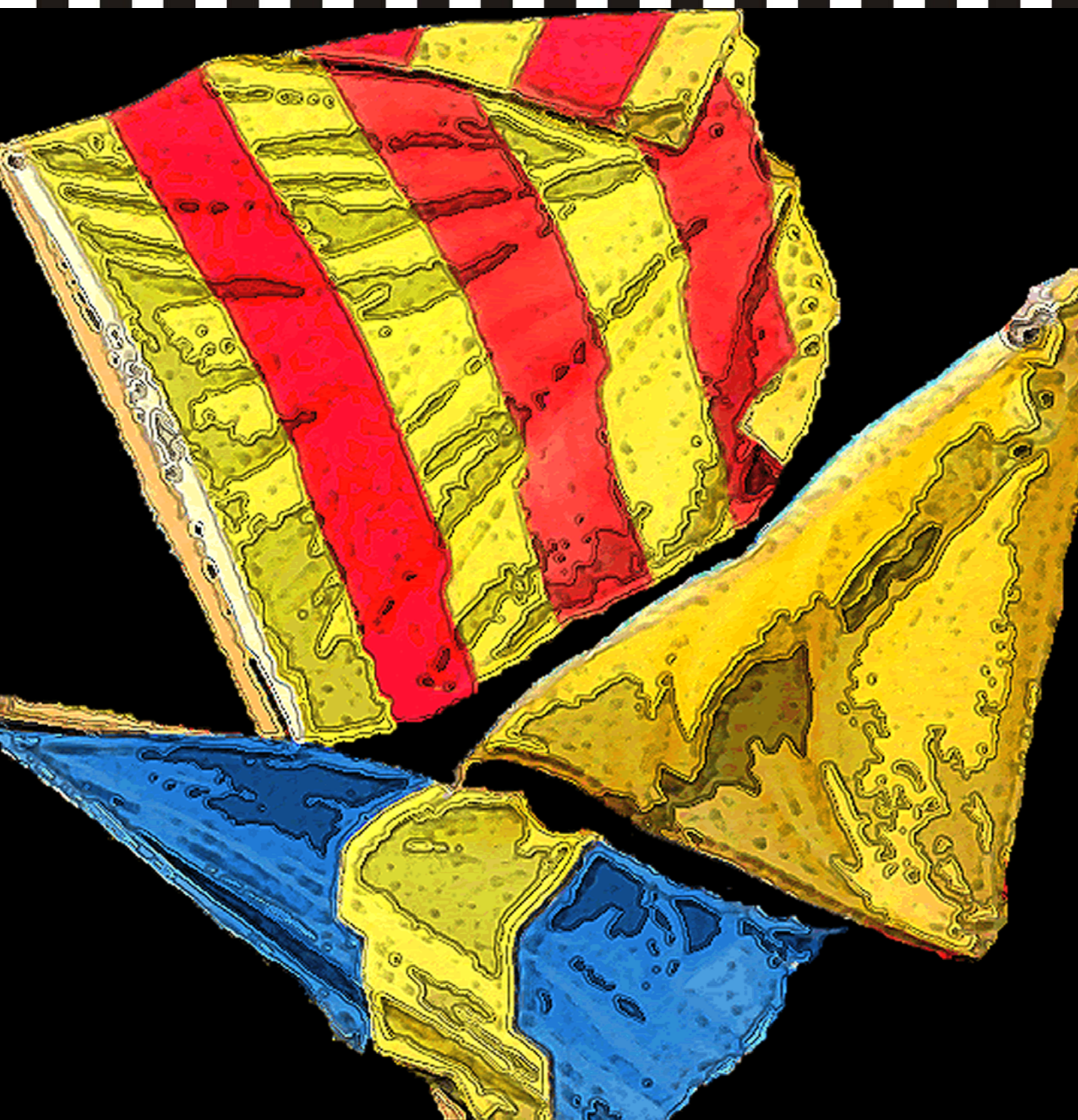


The Checker

Official Publication of the
Central Florida Region
Sports Car Club of America
Volume 50, Issue 3
March 2008



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2008 CFR Event Schedule

The events listed here are CFR events only, refer to the [SEDIV Racing site \(sedivracing.org\)](http://sedivracing.org) for Club races in other regions. Calendar changes will be made here only if the Checker is notified. For Registration and updates to the CFR schedule, go to www.cfrscca.net, for SOLO2 event registration and information go to www.CFRSOLO2.com.

Feb. 3	Solo2	BCC	July 20	Solo2	Brooksville
Feb. 9-10	Solo2	Gainesville	Aug. 2-3	Solo2	BCC
Feb. 23-24	Solo2	Brooksville	Aug. 9-10	Solo2	Brooksville
Feb. 23-24	SARRC Regional Race/Vintage Sebring, Long Course-GP		Aug. 9-10	Regional Race Daytona	
Mar. 08-09	Solo2	BCC	Aug. 24	Solo2	Deland
Mar. 12-15	12 Hours At Sebring	Sebring	Aug. 30-31	Regional Race/Vintage/ECR Sebring, Long Course-12h	
Mar. 16	Solo2	Deland	Sep. 6-7	Solo2	Brooksville
Mar. 29-30	Solo2	Brooksville	Sep. 14	Solo2	Deland
Apr. 4-6	St. Pete Grand Prix St. Petersburg		Sep. 27-28	Regional Race Daytona	
Apr. 5-6	Solo2	BCC	Oct. 4-5	Solo2	BCC
Apr. 12-13	Solo2	Brooksville	Oct. 4-5	Solo2	Brooksville
Apr. 19-20	Driver School (Infield Course) Daytona		Oct. 10-12	PCA Races Daytona	
Apr. 27	Solo2	Deland	Oct. 18-19	SARRC Regional Races/Vintage Sebring, Long Course-GP	
May 3-4	Solo2	BCC	Oct. 18-19	Solo2	Sebring
May 3-4	National Race/ECR Daytona		Nov. 1-2	PBOC (Tentative) Daytona	
May 17-18	Solo2	Brooksville	Nov. 1-2	Solo2	BCC
June 7-8	Regional Race/Solo/Vintage Sebring, Long Course-GP,		Nov. 6-9	HSR Races Daytona	
June 7-8	Solo2	Sebring	Nov.15-16	Solo2	Brooksville
June 22	Solo2	Deland	Nov. 29-30	Regional Race Sebring, Long Course-12hr	
July 3	Brumos Porsche 250 Daytona		Dec. 12-14	Audi Club (Tentative) Daytona	
July 12-13	Regional Race/School/Vintage Sebring, Short Course-GP,		Sebring Codes: GP = Paddock On Green Park Side 12hr = Paddock On 12 Hour Side		
July19-20	Solo2	Brooksville			

District Meeting Times and Places:

(See inside front cover for contact information.)

District 1 — 2nd Tuesday 7:30 p.m., contact governor for details.

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 —Contact district governor for directions.

District 8 — 3rd Wednesday 6PM Uno's Chicago Grill Daniels Parkway, Fort Myers.

District 9 — Call Governor for details.

New to the club?

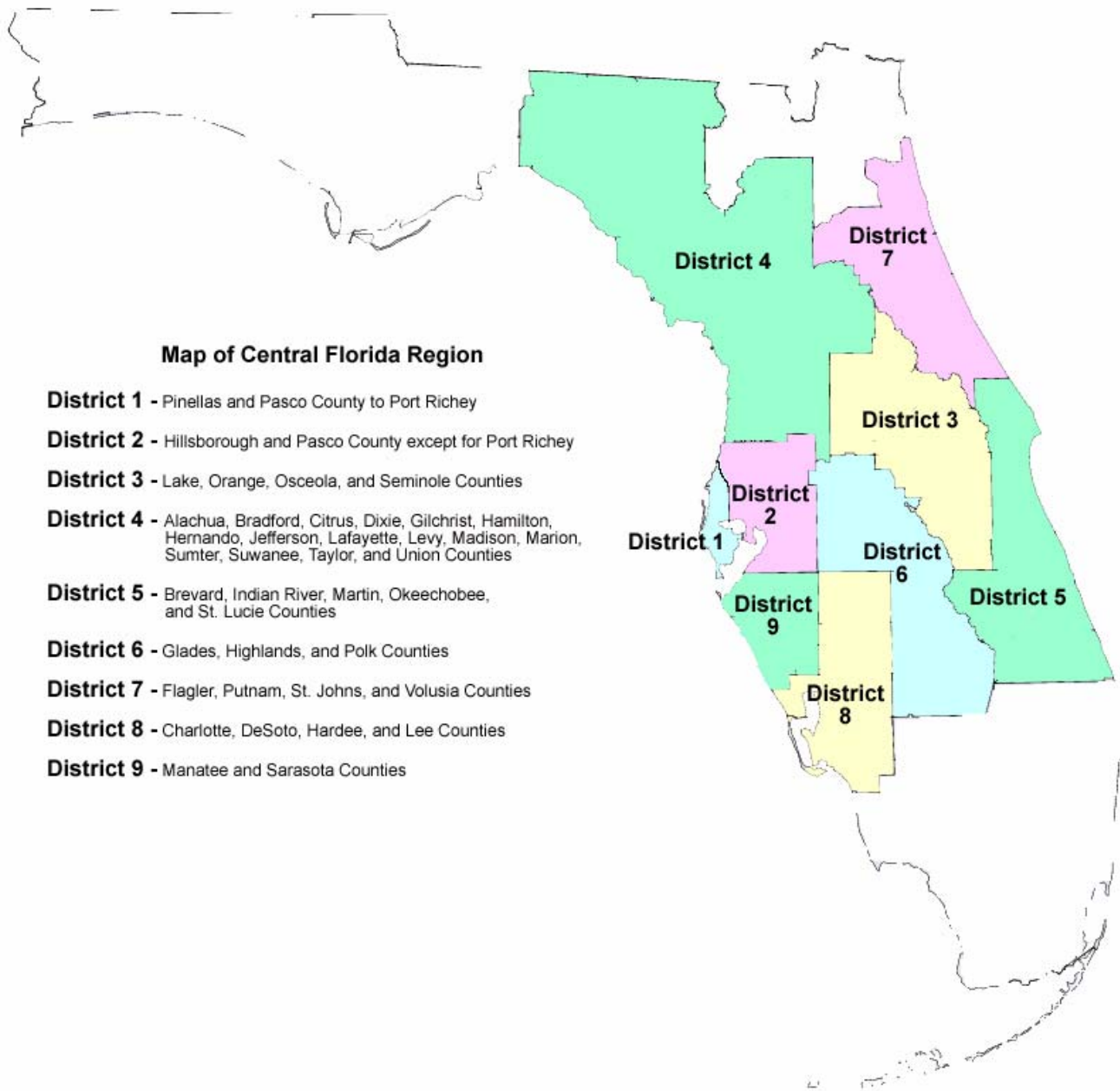
For general information on the membership or meetings please call your district governor. Or, if you want to know about a specific "specialty" call the "chief" listed on the inside cover.

When & Where





District Locator



Welcome New Members!

District 1

David Duncan, Holiday
Ryan Brimmer, St Petersburg
Chris Brimmer, St. Petersburg
Shannon Parris, Holiday
Danny Partelo, St Petersburg
Jenny Lynn Craig, Largo

District 2

Anthony Alessi, Tampa
William Travis Floyd, Tampa
Erik Hodges, Tampa
Rick Krikorian, Tampa
Kyle Reynolds, Lithia
Rachel Reynolds, Lithia
Clyde C Shaver IV, Odessa
John Schnedl, Brandon (Welcome Back)
Jo Schnedl, Brandon (Welcome Back)
Julio Valdivia, Dover

District 3

David Baker II, Winter Springs
Alberto Juan Bartoloma, Orlando
Carlos M Filipe, Orlando
Rosendo Giovanni Fiqueroa, Orlando
James Innes, Lake Mary
Ty F Krieger, Lake Mary
Christopher Lorsche, Orlando
Deborah J McTureous, Mt Dora
John D McTureous, Mt Dora
Mark Montes, Sanford
Louis T Lyden Murphy, Orlando
James Stroud, Kissimmee
Lucas Harrison Webb, Orlando
Elza "Chris" Whites, St Cloud
Gail K Whites, St Cloud
Mark J Williams, Orlando
Holli Yates, Winter Garden

District 4

Christopher Ryan Friel, Spring Hill
William G Stoufer, Dunnellon
Mike Todd, Starke

District 5

Paul Andrew Aron, Cocoa Beach
Nicholas Bernardo, Vero Beach
David Bookheim, Melbourne
Jason Breitfelder, Viera
Gleyner Garden, Melbourne
Jeff Grubesich, Melbourne
Brad Kraeling, Melbourne
Spencer Kraeling, Melbourne
Jan MacInnes, Melbourne
Brian MacInnes, Melbourne
Peter S MacMillan, Stuart
John Michael Marks, Melbourne
Alan Miles, Palm Bay
Austin Miles, Palm Bay
Julian Schoeller, Sebastian
Michael Schoeller, Sebastian
Clinton Ivy Stephenson, Melbourne
Matthew Ryan Stinett, Palm Bay
Chris Thomas, Melbourne
Steven Ulbrik, Cocoa
James Richard Weaver, Melbourne

District 6

Richard A Hayes, Avon Park
Brian Lerner, Winter Haven
Patricia Lerner, Winter Haven
Dr. Robert Kevin Lerner, Winter Haven
Scott Lerner, Winter Haven
John Morgan, Winter Haven
Jack Potvin, Auburndale
Marilyn Potvin, Auburndale
Christine Holliday, Moore Haven
Morriss L Holliday, Moore Haven

District 7

Bill Whitney Gallagher, New Smyrna Beach
Tom Heath, Ormond Beach
David Glenn Hobart, St Augustine
Byron Kauffman, Daytona Beach
David LaFountain, Daytona Beach
Jason Likaver, Port Orange
Lindsay Longbottom, Ormond Beach
Robert Longbottom, Ormond Beach
Shannon Longbottom, Ormond Beach
Stephanie Longbottom, Ormond Beach
James Sauceman, Daytona Beach
Charles E Sanford, Ormond Beach
Steve Taylor, New Smyrna Beach
Paul D Trippy, St Augustine
Kevin Ville, Edgewater

District 8

William Azevedo, Ft Myers
Steven Molnar, Ft Myers
Diane Mould, Ft Myers
Jack K Palmer, Punta Gorda
Patricia L Palmer, Punta Gorda
Steven Pflugi, Cape Coral
Jerry Thompson, Ft Myers

District 9

John Crawford, Venice
Greg John Krupa, Englewood
Liz Krupa, Englewood
Stephen Krupa, Englewood
William McComb, Sarasota
Gary Nilsen, Sarasota

Out of Region

Jack Alvrus, Boca Raton
Justin Michael Campbell, Jacksonville
Jason Dubois, Shakopee, MN
Rodrigo H Garcia, Temple Terr
H Peter Kenneth, Putnam Canada
Erica Lehman, Plantation
Charles R Patciga, Jacksonville
Camille Perrin, West Palm Beach
Edwin D Smith, Jacksonville
Dale Willhelm, Burnsville, MN

RE Report

Rick Balderson

The South East Division (SEDiv) held its annual meeting and awards banquet in Jekyll Island GA. mid January. Our own Berta Sager was named Divisional Administrator (DA) for sound control, congratulations for a job well done to Berta.

The area 12 director is now Phil Creighton who replaces Kaye Farier. Thank you to Kaye for her hard work at the National level, and another thank you for stepping up to the plate to be the SEDiv Secretary.

As many of you know Phil Creighton has been around, and served as the Competition Board Chair for many years. His experience will certainly bode well for the racing regions' voice's to be heard at the National level. Phil will also serve as President of SEDiv.

This year's SEDiv meeting was the quietest I can remember in the last decade and the consensus was that the Division was doing all of the right things.

On of those right things was to make the structure of the ECR look and feel like the SARRC series. So, no more ECR membership, or special requirements, no more prize money, Robin Langlotz has the details.

For those of you who know me and my attitude towards "The World Headquarters of SCCA", the following will come as a real surprise.

The SCCA National Convention was held in San Antonio TX on February 7-9th.

Our President during the past two years, Jim Julow, has managed to make some changes in the way the National office operates and reports to the membership. I just have to say it was like being expected that you would be sitting at the adults table at Christmas dinner. No red headed stepchild here, we have moved to the head of the class. We did not even have to try to ask hard questions. The staff offered facts and statistics as if that was the way to do business, which by the way, it is.

Heck, we were even invited to the cocktail party hosted by the Chairman of the SCCA Board of Directors, RJ Gordy. RJ is the former RE for the San Francisco region and SRF shop owner and is a welcome addition to the Board.

The program started with a presentation by Jeff Dahnert, VP Finance, and the overview of the National program looks like this:

2007 results:

Revenue	\$7.78 Million
Expense	\$7.42 Million
Profit	\$359,000
Investments	\$101,000
Total	\$461,000

Broken out for club, it looks like this:

Revenue	Race	Solo	Rally
Income	\$1,800,000	\$1,220,000	\$31,475
Expense	\$1,200,000	\$859,000	\$142,697
Results	+\$576,146	+\$415,719	-\$111,222

Then Jeff added the following:

Pro racing is in the black and has a positive cash flow, not just on paper, real money in the bank.

Club News



Enterprises is in the black and paying back their loan to the Inc. (the club) at 2X the original plan.

Those are all important numbers, but the following factoids really caught my attention.

Our margin loan balance on 12.31.05 was \$900K on 12.31.07 that number was \$150K, a significant improvement.

When we moved from Denver to Topeka we received 2 loans that were forgivable if certain requirements were met. One was from the State of Kansas and one from the city of Topeka, each was in the amount of \$160K, for a total of \$320K. The requirements have been met and the \$320K is forgiven.

The next really interesting meeting was between the Jumbo regions, 10 of us, and The President, Jim Julow. This very interesting get together prompted Jim to say at the end, that he had learned more in the 1 ½ hours with us about how we did business than he had learned in the last two years.

We did not sing cumbaya or wave our bic lighters in unison; however, it was apparent that we had made impact. This led to a 1 hour follow-up meeting later in the week, and while we did not

agree on all items, we have started a dialogue, which is a big improvement over where we were several years ago when Steve Johnson (past president) wanted to pull the Re's and RBC's memberships.

The Jumbo regions as a group felt that some of the new programs were initiatives that we, the regions, had already put into place. In particular some of the discount membership deals, I attended 3 different meeting where these programs were discussed and I took notes, I still am not able to give you the executive summary or tell you how the programs can be administered, without a great deal of agony. Oh well, some things never change, as none of the jumbos could recall being contacted for input on the plans for these programs that we already have in place. Jim asked that we give him a year, and if it does not work out, He will be the first to call for its demise.

During the Pro race presentation, Bob Wildberger, the President of SCCA Pro racing announced that Pro had paid back \$50K to the Bank and presented a check for \$10K for the first payment to Inc.

2007 was profitable and had real positive cash flow.

In 2008 Pro will expand to include a new VW Jetta series joining the existing World Challenge and MX-5 series.

During the Enterprise portion, Eric Skirmants, President, identified the following high points:

- Paid \$70K on loan in 2007
- Sold 10 FE and 7 SRF in 2007
- Stabilized cash reserves with \$200K in inventory
- Plan improvement in engine program to allow 30% increase in rebuilds
- Now have 19 CSR nationwide

There are more notes on my desk, however I'm done typing. If you have specific questions please write or call, I may even be able to give you the correct answer.

I you are just getting started in racing, be sure to get a copy of Dave Grans' book "Go ahead- Take the wheel", There is a link on www.SCCA.com for ordering.

I hope you all are having a good time, this is supposed to be fun.

District News

District 1

It was a dark and stormy night...District 1 held their first meeting in the temporary venue of Eat At Joe's Crab Shack on Gulf to Bay Blvd on 2/12/08 in Clearwater/Largo. There were about 30 people in attendance, the usual suspects, some returning members, some new members and a reprobate from District 2. Despite the weather, it was not a terrible turn out.

Sammi Marlis-Ronshausen, our Governor, began the meeting by announcing that the latest Checker for February 2008 is now online. Diane Robinson, apparently having seen it, announced that the pictures were in color. It sure is looking good.

The next Board of Governors meeting

will be at the Sheraton Four Points in Sebring (right next to the track) on March 9, 2008 at 10am. During that weekend, Charlie Leonard and Rich Kasson, along with other volunteers, will be building the temporary showers for the 12 Hours. They are meeting on Friday night, anyone wanting to volunteer, please let Sammi know so she can provide Charlie with the information. Hopefully, these showers can continue to be used until a final permanent structure is decided upon and in place.

Upcoming events: Worker school - still looking for vehicles for demonstration purposes (no burning this year). This school will take place the weekend of

the 16th & 17th - anyone interested should contact Hollye LaPlante ASAP. Feb. 23rd & 24th is the SARRC Regional Race/Vintage Sebring, Long Course, although pits, paddock, grid, T&S, Tech and Race Control will all be conducted in Green Park. In March, the week after the BOG meeting is the 56th Mobil 1 - 12 Hours of Sebring. Pro-Worker is available online for this event at <http://www.cfrscca.org/notices/PW3-08.pdf>. In April the St Pete Grand Prix is the 4th through the 6th, and then the driver's school in Daytona will be on the 19th & 20th. For both the 12 Hours and the Grand Prix, Sammi will be running the membership booth and is always looking for volunteers to join her. For the Grand

Janet Harhay



Prix, she may be looking for cars to be on displayed (and crawled on by kids!)

KUDOS and THANKS: R Balderson for the tremendous job on the compound at the 24 Hours. D Puckett for the Valentine gifts. B Martin for bending over backwards for some workers guests registered on Saturday of the 24 Hours.

BOO -- HISS: The Speedway registrar at the 24 Hours who made CFR Registration look bad to other regions by barking at people standing in line (never more than 4 at a time!) to register.

District 3

District 3's February meeting was held at Rossi's Pizza in south Orlando. Gov. Bill Martin reviewed the Rolex 24 at Daytona. CFR provided support beginning on Wednesday prior to the race. Although we had the usual changeable Central Florida weather for January, our 175 volunteers were able to get out of the cold and rain at the CFR compound set up on the truck pad. RE Rick Balderson and crew constructed our R&R walled-in area complete with carpet in the form of quilted furniture pads. There was heat, 2 large screen TVs (so you wouldn't miss any racing) and the requisite soft sofas for naps. The Dawsons again provided everything from soup to nuts and lots in between from Sat. noon through Sun. Thanks to everyone who waved a flag, talked on a radio, drove a shuttle, provided food and beverages and did everything else to complete another successful event for CFR.

District 7

Participation in our February meeting at the Sea Treasure was reduced due to severe weather warnings but those that did venture forth discussed varied subjects important to the region.

Subjects like what transpired at the recent National Convention to direct the club towards Las Vegas next year, a year earlier than planned. Seems like the hotel in San Antonio fell short of the

Agenda Topics: Yea/Nay on sending out Post Cards as meeting reminders, proposing sending out e-mails instead (need up to date e-mails, of course) YEA.

PRO Registration: Fine job at 24 Hours despite no Friday night registration. 12 Hour Registration has more posted registration hours.

Lightening Strike Policy: do we need a plan to publish the policy so that when workers bail during a storm the drivers know why - or that it could happen. It was suggested that the Starter hold up a metal sign with a lightening bolt on it - similar to the "T" sign or the "S" sign.

Both GrandAm and Daytona International Speedway indicated their appreciation for another job well done.

Our Annual Workers School will be complete by the time you read this report. Thanks to Holly LaPlante and her group who organized and managed this event. It's a fun time and great way for new members to become acquainted with CFR Chiefs and Specialties and as well as a great refresher for already licensed workers. If you didn't make it this year...plan to attend in 2009.

Upcoming events include our February Regional 23-24, Sebring 12 Hour (Registration begins Tuesday, 3/11) and the St. Pete Grand Prix the weekend of April 5-6. We also have a BOG meeting March 9th at Sebring.

RE Rick Balderson and RBC Robin Langlotz just returned from the 2008

Only minimal laughter was given that terrible suggestion - and saner minds suggested having "Lightening Policy may go into affect" in the Supplemental Regulations of an event.

Door Prizes were awarded to our lucky winners - Mrs. Bauer won a T-Shirt, Mr. White won the Spatula, and Mr. Lieb won the Corvette.

Next meeting is March 11th at 7:30 pm at Eat At Joe's Crab Shack on Gulf to Bay Blvd in Clearwater/Largo. Sure, sure - everyone else will be at Sebring already for the 12 Hours - but I'll be there! So, until next time!

Fran Martin

SCCA National Convention at San Antonio and reported that CFR had the opportunity to share some of our organizational and operational skills and information with President and CEO Jim Julow. Next year's convention will be in Las Vegas.

Jeff Bailey, of the growing GTA Road Racing group, spoke about the National Tour for these stock cars. They are planning 6 races to kick off their series and we should be seeing them at several of our races including our August event at Daytona. He said they are looking forward to safe, exciting competition.

After our usual door prize give away, the meeting adjourned to "technical" discussions and bench racing.

See you at the races.

Art Trier

max of 30 students. A classroom session and then a half day hands-on session are planned. We already have 21 "instructors" lined up to guide their student through the hands-on portion of the one day program.

Basically, this new SCCA program teaches kids how their car - be it a mini-van, SUV or subcompact - performs in an emergency lane change

maneuver, a wet ABS-type of experience, and other such driving events that they may experience in everyday driving. This program is what high school Driver's Ed should be about.

This April school will be the first of many CFR will run and more can be found about the program on our website.

As has been mentioned before, CFR is trying to tighten its financial belt and get some expenses under control. One of those expenses is the cost of mailing out postcards as reminders for upcoming meetings. The cost of postage is in the neighborhood of

\$8,000.00 each year and ways are being sought to reduce or eliminate this cost. One of the suggestions was to email these notices. Of course, there are folks that do not have internet access and this could be problematic for them. But, all CFR folks receive the Checker and meeting dates and short articles like this do keep those folks informed on what is going on. All contact information for district governors are also published in the Checker, so if there is any question on when or where the next district meeting is, it can be found reasonably well. The pros and cons of this proposed move was bandied about by the District 7 folks that attended the meeting. Bottom

line was that it could/should be tried.

The Palm Bay Solo site continues to impress with 124 entrants showing up in early February. But the Solo folks are not content to sitting on their hands and are actively looking to replace the Deland site, which may disappear before the end of this competition year. Two new sites are being looked at, both of which offer some interesting alternatives. One facility is in Volusia County and the other in Seminole. All of a sudden we are awash with good sites, much better then the alternative!

Our next meeting will be on March 11th at Stavros, 17-92, in DeBary.

Letters

Rolex, thanks for all your efforts

Dear Team,

I hope I am speaking for many marshals / corner workers in expressing thanks and genuine appreciation for all the very obvious planning, preparation, HARD WORK & EFFORT put in by the management & officers of CFR. From top to bottom every thing worked and that doesn't happen by chance!

OF NOTE!

- Bill Martins early mornings to streamline registration worked wonders.
- Rick Balderson creating a rest area far better than many peoples homes, warm, comfortable, clean at all times and 2 big screen TVs all very welcoming.
- The Dawsons and their many helpers for endless food & drinks which looked good all of the time a catering marathon executed extremely well.
- RICH & JIM, who took care of all personnel issues, shuttling around whatever was needed when ever it was needed.

- GAIL KASSON, turn 3 corner captain exemplified the true meaning of a Corner Captain, there all the time, motivating, training, leading, caring for everyone and little for herself, truly SELFLESS!

I would like to think the same was repeated at all turns.

Grand Am must have been absolutely delighted, as I am sure was every volunteer for the event which for everyone was a true endurance given the weather. Oh and the racing was OK too.

So from a very impressed corner worker THANK YOU CFR, for organizing such an impressive event.

Adrian and Nicki Fawdington.

Adrian and Nicki:

Thank you for your kind positive comments on the Rolex 24 Hours at Daytona. We appreciate your taking the time to write. I know all our chiefs work very hard and spend a lot of time before the event and behind the scenes during the event to make sure everything goes smoothly....(i.e. the duck floating calmly on the surface while paddling like heck below). Yes, I

would like to send your email to The Checker for publication in the next issue.

Thanks also for your participation with CFR ... hope to see you in February.

Fran

Chairman, CFR Board Of Governors

Joyce Hayward does good work!

Hello Joyce,

Thank you for providing me information about the Roebing Road Double Driver's School. As of Sunday I now hold the Novice Permit for SCCA. I had an amazing experience and I look forward to completing my required regional races to achieve my regional license. Without your guidance and support I'm not sure I would have completed a driver's school this year. So, I owe you a HUGE thank you and I look forward to meeting you sometime at an event.

By the way, my GCR was waiting for me at registration.

Thank you again, Joyce.

Daniel O'Brien



Street Survival School for Teens

On Saturday April 19th, CFR will host a Tire Rack Street Survival School for teen drivers at Daytona International Speedway.



Every year, nearly 5,000 American teenagers die in motor vehicle crashes, the leading killer of youths aged 16 - 19. According to NHTSA, in 2004 alone, 7,386 people perished behind the wheel of a car due to crashes involving drivers in this age group. The Tire Rack Street Survival program is a national, locally-run teen driving program that develops teens' respect for motor vehicles and how important vehicle control is to keeping themselves, and others, alive for a lifetime.

Unlike traditional high school Driver's Ed programs that emphasize parallel parking, Street Survival uses experienced and knowledgeable instructors to teach young drivers real-world vehicle control techniques in a controlled environment. These instructors teach teens how their actions govern a car's responses, what the limitations of their vehicles are, and how to avoid accidents entirely. Skills learned in specially-equipped or fancy new high school cars do not often translate to their own cars. Therefore, students use their own vehicles so the skills they learn can be directly translated to their own daily driving experiences.

How does the program work? The day is a mixture of classroom and in-car exercises with an instructor in the car at all times with the student. In the

classroom, they learn about proper seating position and hand positions, mirror placement, the concept of the contact patch of their tires, the theories of weight transfer, the use of long distance vision and situational awareness. The instructor talks about the challenges of distractions to the driver, be it the radio / CD player or phones for talking or texting or just the simple cause of too many teens in the car.

In the hands-on portion, the student is put through a collection of exercises based on real world scenarios. They work on skid control on a wet skid pad; go through a lane change / accident avoidance maneuver; threshold breaking / ABS exercises; they drive a slalom course to learn about weight transfer.

Each student will experience each exercise element several times in order to learn from their mistakes and to improve their skills. There is no stopwatch or head-to-head competition with other cars although the maneuvers the students go through are actually sections of a Solo course

If possible, we'll stage a semi truck on site and park cars around it to simulate highway driving. We'll then have each student and all adults get into the cab and close the door to show how little the driver can see and how many of the cars are not visible to the driver. We

might also explode an air bag to reinforce what they learn in class about hand placement on the steering wheel.

Any licensed driver aged 16 - 21 can participate. Permitted drivers 16 or older may participate if they meet state legal requirements and have held their permit at least half the period required by the state. And, parents are encouraged to attend with their teenager.

The cost for the school is just \$60 per student and includes breakfast donuts, coffee/soda/water and lunch for them and their parents.

Most of us are aware of the carnage that occurs on American highways and good driver education will help reduce accidents. The Tire Rack Street Survival® program will help make our teenagers safer drivers and our roads a safer place to be for all of us.

How do you learn more and register a youngster for this CFR hosted school?

Visit www.streetsurvival.org. To register, click on "School Schedule/Registration" and then on the listing for the Daytona International Speedway event.

The Tire Rack Street Survival School is not just about driving...it's about saving lives!

Gainesville Solo Trials February 9-10

Bill Satterfield

The Southeast Divisional Solo Trials were held in Gainesville on February 9-10. The competition was held on the Gainesville Road Course, with higher speeds than a typical Solo event. As opposed to typical Solo courses, there are no slaloms or pesky cones to avoid. The 38 participants enjoyed perfect Florida weather on both days. Each participant definitely got lots of seat time with up to 21 timed competition runs.

The overall fastest time of 54.164 was set by Garry Poindexter in Peter Lie's Porsche GT3. Steve Tompkins followed close behind at 54.396 in his Formula Mazda, and Paul Crouch placed 3rd overall in his Elden PH8 with a time of 54.710.

The most exciting class was CSP with the 3 participants within 0.089 seconds of each other. In his last lap on the last day, Chris Barrett improved his best time by 0.318 seconds, to beat Mark Seiler by a scant 0.021 seconds. If run side-by-side, at the finish the 3 cars would be separated by less than 8 feet! Other close finishes were also in Miatas, with E Stock and STS2 each being won by less than 0.5 seconds. Bill Satterfield barely beat Chris Yearwood in ES, and Steve Murray edged out Larry Shanaberger in STS2. If you want close competition, get a Miata, pick a class, and head to Gainesville.

The closest competition was between Mike and Stephanie Lollar, and ended with Mike winning by 0.019 seconds. Mike (the "wife beater") set his best time Saturday morning, while Stephanie was gradually improving and set her fastest time Sunday morning. Perhaps that is why the 200SX was on the trailer and did not run Sunday afternoon?

Thank you to the Poindexter and Tompkins families for an outstanding event. Also, to the Dixie region participants for helping make the event so much fun. Looking forward to next year, and we need more CFR participants to offset the Dixie region invasion!

Steve Tompkins set the second fastest time in his Formula Mazda.





Another extremely fast car/driver combo was the Elden PH8 Car #8 driven by Paul Crouch.



This beautiful Datsun 240Z was co-driven by Bill and Bill F. Coffey. One of the nicest cars I have seen.



This MR2 is a Grassroots Challenge Car by Dennis Gundersdorff. A great example of what can be done with lots of building talent and effort, and very little money.



Tom Buckman's 86 Red Devil was the hardest-working car in Gainesville. He shared the car with Les Francisco and Tim Reardon. In a rare occurrence, the car owner set the fastest time!



Morton Stern patiently waiting his turn to play in his Van Dieman RF82.



Gainesville Coordinator, Bock Folken, looking intense as he prepares for his run.



Go Daddy! cheers for Tim Atteberry.



Stephanie and Mike Lollar had an extremely close battle in their 200SX. Mike won by 0.019 seconds, but Stephanie took a minute for a starting line photo and got to ride in the Porsche GT3.



This very nice looking and very angry-sounding TR6 was co-driven by JK Jackson and Chris Moore.



Flag Ravings

Sally Larson

The 24 Hour - had its share of weather... wet/dry and everything in between. It also seemed like it was Cold and Colder. Obviously when I watch the race, I'm always on the lookout for my fellow Corner Workers but saw very little televised action. This demonstrates that everyone was doing their job professionally and well...the camera is bound to catch anything wrong! I also saw something that made we proud of our CFR Club Drivers - a pile up of Pro, high paid drivers playing bumper tag going into Turn One, on the first lap of the race!

ROEBLING RAMBLINGS (aka Up North in Georgia): As a Northerner, Georgia and North don't compute! We made the trek to work the Double Drivers' School. I felt spoiled, only one cold, rainy day out of three. On Friday I prepared my whine in advance. We weren't supposed to have the rain we were having and the leaden skies promised no luck in sight. The early AM TV said rain would be over by noon... yeah, right. Just as I was about to launch into a discussion regarding the accuracy of predictions, all the clouds disappeared and bright sunlight was the order of the afternoon and the weekend. We were pleasantly surprised, as we have been with CFR schools lately, to see the caliber of the students. Only one accident all weekend...and that one by a driver who added black marks on the pit wall. His school was considerably shortened since, though he was unhurt, the same could not be said for his crunched car.

NOTE: for anyone planning on a trip to Georgia, you might consider including a race weekend working at Roebing. For several races, they provide a daily stipend for each day worked. In addition, not only do they have showers but also a bunk room, with heat and air conditioning. No beds but plenty of floor space, so bring your sleeping bag and whatever you might need. The food is good as are the Roebing Folks. For further information, check the Buccaneer Region web site and contact their Flag Chief Art Corbitt.

POINT TO PONDER: I remember when I first started Corner Working and we discussed things to include in your gear bag or bucket. One thing was an extra pair of socks. On the surface, that's a good thought. It would feel good to exchange soggy sox for comfy dry ones but.... what good are they if you have to stuff them into wet shoes? One thing I learned from our son (yes, it is possible for an old dog to learn new tricks). He saves the plastic bags your morning newspaper comes in - and puts them on over his socks and then stuffs his foot into his shoes. A thick rubber band will hold the bags up and dry feet rule!

The foregoing information is also a tip for the Sebring 12-Hour race, the St. Pete Grand Prix, and all the support races and activities scheduled for each weekend. Last year Sebring featured several monsoons during the four working days. Since this is a Pro event, the same survival hints apply. Arrive at the morning meetings on time to get the 411 for the day's events. There are usually two sets of work rules. One is our usual SCCA flagging system and the other uses FIA rules. Be sure you are familiar with both and know which group uses which set of rules. CFR is known for the professionalism of our workers and we need to uphold that reputation. Remember there are TV and press cameras everywhere... if you wouldn't do it in front of 'yo Mama, don't do it track side.

Communication is another important part of our job Think before you press the com button. For all calls, say Control (or even Control/Control), then your corner number and flag condition. Be sure you have car number and color and short, clear description of any incident...and state 'delayed call' if you need a short time to get the facts together before you call. It's particularly important to keep the net clear for any call-around going on. Write your call down (a must for me since I tend to 'invent' numbers) and call it in after the call around is complete. If you're the communicator, in general, it's good to write information down including your Turn number. It should avoid calling yourself in as Turn 57. Control thought it was funnier than I did.

It's really frustrating for folks like Start, Black Flag Station or the Pace/Safety Car who really need to know where a particular car is....having no advance warning that the car will be showing up at their 'door' unannounced makes life difficult for them. If there is a true emergency going on (if it's yours, say BREAK BREAK or EMERGENCY to get Control's immediate attention) and again,

Columns



everyone else should keep the channel clear. We all know most of this by heart but take a minute to put your 'remember' in gear before each race.

GOSH WE'RE GOOD: I was watching the NASCAR practices and had one of those 'There's something wrong with this picture' moments. The car number #07 looked strange to me. That was because obviously the crew didn't have a #7 decal so they put a #2 decal on upside down! We've seen lots of things

in CFR, but never that one!

FLAG CHIEF HAS THE 'GOODS': Though we do not have to send a copy of our F&C Logs to National when we renew our licenses each year, you do need to keep a signed log to submit to CFR for rebate of our dues if you're eligible. Last time I checked, our Chief, Rich has log cards as well as handy dandy laminated cards of our signals.... quite good if and when you go brain dead and can't remember if you start at

the shoulder and work down OR if you start at the wrist and go up. Don't tell me that has never happened to you! Contact Rich at any race and he'll be glad to give you the cards or a log.

'Til next Month... as seen on a T-shirt - 'I'm not speeding, I'm qualifying.' Show that to a traffic cop and you may even get a smile as he hands you your ticket!

Ted's Technology, Trivia & Tidbits

Ted Glaser

Technology and Business:

Yu Zhifei, a Chinese GP executive has been sentenced to four years in jail for embezzlement. The former Shanghai city official was the general manager of the Shanghai International Circuit. He was found guilty of embezzling \$144,000 in public funds in order to buy himself a house. His light sentence was the result of a deal in which he admitted his crimes. Yu is one of several Shanghai officials to have been implicated in a scandal relating to the misuse of government pension funds. This resulted in the downfall of Chen Liangyu, the city's most powerful official. He is awaiting trial but has already been expelled from the Communist Party's powerful Politburo.

For the first time, the price of an Imperial Gallon (160 oz/5 US quarts) of gasoline is poised to hit £5 (~\$8 US gallon) at some UK stations.

Honda is confident that energy companies will respond to demand and establish refueling stations capable of filling fuel cell cars with pressured hydrogen. If they do not, Honda can always sell owners its own Home Energy Station, which extracts hydrogen from natural gas and then pressurizes it for use in the car.

French long-distance truck drivers have sparked alarm with a new pastime for beating boredom at the wheel: watching television. Police have been ordered to keep a close watch on

the cabs of poids lourds (heavy goods vehicles) after reports that drivers are putting their feet up on the dashboard and watching videos or playing computer games while steaming along at the regulation 90km/h (56mph).

To take their eyes off the road, they have devised a technique for "driving by ear", according to Le Figaro, which started a scare with complaints from motorway maintenance workers. When traffic is not too dense, the driver sets the cruise control and puts the truck's right wheels on the band that marks the edge of the hard shoulder. These are often ribbed, making a noise and alerting sleepy drivers that they are heading off the road.

As of December 26, China's premier motor manufacturer, Shanghai Automotive Company, acquired the operations of Nanjing Automotive, the Chinese car manufacturer which purchased the MG brand in 2005. The Shanghai Automotive Company had already bought the intellectual property rights to the MG Rover designs, so with SAIC now owning the MG, Morris, Austin and Austin-Healey names (all purchased from Nanjing last month), a whole group of former BL names are now together again.

McLaren's website states the following about its wind tunnel:

"Using 400 tonnes of steel between 8-10mm thick, the wind tunnel's construction was the equivalent of

building a fairly large ship. It is 145 metres long and six metres square at its widest point. The air is driven round by a giant fan, four metres in diameter, which rotates at up to 600rpm. At start up, the fan pulls over one megawatt of electric power, taking so much out of the local grid that numbers per hour are limited by the Electricity Board. The fan sucks in air from outside in such volume and at such a rate (15 cubic metres per second) that if the building were sealed, the walls would implode. Operating at full throttle the wind tunnel generates 1500kw of excess heat and energy, so it requires 6,000 litres of chilled water a minute pumped through a nine-tonne radiator to cool it."

Delta Motorsport, based near the Silverstone grand prix circuit in Northamptonshire, is working on an all-electric four-seater under the working name of Ulev, standing for ultra low emissions vehicle. Delta, established three years ago and more accustomed to making high-powered cars for race series, says its electric car will do 0-60mph in 6.5sec and has a top speed of 110mph and a range of up to 300 miles, thanks to a light monocoque chassis made of a carbon composite and its aerodynamic shape.

It easily exceeds the 100mpg-equivalent target in mixed motoring, and if customers were prepared to accept a reduced range - about 180 miles - it could be increased to the equivalent of almost 400mpg. It uses



lithium-phosphate batteries, a type of lithium-ion battery of the sort used in mobile phones, but less prone to overheating and with a longer life. The company plans to sell the cars for £20,000-£25,000 (~US\$40-50K).

After 12 years of selling the Elise and its derivatives, the final touches are being put to the Eagle, a Lotus new from the wheels up. It will be bigger than the Elise, more luxurious, and will be the first Lotus in 15 years to be equipped with rear seats. Power will come from a V6 Toyota engine mounted behind the seats, and the car will be built using the bonded aluminum construction technology that makes the Elise so strong yet so light.

It will come in various guises - a coupé will likely be first, followed by a convertible, and with prices starting at around £45,000 (~US\$90K), it will be pitched directly at the fabulously capable Porsche Cayman S. US versions are not planned at this time.

In the UK the number of motorists caught drink-driving over Christmas fell by almost one fifth over the previous year.

Police in England and Wales carried out more than 155,000 breath tests during last month's campaign - 6 per cent up than in 2006 - with 7,800 tests proving positive. The total compared with 9,700 drivers who were over the limit during the Christmas period in 2006.

The number of drivers who were found to be under the influence of drugs also fell from 251 to 153, according to the Association of Chief Police Officers.

In 2007 General Motors Corp. became the first global auto maker to sell 1 million vehicles in China during a calendar year.

Overall, Toyota delivered 197,189 vehicles in the U.S. in November 2007, including Lexus and Scion models, up 0.3% from year-ago. It was a record month for the Toyota Div., with total deliveries of 172,341 units, including a best-ever 98,749 car sales for the month.

The most promising line of biofuel development now focuses on butanol, a fuel that potentially can be produced by fermentation from a diversity of organic material, including waste products from industrial processes, thus ensuring that the raw materials and harvesting involve no extra emissions.

The molasses left behind by sugar production is one of the most suitable bases; whey from cheese production is another possibility. Butanol has several advantages over ethanol: it has a higher energy output, is easily blended with diesel and, because it is less subject to evaporation, is easier to transport.

Trivia:

An Alfa Romeo sports car that once belonged to Benito Mussolini is expected to fetch nearly £1 million (~\$1½ mm)

at auction in FEB. Mussolini had the 100mph dark red two-seater 6C 2300 Pescara Spyder built in 1935. He had the engine tuned from 68bhp to 95bhp and it was driven in the 1936 Mille Miglia, the road endurance race round Italy, by Mussolini's chauffeur, the former Alfa Romeo test driver Ercole Boratto.

Anniversaries:

1958 - Mar 16 On this day in '58, the Ford Motor Company produced its 50,000,000th car, a Thunderbird. Ford averaged nearly a million cars each year since the company's inception. Ford & GM are the largest car manufacturers in the U.S. To put their relative sizes in perspective, on this day in '66, GM produced its 100,000,000th car, an Oldsmobile Toronado. GM's larger production is the result of always having been a conglomeration of automotive companies, while Ford was, for a very long time, a centrally run, vertically administered family business.

1961 - Mar 16 - Jaguar Cars Ltd. introduced the XK-E, or E-Type, at the Geneva Auto Show. The E-Type was the successor to the C- & D-Type

Jaguar that had earned the company's reputation for racing excellence. The D-Type, w/a top speed of 170mph, captured 1st place at the 24-hour race at Le Mans in '55, '56 & '57. In '56, Queen Elizabeth II knighted Sir William Lyons, Jaguar's founder, to recognize his achievement in bringing Jaguar to the heights of the international sports-car world. In '57 a massive fire at the Jaguar factory halted the further development of Jaguar race cars. The disaster left many wondering whether Jaguar Motors had not already seen its best days in the successful '50s. The release of the E-Type in '61 signaled an impressive return by the British racing giant. The E-Type did everything the D-Type had done & more. With a top speed of 150mph & a 0 to 60 time of 6.5 seconds, the E-Type engine growled loudly. What's more, the E-Type averaged an unheard of 17 mpg. By the mid '60s, the E-Type had become the most famous sports car in the world; today the E-Type is cherished as a car of beautiful lines & precision engineering.

Crystal Ball:

2008 -The F-1 Q3 session which was previously 20 minutes in length will now be reduced to just 10 minutes which will give the teams time to do two or perhaps three qualifying runs for those who wish to try for a better qualifying position.

There is now talk that once qualifying is over the weights of the cars ought to be published so that the media can explain what happened in the knowledge that they are not guessing strategies. There is a decent argument that this makes sense given that teams cannot change the settings of the car at that point and the knowledge of who is running what may add to the interest in the race - and will make it easier for TV commentators to explain what is going on.

2009 - Mazda Motor Corp. has announced it would begin marketing its Premacy Hydrogen RE Hybrid in early 2009. The hybrid vehicle offers 40% more power than the experimental hydrogen/gasoline-powered RX-8

Hydrogen RE, which launched in 2006 and to date has been leased to eight research institutes and local governments in Japan. Beginning next

summer, Mazda will provide another 30 units to HyNor, a Norwegian project promoting hydrogen transportation.

See you at the races!

Legends: the Fellas and a few Gals

Ellen Kosinski

The theme this time is variety, from a racing riddle to the Bentley Boys and their cars. See if you can figure out who this racing driver is.

There once was a lady who stood at four feet ten inches. She could be seen peeping over her steering wheel coming around the bend. Competing against the likes of other racers such as Rita Don and Gwenda Stewart.

She met and became friends of a famous couple she met in South Africa. her name was Elly, she was a pilot; his name was Bernd, he drove for Auto Union. They all came for the Grand Prix.

Her practice times there were swell.

Answer: The famous couple's surname is Rosemeyer. For the lady who the riddle was composed for: she was born, Kathleen Coad Defries, on the 10th of May 1903 in Canada. Kathleen lived in England. How the story goes about how she started racing has a few different theories.

The fact is her husband, Henry Petre, decided to buy a gift for Kathleen. It obviously was not a piece of jewelry or tickets to the opera. It was a Wolseley Hornet Special. Kathleen, or shall we just say, Kay Petre, decided to start racing in her Wolseley Hornet Special. She went on to drive a Delage, Bugatti, and Rileys. Kay Petre often raced at the Brooklands track. In all different series including rallies, hill climbs, Grand Prixs, and the Le Mans.

Tragically, in 1937, Kay had a crash at Brooklands. It happened during practices for the five hundred mile race. When an overtaking move by Reg Parnell did not go as planned, he lost speed and slid down the banking. Unfortunately, Kay in her Austin Seven was not clear from danger. She was hit

from behind. Kay Petre was taken to the hospital. Her injuries to her head were severe, but, in time she recovered. Kay Petre's involvement in motorsport and with cars did not end. Later on she became a motoring journalist and even had a hand in working on the Mini, by designing fabric patterns for the interior. Kay Petre died in 1994.

What comes to mind when someone says Bentley? Luxury, classic, "wow what a car", or maybe expensive parts. Kidding aside, a Bentley is a great car. All of the above is true. Although there is another side to Bentley: its dominant presence in racing history.

Like many of us, Walter Owen Bentley had a life long love for motor sports. Bentley came from Doncaster, in northern England, which is located in present day South Yorkshire. In 1905, at the tender age of sixteen, W.O. Bentley sent off for work at the Doncaster Locomotive Works' part of the Great Northern Railway. For the next three and a half years he learned engineering skills as a premium apprentice. He started racing on two wheels first.

In 1912, W.O. Bentley, and his brother H. M. Bentley, purchased the UK Agency home of the D.F.P. car. The agency ended up not only with new owners but also with a new name "Bentley and Bentley". The winds of change were starting to blow all for the better too. Many improvements were to come.

W.O. Bently is often credited for the idea to use aluminum instead of cast iron to make engine pistons the cast iron was replaced with aluminum. Bently began using that idea in 1913 and it was a success.

Then World War I came. W. O. Bentley became a Lieutenant he designed and built rotary airplane engines with a group of people at Humber.

When the war ended in 1918, W.O. Bentley returned to motor cars. After the war everyone wanted to be happy. Here comes' the roaring twenties. That is when a group of fellows known as "The Bentley Boys" came onto the scene. They were known for being great racers who knew how to have a grand time no matter what they were doing or where they were. The group included S. C. H. "Sammy Davis", Dr. J. Dudley "Benjy" Benjafield, Woolf "Babe" Barnato, Glen Kidston, John Duff, Clive Dunfee, Jack Dunfee, and several others.

Sammy Davis was a distinguished driver whose awards included two BRDC Gold Stars for being the outstanding British driver of 1929 and 1930. Of course that would be in international motor racing.

In the 1926 and 1927 Le Mans, Sammy Davis and Dudley "Benjy" Benjafield were partners. The 1926, Le Mans was not a victorious one for them in their Bentley No. 7. Rain and failing breaks might be to blame. 1927 was quite the opposite they won that time, coincidentally in the same car they drove the previous year. The two referred to it as "old No. 7"

Dr. Joseph Dudley Benjafield specialized in bacteriology. During World War I he served in Egypt. He started racing in 1924 and 1925. Benjy was not the only Bentley Boy to reside on Wimple Street in London. Fellow Bentley Boy Woolf Barnato lived near by. In fact, London taxi drivers referred to the area as Bentley Corner. It might have to do with Dr. Benjafield having dinner parties whose guests were the

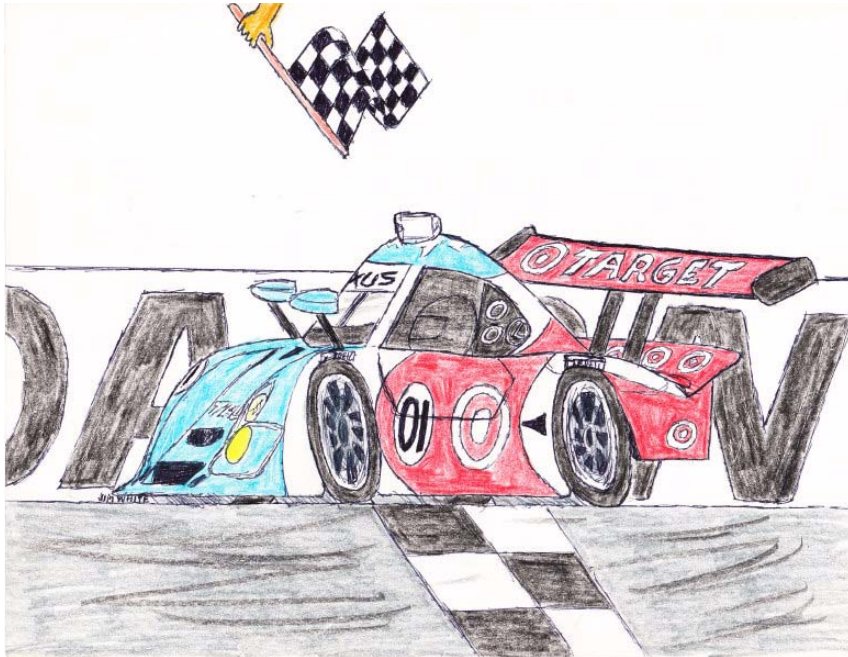


Bentley Boys and also included fellow race aficionados. This is also how the British Racing Driver's Club came about. The founder was Dr. J. Dudley Benjafield. The club was inaugurated in April of 1928.

Woolf "Babe" Barnato became the chairman at Bentley Motors as well as one of its drivers. Babe, as he was known to the Bentley Boys, was at one time a heavy weight boxer. W.O. Bentley once said of Woolf Barnato: "The best driver we ever had." He won

the 1928, 1929, and 1930 at Le Mans.

One could go on writing for months about the group above each of them different yet in ways the same. They were not just colleagues but friends.



Caricature of the Finish at this year's Rolex 24 at Daytona, by Jim White.



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2008 Rolex 24 Hours at Daytona

Bill Martin

Turn 1 Crew readies for the Koni Challenge 3 Hour Start.



The 36th place Skeleton/Middlebrooks Mustang locks 'em up in Turn 1.



The Koni Challenge provided close racing in all Turns.



Benogoa/Santiago Mustang tries the "Wide" line in Turn 2.



4th in ST the Thilenius/Lamb Acura dices in Turn 1.



RE Rick worked his magic again providing a cozy Worker lounge.



The eventual GS Winner, No. 83 of Traver/Stanton.



The Saturday night meal was well received.



Picture Pages





The Chow line. Always a popular place.



What's this...Health food?



The 15th place GS entry make his way by a spin on the pace lap.



START of the 46th Annual Rolex 24 At Daytona. Final positions 6th & 9th.



The lead pack rounds the mark at Turn 6 for the first of 695 Laps.



The Briscoe/Castroneves/Bush entry takes the short cut between 2-6 in the early going.



The GT No. 68 passes the Double Yellow in Turn 1. Final Position 25th.



The Speedway Jet Dryer got a good workout.



Sunday dawned Cold, Windy and Wet.



In Vendor Row, they were having trouble keeping their tents down.



RE Rick and the breakfast of champions - Sausage, Biscuit & Gravy.



X marks the spot of an errant overnight drive through Turn 3.



It's almost over and the Canteen Crew is a happy bunch.



Ron Zitza, with Raquel on his hood, leads through Turn 3.



The Pack rounds Turn 3 headed for 4-5 one more time.



6th Overall Patterson/Negri Jr./Wilson/Rahal.





9th Overall Pew/James/Allmendinger/Frisselle.



13th Place - Law/Donohue/Rice/Haywood.



7th Overall sans half of rear fender-Krohn/van de Poele/Gavin.



The WINNER - Lexus DP of Pruett/Rojas/Franchitti/Montoya.



From the Chicane and Turn 4 at the 24 Hours

Doug Werth

Adrian & Nicki at Turn 4.



Gail and Kyle Relax in the compound (thanks Rick).



Doug at Turn 4.



Terry and Guy at the Chicane.



Rich addresses the workers at the F&C meeting.



Rich & Guy entertain Diane at the Chicane.



Larry, Terry, Guy, and Don at the Worker's Meeting.



Terry, Guy, and Rich at the Chicane.



Rich listens to Grand-am's Wayne Pollack.



Rich Retrieves a Belly Pan at the Chicane.





Guy and Rich retrieve debris at the Chicane.



Jen working at Turn 4.



Terry and Diane at the Chicane.



Terry and Steve at Turn 4



Terry at Turn 4.



Terry at Turn 4





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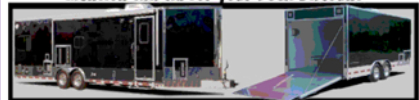
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The Checker is published monthly by the Central Florida Region of the Sports Car Club of America, Inc., 136 Dublin Drive, Lake Mary, FL 32746, (407) 323-8148, and is printed at Osceola Press in Kissimmee, FL.

Subscriptions are available to non-Central Florida Region members for \$25 per year to addresses in the United States only. A subscription is included in the Central Florida Region dues charged to its members.

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

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