awards Wall is growing.



IT'S OVER - Bring on 2008.

## Sebring



Intersport Girl.



1992 Olds Fire Hawk Achieva, currently running SCCA ITS.



Aston Martin.



CFR GT1 Racer Ron Bauer.



CFR ITS Driver Jeff Holbrook.



EXXON Camaro.



Robertson Panoz.



Newman Sharp Olds.



IMSA Audi GT.



Kumo Girls up close.



Porsche.



IMSA Thunderbird.



Kumo Girls, not so up close.



Pratt & Miller Corvette.



Italian Stallion.



Max.



Spyker.



Jeff Bernatovich GT1 Corvette.



Pirrelli Girl.



## Solo Trials in Gainesville

### Solo Trials

### Lou Galanos



Andre Jamison in his Mustang.



Andrew Petty.



Anthony Alessi.



Andrew Maldonado.



Andrew Petty - 1969 Chevy Nova.



Ben Hale - #350 Nissan 350Z.



Andrew Maldonado.



Anthony Alessi.



Ben Turner.



Bill Coffey in his Datsun 240Z.



Bill Satterfield in a Mazda Miata.



Brian Meyers in an '06 Mazda MX5.



Bill Coffey's Datsun 240Z.



Bob Morreale.



Brigitte Knowles in her CPL Mustang.



Bill Forbes' TR4 and J.K. Jackson's TR6.



Brock Folken's Chevy Camaro.



Brigitte Knowles ready to start.



Bill Forbes' Triumph TR4.



Brian Heintzman's Miata.



Bruce Funderburg in a Lotus 7R.



Carlos Perez' Mitsubishi Evo.



Cheryl Haufler getting the green from Larry Ferrell.



Chris Moore in her TR6.



Caroline Spencer.



Chris Evans.



Chris Yearwood in his Mustang.



Chadd Landress.



Chris Evans.



Colt Mills in his 2007 Cadillac DTS.



Cheryl Haufler.



Chris Moore in a TR6.



Danny Boyd's TR6.



David Mazyck's Mustang.



David Moore's 1989 Ford Mustang.



Gary Hagopian.



David McIlvanie ready to race.



Eric Wesch's '88 Vette.



Gary Meese.



David McIlvanie.



Ethan Peoples with Kristen Wesch.



Gene Vierling's Mazda Miata.



David Moore.



Gary Hagopian.



George Bugg's DSR Predator.



Glenn Forester in his SM Mustang.



J.K. Jackson's Triumph TR6.



Jason Ball.



Glenn Robinson.



Jamie Blankenburg.



J.D. Kemp's MGB Lucretia.



Gufstafson Mazda RX7.



Jamie Blankenburg.



Jerry Epperly almost took out the lights.



Ivan Cardwell.



Jamie Sculerati.



Jessie Naughton in his Bledsoe MR2.



Kristen Wesch.



Les Francisco in a Red Devil F440.



Jimmy Hoekstra in his Mazda Miata.



Larry Ferrell.



Mark McCallister.



Joe Smith.



Larry Nevill.



Mark McCallister waiting on the Grid.



Kristen Wesch.



Larry Nevill's '87 Buick Grand National.



Mark Seiler changing tires.



Mark Seiler in a Mazda Miata.



Matthew Doctor.



Pamela Martindale in her VW Rabbit.



Matt Bennett.



Matthew Gufstafson at speed in his RX7.



Patsy Tabor's Miata.



Matt Bennett.



Morton Stern and his FF Van Dieman.



Phil Barone ready to start.



Matt Skowronski.



Morton Stern.



R. Judson Manning's Jensen Healy.



Ralph Maldonado.



Rodrigo Garcia.



Sam Panilag.



Rich Shafer's SPO Camaro.



Russ and Amanda Clark's Datsun 240Z.



Stephanie Lollar in her 200SX SE.



Robert Harvey.



Russ Clark goes off-course and just missed the timing lights.



Stephanie Lollar smoking those tires.



Rodrigo Garcia.



Terry Glazer.



Terry Tabor in a Mazda Miata.



Troy Thiem's Mustang GT.



Jason Ball, Jamie Sculerati and Joe Klubertanz.



Tim Stephenson.



Wayne Wagnstrom.



Tom Austin in a Mini Cooper S.



Ben Hale on the Flags.



Jimmy Hoekstra and David McIlvanie on the corner.



Tom Buckman in his Red Devil F440.



The Grid.



Bruce Funderburg, starter from Tennessee Valley Region.



Looking for results.



Ralph Maldonado as Starter.



Central Florida Region at work.



Mark and Matthew Gufstafson.



That's NOT tire smoke.



Cheryl Haufler and Tim Stephenson.



The loner helmets came with lots of flies.



It was HOT out there!



Nerve center for the event.



The Tompkins family, Bill Satterfield and Cherly Poindexter.



Working in the hot sun.



Working the corners.

## *Solo Trials*



Early morning preparations.



Chris Moore in a gorgeous Triumph TR6 won 1st place in FSP with a time of 58.912.



Another classic, the MGB driven by JD Kemp.



Competitors eagerly preparing in anticipation of a great day for racing.



Two EP cars chasing each other. The foreground Jensen Healey (87) is being driven by Judson Manning and the TR6 (10) is being driven by Danny Boyd.



CSP was the largest class, and was won by Gene Vierling with an impressive time of 58.299.



Jimmy Hoekstra took 2nd in CSP with a time of 58.968, but lost rear grip on the skid pad for this lap.



The shiny red Miata with the cool racing stripe was co-driven by the husband and wife team of Patsy and Terry Tabor.



Anne Kemp hustling her FS Mustang around the skid pad.



The only non-Miata in the 7-car deep CSP class, and in 3rd place, was Phil Barone in his MR2.



Van Dieman Formula Ford driven by Morton Stern had a best time of 66.770.



More Mustangs. The fastest woman, Brigitte Knowles, at the turn around, with Chris Evans' Mustang in the background.



Miata driven by Mark McCallister.



Moving on to cars with power, 2nd place in FS was won by Troy Thiem.



Cary Quick in an ITGT Camaro had a time of 56.210.



This Chevy Camaro running in SPO driven by Rich Shafer had a best time of 56.453.



An outstandingly fast time of 58.560 was set by Tom Austin in a stock-class Mini Cooper S. Tom also won GS.



Mike and Stephanie Lollar had a close battle in the 200SX, with Mike winning by a scant 0.413 seconds.



Another GS competitor, Doug Harvey, in the only Honda at the event.

## *Streets of St. Petersburg*

### *Pictures and Notes*

### *Ted Glaser*



Leo Mehl joined Goodyear as a tire compounder in 1959 and moved into the racing department in 1963 when Goodyear began to look at a bigger involvement in the sport. He played an important role in developing the tires with which Goodyear won the Indianapolis 500 that year and later that year was posted to Goodyear's European headquarters in Wolverhampton and was made head of European Racing, replacing Fred Gamble.

In October 1971 he became chief engineer of all Goodyear Racing activities and three years later took over as Director of Racing. His final promotion was to be head of all Goodyear competition activities in 1979. He retired from Goodyear in 1996 and became executive director of the Indy Racing League and a vice-president of Indianapolis Motor Speedway. He remained in that role until the end of 1999 when he retired from the sport.



Somewhere in the air, over St.Pete.



Rick Mears



ALMS Race Control



Dave Fredrick, Sr., was one of the Shuttle drivers. Welcome back, Dave.



Ron Sharp delivers some ALMS/IMSA door prize goodies to Jim Hooker.



Somebody enjoying "A COOL one" on the back of the neck.



## Scenes of St. Petersburg

*The Checker*  
Bill Martin



Once again the Road Racers took over the St. Pete Airport.



An IRL Pro Series Car.



The Winning Audi followed by the Dyson/Smith Porsche RS Spyder.



A new Air Terminal gobbled up a lot of needed Paddock space.



6th Place Overall the Fernandez/Diaz Lola B06/43-Acura.



5th Overall the Bernhard/Dumas Penske Porsche RS Spyder.



An early and costly Practice write off - the Jonsson/Lopez Ferrari/430GT.



The Winner - McNish/Capello/Kristensen Audi R10 TDI.



The Lola /EX257 being overtaken by a Lola/B06 in Turn 1.



Truck Art.



In GT, once again, the Corvettes were the cars to beat.



Another Porsche Synder leading into Turn 1 - Wallace/Leitzinger.



First in GT the Gavin/Beretta Corvette C6-R.



Once again the CFR Compound was shared with Airplanes.



Race Communicator Al Harhay kept a close eye on Turn 3.



Fran Martin, the Queen of Door Prizes, prepares to distribute the loot.



Feeding frenzy at the door prize table.



A. J. Foyt IV in Turn 3.



Swapping war stories - Sammi Marlis-Ronshausen and Fran Martin.



Street Circuit - Turn 3 looking downtrack to Turn 4.



The Flag Station at Turn 3 was a good (but loud) spot.



Jim Hooker peruses his radio assignments.



6th Overall, Tomas Scheckter in Turn 3.



George, Jim and Chas survey one of the wounded on Sunday morning.

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

**A SOLO II REGIONAL AUTOCROSS  
BROOKSVILLE, FL – May 5 & 6, 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 5/5 Practice Day**

**Sunday 5/6 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](http://www.cfrsolo2.com). Registration closes midnight Friday, April 27 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](http://www.cfrsolo2.com)

For more info, call:

**Brian Meyers – 352-596-9225**

Email: [bc1@gate.net](mailto:bc1@gate.net)

or

**Tony Adams – 813-862-2027**

Email: [tony.adams@badsalmon.com](mailto:tony.adams@badsalmon.com)





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

**A SOLO II REGIONAL AUTOCROSS  
BROOKSVILLE, FL – May 5 & 6, 2007**

**EVENT SITE:**

**Hernando County Airport – Brooksville, FL**

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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 5/5 Practice Day**

**Sunday 5/6 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](http://www.cfrsolo2.com). Registration closes midnight Friday, April 27 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](http://www.cfrsolo2.com)

For more info, call:

**Brian Meyers – 352-596-9225**

Email: [bc1@gate.net](mailto:bc1@gate.net)

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**Tony Adams – 813-862-2027**

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

**A SOLO II REGIONAL AUTOCROSS –POINTS EVENT**

**DELAND – May 20, 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 05/20 – 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](http://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](http://www.cfrsolo2.com)**

For more info, call:

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

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

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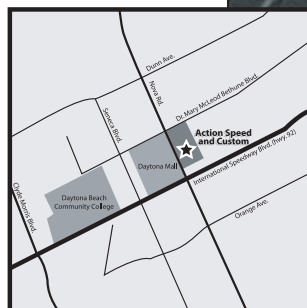
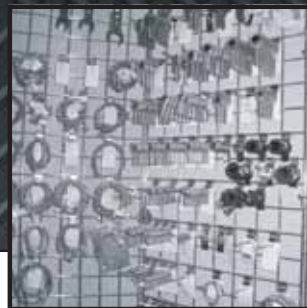


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### **1980 Triumph TR-8**

WOW, Now You Can Have a V8 ! Original owner. Clean, sorted, with full 8-point custom roll cage with Petty bar, front coil overs, adjustable rear spring perches, panhard rod, steel brake lines, front sway bar, 2 spare rear sway bars (varying thicknesses), 1 extra set front springs, helmet cooling fan, cooling box and tubing. Car is completely rewired (no Lucas gremlins!). Only one race on rebuilt V8 engine, aluminum block and heads, balanced, headers, MSD ignition, Holley fuel pump, 22 gallon fuel cell. Installed 3.08 rear end has Torson locking rear. Extra parts include 3 sets of wheels (4 sets in total), mounted extra tires, two extra rear ends with 3.45 with Torson and 3.89 with locking limited slip, extra engine block, pistons, crank, cam, extra headers, many miscellaneous parts. This car is fast, has gobs of torque, and sounds great! SCCA logbook. Two axle open trailer, with tire rack and winch included, or not. Over \$65,000 invested. Have won many races and a NARRC Championship with this car. A steal at \$16,000 firm. Call Jim Greenhaus 813-546-0764 or email jim\_in\_tampa@hotmail.com (1)

**1986 Porsche 944** - SCCA ITS, NASA 944 Cup, PCA class I, and PBOC R7 legal. Full roll cage,

Nascar type drivers side door bars. New MOMO seat with seat back brace. 2.7 motor, new head gasket just installed, extra oil cooler, electric radiator fan, extra RPM gauge with memory, oil temperature gauge, fuel pressure gauge, and oil pressure gauge. Limited slip diff. CV axles just serviced. Quick disconnect steering wheel. Coilover front springs. Car is quick and easy to drive. One set of 15" x 7" wheels and one set of 16" x 7" wheels. Easily meets SCCA minimum weight of 2635#s with a 200# driver. \$12,000 Contact Andy Fox ahfox@dixieply.com (1)

### **1993 Oldsmobile Achieva**

**SCX** - ITS 1993 Oldsmobile Achieva SCX- "Kermit" Purple/Green. Built for Chuck Hemmingson by OPM. Quad 4 DOHC. Rear disk brake conversion, brake bias, new belts, lots of wheels, lots of extra parts. Comes with 1993 SCX parts car, also brand new never used body in white from GM factory. Large RPM gauge with memory, oil pressure, oil temp, water temp and fuel pressure gauges. Much faster car than I am able to drive. \$9200. Contact Andy Fox in Orlando ahfox@dixieply.com for pictures and more info (1)

### **1995 Dodge Neon ACR**

car was a SSC class to ITA class, owner before me had BSI Racing maintain the car, a regional and national winner. Two logbooks, 2006 tech inspection, 2.0L S.O.H.C., cold air intake, header, Stage 3 clutch, BSI rollcage, Autometer tac, red Sparco seat, new camlock belts, new radiator, new brakes and rotors (Blue Hawk front pads) new windshield, 14" alloy rims with Hoosier tires 15" alloy rims with Hoosiers and two Good-year tires, 16" alloy rims with rain-tires, spare body parts, spare

transmission, logbook for track setup (Daytona Beach and Sebring) Daytona 2:31.540 Sebring 1:27.262. Moving to GT-2 class. \$5,500 or best offer. Contact Russell at 386-299-0652 cell, 386-255-3479 home, or e-mail rmill-cent@msn.com (1)

**GTL Nissan 1200** - Full tube chassis, quick change diff. Four sets of wheels two engines etc. Email or call for full specs and photos Quick car selling to move up. Bryan Floyd 888- 660- 7222 (w) or putz1200@yahoo.com (2)

### **ITC/Production 1980**

**V.W. Scirocco**- Bilstein shocks, Eibach springs, tectonics header, adjustable camber plates, (14) 13X6 rims, (4) rains, new paint, complete parts car, (2) motors, (12) 1.6 cylinder heads, (10) transmissions, (3) blocks, plus host of spare parts. \$3,700. OBO, Call Deuce @ 321-784-0561 (2)

**ITC Honda Civic #3** - Run up front with the "big dogs." Fresh rebuild of '07. Sun belt head, S.I. tranny, Chikara coated headers, Tokico shocks, Weber carb built by AARC winner, Spec clutch, uprated brakes, fuel cell, new tach, Butler seat, new windshield, 2 sets of wheels, 4 rain tires, loads of spares. \$4000 OBO. Earl Clemenson, 239-898-2736, email: itc-man@comcast.net. (2)

**ASA Stock Car** - Road Race GT-1- Chassis and 2001 Monte-Carlo Body project. Wide S Quick Change rear end and most suspension seat mounted. Over \$15000 invested, asking \$600. No reasonable offer refused. Craig 407-637-1324.(2)

## Parts

### **1992-1996 Honda Prelude Parts**

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### **Longacre 72607 Computer Matrix Scales and 72544 Ramps**

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**5 speed transmissions** - One for SM, one for RX 7 Turbo II, and one for

Chevy T-5. \$350 each 954-765-3685.  
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### Street Cars

**1968 Porsche 912** - white/black, 5k on Ara Dube built motor and clutch, big bore kit, header, oil cooler with spin off filter, 40 mm Webers, new brake lines and front tires, new front suspension, pan and floor

pan, new head liner for car, new body rubber kit, 5 speed trans, 15" Fuchs rims, large box of new and used parts to go with car. 68k on car and 5k on motor, car in family for 28 years or trade for good 2.0 L motor or

larger. Call for e-mail pics. Asking \$7,000 or o.b.o. Contact Russel Milcent at 386-299-0652 (1)

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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. (If you are not sending your article in a Microsoft Word document, please save your file in text only format so that it can be read appropriately.) Attach your article to an e-mail sent to [Checker@ClearlySaid.com](mailto:Checker@ClearlySaid.com). Articles may also be mailed to 136 Dublin Drive, Lake Mary, Florida 32746, or faxed to (407) 323-8148.

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