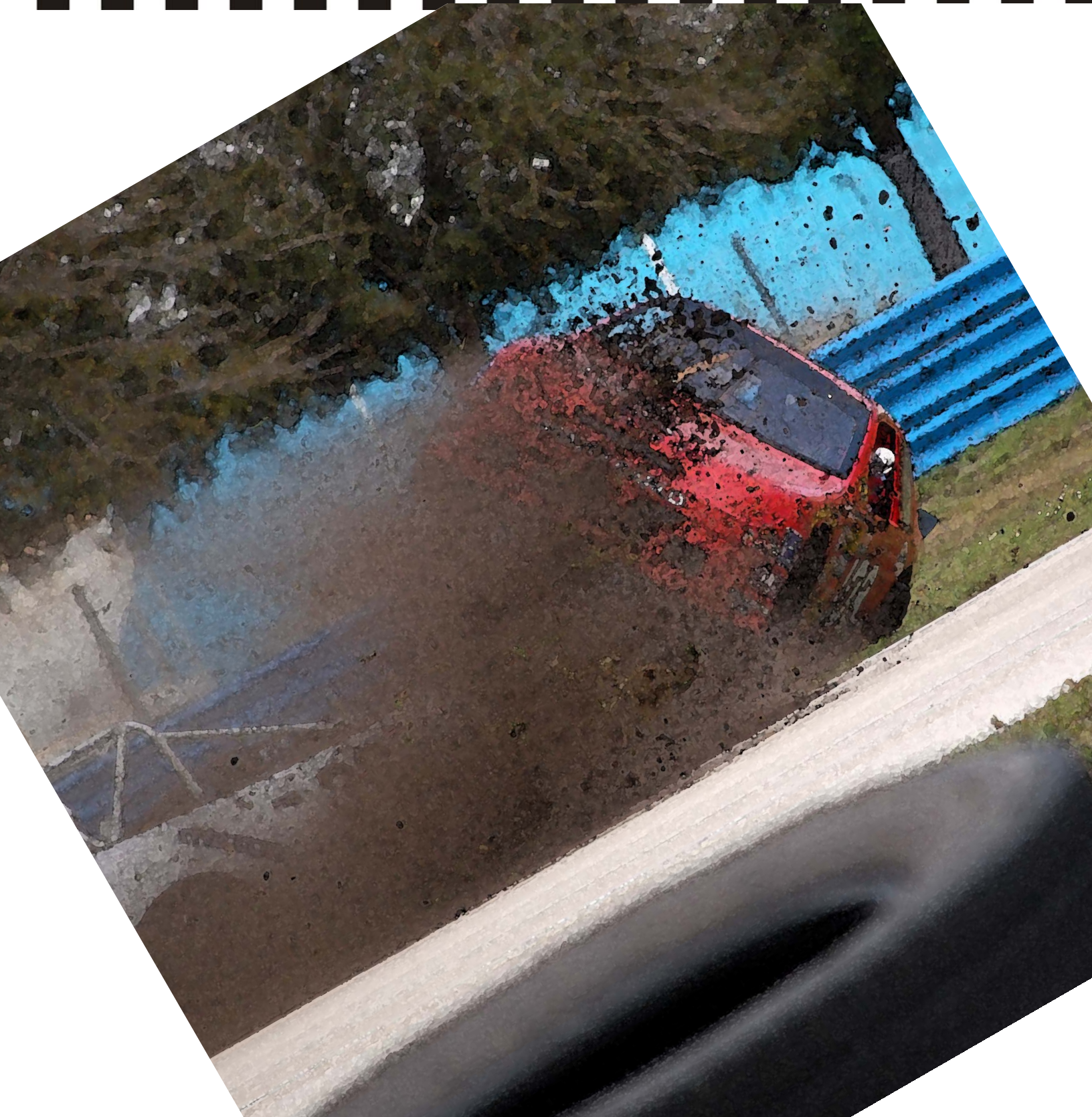


The Checker

Official Publication of the
Central Florida Region
Sports Car Club of America
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Websites:

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www.CFRSOLO2.com



2008 CFR Event Schedule

The events listed here are CFR events only, refer to the SEDIV Racing site (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.

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

Sebring Codes:

GP = Paddock On Green Park Side

12hr = Paddock On 12 Hour Side

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 Edgewater and Debary locations on the 2nd Tuesday of each month. Dinner at 6:00 PM, meeting at 7:00 PM. Contact the 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



Welcome New Members!

District 1

Victor Crichton, Clearwater
Margaret Dalrymple, Seminole
Claudia Lambert, St Petersburg
Scott T Minehart, Terra Ceia
Robert Gray Stuart, Hudson
Larry VanScoy, Seminole

District 2

Robert James Ballard, Wesley Chapel
Richard Edward Bartz, Zephyr Hills
Diane Hicks, Land O Lakes
Blaine Johnston, Tampa
Robert Kuykendall, Tampa
Jeff Radke, Sr, Brandon

District 3

Alex Bennewitz, Orlando
Austin Billhime, Windermere
Ethan Billhime, Windermere
Chris Cafaro, Orlando
Matthew J Frazier, Oviedo
G M Higgs, Tavares
Lisa Lampkin, Windermere
Gordon Messado, Tavares
Jon Samila, Orlando
Robert Temple, Longwood

District 4

Douglas Adams, Spring Hill
Jack R Neely, Summerfield
Rhannon Vaness, Ocala
Steve Voras, Spring Hill
Mark L Wheeler, Crystal Beach
Mary M Wheeler, Crystal Beach
Scott B Wheeler, Crystal Beach

District 5

Dr. Bill Anspach, Stuart
Howard Brennan, Vero Beach
Gordon E Byers, Vero Beach
Roger Carron, Melbourne
Michael Cornelius, Palm Bay
Nina Diaz, Palm Bay
Bobbie J Fulton, Melbourne
Howard Fulton, Melbourne
Jessica L Fulton, Melbourne
Katie L Fulton, Melbourne
Brandon Grieve, Pt St Lucie
Jessica Grieve, Pt St Lucie
Nicole Grieve, Pt St Lucie
Ryan Grieve, Pt St Lucie
Samuel David Grieve, Pt St Lucie
Tammy Grieve, Pt St Lucie

District 6

Kevin Allen Lynn, Sebring
Paige Steele, Winter Haven
William Steele, III, Winter Haven

District 7

Jim Cascio, Port Orange
Kenneth Daniel Peara, Debary
Rhonda Pigot, Holly Hill
Ray Scarbrough, Ormond Beach
Gregory Voth, Ormond Beach

District 8

Bob Cleary, Cape Coral

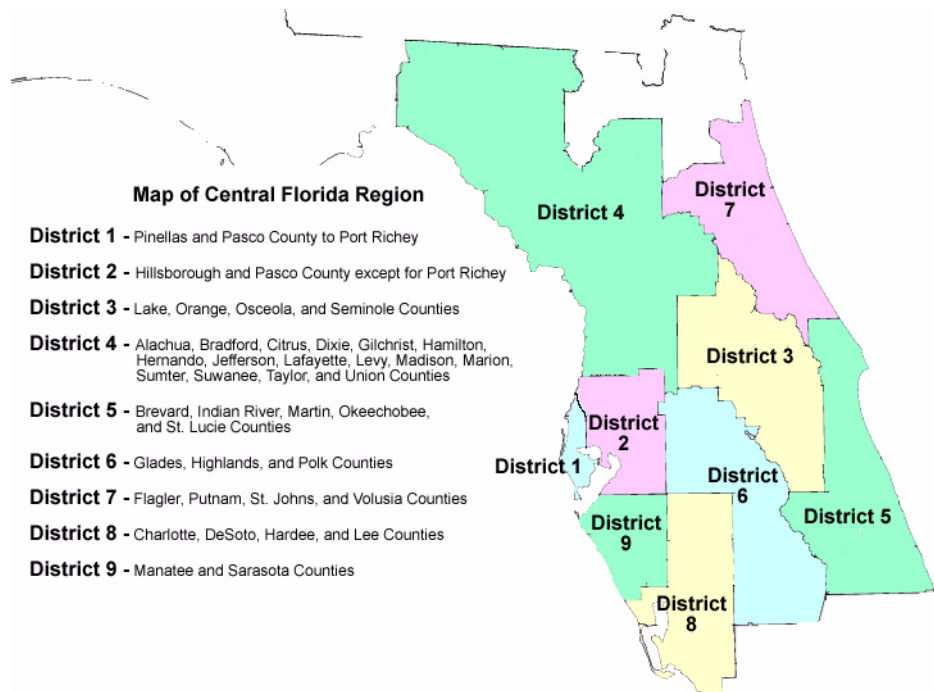
District 9

Harold Malcolm Blackrick, Bradenton
Cheryl Comstock, Bradenton
Jim Kosco, Bradenton
Harold Michaels, Sarasota
Mike Charles Ranlet, Sarasota

Out of Region

Carey Atkinson, Naples
Glenn Hauser, Boca Raton
Michael Londo, Gotha
Adriane Walker, West Palm

District Locator



RE Report

Rick Balderson

It sure feels like 22 ½ minutes since I wrote the March report, the indication that my work was slowing down was highly overrated.

The CFR Board of Governors held their 1st quarter meeting in Sebring on March 9th, and my overall impression was that the region is in good shape and going in the right direction.

While the current economic correction has had a marginal impact on our entire program, entries are still strong and our investments are still better than the major market indicators.

In looking for easy ways to save money, the region will be working on a program to send the monthly meeting notices out electronically. To put this in perspective, the current postcard mailing program costs the region about \$8,000 a year, so the savings is significant. The Governors have been tasked with getting e-mail addresses for those members who have not updated their data with Topeka. If you do not have an e-mail address please let the CFR Secretary, Carol Gavaletz know.

Plans are under way to have a new and updated website, details to follow as soon as possible.

The Solo crowd has been on a tear lately with only one weekend off in last 7 weeks. Congratulations to Tim Reardon for organizing a great group to hold so many well attended events.

Just completed was the 56th running of the 12 hours of Sebring. As expected 190 or so volunteers turned out to brave the elements and enjoy the racing.

Friday was a struggle as rain turned the World Challenge GT race into a mess. This should have been the best race of the weekend and to have it run under those conditions was really too bad for all involved.

While the entries of the IMSA event were light at 35, the quality of those vehicles was significant, as was the babe factor, with numerous sponsors and entrants posting young ladies in various small costumes about the paddock.

OH, yes, the race. General Penske and

his P2 Porsche proved to be the class of the field, leading the Audi to the finish line by over a minute. Interesting factoid, this years race had the most finishers on the lead lap at 4, the previous record was 3.

As always the track and level of competition took its toll, with only 62% on the entrants actually finishing the race.

Although the Peugeot 908 finished 12th, they did claim fast lap at 1:44:536, a full second faster than the best Audi time, perhaps a sign of things to come?

As expected the CFR staff and assorted out of town SCCA volunteer groups proved to up to the task and we thank Rich Kasson and Jim Hooker for their skillful leadership in getting the job done. The Dawson's again provide the lunches and Friday night's dinner. This year we enjoyed a wedding at the social and a nice wedding cake to round out the meal.

Fran and Bill Martin arranged the door prize program and there was something for everyone. All in all another great event.

District News

District 1

District 1 Meeting, March 11, 2008 Eat At Joe's Crab Shack, Largo FL.

... It was not a dark or stormy night...although it did eventually get dark.

We were missing some of our regulars as they were already in Sebring to begin the 56th Annual Mobil 1 12 Hours of Sebring. Those of us with sense were staying away...or will go down later in the week. We had 21 in attendance, split pretty evenly between drivers/crew and "workers". 21 is a small group for us, fortunately we do not have many months where there is a conflict with a race "weekend" starting the next day.

Governor Sammi enthused about the showers built the previous weekend at the Sebring Compound. A Tiki Hut now is

needed to complete the theme. Thank you to Charlie from District 9 who came up with the plan and did a lot of the work, to John Switzer who donated all the pallets, and to everyone who showed up to work - and even to the guy who just stood around taking pictures and drinking beer...

Sammi also reported on the BOG meeting held the previous Sunday. Hitting the highlights still took quite a bit of time...but hopefully those will be mentioned elsewhere in the issue. However, a couple of super highlights near and dear to the hearts of District 1:

Thank you to District 6 for agreeing to do the Annual Meeting this year - it's the 50th so it is going to be pretty special we are

sure. Somewhere you'll be seeing more information on this event for the 2nd weekend in December - so keep your calendar clear...

The Lightening Strike Policy (officially known as "Severe Weather Guidelines") will not be a line in the supplemental regulations ("supps") of an event as it poses potential legal problems if not followed exactly. However, the guidelines will be reviewed for "safer" language. Bob Hayward, Safety Steward, said that if anyone felt unsafe due to weather, they just needed to let their chief know and get in contact with him, he had the authority to shut down the session if needed. First and foremost, from the BOG is that everyone's safety is key.



District meeting notices will be going out via e-mail for those that have current e-mail addresses on record. For those who do not, they will still continue to get the cards, but the reduction in the cost of postage will be tremendous.

Bob Shouse has been working with the Regional Secretary - Carol Gavaletz for several years now on developing software that would make mailings work so much better and faster. With BOG approval, Carol presented Bob with certificates for

two race entries for our club events. (Bob drives 109 SM) as Thanks! for all the help he has given to the region.

Dave Frederick Sr gave an impromptu speech on how wonderful our Governor is and how wonderful our district is. Thank you Dave for sharing your thoughts and accolades. We all agree Sammi is special and we're the best district in the best region in the land.

This month, everyone won! There were

shirts, hats, pens and trucks donated by The Q Auto & Injury Attorneys. With so much to give away - we almost missed the Corvette give-away. Bob Shouse was the lucky winner!!!

Our next meeting will be April 8th at Eat at Joe's Crab Shack on Gulf To Bay, just east of US 19. Meeting starts at 7:30pm, but lots of folks get there early to socialize and enjoy dinner. See Ya!

District 3

District 3 held our March meeting in our usual location - Rossi's Pizza on S. Orange Blossom Trail in Orlando. Gov. Bill Martin was 'in residence' at Sebring in preparation for the 12 Hour event, so BOG Chair. Fran Martin conducted the meeting.

Since we were fresh from our 1st Quarter BOG meeting the previous Sunday, Fran provided a recap of actions by the board. Here's a summary:

The Board approved sending district meeting notices via email. This change will be in transition through March and April. We will try to start sending 'cards' in May. For those members who don't have an email account or access to a computer, Carol will try to get hard copy notices to them. Information will still be available on the web and in the Checker. This change will save \$4K-\$8K per year and save Carol untold hours of baby sitting the equipment and processing the cards. PLUS Carol agreed to continue as CFR Secretary. THANKS CAROL!

We encourage everyone to make sure your information at Topeka is up to date. Call the 800 number or go on line. Please don't send changes to Carol Gavaletz or Joyce Hayward.

Sebring Compound - We now have 4 additional showers at the Sebring compound...not luxurious...but they will serve the purpose. Thanks to Sammi Ronshausen, Charlie Leonard and crew. We also have a committee investigating the possibility of adding electric to the

south side of the compound and improving/maintaining the electric in Green Park paddock.

Finance - CFR's portfolio is down 6.5% YTD but we still are better than the national averages and, over a 12 month period, down only one tenth of 1 per cent. Anticipate improvement after June.

Race Board - We are seeing a reduction in entries and expenses have increased for the race program. For example - 2007 February Regional had an \$11K profit; 2008 February Regional was \$3800 - about a 65% drop. Biggest expenses - track rental increased \$4K per weekend, worker rooms (drivers are donating but not enough to cover the expense) and gas cards. Overall - CFR races more cars than any other region. Savannah National had 125 cars; CNP National - only 65 cars.

Vandalism - haven't seen any reoccurrence at Sebring but we'll continue to hand out the flyers at Sebring and Daytona to be sure we reach everyone.

Solo - Gainesville solo trials were successful. The Palm Bay site brought in 130 entries and also is bringing back participants who hadn't been attending events at other sites. Solo is looking at a site in Lake Geneva that will keep the Central Florida and Daytona participants active. Ian Stewart - CFR Member - is Solo Driver of the Year. He is transitioning to the race program in his SS Civic. CONGRATULATIONS IAN!

Fran Martin

Membership - CFR has a total of 2824 members. The requirement for Solo participants to be members is helping build that figure. Also, the weekend membership program is working well. For the \$15 fee - the region gets \$10 and National gets \$5. This program helps us get good members as they know after a weekend whether they want to continue to participate or not.

Annual Meeting - Will be hosted by District 6 in Sebring on December 13-14. Location is the Quality Inn (used to be the Holiday Inn) on Hwy. 27 and the room rate is \$69. Dorsey Schroeder will be guest speaker. This is our 50th Anniversary as a Region and we want to make the event special so mark your calendars. District 6 is actively looking for sponsors.

Next BOG meeting is currently scheduled for June 22nd at the Quality Inn in Sebring. This is our mid-year meeting and we will elect the RE, Secretary and Treasurer as well as approve the budget. We still need a BOG Recording Secretary.

Upcoming events include The St. Pete Grand Prix the weekend of April 5-6, Daytona Drivers School, April 19-20 and Solo Events at BCC, Brooksville and Deland. Check the schedule posted on the web for the most current information.

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

See you at the races.

District 7

District 7 held their March 11th meeting at Starvos Pizza in DeBary. The agenda was derived from the issues noted during the recent BOG meeting.

Email district meeting notices will probably commence in May. Those members without computer access can make that information known to the region and postal notices will continue to be mailed to them. The region can expect to see a \$4-8K savings per year, not to mention the labor saving aspects of using current technology.

If the first 2008 race results are any indication, it looks like the economy will take its toll on entrants at future CFR events. Entry for the February Regional at Sebring was down compared to the 2007 date. And, with the increased rental fee for the track, we saw a 65% drop in net receipts. Projecting that out, it doesn't fair well for a good season. Solo entrants have not shown the same decrease in

interest yet but that may only be a matter of time. With gas prices soaring, getting there is becoming very expensive, especially if one has to tow their race or Solo car.

On the positive side, CFR membership is increasing, helped by the new requirement in Solo that all entrants have to be members. Our total membership stands at 2824 as this is written.

But where is everybody? We, and other regions, are in dire need of members who participate, whether that is as a driver, a specialty worker or just a person that attends monthly meetings to say hello and give input. We are a large region but it seems that participation is limited to a very small percentage of membership.

Based upon comments by members of other regions, the lack of interest in attending meetings seems to be happening more and more across the

country and SCCA suffers for it. In order to maintain a healthy future for our club, we must encourage participation. And that basic need is not more evident then attendance at the monthly meetings

With few exceptions, we see 6-10 at district meetings, sometimes not even that. That's really not a good turnout given the membership count. Our district, and I suspect others, would like to see more members at their meetings. What needs to be done to attract folks? Suggestions.... anyone?

The Annual meeting is scheduled for December 13-14 at the Sebring Quality Inn on Rt. 27. Room rate is \$69 per. Dorsey Schroeder will be the guest speaker.

The next District 7 meeting will be at the Sea Treasure in Edgewater on April 8th.

Editor's Note

The cover this month is from a photo taken by Terry Galvin at the Cabin Cure at Sebring earlier this year. The car did not fare well, however the driver walked away, and is, at last count, OK. The cars and drivers are No. 36 FP white Mazda

Miata, Chris Marchand; No. 108 SPU red Baby Grand Monte Carlo, Robert Follmann.

Unfortunately, the original file wreaked havoc with PhotoShop and FrameMaker,

and I could not run the original file without making alterations and saving in a different format. (And, to all the Geeks out there, no, I could not save it as a regular jpeg file and use the copy...)

Attention Please...

The District Meeting Notice Post Cards are in for a BIG CHANGE!

We are transitioning into E-cards in just a couple of months, if all goes well.

At this time, we only have 448 members whose e-address is not listed with Topeka.

Some may not have E-mail, but we already know, just by recognizing folks on the list, that some just haven't taken the time to let Topeka know. 55 haven't even included their phone number. We need

that info. We don't sell your info, we don't solicit you, but we may need to be able to contact you from time to time, so please help us out.

You can go to SCCA.COM and log on with your membership # to check and update your info or call them, if you wish, at 800-770-2055.

PLEASE do this as quickly as possible so we can get the program up and working

well.

It will be less work for the secretary who will "gladly" continue to send post cards to those who do not have computers.

Thanks,

Carol Gavaletz, Sec.

In Memoriam



Jack MacQuaide 1920-2008

Jack MacQuaide passed away February 21, 2008.

Jack was a member of Northern NJ Region for many years. He had joined the SCCA in 1960. He was the Regional Executive in Northern NJ for several years in the mid-1960s and served a number of terms as a Trustee of the region. He also was the Activities Chair for NNJ for a number of years. In the 1970s Jack was the region's pace car driver. He was one of the earliest

recipients of the William Giltzow Award, NNJ's highest award to a member. In more recent years he had volunteered as a Pit Lane worker at NNJ events as well as for the Central Florida Region.

He and his first wife, Gloria, would spend a portion of the winter in Daytona each year. When Jack retired they would spend an even greater portion of the year in Florida. Eventually they would leave New Jersey for their home in Daytona after Thanksgiving and return around the

middle of May.

Gloria passed away a number of years back. Around that time Jack changed his region of record to Central Florida Region and became active there. However he kept his home in Little Falls and came north for the summer racing season each year. Jack held a National license in Race Control until the 2006 year.

Jack's wife, Rosemary (nee Shannon) survives.

Breathing New Life Into an Old Race Car

Story and photos by Karen Galvin

So what does it take to install a powerful new racing engine in a 36-year-old race car? Many hours of careful work, some creativity and a lot of finagling.

In the January issue, "Fresh legs for an old horse" told about how friends gave Van McDonald a trick new engine to thank him for his many years of helping fellow racers. This is the second half of the story, which tells how the power plant was installed in the Datsun, and what happened when an old race car was made new again.

After about 225 man-hours of cutting, welding and other modifications by Dave McTureous and Jim Higgs of JB Racing in Tavares, the Thoroughbred's heart was transplanted into the Shetland pony's body. Among the modifications and updates to the 1972 Datsun 1200 were new brake lines and fittings, all new wiring, a new fuel pump and fuel lines and all new instrumentation.

A few new bars were added to the roll cage structure to help with strength and to provide a place to mount the Tilton hanging brake pedal assembly. Dave, who has known Van and his wife Judy since the 1970s and was eager to help with the project, said this was the hardest part of the project because of the small work area, which necessitated a lot of stand-on-your-head welding. The brake master cylinders and brake fluid reservoirs were moved to behind the

firewall, making room in the engine bay for some important carburetor and air filter modifications.

After two months of hard work, the car was finished the week before the Cabin Fever Cure races in February at Sebring. Because Van was busy playing in a national bridge tournament on Friday (a man of many talents, Van was earning the final points he needed to become a Life Master), Jim took the car out during Friday morning's testing session. It ran well, and after a gear change made during lunch break by Jim, Dave and Charlie Leonard, it ran even better.

Van drove the car with its new engine for the first time during Saturday morning practice. Van and Jim (driving Paul Mevoli's car) raced each other around the track for the first time in many years. Afterward, they were all grins. Van said he was very impressed at how smooth and powerful it was. "I don't want to get out of my car!" he said after driving back to the Nissan paddock area.

Jim said, "I have known Van and Judy since I started racing in 1977. Van and I were on the track many times together even though we were in different classes. I have raced side by side with Van for years without even a scratch. It was fun to have the opportunity to do it again."

During the SARRC race Sunday morning, Paul and Van started in second and third,

but they didn't get much racing in because all but a couple of laps of the 30-minute race were run under caution as the result of a major crash at the start that they narrowly missed and other cars crashing or breaking later in the race.

Sunday afternoon's regional race was a different story. Again driving Paul's car, Jim started in first, with Van in second and Dave in third. Van passed Jim going into Turn 17, then a few laps later, Jim passed him back going into the Hairpin. Jim said, "I knew I had to drive a very good race to keep Van behind me. If I gave him a chance, he would pass me back." They raced hard for all eight laps and, in the end, JB Racing-prepared cars finished 1-2-3 in GT Lite and in Group 8 overall. The finishing order was Jim, Van and Dave.

Refusing to get out of his car after the regional race, having turned the fastest time he had ever turned on the long course at Sebring, Van was smiling broadly. "The car is still beyond me, but I feel like I'm gaining on it." He later said he had never qualified within five seconds of Paul, and for this regional Van qualified less than a second behind him.

He also said the car was so well prepared, "all I had to do was put on my gloves" and go racing. At the end of the weekend, the only thing that hurt were Van's cheek muscles from smiling so much.

Postscript from Jim Higgs:

"This opportunity to do something for Van came out of the blue. I, and all who contributed, saw it as a way to say thanks to a very special person in the SCCA racing community.

Many thanks to Dave

McTureous for all of his efforts in making this project come to life. Dave has known Van and Judy as long as I have and wanted to help Van as much as I did.

Thanks again to Van and Judy for all they do for all of us, and thanks to all who contributed and gave me the chance to do something special for a very dear friend."



From left, Van McDonald (second), Jim Higgs (first) and Dave McTureous (third) took the top three spots in GT Lite in Sunday afternoon's Regional Race.



Van McDonald heads through Turn 9 during the SARRC Race on Sunday morning.



Sebring Worker's School

Diane Robins





Another successful Worker's School was held at the SCCA Compound at Sebring on February 16th and 17th. Nearly 70 workers were in attendance, and once again, Hollye LaPlante and her team did a fantastic job organizing the weekend's events. The theme this year was "Be Safe, Play Safe, Have Fun," and the emphasis was on Corner Management and Response. Rich Kasson, the Chief of Flagging and Communication led the weekend's activities and discussions were held on many F & C topics by the assistant chiefs, Matt Coyne, Jim Hooker and Gail Kasson. Those in attendance also heard presentations from all the Chiefs' of specialties and were able to meet with them later in the day for more detailed information. When they checked in, the attendees were given a Worker's School T-shirt, a nice pair of SafeQuip gloves, and "goodie bags" which included a whistle, note pad and pen, a Worker's School lariat and several other helpful items. Notebooks of information were also given out summarizing the information covered in the 2 day school. The Dawson family once again provided our meals all weekend and we had a wonderful Saturday dinner repast following the social. The biggest THANKS go to the drivers who generously donated funds for us to put on this event. Plans for next year are already being discussed with a goal to improve upon our already successful program.



MANY THANKS

The members of the 2008 SCCA - CFR Workers School would like to extend our most sincere thanks to all of the Drivers that donated to our event. Your generosity and support is overwhelming. Because of you, our school was outstanding and we were able to enlist several new workers and train them for the safety of all participants.

Our Drivers are the BEST!!!

Alan J. Hulse II	George/Sheri Lynn Lutich	Jon/Connie Swanson Swanson Production Partners, Inc	Pedro/Hilda Rivera	Sean Ryan
Ansa Motor Sports	Gerard/Patricia Ruffino	Katherine/Bradford Mead	Pedro/Vanessa Prado	Shaun Hinds
AVE Motorsports Inc.	Guelph Park Farm Edwin/Darlene Pigman	Lawrence/Janet Hendrickson	Randall Kornegay RK Racing	Sim Shortman
Barry/Linda Rufo	Harold/Kathleen Lund	LB/MB Tcherkezian	Raymond Reichard Bruce Reichard	Slater & Partners, Inc
Beau Gabel	Henry/Janice Hampton	Lee Arnold Solitaire Consulting, Inc.	Robert B Sieck	Steve Smith Twin Cam Sportscars, Inc
Brian/Vikki Atkinson	Hiro Nishioka	Leonard A. McCue, PA	Robert Berman	Taylor Robertson
Car Tech Bud/Terry Boylan	ISC Racing Services, Inc	Link Eveleth	Robert Eubanks	The Aplins/Insurance Appraisal Service, Inc
Carlos/Mercedes Hermida	J. Edward Carrol, DMD	Lyonel/Danielle Kent	Robert Mayer/Ascot Valley Racing	Thomas Sterrett
Charles Penachio	Jack Corthell	M/M Michael Schiffer	Robert McElheny Gator Ford	Timothy/Kathleen Potter
Charles Smith	Jack/Donna Hurley	Maria/William Coggins	Robert Oetter	V8 Stockcar Series Bosco Logsdon
Charles/Elisa Gregg	James Blanton	Mark Scruggs	Robert Shouse Patricia Carter	Van/Judith McDonald
Charlie/Alisa Rogers	James Downing	Miami Auto Racing	Robert Webb	Victor/Lorelei Culbertson
Cheryl/Kenneth Hazelton	James Lee Spells Cast in Bronze	Michael Cummings	Robinson Motor Sports	Walter Harry Puckett Jr
Darren Brown in Trust for Francis Sullivan	James Valinzo	Michael Eakin Purple Frog Racing	Rodney Thompson Tropical Transfer	Walter/Patricia Osinga
David/Jan Banks	James Welz	Michael Guenther	Roland/Linda Bauer	WE/Mitzie McGavic
David/Nina Rodenroth	John Barben	Michael Kennedy	Ronald Cenzalli	William Armstrong
Donald/Theresa Langley	John W Hewell, III	Michael/Cheryl Little	Scott Jarvis	William Newman
Dr. Stanley Hallock	John/Sondra Fuchs	Mike Baker Racing	Scott Kirouac	William/Joan Yates
Gene Felton & Assoc	Jon Gearhart	Patrick Sessions	Scott Larson	WR Carson

Palm Bay Solo, March 8-9

Jerry Stein

It was a slightly iffy start to an autocross weekend at Palm Bay on March 8th and 9th, with a viscous cold front moving through the night before along with a tornado threat. However, the few sprinkles that remained early Saturday morning soon dissipated, leaving bright, sunny skies the remainder of the weekend even though temperatures remained quite cool. 58 drivers participated in the Saturday practice session, while 80 joined in the fun for the trophy event on Sunday. These numbers are somewhat down from the first two events of the year at the BCC skidpad, probably owing to unavoidable schedule conflicts, but those that were in attendance enjoyed fast, flowing courses that challenged novice and experienced drivers alike. Sunday's course featured a loop that could be taken either clockwise or counterclockwise at the driver's discretion, and no definitive advantage could be discerned with either option. Many drivers tried it both ways and still couldn't decide which was faster.

Fastest time of the weekend was set by Kelly Kiener in a F125 Honda shifter kart at 26.470, closely followed by Art Trier's F500 QRE Shadow at 28.227. Not far behind them with fastest stock time was Jason Huepenbecker, who wheeled his F Stock '07 Mustang GT to a remarkable time of 29.534, the only fendered vehicle under 30 seconds. Jason's exceptional performance also landed him on top of the PAX index, with a corrected time of 24.247. The top ten indexed times are listed below. Fastest Street Prepared time was run by Rick Blair in a little red blur (actually a 1988 Toyota MR-2), whose time of 30.305 eclipsed a 4-car CSP field by $\frac{3}{4}$ of a second. The 13 car Novice class was won by Mathew Stinnet in a 1996 Mazda Miata with an outstanding 33.129. Also bringing home hardware in the Novice class were Jason Breitfeller in a cool looking slant-nose Porsche 930S (33.708), Jillian Schoeller in a Honda S2000 (33.741), and Jeff Grubesich in a 1986 VW Golf (34.195). All these fine drivers are now rewarded by promotion to the open classes.

PAX Index Top Ten:

#	Driver	Car	Cls	Time	Index	Pax Time
23	Jason Huepenbecker	07 Ford Mustang GT	FS	29.534	0.821	24.247
21	Per Schroeder	07 Mini Cooper S	GS	30.519	0.815	24.873
77	Jerry Stein	03 Nissan SentraSER	GS	30.697	0.815	25.018
29	Kelly Kiener	97 Honda Extreme	F125	26.470	0.948	25.093
91	Art Trier	95 QRE Shadow	FM	28.227	0.895	25.263
121	Kim Schroeder	07 Mini Cooper S	GS	31.221	0.815	25.445
209	Glenn Forester	05 Roush Mustang	ESP	30.604	0.841	25.738
88	Rick Blair	88 Toyota MR2	CSP	30.305	0.856	25.941
66	Chuck Lutz	08 Mazdaspeed 3	DS	32.167	0.812	26.119
52	Jeff Davis	03 Ford Mustang	ESP	31.117	0.841	26.169

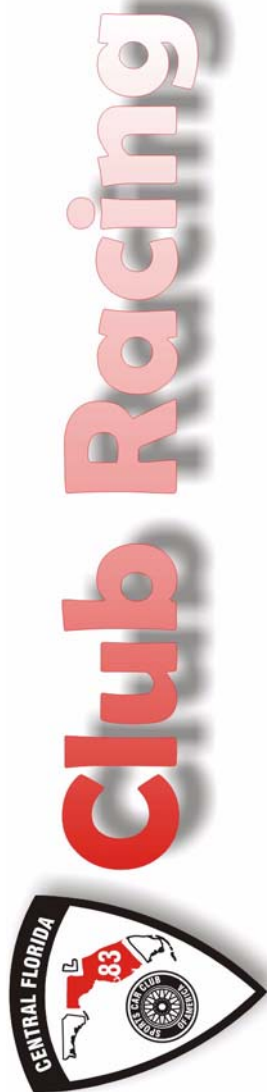
Complete results can be found at www.cfrsolo2.com. Join us for our next event at the popular Palm Bay site on May 3rd and 4th, with an open practice on Saturday and trophies on Sunday. Flyers for all the upcoming events are in this issue, or can be found on the solo web site. Be sure to use the online pre-registration feature to reduce your time in the line. See you at the next green flag!



CFR Regional Points Championship Racing Year 2008

Current as of March 8, 2008

			FA	INGE, MATTHEW	12
			FA	BOUGHAN, DONALD	9
Class	Last name	FirstTotal			
AS	JAMES, PATRICK	37	FB	WALD, BILL	24
AS	SEIFREIT, SCOTT	20			
AS	GLOVER, JAMES	19	FC	SMITH, DAVID	21
AS	REICHARD, BRUCE	19	FC	PIERCE, PHILLIP	18
AS	DAWSON, CHUCK	18	FC	JENSEN, BRUCE	16
AS	GELTZ, MITCHELL	12	FC	HALLOCK, STAN	13
AS	INGOLD, ROBERT	9	FC	POLLOCK, LYN	10
AS	EVELAND SR, WILLIAM	7	FC	MCQUAIG, JAMES	8
AS	GELTZ, TED	6	FC	MONTPELIER, TIM	8
AS	RYAN, SEAN	6			
			FE	SWAIN, JIM	24
ASR	ARMELLINI, ARTHUR	24	FE	OSINGA, WALLY	23
ASR	ARMELLINI, AUSTIN	24	FE	TOMEY, PAUL	19
ASR	COHEE, DOUGLASS	16	FE	GREEN, THOMAS	16
ASR	SEVERINO, FRANK	15	FE	FIELD, KEITH	14
ASR	DUNN, JACK	13	FE	WEBB, ROBERT	8
			FE	TAPIA, FELIPE	7
BP	WICHT, AL	21	FE	NORTON, NEAL	6
BP	WILLIAMSON, RODNEY	12	FE	CURRAN, N. J.	4
CF	RILEY, JOSEPH	12	FF	POPE, DAVID	38
CSR	FALATICK, WILLIAM	28	FM	WEEDER, MARK	36
CSR	CALDERONE, VICTOR	24	FM	EVANSON, RYAN	21
			FM	MC COY, AUSTIN	19
DSR	SCHMIDT, MIKE	21			
DSR	SOMERS, JASON	21	FP	YOUNG, PERRY	33
DSR	YOUNG, COREY	21	FP	PIEHL, GREG	22
DSR	BONANNO, ROBIN	19	FP	HULSE II, ALAN	19
DSR	DOWLING, SHERRY	12	FP	BOYLAN, TERRY	17
DSR	AID, JIM	9	FP	DESHONG, DANA	9
DSR	SMITH, CHUCK	6	FP	BRILLINGER, BRIAN	7
DSR	RUSSELL, JAMES	5	FP	MARCHAND, F CHRIS	6
EP	CLARK, JIM	26	FV	DASSINGER, GARY	33
EP	PIERCE, PHILLIP	24	FV	SCHNEIDER, HARRY	27
EP	BAKER, PATRICK	18	FV	BURFORD, RAY	24
EP	SMITH, MARK	12	FV	SCHIFFER, MIKE	23
EP	CARSON, WILLIAM	10	FV	DASSINGER, CARL	17
EP	DIEHL, ED	9	FV	FUCHS, JOHN	16
EP	TAYLOR, KENNETH	8	FV	GIORDANO, JOHN	11
EP	RICHARDS, SCOTT	7			
EP	ROSE, BILL	7	GP	STEIN, JEFFERY	36
EP	ROSE, TRICIA	6	GP	LARSON, MARK	34
EP	GOLDIN, KEITH	5	GP	KOSTEWICZ, STAN	18
EP	MEADOWS, EDDIE	5	GP	BRANNON, BARRY	11
EP	CORBITT, WELDON	4	GP	FINKEL, SIDNEY	7
FA	OETTER, BOB	33	GT1	MALIN, THOMAS	24
FA	CAMPANELLI, MIKE	12	GT1	BRASWELL, ED	21



GT1	BORDERS, ROBERT	18	ITA	ARMSTRONG, BILL	14			
GT1	LEPAOJA, MARGIE	7	ITA	OBREMSKI, JOHN	11	S2	CULBERTSON, VIC	24
GT1	WEBB, RAYMOND	7	ITA	VAN STEENBURG, KIP	9			
GT1	GRIFFIN, MATT	6	ITA	BRASWELL, ED	6	SM	EVANS, JOE	24
GT1	GOUTELL, CARL	5	ITA	BURAS, TODD	6	SM	PELAK, MARK	14
GT1	MC ELHENY, ROBERT	4	ITA	OLSON, PATRICK	6	SM	TUCKER, JAMIE	12
			ITA	HUNT, BRUCE	4	SM	BURAS, TODD	11
GT2	TAYLOR, TERRY	42	ITA	MUNSON, GEORGE	3	SM	ALEXANDER, DALE	8
GT2	BURGESS, ALAN	24	ITA	MASON, DEREK	2	SM	MAY, ROB	5
GT2	NAVABI, AMIR	14				SM	CHARBONNEAU, ANDREW	3
			ITB	HORN, MICHAEL	21	SM	KATHARINE, MARY	3
GT3	MCGAVIC, BILL	24	ITB	ELLIS-BROWN, DAVID	18	SM	CHEEK, ROBERT	2
GT3	BORINSKI, DAVE	9	ITB	MCCORMICK, GEORGE	12	SM	KIROUAC, STEVE	1
GT3	PISELLO, THOMAS	9	ITB	MCCORMICK, MIKE	11			
			ITB	RIPO, CHRIS	10	SPO	WICHT, CHARLES	42
GTA	GRAHAM, TOM	30	ITB	YATES, WILLIAM	8	SPO	MINNEAR, WILLIAM	17
GTA	AMICO, TONY	20	ITB	CRIFE, JEFFERY	7	SPO	HILL, LEWIS	16
GTA	MARSHALL, JAY	19	ITB	KEANE, PETER	6	SPO	MORGAN, JOHN	13
GTA	BAILEY, JEFF	12	ITB	MILLER, LELAND	6	SPO	WALKER, RICH	12
GTA	TAPIA, FELIPE	9	ITB	MCCORMICK, PAUL	4	SPO	BREEHNE, PAUL	9
GTA	GEZT, GREG	2	ITB	KEANE, DEUCE	3	SPO	LOGSDON, ROBERT	9
			ITB	CRIFE, TOM	2	SPO	REICHARD, RAYMOND	5
GTL	MEVOLI, PAUL	36	ITB	REICHARD, BRUCE	2			
GTL	MCDONALD, VAN	23				SPU	FULLER, JACK	24
GTL	LEONARD, CHARLES	18	ITC	MCCOIN, BILL	28	SPU	FOLLMANN, ROBERT	21
GTL	BORELL, BRIAN	17	ITC	CLEMENSON, EARL	21	SPU	TROGLIA, DONNY	4
GTL	MCTUREOUS, JOHN	14	ITC	TAYLOR, ERNEST	19	SPU	SEAY, MICHAEL	3
GTL	HIGGS, G.M.	12	ITC	MARTIN, TIM	18			
GTL	BORELL, ALAN	11	ITC	STEPHENS, PHILLIP	16	SRF	LUND, NEIL	26
GTL	LINFERT, JEFF	10	ITC	WAECHTER, JIM	14	SRF	LADONICZKI, BILL	22
GTL	STERRETT, TOM	10	ITC	BOUSTANI, LOUIS	12	SRF	ANNIS, JOHN	18
GTL	LARSON, JEROLD	3	ITC	MARTINDALE, PAMELA	8	SRF	CHARBONNEAU, ANDREW	16
			ITC	MOERWALD, MIKI	6	SRF	LADONICZKI, STEVE	15
HP	COVINGTON, CHARLES	24	ITC	LEONARD, ELLEN	4	SRF	INGE, RONALD	13
HP	GRIFFIN, JAY	19	ITC	LIDDY, DAN	4	SRF	ATKINSON, BRIAN	12
HP	BENNETT, GREG	9				SRF	OFFUTT, NATHAN	12
HP	FOOTE, KERRY	9	ITR	HENDERSON, BOB	24	SRF	BAKER, MICHAEL	6
HP	SIECK, ROBERT	7	ITR	RUFFINO, GERARD	12	SRF	PLUMMER, ED	6
HP	HESS, BOB	6	ITR	GUENTHER, MIKE	9	SRF	MARINO, KEN	5
HP	HOLLIS JR, CHUCK	6	ITR	STRATTON, GARY	9	SRF	HERNANDEZ, CECILIO	4
HP	HOLLIS SR, CHARLIE	4	ITR	STRATTON, JASON	9	SRF	OLSEN, ERIC	4
HP	LOFTIS, DONALD	3						
			ITS	FLYNN, MICHAEL	45	SSB	THEEN, DAVID	36
IT7	BURGOON, BARRY	43	ITS	EELLS, PETER	16	SSB	SANDARGAS, VICKY	21
IT7	BLANTON, ELLIS	22	ITS	POTTER, TIM	16	SSB	ARMSTRONG, DEREK	18
IT7	CAREY, LON	21	ITS	VANSTEENBURG, KIP	12	SSB	THEEN, AUSTIN	12
IT7	WELZ, JAMES	20	ITS	GOLDIN, KEITH	10	SSB	SANDARGAS, DON	7
IT7	WALTERS, KENNETH O	16	ITS	WITHAM, ALLEN	10	SSB	OLEWINSKI, RON	6
IT7	STRIPLING, JERRY	12	ITS	GERLACH, RICARDO	9			
IT7	SCHIRMER, NATHAN	11	ITS	GALLUP, RICHARD	7	SSC	GIRO, RAFAEL	24
IT7	MCCAULEY, DAVID	10	ITS	RICHARDS, SCOTT	7	SSC	STEWART, IAN	12
IT7	HURLEY, JACK	4	ITS	RUFO, BARRY	5			
			ITS	PARKER, JONATHAN	3	T2	SLIWA, STEVE	48
ITA	CHARBONNEAU, ANDREW	30	ITS	ARMELLINI, AUSTIN	2			
ITA	HARMER, COLIN	16	ITS	COHEN, JIM	2			
ITA	STEELE JR, WILLIAM	15	ITS	CLEMENZI, BRET	1			



Race Results Restricted Reg/SARRC/VIN #08-RS-14-S Sebring Long Course

The following results include the top 10 finishers in each race. For complete race

results go to the results page section of the CFR website: <http://www.cfrscca.org/>

Results-Points.html.

Group 1 Race 1

1	114	1	Vintage	Roland Bauer	226111	83	20:50.607	2:32.127	8	Largo FL	Chevy Corvette
2	31	2	Vintage	Carl Bussard	327873	83	21:27.802	2:36.854	8	Micanopy FL	Chevy Corvette
3	95	3	Vintage	Jonathan Parker	371271	83	21:39.343	2:40.668	8	Melbourne FL	Porsche 911
4	89	4	Vintage	Jim Loftin	275582	83	22:44.565	2:48.403	8	Brooksville FL	Chevy Camaro
5	96	5	Vintage	David Dartt	284048	65	22:45.869	2:48.660	8	Lake Wales FL	Austin Mini Cooper
6	68	6	Vintage	Simeon Shortman	138123	83	23:06.192	2:42.389	8	Cape Coral FL	Chev Corvette
7	5	7	Vintage	Larry Corwin	258251	83	23:09.118	2:49.465	8	Lakeland FL	Chevy Camaro Z28

Group 1 Race 9

1	114	1	Vintage	Roland Bauer	226111	83	20:55.675	2:31.614	8	Largo FL	Chevy Corvette
2	22	2	Vintage	Jim Keller	219705	83	20:58.165	2:34.788	8	Sarasota FL	Corvette Rdstr
3	31	3	Vintage	Carl Bussard	327873	83	21:22.845	2:37.315	8	Micanopy FL	Chevy Corvette
4	16	4	Vintage	George Shafer	14828	39	21:26.320	2:35.467	8	Somerset PA	Porsche911 911
5	13	5	Vintage	Don Loftis	79322	83	22:18.018	2:43.849	8	Mims FL	Chevron B8
6	5	6	Vintage	Larry Corwin	258251	83	22:45.592	2:48.022	8	Lakeland FL	Chevy Camaro Z28
7	96	7	Vintage	David Dartt	284048	65	22:49.205	2:48.265	8	Lake Wales FL	Austin Mini Cooper
8	2	8	Vintage	Ed Diehl -	R9 172070	83	23:43.707	2:54.704	8	Largo FL	Turner Mkiii
9	45	9	Vintage	Cliff Heiser	276554	83	23:45.522	2:53.162	8	Port Charlotte FL	Datsun 240Z

Group 2 Race 2

1	6	1	ITS	Michael Flynn	238294	83	29:02.159	2:35.055	10	Eustis FL	Bmw E46 323
2	17	2	ITS	Timothy Potter	135208	83	29:05.002	2:35.715	10	Rockledge FL	Mazda Rx-7
3	183	3	ITS	Ross Ricart	351142	11	29:06.547	2:36.471	10	Boca Raton, FL	Mazda RX7
4	42	4	ITS	Kyle Vensel	344936	11	29:09.202	2:38.429	10	Miami FL	Mazda Rx-7
5	67	1	ITA	Andrew Charbonneau	336361	83	29:11.590	2:37.998	10	Delray Beach FL	Mazda Miata
6	29	5	ITS	Keith Goldin	198815	83	29:13.745	2:38.907	10	Miami FL	Mazda Rx7
7	39	6	ITS	Allen Witham	95289	83	29:15.999	2:39.337	10	Jacksonville FL	Mazda Rx-7
8	25	7	ITS	Scott Richards	238923	83	29:17.857	2:39.264	10	Sanford FL	Mazda Rx7
9	49	2	ITA	Colin Harmer	260067	83	29:19.911	2:39.425	10	Ormond Beach FL	Mazda Miata
10	159	1	T2	Steve Sliwa	323906	83	29:21.288	2:39.416	10	Daytona Beach, FL	Ford Mustang

Group 2 Race 10

1	6	1	ITS	Michael Flynn	238294	83	20:50.690	2:34.906	8	Eustis FL	Bmw E46 323
2	183	2	ITS	Ross Ricart	351142	11	21:05.288	2:36.161	8	Boca Raton, FL	Mazda RX7
3	17	3	ITS	Timothy Potter	135208	83	21:19.021	2:37.572	8	Rockledge FL	Mazda Rx-7
4	159	1	T2	Steve Sliwa	323906	83	21:19.214	2:38.819	8	Daytona Beach, FL	Ford Mustang
5	44	1	ITA	Paul Ronie	218233	11	21:21.381	2:39.405	8	West Palm Beach FL	Acura Integra
6	67	2	ITA	Kip VanSteenburg	279307	83	21:31.974	2:38.751	8	Winter Park, FL	Miata
7	39	4	ITS	Allen Witham	95289	83	21:37.574	2:40.531	8	Jacksonville FL	Mazda Rx-7
8	29	5	ITS	Keith Goldin	198815	83	21:45.830	2:41.387	8	Miami FL Mazda	Rx7
9	49	3	ITA	Colin Harmer	260067	83	21:46.259	2:40.151	8	Ormond Beach FL	Mazda Miata
10	25	6	ITS	Scott Richards	238923	83	21:47.607	2:41.838	8	Sanford FL Mazda	Rx7

Group 3 Race 3

1	92	1	SPO	Charles Wicht	149949	83	19:24.939	2:32.653	6	Big Pine Key FL	Chevy Monte Carlo
2	09	1	ASR	Austin Armellini	374763	83	19:27.386	2:33.357	6	Cocoa FL Shelby	Can-Am
3	26	1	GT1	David MacHavern	360024	22	19:28.211	2:35.122	6	Charlotte VT	Chevy Corvette
4	10	1	GTA	Jeff Bailey	336130	83	19:30.620	2:35.589	6	Orlando FL	Chevrolet MonteCarlo
5	77	2	GTA	Tony Amico	373703	83	19:44.170	2:39.752	6	St. Petersburg FL	Chevy Monte Carlo
6	169	1	GT3	Bill McGavic	122611	83	19:44.528	2:37.535	6	Arcadia FL	Mazda RX7
7	24	2	GT1	Robert Borders	69549	83	19:46.439	2:43.220	6	Plant City FL	Chevrolet Corvette
8	69	3	GT1	Raymond Webb	311662	83	19:50.452	2:41.743	6	Holly Hill FL	Olds Cutless
9	00	3	GTA	Jay Marshall	374046	83	19:51.540	2:40.756	6	Brooksville FL	Chevy Monte Carlo
10	65	4	GT1	Thomas Malin	336293	83	19:58.925	2:45.633	6	Gulfport FL	Pontiac Gt-1

Group 3 Race 11

1	26	1	GT1	David MacHavern	360024	22	17:58.311	2:11.538	8	Charlotte VT	Chevy Corvette
2	92	1	SPO	Charles Wicht	149949	83	18:29.536	2:13.161	8	Big Pine Key FL	Chevy Monte Carlo
3	00	1	GTA	Jay Marshall	374046	83	18:40.270	2:17.245	8	Brooksville FL	Chevy Monte Carlo
4	06	2	GTA	Felipe Tapia	330411	83	18:41.033	2:17.851	8	Sanford FL	Lefthander Asa
5	24	2	GT1	Robert Borders	69549	83	18:58.045	2:18.210	8	Plant City FL	Chevrolet Corvette
6	90	2	SPO	Paul Breehne	385501	83	19:00.470	2:19.921	8	Naples FL	Chevrolet Monte Carlo
7	66	3	GTA	Ron Keith	374407	16	19:32.244	2:21.893	8	Shawnee KS	Ford Taurus
8	6	4	GTA	David Dobyns	239432	42	19:35.063	2:21.545	8	Manassas VA	Pontiac Grand Prix
9	7	5	GTA	Tom Graham	376747	83	19:35.423	2:22.274	8	St.Pete Beach FL	Chevy Monte Carlo
10	21	3	GT1	Bill Riddell	290104	34	19:39.207	2:23.067	8	Amelia Island FL	Buick Somerset

Group 4 Race 4

1	90	1	SRF	Nathan Offutt	231942	83	33:36.754	2:34.682	9	Clearwater FL	SRF
2	89	2	SRF	Rodney Thompson	116663	11	33:37.744	2:35.794	9	Naples FL	SRF
3	18	3	SRF	Bill Ladoniczki	202934	83	33:39.103	2:35.447	9	Odessa FL	SRF
4	54	4	SRF	Ronald Inge	129330	83	33:39.825	2:38.414	9	Ft. Myers FL	SRF
5	63	5	SRF	Neil Lund	204744	83	33:40.487	2:38.285	9	Longwood FL	SRF
6	21	6	SRF	Steve Ladoniczki	203335	83	33:41.574	2:38.605	9	Palm Harbor FL	SRF
7	24	7	SRF	Brian Atkinson	321586	83	33:42.335	2:37.767	9	Sebastian FL	SRF
8	4	8	SRF	Ken Marino	105664	83	33:43.170	2:37.381	9	Palm Harbor FL	SRF
9	51	9	SRF	Eric Olsen	371010	83	33:44.661	2:37.794	9	Port Orange FL	SRF
10	68	10	SRF	Cecilio Hernandez	360636	83	33:45.651	2:37.797	9	Tampa FL	SRF

Group 4 Race 12

1	18	1	SRF	Bill Ladoniczki	202934	83	15:41.666	2:36.546	6	Odessa FL	SRF
2	63	2	SRF	Neil Lund	204744	83	15:56.586	2:38.325	6	Longwood FL	SRF
3	54	3	SRF	Ronald Inge	129330	83	15:57.908	2:38.646	6	Ft. Myers FL	SRF
4	21	4	SRF	Steve Ladoniczki	203335	83	16:04.282	2:39.014	6	Palm Harbor FL	SRF
5	24	5	SRF	Brian Atkinson	321586	83	16:05.422	2:39.925	6	Sebastian FL	SRF
6	68	6	SRF	Cecilio Hernandez	360636	83	16:05.436	2:39.455	6	Tampa FL	SRF
7	51	7	SRF	Eric Olsen	371010	83	16:05.817	2:39.638	6	Port Orange FL	SRF
8	45	8	SRF	Jon Ewing	333060	11	16:06.773	2:38.324	6	Miami FL	SRF
9	11	9	SRF	Mitch Grant	238886	3	16:11.072	2:39.815	6	Birmingham AL	SRF
10	60	10	SRF	Timothy Gray	253560	18	16:11.508	2:39.962	6	Eden Prairie MN	SRF

Group 5 Race 5

1	16	1	EP	Mark Smith	345604	83	31:53.191	2:34.887	12	Sarasota FL	Bmw 325Is
2	97	2	EP	Patrick Baker	316700	83	31:58.420	2:37.220	12	Greenacres FL	Mazda Rx7
3	25	3	EP	Scott Richards	238923	83	32:03.398	2:38.503	12	Sanford FL	Mazda Rx7
4	69	4	EP	Jim Clark	300791-1	83	32:25.513	2:38.524	12	Longwood FL	Porsche 944
5	29	5	EP	Keith Goldin	198815	83	32:51.333	2:39.665	12	Miami FL	Mazda Rx7
6	35	1	SSB	David Theen	203297	83	33:08.706	2:44.703	12	Englewood FL	Mini Cooper S
7	81	2	SSB	Stan Winokur	217394	11	33:09.787	2:44.293	12	West Palm Beach FL	Mazda Mx-5 Miata
8	03	1	ITB	David Leira	207419	11	33:19.255	2:45.015	12	West Miami FL	Vw Gti
9	31	2	ITB	David Ellis-Brown	116074	83	33:43.301	2:46.293	12	Indialantic FL	Volkswagen A3 Jetta
10	10	3	ITB	Michael Horn	134681	83	33:45.791	2:46.901	12	Palm Bay FL	Ford Mustang

Group 5 Race 13

1	43	1	EP	Robert Stratos	324730	11	15:36.883	2:35.152	6	West Palm Beach FL	Bmw 325i
2	97	2	EP	Patrick Baker	316700	83	16:10.790	2:40.554	6	Greenacres FL	Mazda Rx7
3	69	3	EP	Jim Clark	300791-1	83	16:24.355	2:42.640	6	Longwood FL	Porsche 944
4	35	1	SSB	David Theen	203297	83	16:30.367	2:43.818	6	Englewood FL	Mini Cooper S
5	03	1	ITB	Paul Ronie	218233	11	16:30.735	2:44.068	6	West Palm Beach	VW GTI
6	81	2	SSB	Stan Winokur	217394	11	16:44.421	2:45.703	6	West Palm Beach FL	Mazda Mx-5 Miata
7	31	2	ITB	David Ellis-Brown	116074	83	16:52.324	2:46.876	6	Indialantic FL	Volkswagen A3 Jetta
8	95	3	ITB	Jeffrey Cripe R13	295738	83	16:52.971	2:46.401	6	Sarasota FL	Vw Golf
9	11	1	ITC	Louis Boustani	272714	83	17:04.373	2:47.943	6	Melbourne FL	Vw Scirocco
10	135	4	ITB	Mark Kalfas	217995	11	17:12.099	2:48.923	6	Margate FL	Porsche 914



Group 6 Race 6

1	68	1	FA	Bob Oetter	216403	83	29:52.180	2:15.426	13	Gainesville FL	Van Diemen Rf01
2	9	1	FE	Jim Swain	284039	83	29:52.299	2:14.889	13	Mount Dora FL	Van Dieman Fscga
3	14	2	FE	Wally Osinga	280281	83	29:53.514	2:14.397	13	Seminole FL	Van Diemen Fe
4	11	1	FC	Jim Johnson	37627	11	30:23.682	2:15.474	13	Ft. Pierce FL	Van Diemen Rf00
5	24	2	FC	Phillip Pierce	343545	83	30:25.545	2:17.257	13	Sanford FL	Van Diemen Rf-91
6	93	1	FM	Ryan Evanson	309761	83	30:27.981	2:16.677	13	Ft. Myers FL	Star Race Cars Formula Mazda
7	53	3	FC	Brice CaponeR6	347662	11	30:28.900	2:17.940	13	Palm Beach Gardens FL	Van Diemen Rf 98
8	44	2	FA	Donald Boughan	217603	83	30:29.693	2:16.838	13	Apopka FL	Van Diemen Rf00
9	88	3	FA	Luiz Nogueira	351575	11	30:44.911	2:17.772	13	Miami FL Swft	Formula Atlantic
10	35	1	DSR	Mike Schmidt	252099	83	30:48.895	2:19.738	13	Orlando FL	Zink Z15

Group 6 Race 14

1	11	1	FC	Jim Johnson	37627	11	16:09.781	2:16.871	7	Ft. Pierce FL	Van Diemen Rf00
2	9	1	FE	Jim Swain	284039	83	16:14.273	2:16.797	7	Mount Dora FL	Van Dieman Fscga
3	14	2	FE	Wally Osinga	280281	83	16:16.221	2:17.173	7	Seminole FL	Van Diemen Fe
4	68	1	FA	Bob Oetter	216403	83	16:17.523	2:18.055	7	Gainesville FL	Van Diemen Rf01
5	24	2	FC	Phillip Pierce	343545	83	16:31.464	2:18.931	7	Sanford FL	Van Diemen Rf-91
6	88	2	FA	Luiz Nogueira	351575	11	16:32.820	2:19.047	7	Miami FL	Swft Formula Atlantic
7	82	1	DSR	Jason Somers	246717	83	16:37.162	2:19.903	7	Sanford FL	Cheetah Sr1
8	35	2	DSR	Mike Schmidt	252099	83	16:38.807	2:20.421	7	Orlando FL	Zink Z15
9	04	3	FC	Stanley Hallock	211336	83	16:42.485	2:21.096	7	Orlando FL	Van Dieman Rf94/5
10	92	4	FC	David Smith	247844	83	16:56.969	2:22.081	7	Winter Park FL	Van Diemen Rf-92

Group 7 Race 7

1	156	1	SM	Derek Whitis	388816	95	29:36.895	2:39.257	9	Tallahassee FL	Mazda Miata
2	01	2	SM	Cliff Brown	356011	3	29:37.547	2:40.447	9	Hoschton GA	Mazda Miata
3	175	3	SM	Joe Evans	288841	83	29:38.163	2:40.811	9	Ponce Inlet, FL	Mazda Miata
4	97	4	SM	Jamie Tucker	366489	83	29:39.216	2:40.679	9	Fort Myers FL	Mazda Miata
5	04	5	SM	Mark Pelak	273332	83	29:40.077	2:39.990	9	Cape Coral FL	Mazda Miata
6	58	6	SM	Todd Buras	264358	83	29:40.591	2:40.849	9	Melbourne FL	Mazda Miata
7	95	7	SM	Andrew Charbonneau	200602	83	29:41.521	2:40.371	9	Delray Beach, FL	Mazda Miata
8	29	8	SM	Ken Bouquillon	339374	22	29:42.293	2:40.877	9	New Milford CT	Mazda Miata
9	31	9	SM	Nick Leverone	361848	26	29:42.905	2:41.113	9	Bellingham, MA	Mazda Miata
10	155	10	SM	Rhett O'Doski	381435	11	29:43.567	2:41.007	9	Tallahassee FL	Mazda Miata

Group 7 Race 15

1	156	1	SM	Derek Whitis	388816	95	16:01.964	2:39.800	6	Tallahassee FL	Mazda Miata
2	04	2	SM	Mark Pelak	273332	83	16:12.536	2:40.739	6	Cape Coral FL	Mazda Miata
3	58	3	SM	Todd Buras	264358	83	16:12.860	2:40.440	6	Melbourne FL	Mazda Miata
4	97	4	SM	Jamie Tucker	366489	83	16:13.209	2:40.507	6	Fort Myers FL	Mazda Miata
5	175	5	SM	Joe Evans	288841	83	16:14.023	2:40.030	6	Ponce Inlet, FL	Mazda Miata
6	31	6	SM	Nick Leverone	361848	26	16:14.155	2:41.222	6	Bellingham, MA	Mazda Miata
7	20	7	SM	Mary Katharine	324334	83	16:23.819	2:42.480	6	Gulf Stream FL	Mazda Miata
8	01	8	SM	Cliff Brown	356011	3	16:24.141	2:40.545	6	Hoschton GA	Mazda Miata
9	1	9	SM	Steve Kirouac	374450	83	16:24.815	2:42.593	6	Sebring FL	Mazda Miata
10	29	10	SM	Ken Bouquillon	339374	22	16:25.786	2:42.282	6	New Milford CT	Mazda Miata

Group 8 Race 8

1	71	1	GTL	Paul Mevoli R8	121769	83	33:44.186	2:41.448	8	Treasure Island FL	Nissan Sentra
2	07	1	FP	Alan Hulse II	227642	83	33:45.638	2:39.840	8	Sebastian FL	Vw Cabriolet
3	15	2	GTL	Van McDonald	45787	83	33:47.385	2:43.399	8	Palmetto FL	Nissan 1200
4	88	2	FP	Perry Young	290160	83	33:48.566	2:44.462	8	Deltona FL	Mazda Miata
5	76	1	GP	W Jeffry Stein	221517	83	33:49.724	2:46.675	8	Oviedo FL	Vw Scirocco
6	83	2	GP	Mark Larson	164010	83	33:51.346	2:47.832	8	Palm Bay FL	Nissan 210
7	133	3	FP	Brian Brillinger	365187	83	33:53.376	2:47.845	8	Tarpon Springs FL	Bmw 2002
8	155	3	GTL	John McTureous	388976	83	33:54.591	2:48.386	8	Mt. Dora FL	Nissan Pl-510
9	40	1	HP	Charles Covington	207225	83	33:56.116	2:51.340	8	Merritt Island FL	Vw Scirocco
10	117	2	HP	Tim Slater	187605	11	33:57.752	2:51.763	8	West Palm Beach FL	Triumph Spitfire

Group 8 Race 16

1	71	1	GTL	G.M. Higgs R16	389600	83	16:27.118	2:42.843	6	Tavares FL	Nissan Sentra
2	15	2	GTL	Van McDonald	45787	83	16:27.212	2:41.664	6	Palmetto FL	Nissan 1200
3	155	3	GTL	John McTureous	388976	83	16:38.817	2:44.367	6	Mt. Dora FL	Nissan PI-510
4	40	1	HP	Charles Covington	207225	83	16:57.000	2:47.487	6	Merritt Island FL	Vw Scirocco
5	107	1	FP	Terry Boylan	308404	83	17:07.039	2:49.437	6	Lakeland FL	Honda Civic
6	117	2	HP	Tim Slater	187605	11	17:20.853	2:52.018	6	West Palm Beach FL	Triumph Spitfire
7	79	4	GTL	Jeff Linfert	362294	83	17:39.876	2:49.119	6	Melbourne FL	Volkswagen Scirocco
8	83	1	GP	Mark Larson	164010	83	17:43.289	2:51.699	6	Palm Bay FL	Nissan 210
9	33	2	FP	Greg Piehl	147175	83	18:17.071	2:58.787	6	St.Petersburg FL	Triumph Spitfire
10	73	1	SPU	Jack Fuller	105847	83	18:17.579	2:58.910	6	Key West FL	Porsche 914-6





**CENTRAL FLORIDA REGION
Drivers School
OFFICIAL ENTRY FORM
DAYTONA INTERNATIONAL SPEEDWAY
Sanction No. 08-DS-09-P**



Entry Fee.....\$170

April 19-20, 2008

Late Fee: (add) \$50
Entries received at the track will
be considered late

Held under
2008 SCCA General Competition Rules

Make checks payable to:
Central Florida Region - SCCA
Mail to:
Robin Ragaglia
19214 Timber Pine Lane
Orlando, FL 32833
(407) 568-6902 (no calls after 9pm)
email: cfrreg2@aol.com

Official Use Only

Make	Model	Color	Class	Number (Choose 3) / /
Driver				
Address			Phone # Day ()	
			Phone # Night ()	
City			State	Zip
Membership #		Phase 1	Phase 2	Region
Entrant's Name				
Address			Member #	
City			State	Zip

Person to contact in case of emergency		Phone # ()
		At track?
Address		

Crew Members (3 Free)	1.	4.
	2.	5.
	3.	6.

#
Expiration
Grade
Registrar
Group
Car #
Class
Check
Cash
Postmark

I agree to enter under the current General Competition Rules of the SCCA and the Supplementary Rules pertaining to this event. I further confirm that the car, which I have entered, complies with all requirements as specified in the GCR for the class, category and race entered, and that I am a member in good standing with the SCCA.

Entrant Signature

Driver Signature

Each driver must complete TIMING & SCORING INFORMATION

Car - Make - Model - Year			Color
Driver's Name			
Member #	Exp.	Log Book #	
Region of Record		Transponder #	
Address			
City	State	Zip	

Official Use Only

Group #
Car #
Class

SUPPLEMENTARY REGULATIONS

Sanction No. 08-DS-09-P

This event is held under the 2008 General Competition Rules, based on the 2008 GCR and Category Specifications, as amended for 2008 per "FASTTRACK".

REGISTRATION: Entry forms must be completed and mailed with entry fees to the Registrar, **Robin Ragaglia, 19214 Timber Pine Lane, Orlando, FL 32833**. Make checks payable to **Central Florida Region, SCCA**. A \$25 fee will be charged for any check returned by the bank. A full refund will be made if the entry is withdrawn prior to tech. If you do not go to Tech, you must notify the Chief of Registration, **BEFORE YOU LEAVE THE TRACK**, in order to receive your refund. Registration will be held at the west parking lot, enter at gate 40, Entrance is from Williamson Blvd.

PASSES: Each entry receives four (4) free pit passes, INCLUDING THE DRIVER AND ENTRANT. Additional passes, to a maximum crew of 6, may be purchased at Registration for \$5 each. Guests of the region may purchase their VIP pass at the membership window for \$5.00. VIPs are not allowed in hot areas. Workers, guests, & CREW must sign for their own passes, and must arrive while registration is open. SCCA members (non-workers) must present a valid membership card for admission. Workers and members are limited to one guest each. Worker license and membership card must be presented at registration.

DRIVER ELIGIBILITY: Drivers must be a member of the SCCA and have a valid Novice Permit. If you do not have the proper credentials it is your responsibility to contact the Registrar prior to the event. Drivers holding Regional or National licenses will not normally be allowed to participate in training sessions as drivers. Please check with the Chief Instructor or Chief Steward.

CAR ELIGIBILITY: Competition is open to all cars conforming to the GCR, as amended. IT7, CF, SPO, SPU, and GTA will compete under the SEDiv approved rules. Vintage cars may participate under their respective CFR Class Rules.

COMPETITION NUMBERS: Numbers will be assigned on a first come, first served basis. Please list 3 choices on your entry.

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

GARAGE SPACES: A limited number of Garage spaces will be available for use for race cars only. Spaces will not be assigned and are available on a first come, first served basis. To avoid congestion in the garage area, please move all trailers and non-essential vehicles from the garage area. Garage access may be limited to official vehicles only.

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

SOUND CONTROL: Sound readings will be posted near TECH.

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

COURSE RESTRICTIONS: Only official vehicles will be allowed on the course before and after racing activities.

COURSE: This school will utilize the infield, drivers school course.

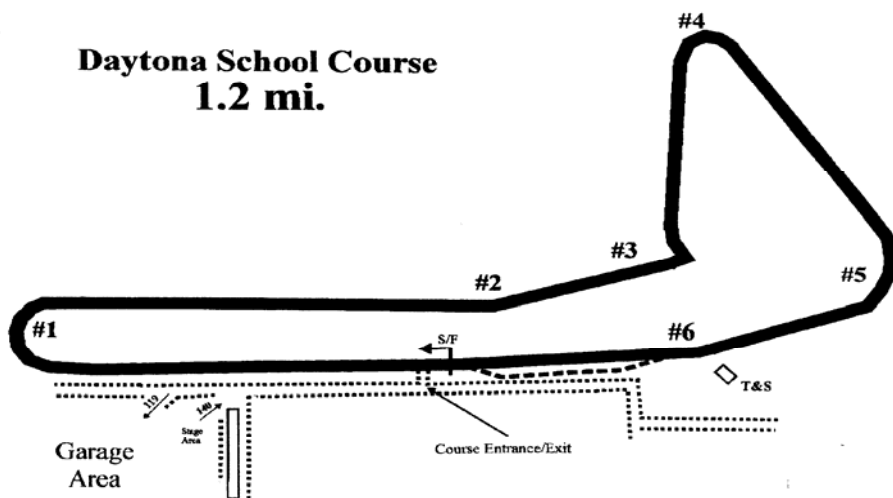
PROVISIONS: The Speedway Gas Station and Concession stand may be open.

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

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

GENERAL RULES: Animals are not allowed on Speedway premises. No Camping Allowed. The consumption of alcoholic beverages in the facility is forbidden until all racing activities have concluded for the day. ATV's may be permitted in certain areas provided they are used in a safe manner and operated ONLY by licensed drivers. No person will be admitted into the raceway without the proper credentials. ALL PERSONNEL (Race Teams & Workers) must be out of the paddock area and have premises ready to shut down ONE HOUR after the last checkered flag of the day, BOTH Saturday & Sunday. **Please note – the only approved vehicles to be used in the paddock area are golfcarts, 3 wheel and 4 wheel ATVs. At no time are motorcycles, bicycles, scooters, skateboards etc., allowed to be operated inside the speedway.** Violations will result in immediate ejection from the premises.

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





**CENTRAL FLORIDA REGION
DRIVERS SCHOOL
April 19-20, 2008
DAYTONA INTERNATIONAL SPEEDWAY
Sanction No. 08-DS-09-P**



Chief Steward..... Pete Magnuson
Asst. Chief Steward-Safety..... Bob Hayward
Asst. Safety Steward Barbara Magnuson
Asst. Chief Steward Bob Shafer
Asst. Chief Steward K P Jones
Asst. Chief Steward Barney O'Connor
Asst. Chief Steward Smokey Harper
Asst. Chief Steward Leland Miller
Chairman S.O.M..... Fritz Baker
Steward of the Meet Grumpy Esau
Steward of the Meet Sandy Jung
Steward of the Meet Dennis Wicklein

Chief Driver Instructor David Boles

Group 1: FA, FB, FC, FE, FF, CF, FV, F500, S2000, FM, CSR, DSR, SRF, ASR, SRSCCA, Vintage Open
Group 2: GT1, GT2, GT3, GTA, BP, DP, EP, ITS, ITA, IT7, SPO, AS, T1, T2, ST, ITR

Registrar)..... Robin Ragaglia
Safety Scrutineer Rick Henschel
Timing & Scoring Lee Shafer
Flagging & Communications..... Rich Kasson
Grid Marshal Sammi Marlis-Ronshausen
Pit Marshal Jim Sleeth
Starter..... John Horn
Sound Control Hollye LaPlante
Course Marshal Bob Anthony
Paddock Marshal..... Charlie Leonard
Medical Director Dave Langston
Pace Car Jack Ragaglia
Regional Executive..... Rick Balderson
Event Coordinator..... Bill Cannons
Race Chairman Robin Langlotz

Group 3: GTL, FP, GP, HP, ITB, ITC, SM, SPU, SSB, SSC, LEG, Vintage Closed

Friday, April 18, 2008

5:00 - 8:00 **Registration**
5:15 - 8:15 **Tech**
7:00 - ?? Classroom session – Ramada Inn
Speedway, located across from main
tunnel entrance to Speedway.

All students who have not passed an SCCA Drivers' School must attend this session.

Saturday, April 19, 2008

7:00 - 10:00 **Registration**
7:30 - 10:30 **Tech** (at track)

8:00 - 9:00 Mandatory meeting of all drivers. Media Center.

9:00 - 9:45 "Station wagon tours" with instructors

9:50 2 - 20 minute sessions each of Groups 1, 2, and 3 running consecutively.

LUNCH 1 hour - Students and instructors report to the Media Center. Bring your lunch. If time permits, subject to the discretion of the Chief Driver Instructor, Station wagon tours with instructors will be permitted.

2 - 25 minute sessions each of Groups 1, 2 and 3.

5:00 Secure Course
5:15 Social Event

Sunday, April 20, 2008

7:00 - 7:30 **Motorsports Ministries Chapel**
7:00 - 10:00 **Registration**
8:00 - 9:00 Tech Inspection

8:00 Drivers meeting at Media Center followed by "Station Wagon Tours" with instructors

2 - 30 minute sessions each of Groups 1, 2, and 3 running consecutively

LUNCH/DRIVER'S MEETING - Media Center. 1 hour.

1 - 30 minute session each of Groups 1, 2, and 3 running consecutively

Worker Break

3 Practice Starts and 5 lap races, Group 1, then 2, then 3.

Secure course
5:00 **STUDENTS - Pick up Novice Permits prior to leaving the track!**

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

PLEASE NOTE: To reach SCCA Registration, from International Speedway Boulevard (Highway #92) turn south on Williamson and enter DIS property at Gate 40. The SCCA Registration Building is inside on the left. Friday night tech will also be at this location.

Flag Ravings

Sally Larson

HONEY BEES-NO HONEY: Last year we got a warning from our Medical folks that 'killer bees' had been reported in Highlands County. Fortunately none joined us at the Sebring races but they should be included in our flying, crawling, biting critters bag of tricks. Killer bees, known as Africanized honeybees (AHB's) stings are no more toxic than our regular American bees, look no different, and they can sting only once. They build their nests in more protected places like power and irrigation boxes in the ground, under palm fronds and in tires.

Here's the really bad news. AHB's can produce dangerous numbers of bees rapidly, responding quicker and in larger numbers. They fly 10 times farther and 10 times more bees will attack. They're likely to get agitated in cloudy, rainy weather and once agitated will continually attack anything moving. Be on the lookout for bees flying fast and straight or going into the ground. If a bee bumps into you, turn and walk away - it's a warning. Don't spray the bees with an insecticide - when threatened or killed, they release an alarm pheromone that alerts the entire colony. If you suspect a AHB colony has been disturbed - go inside a closed building or vehicle. If that's not possible get 300 yards away by running as fast as you can for as long as you can and then keep walking. Call medical. (or if you're at home, call 911 to report the problem. Unfortunately, AHB's are spreading throughout Florida - hopefully we'll never have to deal with them but remember this information to use if necessary. Bottom line.... in a battle with AHB's, you will not win. Running 300 yards, hmmm - guess motivation will be the key!

'08 WORKER SCHOOL WAS GREAT: From chief Rich- "We had a great Worker's School with nearly 70 Worker's attending. Hollye deserves thanks and credit for organizing the School, We discovered a new State law that prohibits burning of cars with provisions for the head of the Organization being thrown in jail for any violation of the burn ban...we did not burn a car this year. "

"We truly thank the Drivers who contributed to the School with unheard of generosity. Their monies purchased Event shirts, Nomex gloves, pens, and pads, whistles, lanyards and fresh copies of the F&C Manual among other items. The Social on Saturday evening as well as 2 breakfasts, 2 lunches and a gala banquet all prepared with loving care by the Dawson family. We are already making plans for the 2009 Worker's School which we anticipate will become even bigger as the word is passed on to those who were unable to attend. Needless to say, the presentations that our Asst. Chiefs made, set the tone for a most successful school." Congratulations to all involved.

SPREADING SUNSHINE: Not that it's a bad thing... when buying sunscreen, be sure to select SPF 15, or preferably, above, and be sure it screens both UVA and UVB rays. Recommended brands are Anthelios XL, Bullfrog Super Block for body or Neutrogena Ultra Sheer Dry Touch with Helioplex...or check with your dermatologist.

TRADING (INFORMATION) POST: If anyone has a source for useful 'stuff' for corner working like chairs, bucket lid adapters, rain gear or whatever, let me know about it (sunnyday@infionline.net) and I'll pass it along in the column. We've also have new recruits that are setting up their gear bags and buckets. I am currently on a mission to locate white jeans. I bought 4 pairs years ago and they're all trying to give up the ghost at once.

SHOWERS ARE HEAVEN: word has it that additional portable showers will be available at the CFR Campground. The 'maiden voyage' for the facility is scheduled for the 12 Hour at Sebring The facility will contain 4 additional showers. It's important to stress that 'shower rules' will be in effect - namely 'military style.' Since my military experience is limited, make that non existent, here's the 411. Speed is of the essence to allow as many of us as possible to come clean. Therefore, it is as follows... strip down in the enclosed area next to your shower.... turn on the hot water, get wet....turn off the water and soap up. Turn on the hot water and rinse as quickly as possible. Shut off the water, towel off and put on your clean duds (remember to bring them - having nothing to put on except your used working clothes is the pits). Do all of the above as quickly as possible 'cause there will be someone waiting. If the first person follows this drill, it'll make it easier on you... and you can pass the courtesy on the next one in line. Don't forget to thank Charlie Leonard, a CFR Driver and our Paddock Marshall and all that assisted him, for a lot of effort put into making us Come Clean!

Columns





This column has to be submitted just before we go to join the camping crew in the campground.... stand by for tall tales of the goings on at the 12 hour in the next issue.

Wise words... You know you're a Floridian if...You never use an umbrella because you know the rain will be over in five minutes... or you think a six-foot alligator is actually pretty average (if you can't

relate, ask me how I was left by a gator pond when I broke my leg.)

Ted's Technology, Trivia & Tidbits

Ted Glaser

Technology and Business:

Vanity Plates, UK & Middle East style: A record price has been set for a British vehicle registration number after a businessman paid £440,625 (~\$889k) to buy the Formula One initials F1.

Afzal Khan, 37, smashed the previous record of £331,000, (~\$662K) paid 18 months ago for M1, to purchase the historic F1 number plate from Essex County Council.

The Bradford entrepreneur, who owns a specialist car design company, plans to display the number plate on his £317,000 (~\$635k) Mercedes SLR McLaren supercar. F-1 was the first number plate issued by the Essex County Register of Motors in 1904, the year it became compulsory for motor vehicles to bear a registration plate. Its first owner was the Essex county surveyor, Percy John Sheldon, who attached it to his 15hp, four-seater Panhard Levassor.

After a period in private hands it was given back to the county council in 1955 and subsequently used on a variety of civic limousines including a Darracq Torpedo, a Humber, a Daimler and a Jaguar.

The authority will use its windfall to fund an advanced driver training program to improve the skills of hundreds of young motorists in Essex.

Lord Hanningfield, the council leader, said he was pleased that the money was being put to such a cause.

"It will be with some sadness that we will be losing this little piece of Essex history but we have sold it at a time when such number plates are reaching very high sale prices on the market and we have reached a deal which breaks all previous records," he said.

Mr. Khan, the owner of Khan Design, which describes itself as "the most successful automotive design house in the UK", said that he had been tracking the F1 plate for a number of years. He believes that he has purchased a bargain.

"I think it's a good price to pay because it's probably worth 10 times that," he said.

"I am privileged to have acquired such a prestigious plate and I'm extremely happy that the money raised from the sale will help improve road safety through the training of young drivers."

Mr. Khan's total investment of £440,625 (£375,000 plus VAT) beats the £331,000 paid by a Cheshire businessman in July 2006 for the number plate M1, apparently as a present for his son's sixth birthday. In April 2006 a Sikh businessman paid £254,000 for the number plate 51 NGH (spelling the name Singh).

The world record price for a registration plate, £3.5 million, was paid at an auction in Abu Dhabi last year by a prominent Gulf businessman, Talal Ali Mohammad Khouri, for the single-digit number 5. That record was broken this year, when Abu Dhabi Police auction the most sought-after number plate in the United Arab Emirates, the single-digit 1. More than \$1 million.

Johnson Controls-Saft Advanced Power Solutions LLC soon will begin low-volume production of Li-ion batteries for a new Mercedes-Benz S-Class hybrid. The company also will supply Li-ion batteries for a second, unnamed European auto maker.

Porsche North America sold 36,680 cars in the US & Canada during 2007. That was almost 40% of Porsche's worldwide sales.

In 2007 Acura sold 180,104 vehicles,

down more than 10% from 2006

Hyundai Motor America is pushing back its U.S. hybrid-electric vehicle launch to 2013, at the earliest.

Previously, Hyundai said it planned to introduce a gasoline-electric version of its Elantra compact car by 2010. But slower-than-expected U.S. sales growth suggests the auto maker can afford to wait. Once an auto maker reaches an annual sales threshold of 60,000 units in California, it becomes subject to the full requirements of that state's Zero Emission Vehicle (ZEV) law, says a spokesman for the California Air Resources Board (CARB). "Hyundai is currently classified as an intermediate-volume manufacturer under the ZEV regulation," the CARB spokesman says. This means the auto maker is mandated only to distribute vehicles that meet emissions levels deemed partial-zero, which include those powered by fuel-efficient, 4-cyl. gasoline engines.

Johnson Controls-Saft Advanced Power Solutions LLC is revving up to supply advanced batteries to Chinese auto makers SAIC Motor Corp. Ltd. and Chery Automobile Co. Ltd.

JCS will supply lithium-ion batteries to SAIC early this year for a demonstration fleet of "new-energy" vehicles, the supplier says. Chery will receive nickel-metal hydride batteries for use in its new AF ISG hybrid vehicle, which is slated to launch in China in December.

At the January Detroit Auto Show Cadillac displayed a 4-door, 5-passenger Provoq - hinting broadly at Cadillac's BRX in about two years. It uses a fuel-cell stack to power three electric motors - a 92-hp (70-kW) co-axial drive system for the front wheels and individual 54-hp (40-kW) wheel hub motors to move the rear

wheels.

Trivia:

What ever happened to Smokey Drolet, the lady racer from Florida? She ran the 24hrs of Daytona in '59 & '66 as well as the Sebring 12hrs in '66. Last known to be in Houston TX. Anyone having information please forward same to the Editor.

Crystal Ball:

2008 - The slow-selling Camry Solara will exit production once the '08 model year ends.

2008 - The recent Paris Tuning Show witnessed the launch of a new European championship which is to be called the All Stars V8 Cup, with backing from the NRJ radio station. The aim of this new series is to bring the excitements of NASCAR to the European audiences and there are plans for 13 meetings at venues such as Rockingham, Brands Hatch, Lydden, Lausitzring and a number of other road racing venues. The events will include a number of star drivers who will include Olivier Panis, Patrick Tambay, Luc Alphnad and Hubert Auriol. The series, which is due to start in June 2008 is an initiative of an English group. If all goes to plan there will be 26 cars. Cars can be either bought or rented and are all fitted with a 5800 cc V8 motor with bodies from Chevrolet, Ford, Dodge and Toyota.

2008 - Hyundai Motor America steps into the U.S. luxury segment by unveiling its new Genesis sedan, now on sale in South Korea. The rear-drive '09 Genesis will be

available with three engines - including Hyundai's first V-8 - when it goes on sale in the U.S. this summer. The Hyundai Tiburon will exit the U.S. market at the end of the year. Coupe fans will get two new models in its place,

2008 - The 2009 Audi TT will have a new 272-hp TTS version. The TTS, which will be in European dealer showrooms in early summer and U.S. outlets in November (as an '09 model), features a modified version of the TT's direct-injected, turbocharged TFSI 2.0L gasoline engine that boasts 258 lb.-ft. (350 Nm) of torque in a wide bandwidth of 2,500-5,000 rpm.

2009 - Over the next three years, Chrysler LLC will get 12 vehicles spanning three segments from its partnership with China-based Chery Automobile Co. Ltd.

2009 - General Motors Corp. will supply BMW AG with 2-mode hybrid transmissions from its Baltimore plant for use in an upcoming version of the German auto maker's new X6 cross/utility vehicle. The hybrid version, which BMW will launch in 2009, is expected to consume 20% less fuel than the standard model.

2009 - A vehicle from Honda Motor Co. Ltd.'s Acura brand will be the first recipient of the auto maker's long-awaited 4-cyl. turbodiesel engine. The unnamed Acura model coincides with Honda's promised 2009 U.S. debut of its clean diesel. In addition Honda is now selling the Honda Collision Mitigation System and Adaptive Cruise Control in the UK.

The Collision Mitigation System is a radar on the front of the car. It sends a beam out and times how long it takes to bounce back. From this it calculates the distance and the speed differential. If the physical gap starts to rapidly decrease and the speed difference increases, it sets off the alarm. If you don't brake to improve the situation, it operates a motor that makes the seatbelt tug. If the car still doesn't start to brake, then the adaptive cruise control takes over and starts controlled braking. Yes, "Big Brother" and the "Nanny State" have arrived. The Honda Collision Mitigation System and Adaptive Cruise Control are available on the CR-V at a cost of £2,750 (~\$5500) as a part of the technology pack. They have to be specified on the car when new and cannot be retrofitted.

2009 - Chrysler LLC is stuffing a 380-hp engine in the '09 Dodge Ram truck. It also will feature a coil-spring rear suspension instead of the time-honored leaf-spring setup that has served pickup owners well for generations.

2010 - Nissan Motor Co. Ltd.'s Titan fullsize pickup truck will have a diesel-engine option in its second generation.

2013 - Hyundai Motor America is pushing back its U.S. hybrid-electric vehicle launch to 2013, at the earliest. Previously, Hyundai said it planned to introduce a gasoline-electric version of its Elantra compact car by 2010.

See you at the races!

Legends: the Fellas and a Few Gals

Ellen Kosinski

Over a four part series we shall take an in depth look at not only the French Grand Prix from first hand accounts. One will also get a chance to get to know a bit more about some of the greats of the day that became legends.

While deciding to write a piece on Jimmy Murphy, I had no clue about what would lay ahead. Finding legitimate information on this man was like looking for a needle in a hay stack. A quote from Winston

Churchill fits the bill: "Never, never, never give up."

Jimmy Murphy was born in 1894. His life had seasons of tragedy but also many triumphs. His parents were Irish immigrants, they lived in San Francisco, California.

On the 18th of April 1906, at the age of twelve, it is assumed that Jimmy was among the many who experienced the devastating earthquake. Tragically, on

that day, over six hundred people died in the earthquake. Jimmy Murphy's mother was one of the casualties.

His father decided it would be in the best interest to entrust his son to Lieutenant Tom Murphy and his wife Catherine. That was not to last long. It was said that his Uncle Martin sent for him.

In 1907 young Jimmy's residence changed to what is now known as East Los Angeles. Jimmy lived there with Judge



Martin O'Donnell, who was his late mother's brother. Uncle Martin seemed to be a nice man. Jimmy went on to attend Hunting Park High School.

A few months shy of graduating Jimmy, along with a friend, decided to go into business. They opened a garage. Business began to bloom.

In racing, he started off as a riding mechanic. His racing career years from 1920 to 1924 had some really outstanding performances. He was even AAA driving champion not once but twice. Also, he placed second twice as well and even third once. Tragically, in 1924 Jimmy Murphy was killed while driving in a dirt track race. Reportedly, Pete De Palma was there racing too. After seeing the accident he pulled off into the pits and decided never to race on a dirt track again.

Peter De Palma, known as Pete, was the nephew of Ralph De Palma. Pete was born on the 15th of April 1898, in Roseland, New Jersey. Pete was his Uncle Ralph's riding mechanic in the 1921 French Grand Prix. He started driving as a race car driver in the early 1920's. He became the 1925 winner of the Indianapolis 500, that year he would also become Indy car Champion, and would be again in 1927. He was very talented and successful, in other points of interest he owned a NASCAR team from 1955 to 1957. He wrote an eight part series "I Drove the Boards", he was Associate Editor of "Speed Age Magazine" at that time. Peter De Palma died in 1980.

John "Johnny" De Palma was born on the 16th of February 1885 in Italy. He was the younger brother of Ralph De Palma. John also drove race cars. He died in 1951.

Ralph De Palma was born on the 23rd of January 1884 in Italy. The De Palma family came to America in 1892; Ralph became a United States resident. Growing up in Brooklyn, New York, he had a job like many youngsters did in the day. He delivered groceries. With the money he saved he purchased a bicycle. Just going for a casual ride or using it for transportation turned into bicycle racing as a teenager. Motorcycle racing would be next, starting at the age of twenty two. He did well too! In motor cycle racing he won several minor events and competed for three years, after which he decided to move on to cars.

In 1908, automotive engineer Fred E. Moskovics is credited for giving Ralph his first chance at auto racing. That is where he really began to flourish. Fiat was one of the top teams taking notice of this young talent and soon he had a successful drive with them. Then he moved onto Mercedes.

In the 1912 Indianapolis 500, Ralph De Palma experienced would be a memorable race for all. Leading by five laps, with only four laps remaining, it looked like a sure win. A connecting rod failed in his Mercedes. This would prove to be a challenging drive. Tending to the injured Mercedes for the remaining laps he would not stop. The gap now between him and Joe Dawson became smaller until right before the finish. The Mercedes

crapped out and Joe Dawson crossed the line. Reportedly the crowd stayed behind Ralph De Palma and his mechanic Rupert Jeffkins cheering the two on with encouragement, as they pushed the Mercedes across the finish line taking twelfth place.

In 1915 he finally achieved his win at the Indianapolis 500. Ralph De Palma had many, many more victories ahead. It is believed he competed in 2800 races more or less, being victorious in more than 2000 of those races. He raced in all types of series speedways, overboard tracks, even road courses.

Hollywood beckoned in its hay day twice that is known. Ralph De Palma had a small role in the 1920 version of "High Speed". Then four years later DePalma made another appearance, this time as The Champion in "Racing for Life".

In 1923 Ralph established a company in Detroit, Michigan, to build race cars and engines for automobiles and aircraft. The name of the company: De Palma Manufacturing Company.

1929 brought another title, this time as the Canadian Champion.

Ralph displayed excellent sportsmanship whether he was on or off the track. At the Indianapolis 500 of 1954 he made his final appearance as honorary referee.

In 1956, at the age of 72, the great Ralph De Palma passed away in South Pasadena, California, with his beloved wife, Marion, by his side.

Turning the Corner

David Ellis-Brown

This is my first attempt at writing a regular column. The format will be a type of "Bench Racing" and will always about "Improved Touring". As for me, I have been running in this category for over 20 years. I have had the pleasure to race against some of the most interesting characters, i.e., drivers, and some very memorable, some very unforgettable and likewise some interesting cars.

As I said the focus of this column will be

"Improved Touring", sometimes we will share some technical information that I, in my opinion, believe is worth passing on. Things that I have learned, or something that has been shared with me that might be of value. Sometimes we will focus on a driver, team or individuals / business that are someone that is worth knowing, but always participating in Improved Touring, mainly in Central Florida. I hope they will share some of their successes and

sometimes their failures. And some lessons learned. I intend to interview some of drivers and teams, and get them to tell their story, how and why they got started, share some interesting stories and "speed secrets", and pass it on to you. I will be seeking out different folks, some I may know well, and others whom I only see at the track. We will get into discussing the rules, some of the "gray" areas and rules interpretation, potential

rule changes that appear in "Fast Track", that have an impact on you and your car. I hope for your support and inputs, comments and criticisms too. Sometimes we will review a previous event, and discuss the outcomes. And sometimes I will get on my "Soap Box" and pontificate about something I may be passionate about. I am always open to subject matter. If you have a something that you want to talk about or are "passionate", let me know, and we can discuss it. I will always be looking for ideas. In the meantime " Lets not meet by accident".

Soap Box Moment!

I recently submitted several inputs the Competition Review Board (CRB) / Technical Assistance Department / Jeremy Thoennes. My request was for rule clarification or changes that I thought were needed. This was the first time I had ever submitted such a request. I was surprised how easy the process turned out to be. Two changes that I requested were approved and were published in Fast Track. One was concerning the removal of the front sway bar; the other was regarding the removal of the undercoating. The other change that I requested, pertained to changing the fuel injectors, but it was tabled for further discussions.

But there is a rule change that was made that effectively made a high percentage of the IT cars competing at the "Cabin Fever" weekend of "Non Compliant and/or vulnerable to protests" in the future.

Under section 9.1.3B, pg. 329, a change to the last sentence has been made as follows: "Other than those specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle, may be disabled, altered or removed". End Quote! Removing "for

the purpose of obtaining any competitive advantage". I believe that the wording deleted, which was originally written to allow "parts that have no impact on the performance or competitiveness of the car" to be removed. Permitting some number of parts to be eliminated without having to identify them specifically by name. Parts that may not be on your car today, and that you might have to install before your next race. Example: Horn, Timing belt covers, Windshield Washer pump and reservoir, associated brackets, engine trim parts. The list might be infinite. Look at your car, if you feel that this rule change does not impact you, Lucky for you. The change does not impact you. If you feel that you are vulnerable and disagree with the rule change, contact the Competition Review Board (CRB) and IT Advisory board and express your concerns, and get the new rule change rescinded. If you don't, then you need to start developing a list of parts or assemblies that you want to be included in the "OK" to remove rule.

This is our club; the members of the IT advisory board are there to serve us. You must make your wishes be heard.

Now, I could be wrong with my opinion. Maybe I am off base. But the way I see it, I believe that this rule change is going in the wrong direction. What do you think?

End of Soap Box

Cabin Fever Cure Event

There were some 94 IT cars entered for the "Cabin Fever Cure" event. That is approximately 25% of the total entry. The club, both nationally and regionally, benefits from our IT cars. And so do we. At least three new Track records were announced in IT. CFR's own Louis Boustani and Barry Burgoon set new records, Louis in ITC, with a time of

2:47.943. Now that's quick, even for an ITB car. Louis' International Rallying experience and car control is one reason for his fast laps, but Atlantic Auto Works in Melbourne also built an excellent VW. Barry in IT7, he lowered the time down to a 2:44.361. Congratulations to you both. If I missed someone, let me know.

Another Track record was set in ITB, Paul Ronie in David Liera's VW Golf; also set a lap record of 2:44.068. If you look at Ronie's laps at the "mylaps.com" web site, his consistency is almost unreal. Other than lap one, every lap is within ½ a second with each other. And that is over 3.7 miles. I sometimes wonder why he has not been given a ride in the Koni Series or better. Congratulations Paul.

At least one new car showed at the Cabin Fever Cure event, and that was the new A3 / Mk III Golf of Paul McCormick in ITB. I think we will be seeing more new cars showing up in IT. Deuce Keane also reintroduced his Honda Accord. Good Luck to you both all in the future.

As a long time IT competitor, I am amazed at how the lap times keeping falling. It seems to me that the front-runners are now some 2-3 seconds a lap quicker than just 12 months ago. I don't think it is the track. It's just as rough as ever. Maybe better cars, better tires, better driving? I think so. I for one believe that we have in CFR, some of the best prepared and best driven IT cars in the SE and the USA. And it all makes for great racing. Good Job.

Checker is out, time to get back to work, We will be in touch next month, And if you have some items that you think need to be discussed, send them to me: E-mail---tonianddaveb@aol.com, see ya!

The Sebring Cabin Fever Cure Regionals

Bill Martin

A marksman would call this a good "Grouping" - Turn 7



Bill Brown watched his race from "the Hook"



The best seat in the house



It appears that Bill Coggins got the worst of a 3 car melee



Then you wonder, this used to be a FV



Another SRF casualty -



After six ends at S/F



A team effort to get the Baby Grand right side up



Good Cage





Bob Follmann walked away



An interesting line in Turn 11



Van Macdonald and Paul Mevoli had a good tussle in GT Lite



Another Turn 11 line



Just like a Friday morning commute on I-4 - Turn 11



And, just one more



Bill Riddell and Bill Minear in Turn 10



David Machavern from VT took home all the marbles in his Corvette



Getting close in Turn 10-11



A spanking new Mustang and it ran well



Bill Eveland brought out his new Mustang

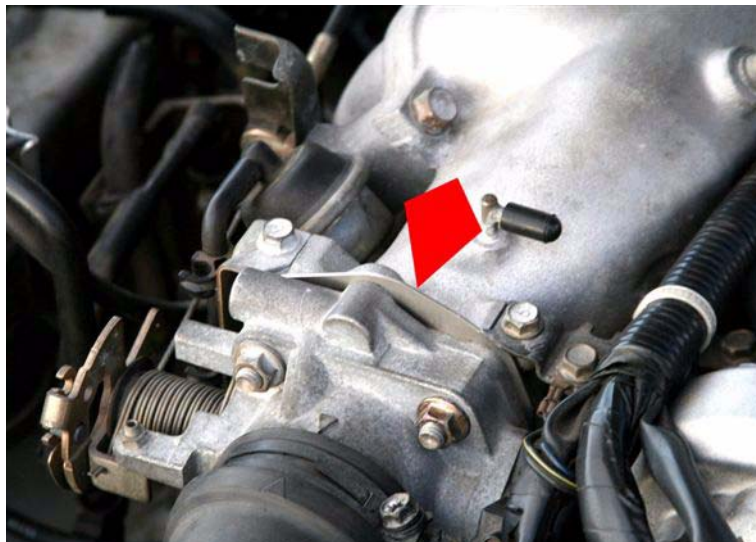


The end of the day saw the entire SM field impounded





This is what TECH was looking for - that little restrictor plate



Gainesville Solo Event 2

Lou Galanos

Amanda Clark in a 240Z



Chris Barrett in his Miata CSP



Bill F. Coffey in a 240Z



Chris Moore in her TR6



Dana Morrison and his Factory Five Cobra



Garry Matthews and his GT40



Dave Karably resting in his Nissan 350Z



Gene Vierling in his Miata



Dennis Gundersdorff



GT40 Interior





JD Kemp in his MGB Lucretia



Mike Breakey



JK Jackson in his TR6



Mike Breakey in his Lotus Seven



Les Francisco



Mike Lollar in a Nissan 200SX



Mort Stern in his Van Dieman FF



Russ Clark's Datsun 240Z



Peter Lier and his Porsche



The timing team



Robert Mayfield and his Miata



Timmi Atteberry in his 1982 Predator FV





Tom Buckman





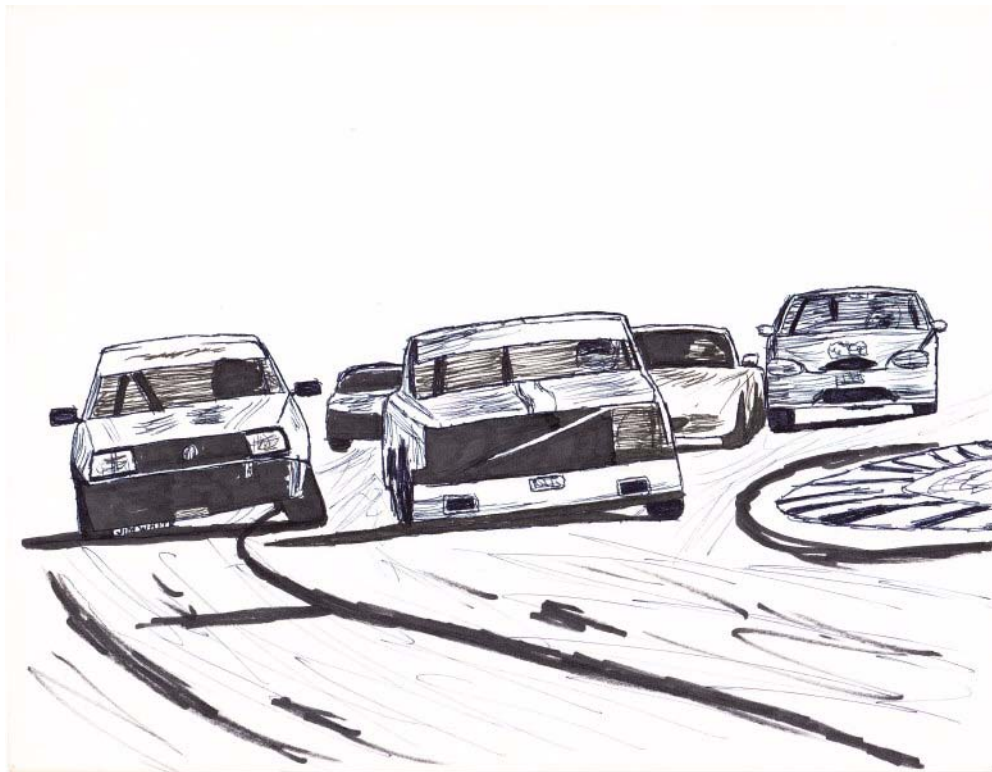
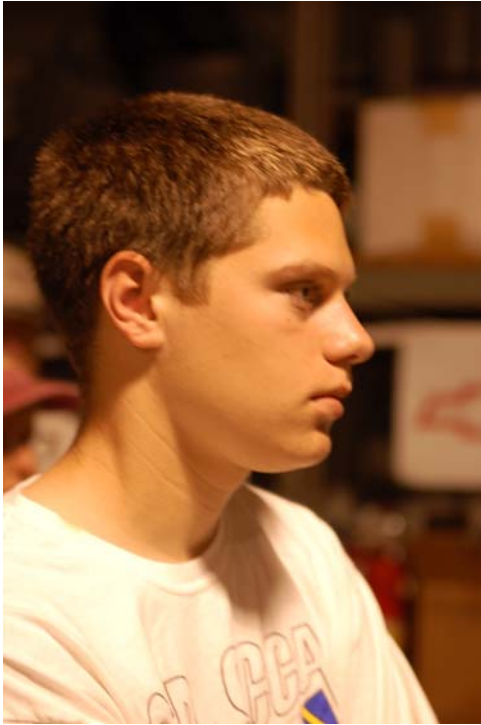


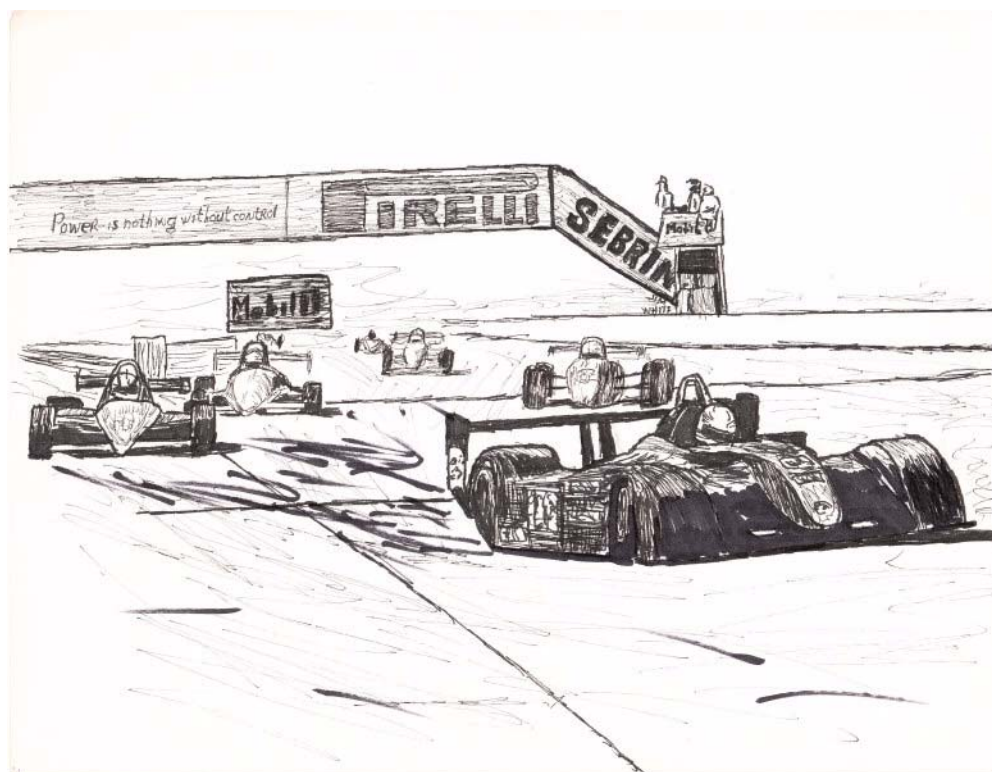
Early Worker Pictures from the Sebring 12 Hour

Ted Glaser









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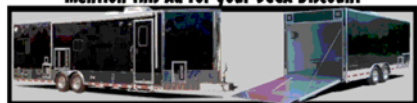
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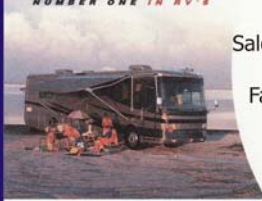
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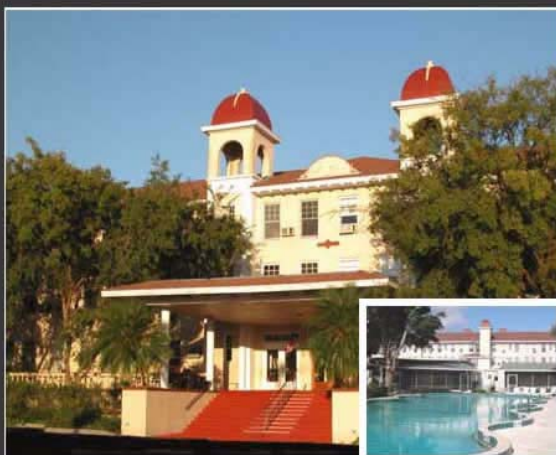
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