

# The Checkers

Official Publication of the  
Central Florida Region  
Sports Car Club of America  
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# Contact Information

## Governors and Officials

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MIS — John Giordano 321-728-9964

### Pace Car — Jack Ragaglia 407-568-6902 [Pace1cfr@aol.com](mailto:Pace1cfr@aol.com)

### Paddock Marshal — Charlie Leonard 941-729-1537

[charlieleonard@aol.com](mailto:charlieleonard@aol.com)

### Photo ID — Patti Socher 321-223-8652 [rvladys@aol.com](mailto:rvladys@aol.com)

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## SOLO II Board

### Solo II Chairperson — Tim Reardon

1550 Silk Oaks Ave Titusville 32796 321-268-2940  
[reardo\\_t@bellsouth.net](mailto:reardo_t@bellsouth.net)

### Registrar — Tim Reardon

### Safety Steward — Gary Merideth 407-299-0708

### Trophy — Glenn Forrester

### Timing and Scoring — Dat Nguyen

### West Coast Coordinator — Albert Popalis 813-986-5722

### West Coast Registrars:

— Jim Bledsoe [jim@acceleration.net](mailto:jim@acceleration.net)

— Christy Adams [christy@cailanandcolin.net](mailto:christy@cailanandcolin.net)

### Gainesville Coordinator — Bock Folken

352-332-9365 [cckbock@aol.com](mailto:cckbock@aol.com)

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### Chairman — Brad Gooch

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### Area 3 Director — KP Jones

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### Websites:

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[www.CFRSOLO2.com](http://www.CFRSOLO2.com)





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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://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](http://www.cfrscca.net), for SOLO2 event registration and information go to [www.CFRSOLO2.com](http://www.CFRSOLO2.com).

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

Sebring Codes:  
GP = Paddock On Green Park Side  
12hr = Paddock On 12 Hour Side

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## District Meeting Times and Places:

(See inside front cover for contact information.)

**District 1** — 2nd Tuesday 7:30 p.m., Joe's Crab Shack, 2730 Gulf to Bay Blvd, Clearwater (east of US 19).

**District 2** — 4th Wednesday Beef O'Brady's 5025 Fowler Avenue; Tampa.

**District 3** — 2nd Monday 8:00 PM Rossi's Pizza & Pasta 5919 South Orange Blossom Trail Orlando 321-228-0430.

**District 4** — Contact Governor for details.

**District 5** — 2nd Monday Dinner at 6:30 PM, Meeting at 7:30 Charlie & Jake's 6300 N. Wickham Road, Melbourne.

**District 6** — 3rd Thursday, Dinner at 7:00 PM,

Meeting at 7:45 Caddyshack 3122 Golfview Road, Sebring.

**District 7** — Meetings alternate between 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** — 2nd 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



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## Welcome New Members!

### District 1

Gregory Camp, Safety Harbor  
Jeff Ray Clark, New Port Richey  
James Ivan Kempton, New Pt Richey  
Mick Levanon, Clearwater

### District 2

Frank R Edwards, Tampa  
John M Faulkner, Sr, Dade City  
Johnny Michael Faulkner, Dade City  
Randy Hicks, Wesley Chapel  
Patricia Hullar, Plant City  
Brian K Lamb, Tampa  
Kevin R Rosenberger, Largo  
Amanda Walther, Valrico  
Jacob Walther, Valrico  
Joshua Walther, Valrico  
Mark A Walther, Valrico  
Sydney Walther, Valrico  
Vonia Walther, Valrico  
Dennis Watley, Lithia  
Walt Williams, Tampa  
Warren Williams, Tampa

### District 3

Homer Craig, Orlando  
Angel R Crosas, Jr, Leesburg  
Mark Dukes, Kissimmee  
Hayden Gill, Eustis  
John B Gill, Eustis  
Garrick Hansen, Apopka  
Eric Murphy, Oviedo  
Juan Miguel Rios, Orlando  
Colm Roe, St Cloud

### District 4

William Brady, Homosassa  
Mark Chandler, Gainesville  
Robert Morreale, Spring Hill  
James Riley, Gainesville

### District 5

Eric Anderson, Palm Bay  
David Cheshire, Palm Bay  
Axl Earhart, Palm Bay  
Herbert Malcolm Kanady, Cocoa  
Ana M Hubbard, Port St Lucie  
Courtney Hubbard, Port St Lucie  
Roumaine Hubbard, Port St Lucie  
Michael Leary, Indialantic  
Patricia Midgett, Palm Bay  
Jacob C Patterson, Jensen Beach  
Andrew Powshok, Melbourne  
Keith Reihl, Palm Bay  
Benjamin Shaw, Melbourne  
Cameron Shaw, Melbourne  
Susan Shaw, Melbourne  
Dr. Wade H Shaw, Melbourne  
Patrick Shemo, Sebastian  
Jason Smid, Melbourne

### District 6

Drake Burgoon, Winter Haven  
Kimberly Burgoon, Winter Haven  
Stephen GH Cosentino, Lakeland  
Bradley B Fulton, Babson Park  
Robert Andrew Pigman, Avon Park  
Duke Waldrop, Winter Haven  
Fay Waldrop, Winter Haven

### District 7

Alexander Almonte, Port Orange  
Julie L Castro, Daytona Beach  
Robert Compton, So Daytona  
Christopher A Duffy, Lake Helen  
Arthur G Goldstein, Palm Coast  
Ben Hedrick, Ormond Beach  
Jaacob Hill, Deland  
Caroline Personette, Deltona  
Anthony M Ralston, Edgewater

### District 8

Caylynn Guilempe, Cape Coral  
Lawrence Guilempe, Cape Coral  
Dennis Charles Maher, Cape Coral  
Karina Paredes, Cape Coral

### District 9

George Beiber, Bradenton  
Douglas Jennings, Venice  
Anders Krohn, Palmetto  
Bartley Longabach, Sarasota  
Georgiana McCall, Sarasota  
Harold Michaels, Sarasota  
Robert Tamandi, Venice  
Elizabeth Turgeon, Sarasota

### Out of Region

Frederick T Haas, III, Metairie, LA  
Jane Haas, Metairie, LA  
Michael Morrison, Malibar  
Sara Morrison, Malibar  
Tyler C Neier, Coatesville, IN  
Alexander S Opplinger, Naples  
Grillermo Rodiguez, Miami  
Joseph J Scarallo Jr, Hauppauge, NY  
Michael J Soldat, Flowery Branch, GA

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## District Locator

### Map of Central Florida Region

**District 1** - Pinellas and Pasco County to Port Richey

**District 2** - Hillsborough and Pasco County except for Port Richey

**District 3** - Lake, Orange, Osceola, and Seminole Counties

**District 4** - Alachua, Bradford, Citrus, Dixie, Gilchrist, Hamilton, Hernando, Jefferson, Lafayette, Levy, Madison, Marion, Sumter, Suwanee, Taylor, and Union Counties

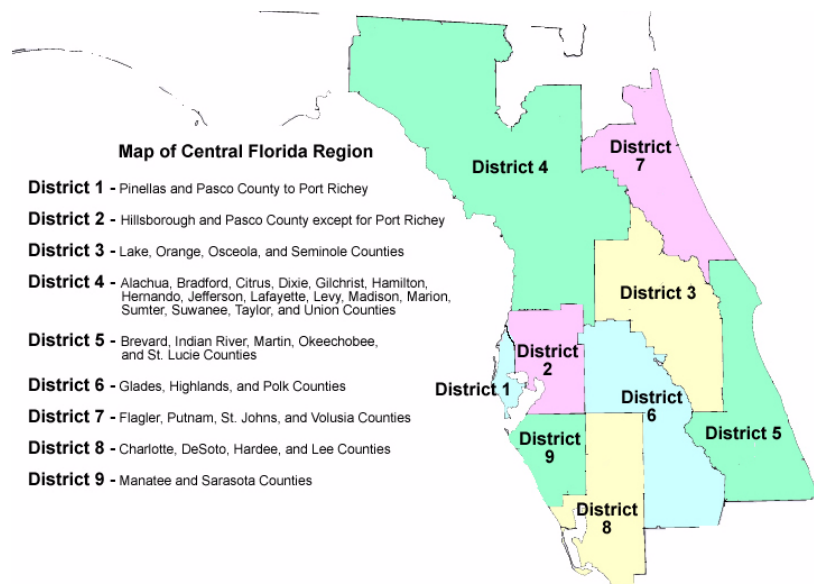
**District 5** - Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties

**District 6** - Glades, Highlands, and Polk Counties

**District 7** - Flagler, Putnam, St. Johns, and Volusia Counties

**District 8** - Charlotte, DeSoto, Hardee, and Lee Counties

**District 9** - Manatee and Sarasota Counties





## RE Report

### Rick Balderson

What a month, seven Solo event days, The St. Pete GP, double events at Daytona, with the CFR Drivers School and the Tire Rack Street Survival driving experience authorized by BMW, and then the Daytona National. I just hope we can keep up the pace.

Race workers, be sure to check with your

chief on taking advantage of the many new, and old, perks that can impact your membership fee. This is important as the competitors are paying Topeka \$2.00 an entry to support you. If you want our CFR competitors to get their money's worth, you need to get with the program.

The CFR Board of Governors will be

meeting in Sebring on June 21 at the Quality Inn, this is Your opportunity to make a difference in how Your club is run.

I hope you're having as much fun as I am, if not, perhaps garden of the month club then. Probably NOT. See you at the races.

## District News

### District 1

A BIG THANK YOU!!

This is a big thank you to all of the members who helped out at the membership booths at the 12 hours of Sebring and St. Petersburg Grand Prix.

I really appreciate all of your help. I could not do it without all of your help. Another thanks to Ron Bauer & Ken Marino for letting us use your race cars at

The St. Pete Grand Prix booth, they are always a big hit with race fans. Let's do it again next year!! An Extra thanks to Liz who, we found out is a really good scavenger, she came up with some great donations from vendors at both events for the annual meeting and District 1 to use as door prizes.

Jim Cohen  
Carlos Mancil  
Lizbeth Laporte-Pierce

### Sammi Marlis-Ronshausen

Scott Lieb  
Derek Lieb  
Jerry Farina  
Ken Hazelton  
Ron Bauer  
Debbie Cole  
Georgia Sterly  
Glenn Sterly  
Ken Marino

### District 3

Rossi's Pizza on S. Orange Blossom Trail in Orlando was the site of the April meeting for District 3. Gov. Bill Martin reported on our two most recent events - the 12 Hours of Sebring and the St. Pete Grand Prix. We again supported the Sebring event from Wednesday through Saturday. Friday saw the requisite rain which certainly curtailed what could have been some exciting racing for the World Challenge cars. We held the combination social/dinner in our building Friday night with most of 100+ workers in attendance. Thanks to Chuck, Carla and their crew for a great meal and to IMSA and a number of the teams for the door prizes - always much appreciated.

The St. Pete Grand Prix venue with limited paddock space and street circuit configuration posed some significant challenges for everyone. Many thanks to Rich Kasson, Jim Hooker & Matt Coyne who began working with the track

personnel on Monday prior to the race to ensure proper fence cutouts for flag stations and advertising banner placement that would minimally affect lines of sight. Thanks also to Gary Steffen for arranging shuttles since parking was at Tropicana Field and to Sammi Ronshausen for staffing a successful membership booth. A Mega Thank You to the Dawson's who again came through and provided lunches on station and a dinner Saturday night even though the hangar space allocated to us wasn't what we expected. Thanks again to IMSA and Teams for the door prizes.

Ted Garrod and Bill Hart also made sure coolers were iced and on station and that drinks were provided. The very small window of opportunity for lunch delivery made detailed planning necessary and you all came through with flying colors. The days started early (6 AM) and ran long (7 PM) with very little down time.

### Fran Martin

Rain on Sunday just added to the enjoyment. Thanks to everyone who flagged, communicated, shuttled, fed and watered and did everything else to make this a successful event for our Region.

With the merging of CART and IRL - the race at Homestead will be canceled so St. Pete will be their first race of the year beginning in 2009. A 5 year agreement for the St. Pete event has been signed with the City.

Our next event will be the Daytona Driver's School/Tire Rack Survival School (TRSS) April 19-20. As of this writing, we have 30 students for our school. TRSS is limited to 20 entries and they expect to have a full house. Following that will be our National at Daytona May 3-4.

Gov. Bill reminded everyone that we will be sending 'ecards' in place of the post cards for district meeting notices. Please log on to the Topeka site and make sure



your information is up to date and that your email address is correct.

Our next BOG meeting has been changed to Saturday, June 21 at the Quality Inn in Sebring. This is our mid-year meeting and we will elect the RE, Secretary and Treasurer as well as

## District 8

Due to a bizarre chain of events, we actually held not 1 but 2 monthly meetings this month! A breakdown in the normally efficient line of communication had the cards sent out stating we had a meeting on the 2nd of April when it was scheduled for the 2nd week of April! Since I wasn't sure who would show up and when, I attended both. We had 11 members on the 1st meeting and 8 on the second which has been our average attendance

approve the budget. **We still need a BOG Recording Secretary.**

We welcomed two visitors who are interested in racing and our "restrained" group offered them a multitude of suggestions on beginning participation and car preparation.

for a monthly meeting.

I wasn't sure what would be the topic. We did reach a consensus that not only was racing a car was expensive...it was downright dangerous as well! With that in mind, former District 8 Governor Dewey Harding made a guest appearance and announced he was building a Datsun 510 and going vintage racing (hence, the discussion on racing being expensive and

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

See you at the races.

## Ron Camacho

dangerous).

If all this is not enough to get you to make a monthly meeting; I don't know what to tell you! Speaking of which: **the next meeting is scheduled for the 2nd Wednesday of the Month (May 14th) at Uno's on Daniels Parkway in Ft. Myers starting at 6pm.** See ya there!

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## In Memoriam

Our brother and friend, William B. Winters, passed away Monday morning, April 7, 2008, in Canaan, CT after a bout with a fast-growing cancer. Bill's wide

reach encompassed many with compassion, generosity, and humor. Please join his circle of friends and acquaintances in celebrating, in your own

way, a life well lived. Remembrances in his memory can be made to your local Audubon Society or charity of your choice.

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## Letters

Robin,

I am sorry we did not get to meet you personally, just saw you briefly at the driver's meeting on Sunday when you made your announcements, and know you stayed busy all weekend. We know you are still busy, the paperwork has to be done before and after an event. All your staff conducted a fantastic, organized, and disciplined driver's school. It certainly exceeded our expectations. Fay and I had a great time and my/our instructor, Allan Adderley, was absolutely perfect. I could not have "hand picked" anyone better to help us. His knowledge, insight, suggestions and critique were exceptional. We will stay in contact with

him in the future.

Fay and I will celebrate 45 years of marriage this year. We were married in Baytown, Texas on July 6th, 1963. Our first day of marriage, July 7th, we went to an SCCA race in Galveston, TX, then drove to Biloxi, MS for our honeymoon. We have raced cars, motorcycles and boats, and now back around to cars. We know and appreciate how much work and preparation it takes to do events, since we have been intimately involved conducting motorcycle and boat races for many years.

We both commented many times how well organized, helpful and friendly,

everyone was during the entire weekend. It really gave me a great feeling when I would get the "thumbs up and applause" from the turn flag judges around the course. Very classy!

We look forward to seeing you at future events. Thanks again for being such great hosts and volunteering your time and knowledge for SCCA and new members, like us.

Regards,  
Duke and Fay Waldrop  
Formula Vee #62  
Winter Haven



# Brundage Cup Vee Racing Won by CFR member

*Susan and Perry Young*

The FV 45th Birthday Brundage Cup at Roebbling was won by CFR member Jeremy Grenier from Point of Rocks MD. He was driving a Womer Ev-3, #15. Lap time was 1:26.809, lap speed 83.770.

Other CFR members participating included Beau Gabel, John Fuchs, Mike Schiffer, John Giordano, Don Towers, Ray Burford, and Harry Schneider.







# Through the Eyes of Alexa Hill

Susan Young

These photos are from 11 year old Alexa Hill. Her two older brothers were students in the Daytona Drivers School. Alexa's mom and baby sister also rounded out the crew. Their family owns RC Hill Mitsubishi, and are new to SCCA. I met Alexa because she loves to take pictures. I'm encouraging Alexa to send you future photos and write-ups. (Wouldn't you like to have a cub reporter for the Checker?)

*Editor's Note: Who says all our members are old and gray? Great work Alexa, we are all looking forward to more!*



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## Flag Ravings

*Sally Larson*

**THE TWELVE HOUR:** Only one day of reasonable rain out of the 4 days worked - can't hardly beat that. As always, it was fun working with our faithful out of state folks. We worked with George and Diane at Turn 15, Happy to report that George's red nose still shines as bright... gotta love those Shriners! And welcome to our new members who were working with us - got to meet some new faces and you all did a great job.

We had Skip Barbers instructors at all turns and ours were kind enough to let us listen to the Barber radio channel - some of the corners reporting in could double for TV commentators. The participants in the Barber Dodge event, some of whom were probably 14, had the added distraction of rain which made things even more interesting. I asked our turn instructor if all the drivers spoke or understood English. He said a good number of them do not, but the instructors on the corners would do the translating for us. This is great since the only other language I learned was Spanish... and that when it was written using a rock, on the cave wall

**IF ALL ELSE FAILS:** First, I confess, I am my father's daughter. He was of the 'if all else fails, read the instructions' mind-set. I've always known we have signals for various flags to be displayed - and wondered why I'd never seen the official SCCA signals in the F&C Manual for DOUBLE YELLOW, RED, OR GREEN. Here's where 'my bad' comes in. I was cleaning out files and came across the latest (2002) flag signals. DOUBLE YELLOW is arm held straight out to the side, the other circling overhead. RED is pointing to your lips (doesn't mean 'use your indoor voice) but rather to display the red flag. GREEN is shown by patting your front pocket (as in green money). I've seen many variations for these flags but these are the official ones. Check with your Captain to be sure what signals he or she may be using. - and just make sure everybody on your corner is on the same page, rather than giving you a blank (wha'?! ) look when the signal is given. This of course is also particularly important when you're working out of region. Then it's 'When in Rome, do as the Romans do' so you can blend in seamlessly.

There's been talk about adopting the Pro racing rule that the 'waving green flag will be shown at any corner following a yellow flag at the preceding station.' Tho' it would take more remembering on my part, I think it's a good idea. As it stands now, the yellow flag rule is 'no passing until you pass the incident,' which can be confusing to the drivers, particularly when you need a backup flag at the previous corner. Stay tuned for this one.

And also thanks to the folks that kept us fed over the long weekend... as well as those who kept us supplied the water and drinks. Everybody got served very efficiently all weekend. Couldn't have done it without you.

**CANYON RACING:** According to Chief Rich, reporting time was 5:30 AM. Congratulations and condolences to all the St Pete workers. I have always felt that whereas 5:30 PM is fine, 5:30 AM for anything should be outlawed. The body may arrive somewhere at that time, but the mind would straggle in closer to 9. But then again, I have always maintained that if I was truly awake, I might be dangerous. It sure looked like an action packed race, though somewhat 'damp' at the beginning. Those guys aren't as tough as our Drivers who race in the rain regardless. Sure does make our lives a bit more difficult though when all we can see is a rooster tail of water above what we assume is a car. Nice Work folks!

**NEW TAKE ON AN OLD PROBLEM:** apparently I, like many of you, am irresistible to mosquitoes, ants and any insect that bites. Try spraying the lawn and any deck floor with Listerine, and the little demons disappear. Fill a 4-ounce spray bottle and use it around your chair whenever you see mosquitoes. And it's safe for kids and pets. Try it at a picnic- spray the area around the food table, the children's swing area, and the standing water nearby. It's supposed to be very effective and, my favorite, relatively inexpensive.

**AHA:** solved my own dilemma. In what appeared to be a worker career quest for me, I finally found my elusive white denim jeans for women. If anyone else is looking, go to [newport-news.com](http://newport-news.com). (don't forget the hyphen between newport and news - that's where I went into trouble in my first search) Put in jeanology, and there they are in living colors plus white. They're also sturdy and in my price range... cheap! Thanks to Diane who reported finding white jeans in JC Penneys also Just in the nick of time too... my last pair of old ones officially gave up the ghost. And for whites for the guys our thanks to Ron Camacho for his

Columns







suggestion that 'a great local source for white pants is your local Sherwin-Williams Paint store. They have white painter's pants on sale and at a reasonable price. Seems Ron, the District 8 Governor is

willing to solve small problems as well as big ones. And this just in from Herbie K...Just found some real nice %100 cotton jobs made by Dickie at my local WalMart for <\$19.00. Thanks for all the

help.

STAY TUNED: Daytona Drivers' School was great - good work by all. Details coming up in the next Checker!

## Ted's Technology, Trivia & Tidbits

### Ted Glaser

#### Technology and Business:

Despite the publicity given to the Toyota Prius and other hybrid cars, which combine a gasoline engine with an electric motor, most of the 128,646 low-emission cars sold in the UK in 2007 had diesel engines. The BMW 520d (a 2 liter turbo-diesel, not available in the US) is the entry level car of the 5-series. Many UK buyers opt for "badge delete" so they don't show other motorists they went for the cheapest option at £27,190 (~\$54k). The least polluting conventional car in the UK which delivers an average of 72 miles per gallon and emits only 99g of CO2 per km, 5g/km less than the Prius, is the diesel VW Polo Blue Motion, introduced last year.

Subaru has come up with a "world first" passenger car "boxer" diesel that is inherently well balanced, minimizing the nuisance of secondary harmonic vibration and the customary harmonic balancer. The engine is only available in the UK at this time. Ask your dealer.

Lamborghini has sold 7,100 Gallardos since the car's debut, and last year the prestige marque sold 2,400 cars worldwide, up 100 from 2006.

Bridgestone has announced Formula One's extreme wet weather tires will be marked with a white line in the bottom of the central groove this season.

The white tire marking, which is already used in the softer of the two dry tire compounds at each race, has been introduced at the request of the teams and in consultation with the FIA to make the extreme wet weather tires visibly distinguishable from the normal rain tires.

UK motorists are an easy target. They provide the ideal green smokescreen behind which Alistair Darling, the

Chancellor of the Exchequer (UK Treasury dept) can get on with the business of raising additional revenue while appearing to maintain the moral high ground. Because the fact is that while these green taxes will raise £1.2 billion (~\$2.4bn) in extra revenue by 2010 they will, by the Treasury's own admission, reduce emissions by less than 1%. The government insists that the moves will encourage greener behavior and leave most motorists no worse off. This would be merely disingenuous were it not also hypocritical: in May plans for a new generation of coal-burning power stations are expected to be given the green light while the third runway at Heathrow looks like being waved through.

The Sports Business Group at Deloitte has published details of a survey into profits in sports and has concluded that Formula 1 is the highest revenue generator, with the 18 Grands Prix in 2007 having an average revenue of \$217m.

By 2011 sales of diesel-powered cars in the UK will outstrip gasoline powered cars as millions more drivers seek to avoid the heavy tax penalties announced for fuel-inefficient vehicles.

Diesel accounted for 40.2 per cent of the 2.4 million cars sold in Britain last year, compared with only 13.8 per cent in 1999. It has already overtaken gasoline in terms of the total fuel consumed by all vehicles in Britain. Last year drivers bought 25.5 billion litres (~6.7 billion gallons) of diesel and 24 billion litres (~6.5 billion gallons) of gasoline.

Despite costing 5p-10p a litre (~37 - 74¢/gallon) more at the pumps than gasoline, diesel proves more economical for most drivers because it delivers 10-20 per cent more miles for the same fuel.

Formula One is going green. Well, make that 5.75 per cent green because that is the mix of biofuel powering the cars in 2008, and that percentage is set to increase every year between now and 2010 to bring the sport in line with proposed road car fuel specifications.

#### Trivia:

Safety advocates successfully forced the National Highway Traffic Safety Admin. to double the requirements of the "Roof Crush" standard. Enormous technical efforts and scientific studies were thrown at this issue, which will end up making vehicles heavier and costlier.

Safety advocates argue that rollovers account for only 3% of accidents, but nearly 25% of fatalities, about 10,000 a year. Yet, when you dive into the details, you find the vast majority of those killed in rollovers were ejected from the vehicle because they were not wearing a seatbelt. NHTSA's own analysis shows the new roof-crush standard might, maybe, possibly, hopefully save 476 lives a year.

There are 140,000 foreign-registered vehicles on Britain's roads at any one time and three million enter each year. The largest group are Polish vehicles, which account for 36 per cent, followed by French vehicles at 10 per cent and German vehicles at 9 per cent. Foreign vehicles are 30 per cent more likely to be involved in a crash than a UK-registered vehicle, according to research by London Councils.

- In the past five years there has been a 47 per cent rise in the number of foreign drivers involved in accidents in Britain
- Foreign trucks are three times more likely to be involved in collisions than British trucks



- Cheshire Council was criticized for erecting signs in both English and Polish after so many trucks had taken wrong turns
- In 2006 a bus company was ordered to suspend its fleet because of concerns about its Polish drivers' command of English

### *Anniversaries:*

May 6, 1928 - Chrysler introduced the DeSoto as the corporation's new brand. The DeSoto Six was Chrysler's answer to the market demand for a car that fit between its large cars & its popular 4-cylinder models. Marketed in the moderate price class, the DeSoto offered features that no car w/in comparable price range had ever offered, such as improved insulation, a reinforced frame, & chrome alloy steel transmission gears. Introduced not long after Chrysler purchased Dodge, the DeSoto label sold 80,000 cars its 1st year, forcing Chrysler to increase its production facilities. In the fall of '36, after having moved between various Chrysler plants, DeSoto moved to a production facility of its own on the west side of Detroit. The new state-of-the-art facility became one of Detroit's showcases for automobile production & one of the city's most heavily visited tourist sites. The interest in the DeSoto plant was partially a response to the company's innovative '34

release, the DeSoto Airflow. The Airflow created a new standard for weight distribution in the automotive industry, reducing vibration to a frequency that, for the 1st time, was comfortable for passengers. Engineers moved the DeSoto's engine forward over the front axle & increased the gauge of the front springs. Moving the engine forward allowed the designers to move the back seat in front of the rear axle, thereby reducing the shock inflicted on passengers sitting there. The Airflow was also equipped w/smaller wheels that used larger tires, & a unibody design that made the car safer & stronger.

### *Crystal Ball:*

2008 - Peugeot will unveil the first demonstrator of a hybrid-diesel engine for racing. This demonstration unit will be fitted into a 908. A press launch is possible at Le Mans in June and an entry in next year's 24 hours - or even as soon as Shanghai.

2009 - A1 Team USA owner Rick Weidinger hopes that the A1GP series might be able to pick up some of the American venues that lost open wheel racing dates due to the Champ Car World Series and IRL IndyCar Series merger.

With the unified championship primarily

following the IRL calendar, eleven circuits have lost Champ Car races for 2008 - including American tracks Houston, Laguna Seca, Cleveland, Portland and Elkhart Lake.

A1GP raced at Laguna in its inaugural season, but has not returned to the United States since then.

2010 - Jeep Wrangler seats will be sourced from India starting in 2010 because instead of the current Johnson Controls Inc. plant in Northwood, OH. This has been verified by a United Auto Workers union official, who represents hourly employees at the affected site as well as the nearby Wrangler assembly plant in Toledo.

2012 - Ford Motor Co. could eliminate Mercury from its brand family and close its assembly plant in St. Thomas, (Ontario, Canada), exclusive home to the Ford Crown Victoria, Lincoln Town Car and Mercury Grand Marquis rear-wheel-drive sedans. The three vehicles share Ford's aged Panther platform and their production will probably be discontinued in 2010 when St. Thomas is expected to go dark.

See you at the races!

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## *Legends: the Fellas and a Few Gals*

### *Ellen Kosinski*

Last month was the four part series on the fellas and their insights made its debut. Part two is follows, but before it does there is a quick shout out of thanks that needs to be made to my brother Daniel for finding the photos that are featured in this month's column. Happy reading to all!

The year was 1921. In the United States President Woodrow Wilson would finish his last term as President. On the 4th of March Warren Gamaliel Harding was sworn in. Near Long Beach oil was discovered at Signal Hill in California. Making at that time California the leading oil producing state in the Union. If you decided to pick up a good book try best selling novel of the time an adventure by Rafael Sabatini's Scaramouche. Mean

while across the Atlantic in France Coco Chanel introduces her signature fragrance making hopes arise in many to be come more alluring with a little spritz. In racing there was the French Grand Prix. One man had a date with the history books. He was the first American to win a Grand Prix race. In the following year he also won the Indianapolis five hundred.

In 1921 Jimmy Murphy and his team were not the only ones getting prepared for the French Grand Prix. Another driver by the name of Ralph De Palma along with his nephew Pete and Ralph's brother Johnny set sail from the United States of America to France. Bon Voyage! Ralph De Palma voyage on the Paris a luxury liner weighing 34,569 tons would be

marvelous, cruising along at a top speed twenty one knots. As for his nephew Pete De Palma and brother John De Palma went by way of the 8,800 ton former German ship named Goeben given to the French after World War 1, Pete described it as a glorified tub called the Roussillon. Its top speed fourteen knots. It could also be referred to as the slow boat.

Upon arriving in Paris, France Pete's Uncle Ralph spoke with Jean Marcenac giving him instructions to be the one in charge of finding hotel accommodations for Pete, Johnny, and himself. This is the time for Jean Marcenac to show Ralph that he could manage keeping the cost down. Hotel arrangements were made for them to stay at Hotel Unic across from



Gare Montparnasse. Where was Uncle Ralph staying? The Crillon Hotel. The man who was financing their team Mr. M. Ballot asked during a conversation where they would be staying. When he found out that it would be the hotel Unic his response was if he would be staying there too. "Mon Dieu! That is terrible, such a dirty, filthy place! Mon Dieu!" was his reply. If Mr. M. Ballot did not express his feelings and see fit that the Ballot organization along with himself would not be reflected upon with damage of reputation, dishonor, shame, even disgrace the hotel arrangements might have been unpleasant. Which all of us can probably relate too. Having one bad hotel experience is enough. Need one say any more. Mr. M Ballot put them up in a lavish hotel.

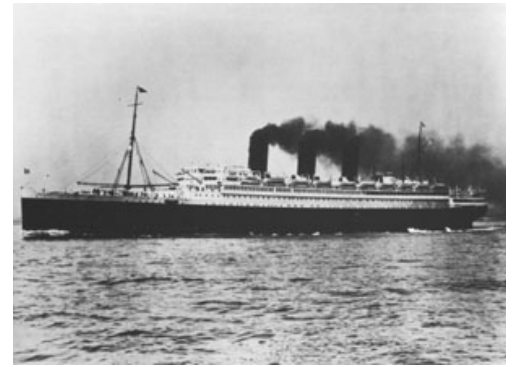
Back in the day in Europe there was a difference in how drivers and mechanics were treated. In most cases when it came to accommodations. The method was very similar to the class system. My, how times have changed. Today both drivers and mechanics are both held in high esteem.

After everyone stayed in Paris for two weeks they packed up and moved onto Ecommoy a small village around six miles away from the racetrack. The team lived and worked in Ecommoy for almost a month. One building that the team

needed could not be found so they would have to make do by converting an old barn into a garage

One aspect that still holds true today is like with modern Grand Prix racing is practices time, at this Grand Prix anyway. One could go to the track and practice if they wished to. In this case it would have to be when the track was not open to public traffic. The public traffic was kind a like a mobile market. Practice time for the drivers and the teams was an early wake - up call starting at five am til six am that was the period when the public traffic was gone.

One bright or maybe it could have been cloudy morning. Early morning Mr. M Ballot, Ralph's crew along with Chassagne's crew just before practices started, gathered close to the track at Mulsanne corner engaging in a discussion. A thundering car could be heard, coming traveling towards them. The car progressing path was along a tree - fringed stretch and there in the road a little bump. By this time the group wondered who could it be. In what car? A quote from Pete "Maybe it's Jimmy Murphy or one of the other Duesenberg drivers, Joe Boyer, Andre Dubonnet or Albert Guyot?" The suspense was not to last much longer. Astonishment was in their eyes.



## Turning the Corner

### David Ellis-Brown

There are a few topics I would like to discuss this month. Again I'm back harping on the rules. The latest copy of "Fastrack", that can be found at the SCCA website has some new rules that effect Improved Touring. You need to take a look. You should make it a habit to check it each month. In fact, you can get an "e-mail" notification from the "Home Office" when "Fastrack News" is posted on line. It is simple and painless. Just go to "Sports Car Club of America, and sign up to be notified and "Voila", you will be notified.

The latest changes that affect IT have to do with steering wheel lock devices, they can basically be removed or

disabled...Just a wording change, most likely little or no impact to current IT cars. There is more dialogue about VIN numbers, basically eliminating the VIN rule. The way I understand the rationale is just to help make finding and using bodies where in form, fit and function the car is identical to another model, but the VIN number does not comply with the model that is being classified. I believe that this is just one rule that is still in existence from the original concept of IT when there was a dual use and the VIN number was really important. Keeping the VIN rule is just another "Non value added" rule to me.

#### New Car classification additions, effective 4/1/08:

1. VW Golf, 99-03 is being classified in to ITB, 2.0 SOHC Liter motor, at 2350 lbs. (I wonder why they did not include the MK IV Jetta, 99-03 also!)

#### Are you over weight?

An item that I would like to address this month is regarding over weight IT cars. Now this might seem somewhat obvious, but sometimes the obvious is overlooked, so here goes. As we know, IT cars we all have a "Spec" weight that we must meet or exceed when we come off the track. Just a simple question is "Is your car

down to the minimum weight? Kind of a simple question, but remember it takes horsepower / torque to move a mass and that affects acceleration and top speed, so why do you want to carry more weight than is necessary. I hear people talking about being 50 to 100 plus lbs overweight. Nobody wants to get "disqualified" for being underweight at impound. When was the last time you were on the scales? Is it time to put your car on a diet? Why are you carrying more weight than you have too?

A long time ago, I was given a simplistic "standard" that it takes one horsepower to move every 20lbs. This is a benchmark that I have used for a long time. Now I don't know if this is an accurate number or not, but I do know it takes more power to accelerate 2300 lbs over a specific distance than it does to move 2400 lbs over the same distance, all other things being equal. Plus you've got to slow this extra mass down; it will make your brakes work harder. So why carry the extra weight? Look at it another way, if my 1 HP to 20 lbs ratio is correct, then the extra 100 lbs that you are carrying will require an extra 5 HP to make up the difference. If this were not true, then the "Rewards Weight" penalties that had been used in World Challenge in years past would not have been a supposed equalizer. Removing weight is a "cheap" way of getting some extra performance and makes your car more competitive. Think about it! If you are near the minimum, and are concerned, take it to the scales, sometime before your race and adjust accordingly. The folks at the scales have always been very accommodating during the non rush hours. This is just a part of Racing Smart!

### **Have you got the power?**

Another area that I have found helpful in making a competitive car is the "Chassis Dyno". What kind of power are you making? If you make a change to the engine or it's support systems, did it improve power? How do you know? When I build a new car or engine, I take it to a dyno before I hit the track. Not only will you be getting some time on the motor, find out if it overheats, shifts thru the gears, leak, and just plain old run at higher RPM, find out if there a miss, or

identify an other problem. Thirty years ago, we used to take a car out to some "remote" area and drive it around and hope the Sheriff would not hear or see us. That was how we would test a "new car". In our new "Nanny State" culture, if you take to the public roads today, and get caught, you could lose your car, lose your license, lose lots of money and "probably have to register as a "Highway Offender".

### **What kind of power are you making?**

How many of you have taken your car to the Dyno? If you are serious about racing, it is a very valuable tool to use and gather data. Today, there are Chassis Dyno's located in almost every major city. Every reputable performance tuning shop will have one, or have access to one. The cost for its use is not expensive. The one I use charges about \$100.00 per hour. Ask your competitors whom they use, or take a look in the phone directory. Contact the facility and ask them about how long they have they had their dyno, and who operates it and their experience. Talk to the Dyno guy, what type of Dyno do they use? Get some information on costs; does the rate include set up (installing the car) or just the runs? Getting the car installed can take some time if it is a trailer-mounted system vs. a floor-mounted unit. I have found that word of mouth is the best recommendation on who knows where to go and who to avoid. Not all Dyno operations are equal. You don't want to be part of a "train the trainer" session, and not get accurate results. You will need to schedule a session and get an appointment anyway. If you can get several other cars to make runs at the same session, you may be able to get a group discount, well worth a try. And before you go, you need to develop a plan. Think through what you are trying to accomplish. If it is your first time on the Dyno, then the primary objective should be to establish a "Benchmark", or Baseline, and that may be the only objective that you can accomplish, but you may be able to make some minor modifications and still work with in the preset time frame. If you are going to make some changes, then you will need to be prepared and have the necessary parts or tools. Again remember the clock is ticking as long as the car is installed on

the machine, even when you are working on the car.

You should receive a printout or CD that will display the results of the test. This will establish both the horsepower and torque curves, as well as A/F ratios for this engine / configuration and this should become a "baseline" from where you will measure all future modifications for this engine package / configuration.

### **Developing a plan.**

You should make several runs to establish accurate baseline numbers. Once you have established a baseline, you can then begin to make some changes and determine the results of a specific change. Rule # 1 "Do not make more than one change at a time before the next run". If you make more than one change at time, and you do not see any change, you will not know if one of the changes just offset the other change giving you a "Net Zero" increase. The net result could be non inclusive. What kind of changes can you make, easily or quickly:

1. Change in ignition timing. What affect will more or less ignition timing have? Can you make more HP at say 34 Deg? BTDC than at the 33. The dyno will tell you.
2. If you retard / advance the cam timing, what affect will that have at higher RPM or at lower RPM. Not all tracks are the same!
3. What is the effect of a Cold Air Intake (CAI) over the stock intake system?
4. Does a change in Air / Fuel Ratio, make more power?
5. Etc. You get the idea.

These are just some examples, but without establishing a baseline, you will not know if the changes are providing the desired results. It should be obvious why a "Test Plan" is required. Do not try to do too much at one time, unless you discuss it with the facility. If you plan on being on the dyno of one hour, you will be lucky to make more than two changes before 1 hour is gone.

I developed a test plan format a few years back and these items as variables that effect engine performance, and need to





be recorded:

1. Engine Configuration data: data on compression, pistons, rings, valve, valve springs, etc.
2. Induction system (FI / Carb.), etc
3. Ignition and cam timing
4. Plugs and Fuel Octane, fuel pressure,
5. Weather data, temperature and humidity, time of day
  - a. If the Dyno is outside, try to make runs in weather that closely represents the temps that we race in.
6. Engine Temperature data for water and oil
  - a. Make sure both are up to temperature before you make your pulls.
7. Header / Muffler configuration
8. Tires and Pressures (Make sure the lug nuts are tight!)
9. Computer / ECM Configuration (Chip Install Data)
10. Plus

**Output:**

You will receive a "Printout" when the session is over. This printout will tell you basically 3 things. First you will see a horsepower graph that will reflect what HP you are making at a particular RPM. The second graph you will reflect the torque curve over a similar RPM range. The third graph will be the air / fuel ratio again over the same RPM range. Make sure that the technician records and uniquely identifies each run. I always make it a habit to make 3 runs to create a

repeatable average for establishing an accurate baseline.

When I make a change I also make 3 runs to assure that the output data can be averaged and I use that data to normalize the measurements. Don't trust the high or the low, but the average of the 3 runs will be more accurate. This can get tedious and also expensive if you don't use the time effectively and efficiently. That is why I say it is better not to try to do too much at one time. Also the experienced dyno technician already knows how to do this too.

**Analyzing the Data:**

I had a Director complain to me once, " I don't need any more data, I want information". OK you have this data, what does it mean and what are you going to it. There are initially three areas where you can use this data:

1. As I said, it establishes a baseline and you know where you are as of that date.
2. With this base line in hand, you can measure all future changes.
3. It will provide you information that should affect how you drive the track next time.

I used mine to establish the shift points so that I could get the most out of the power and torque that the engine is making. I know where I can short shift, or where I can hold the power on for passing. With the stock cams that we have to use, if your engine power and torque fall off dramatically after say 6200 RPM, there is not sense to try to run you engine up to

7000!

I am not an expert on any of these areas. I am like most of you, an amateur car builder and an even more amateur driver that is trying to get the most out of time I am behind the wheel and the car that I have built. There are several folks in Central Florida that I know are a whole lot sharper than me, and they should be your "go to" guys when you need "expert" help. Without any reservations I recommend the shops of Mike Flynn of Irish Mikes in Orlando, David Boles of Atlantic Autoworks in Melbourne, Mike VanSteenburg in Winter Haven, and Stu Bruner of BSI in Ormond Beach. The only reason I have limited my list is that I know these guys personally and I know they are first class and dedicated to the Sport. Not trying to slight anyone. If you know of some good shops that you have had experience, help them get the word out. Let me know too.

**Daytona**

By the time you read this we will have had our annual "Enduro" at Daytona, I hope that it does not "Rain, Pour, Flood or Cancel" on our parade. Next month I will review the results.

I hope that some of what I have pontificated here is of some benefit. If so, let know, if not, also send your comments and suggestions. Well again the Checker is out and I must do something productive.

E-mail me (tonianddvideb@aol.com) or talk to me at the races with your comments. See ya!

# The Scenes of Sebring

Bill Martin

The Audi hospitality edifice dominated the Paddock.



SVRA - A pair of Lotus Super 7s.



CFR's Membership Booth 2008 edition.



Pretty girls were all over the place. This is the Hankook Tire variety.



SVRA - A 1958 Lister Jaguar.



This guy elevated traffic direction to a new level.



Picture Pages







The IMSA Challenge provided some good racing. Here's a trio of Porsches in 17A.



The ceremonies were conducted by Chaplain Steve Kearney.



Starter Bob Kosky and Mr. Everything, Ron Sharpe, look on.

Historic Trans Am. This is Peter Revson's Javelin.



There was the usual feeding frenzy at the door prize table.

Historic Trans Am. This Dodge was previously driven by Sam Posey.



Saturday Morning and the Turn 17A Crew are practicing their hand signals.

Larry and Donna tied the knot at the Social. The Bride is escorted by Rich K.





The festivities were opened by the Army jump team.



The Fly Over was again performed by W.W.II vintage AT 6s.



The Start. Front row Peugeot and Audi.



The Peugeot 908 led the early going but finished 11th.



First in GT, 8th Overall the O'Connell/Magnussen/Fellows Corvette.



An up close and personal visit to T17A by the #12 P1 car.



He finally stopped in the line to the Pit entrance.



The Brabham/Sharp/Johansson Acura ARX-01B passes one of the Astons.







The Patron girls atop their motorhome.



The Midway was abuzz as usual.



Busted on the Midway. How embarrassing!



I have no idea who these guys are supposed to be.



The Peugeot in Turn 15, late afternoon.



A Viper leads a train of GT cars in Turn 15.



Sebring hieroglyphics. A limb stump in Turn 11.





One of the Porsche RS Spyders leads an Acura ARX-01B in Turn 11.



P2 Car exiting Turn 11.



The 6th Overall Audi R10 in Turn 11.



The Green Park bunch was up to their usual shenanigans.



The Fernandez/Diaz Acura was later excluded.



Inside Sebring's new Hall of Fame Building.



The Smith/Dyson RS Spyder leads one of the Audis and the Peugeot out of T10.



And The Winner. The Dumas/Bernhard/Collard Porsche RS Spyder completed 351 Laps.







# 12 Hours of Sebring

## Doug Werth

Rich relaxes after hard work the weekend before the 12.



Ron, John, and Matt put out lights on the corners.



At the compound waiting to register for the 12 hours.

Jen, Matt, and Diane at the compound the weekend before the 12.



Terry and Guy at Turn 17.

Sammi shows off our new showers at the compound.





Rich looking for his new toy.



Diane and Frank at Turn 17.



Terry at 17 bridge.



Rich rides out the rain at Turn 17.



Diane at 17 bridge.



Diane and Doug at Turn 17.







Doug at Turn 17.



Flagging at Turn 17 during the last 30 minutes.



## Trans Am and More at Sebring

Doug Werth























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*Sebring*

*Darryl Gray*











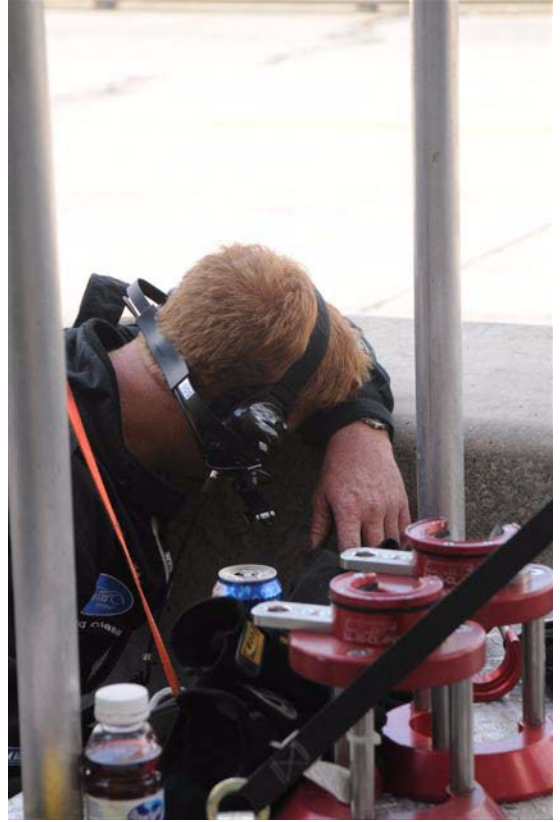














# St. Pete Grand Prix

## Jim White

Gail Kasson keeps her men in line!



George and his girls.



The Khumo girls.









*St. Pete ALMS and INDY*

*Larry Van Scoy*





















*Driver's School - Daytona*

*Jeff Stein*









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*Return of the Flying Chevy*

*Larry VanScoy*









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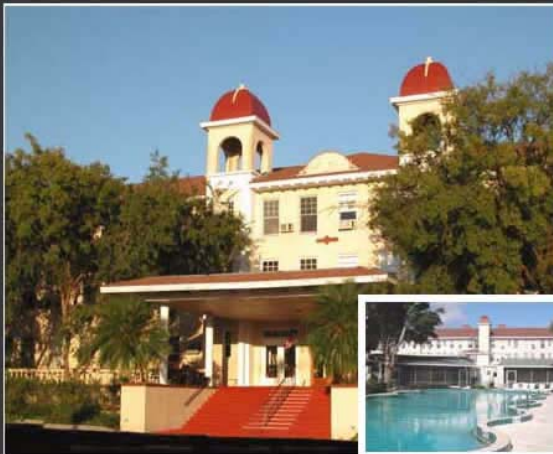
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