

The Checker

Official Publication of the
Central Florida Region
Sports Car Club of America
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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, 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 | Drivers School/Vintage Sebring, 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., 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



Welcome New Members!

District 1

Eric David Anderson, Clearwater
Debi Bonsey, St Petersburg
Heather Boyle, St Petersburg
Dave D. Brown, Largo
Patrick Goergen, Seminole
Mike Haygood, Indian Rocks Beach

District 2

Benjamin Council, III, Tampa
John Puzak, Tampa
Charles Walter Stowe, III, Riverview

District 3

Allison Bihler, Ocoee
Bill Collier, Orlando
Ryan Collier, Orlando
Stephen Heiderman, Oviedo
Kourtney Katanich, Apopka
Keith P Manning, Oviedo
Robert Andrews Matthews, Oviedo
Abbey McLester, Orlando
Amber Sargent, Winter Garden

District 4

Brandy Shea Anderson, Ocala
Ashley Bihler, Gainesville
Michael Bleach, Interlachen

District 5

George S Broaddus, Cocoa
Sharon C Broaddus, Cocoa
Kendall Donahue, Cocoa
Kevin Drake, Titusville
Robert C Geochagen, Titusville
Chelsea Hager, Cocoa
Nicholas Johnson, Titusville
Laura Kowalski, Melbourne
Araud Roux, Stuart
Lisa Schwartz, Melbourne
Matthew Steinle, Titusville
Michael Steinle, Titusville
Sara Summers, Melbourne
Josh Tucker, Titusville

District 7

Howard A Fox, Port Orange
Steven Alexander Fox, Port Orange
Jacob Hill, Daytona Beach
Gary Allan Katuin, Lake Helen
Sean Vanthoff, Port Orange
Michele Wallens, Ormond Beach

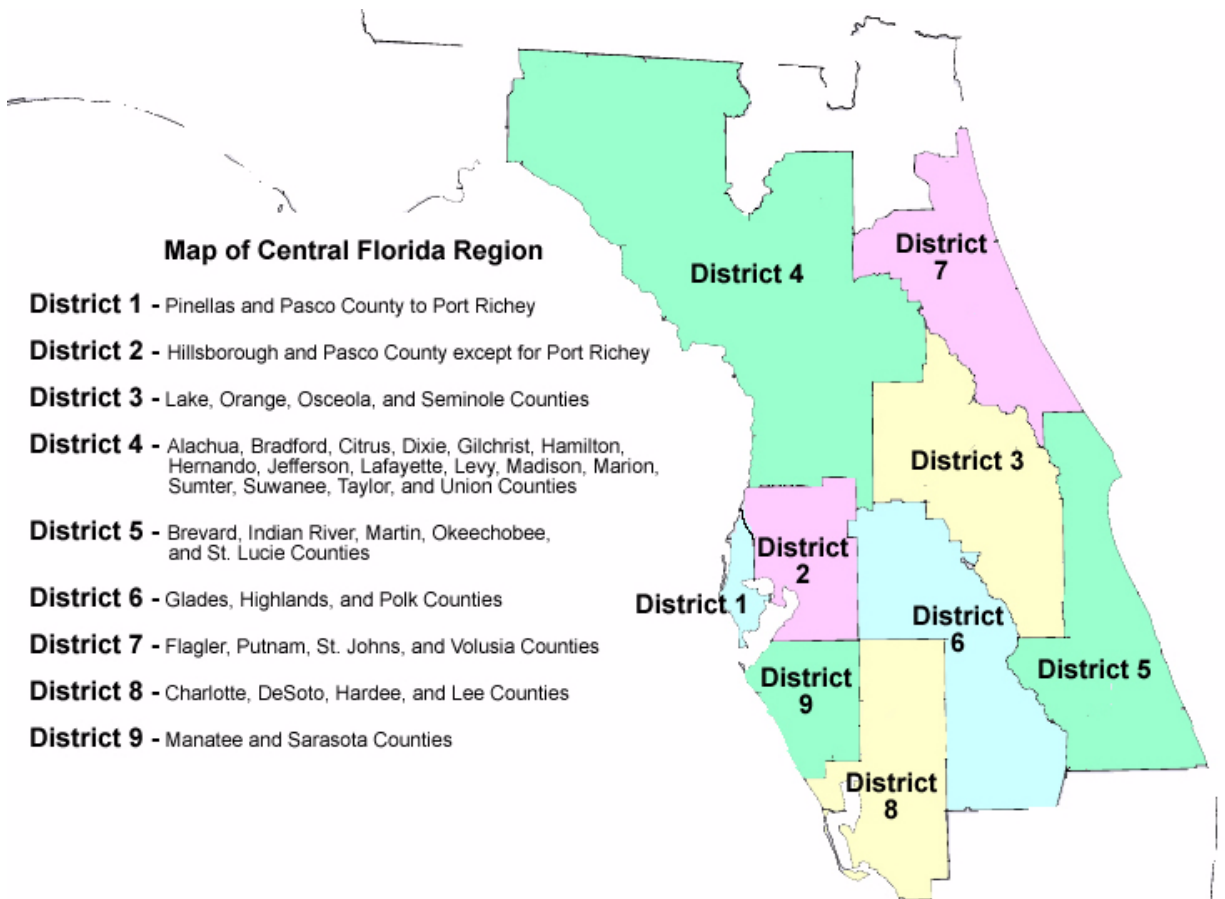
District 8

George Gonzalez, Ft Myers
Suzanne LaBounty, Cape Coral
James Farah Tucker, Ft Myers
Pamela Tucker, Ft Myers

Out of Region

Jonathan Griffin, Neptune Beach
Hila Hrabetova, Jacksonville
Alicia Lammie, Jacksonville
Riley Leuthold, Jacksonville
Catherine McFarland, No. Miami
Juan Pablo Suira, Puebla, Mexico

District Locator



RE Report

Rick Balderson

The CFR Board of Governors will hold their 2nd quarter meeting in Sebring, at the Quality Inn on Saturday June 21st at 10 am, this is your opportunity to have input into how Your club is run.

As we've come to expect, the May Daytona National was yet another well run event by the CFR race staff. Thank You to all of our members for all of the hard work and effort that goes into staffing and organizing an event of this caliber.

Next year we will do something completely different in May and hold a double SARRC.

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.

The SCCA Board of Directors (BoD) recently voted that NASA competitors will be allowed to enter SCCA races with their NASA competition licenses.

CFR management has indicated that at all CFR racing events the only accepted competition license is the SCCA issued license, or novice permit.

The 9 jumbo regions of the 112 total SCCA regions held our first conference call in May. There were several agenda items of interest to us.

Jim Julow, SCCA President, reaffirmed his commitment to lowering the single largest line item expense in SCCA. This is of course, the insurance cost at 16 million dollars annually. The current CFR budget for insurance is \$120,000 and is our largest line item expense, followed by facility rental at \$108,000.

The Comp Board is considering changes to the sound control rules, as this is an unnecessary task at some tracks, no details as of yet, only a discussion point.

Another BoD update: Road America will be the venue for the SCCA National Championship races for 2009, '10 & '11.

SCCA membership was up 1,000 in January to a total of 50,600, and is probably the result of requiring the Solo competitors to be members.

We talked about various other subjects and I have the minutes available if you're interested.

Next up, or already over depending on the mailing of the Checker, the CFR regional (short course with paddock in green park) and Solo on the 12 hour parking pad, followed by the pool party and dinner at the Kenilworth. I do hope the RE is or was really clever in getting door prizes, as I type this, the supply looks thin.

District News

District 1

The monthly meeting of District 1 was held at "Eat at Joe's Crab Shack" on whatever in wherever on Tuesday, May 13th. There were 43 people there!!!! About 10 more people and we would have been knocking out walls! Besides the cast of regulars, we had several new drivers, some returnee's, a couple of guests, and more reprobates from District 2. I guess District 1 is the best!

Governor Sammi opened the meeting with the pounding of the gavel to try and gain some control. It actually worked!

We discussed previous events -- the Driver's School at Daytona ("Most fun I've ever had" -- new driver) and the National/ ECR at Daytona ("At the NEXT Driver School, can we re-emphasize 'NO PASSING UNDER YELLOW'? -- from an ECR driver). Our next event is the June

Regional (7th & 8th) at Sebring. This will be on the club course. Solo will be on the long course side. Saturday night will be the Pool Party at the Kenilworth.

The next BOG meeting is June 21st in Sebring. Sammi asked for agenda items and after rousing discussion, asked that all those that can, please attend the meeting too.

SCCA National has added a National Auto Sport Association (NASA) competition license to the long list (13) of other organizations approved for regional competition. I wonder if there is any copyright infringement on that acronym.

Some members also received e-mails from National that "The 2008 SCCA Runoffs Needs You!". This is the final year for the runoffs to be in Heartland Park Topeka (KS). Online Volunteer

registration opens June 10th at 9am CDT (so that would be 10am our time!).

Another e-mail that has been going around is that the 2009 Runoffs will be at Road America in Elkhart Lake, WI. Weather there is iffy in October, but can be beautiful. Since you have to register so far in advance, you can't wait to see what the weather will actually be like to decide to go. So, it'd be like preparing for the 24 Hours of Daytona...bring your closet! Gail K is sure it will be cold. Al H says he just might have to work start for the runoffs next year.

A few members from District 1 went to District 9's monthly meeting at DeSoto Raceway. After a wonderful social with tons of food and a very brief meeting, some folks went over to the roundy-round track to watch the action. Oh my. How



loud! LOL. It was fun. And we got to see and root for #75 in the stock whatever group from the Q Auto & Injury Attorneys. (Who provided pens & patches as giveaways again -- thank you!). It was a very fun evening. Thank you to District 9 for inviting us.

Neal Posey spoke about the web-site MySCCA (from the national site); a discussion forum for SCCA members/fans. It is free and relatively easy to sign

up. We're currently #2 in sign ups -- behind Dixie Region. So Neal asked that we all get logged on and give it a try...

There were several giveaways for the night. The highlight though, was the 1964 Corvette (die-cast model) signed by our own Ed Diehl, who drove the real car in the 1965 12 Hours of Sebring. He and his co-drivers came in 3rd in class, 14th overall. This was won by Marty Sommers. The very next drawing was

for a large CFR-SCCA track bag...won by Don Sommers. Hmm. Collusion here? Congratulations to Marty & Don and welcome back! It was wonderful to see you again! The car of the month was won by Suzie Joyce.

Next meeting for District 1 will be at the same place, same time on the second Tuesday of June (the 10th) Hope to see you there.

District 3

District 3 held their May meeting at Rossi's Pizza on S. Orange Blossom Trail in Orlando with our usual regulars plus some visitors so it seems, initially at least, that the electronic meeting notices are working. Our most recent racing event was the National at Daytona. We had approximately 370 entries (including second drivers), the weather cooperated and most everyone played nice and got to race their full track time. Our next event is the June 7-8 Regional/Solo at Sebring on the short course. Racers will be paddocked in Green Park with Solo on

the 12 Hour side. For those of you who wonder why we're not using the entire course, it takes a few less workers to man the short course and we want to give our volunteers a break. This will also be the weekend for our Kenilworth pool party so be there or be square!

Other news of interest - Flyers are already out advertising for workers at the Runoffs in Topeka for 2008. It was announced that Road America will be the site for the 2009 Runoffs with a date change from October to September. Our mid-year BOG will be Saturday, June 21st in Sebring and plans

are proceeding for our combination Sebring Drivers School/Vintage event in July.

In Memoriam - Sadly we lost one of our regulars on May 9th. Bill Hart died suddenly while recuperating from double bypass surgery. You may have seen Bill working with Ted Garrod delivering coolers and sodas to the workers and setting up the socials after our events. We will miss him.

See you at the races.

Fran Martin

District 8

We met as usual the 2nd Wednesday of the month at Uno's in Ft. Myers and welcomed three new members: Chuck Maher who plans on attending the July Drivers' School and race a nice looking Bug Eye Sprite in vintage, Spec Miata hotshoe Brian Beasley has finally come over from the dark side (Florida Region) and fellow Spec Miata Driver LouAnn Kapcin who has rejoined after letting her membership lapse (there must be some sort of punishment we in District 8 should impose).

We had 15 members attend and as always, enjoyed the endless bench racing and B.S. (isn't that the same?) I mentioned that on May 24th, John Woessner, Tim Reardon (CFR Solo Chief) and myself will venture up to Starke to take a look at the new 2.0 mile road course that has just been completed. I'll have a full report at our next scheduled meeting (which is June 11th) and Lt. Governor John "Weeze" Woessner will present the same at the B.O.G. Meeting on June 21st. As mentioned before, I will be visiting No. 1 son in Buffalo. Hopefully

I will have some video of the WNY-SCCA autocross I'm running. It's a blast, on a go kart track!

One last thing...if you do own a computer, please update SCCA National with you email address! We are trying to cut costs by using the internet to provide District Meeting information Rather than sending the cards via snail mail.

Hope to see you at the June 7-8 event at Sebring. I will be running the Solo on Saturday but will be working grid on Sunday. Stop by and say "Hi".

Ron Camacho

Cover: Audi's Flying Pit Crew

Sometimes in my quest for colorful covers for The Checker I go back to past events. This picture, taken at the ALMS/IMSA

event last October by Henry Kowalski at Colour Tech South, was hard to pass up.

You just have to love the hustle!

In Memoriam

May 9th, 2008



William C. "Bill" Hart, chairman of the Kissimmee Utility Authority board of directors, died today. He was 55. Hart suffered a heart attack April 18 and was recovering at home from double-bypass surgery.

Hart was vice president of the [Kissimmee](#) surveying and civil-engineering firm Franklin, Hart & Reid and a Kissimmee resident since 1975. He joined the KUA board in 2001 and served as director and secretary before being elected chairman in October 2007. Hart served on the

Kissimmee City Commission from 1988 to 1994, when he decided not to run for re-election. A Democrat, he ran for Osceola clerk of courts in 1996.

Hart held a bachelor's degree from the [University of Central Florida](#) and a master's of organization management from the University of Phoenix. He is survived by two adult children, Jeff and Tracy.

Letters

The following is a thank you note from Bill Hart to Rich Kasson. Bill was Ted Garrod's assistant on the beverage detail. He went into the hospital last Friday (May 2) for what he thought was a gall bladder problem and wound up getting a double bypass on Saturday. We did a multiple signature card for him at Daytona. This message is a Thank You for that card.

We all thought he was recovering well until we received the sad news of his death.

Rich,

Please forward this, message to the other

CFR Members.

Thank you so much for the card and kind thoughts. Over a short period of time I have been lucky enough to be accepted into the CFR Family. Each and every one brings a vast array of talent to the SCCA events and a dedication to provide a safe and friendly sporting event. I have never been with such a group of folks who treat each other with such respect. No one "has" to be there, but it is exhilarating each time, when everyone shows up for their specialty.

The surgery went well for a double bypass and I am in the early stages of my 4-6 week recovery program. I can not even pick up a gallon of milk yet. It may be many months before I am able to attend and fully participate in a future CFR event. It is one of the things that I look forward to getting clearance for, so I can get back to "work". Thanks again for the message of hope, it meant a lot to me. Contact me as you wish.

To the "Baddest Region in all the Land"

Bill Hart

SCCA Board Approves NASA Licenses for Club Racing

NOTE: CFR management has indicated that at all CFR racing events the only accepted competition license is the SCCA issued license, or novice permit.

TOPEKA, Kan. (May 9, 2008) – Sports Car Club of America's Board of Directors approved today at its face-to-face meeting in Topeka the approval of National Auto Sport Association licenses for Regional Club Racing competition, effective immediately.

The NASA Competition License joins those of 13 other organizations approved for Regional competition. Any of these license holders may participate in a Regional event, providing they are a full, First Gear, family or weekend member.

The full list of organizations with licenses approved for competition are:

BMW CCA
CACC
FIA
HSR

ICSCC
IMSA
MCSCC
NASA
PCA
Ontario Region CASC
SCCA Pro Racing
SVRA
VMC
Waterford Hills
West Canada Motorsports Association



World's First 24-Hour Campus Karting Grand Prix Seeks Teams, Sponsors

MELBOURNE, FLA.

Florida Institute of Technology's College of Engineering has announced the Florida Tech 2400, the world's first 24-hour go-kart grand prix to take place on a college campus. In January 2009, the college's showpiece event in celebration of the university's 50th anniversary will erupt on the Melbourne campus with the support of corporate racing teams and sponsors, which are now being sought.

"We're extremely excited about the Florida Tech 2400 and the events surrounding it," said Thomas Waite, Ph.D., dean of the College of Engineering.

"We'll see student-designed 'green' racers

compete alongside traditional gas-powered karts. Faculty from the College of Business and School of Psychology will add another facet by implementing automobiling strategies for corporate participants."

Corporate teams of 16 to 20 members will coordinate driving, pit duties, logistics and support services. They'll work together to complete the most laps possible during a 24 hour period.

Mini-villages will sprout on campus creating a festival of entertainment, a hub of children's activities and areas for corporate and media use. There will be concerts, international food to enjoy and a career and trade expo running parallel to the 24-hour racing activity.

Proceeds from the mega-event will benefit the College of Engineering.

For more information about participating as a sponsor or corporate team, contact Kevin Abergel at (321) 674-6220, or at kabergel@fit.edu.

Florida Tech was founded in 1958 to train professionals working in the space program at what is now Kennedy Space Center. Time magazine then called it a "night school for missile men." Today the university enrolls more than 5,000 students at the Melbourne campus and at 10 extended study sites located in five states.

The TIRE RACK STREET SURVIVAL SCHOOL, April 19th at Daytona International Speedway

Art Trier

As prospective new race car drivers sought their SCCA race licenses, there was another driving school going on inside Daytona. But this school didn't help students get a license; this school helped them keep from becoming a statistic once they had their licence. And, as an added benefit, it may have helped all of us from being part of the statistical record books too.

This school taught Central Florida youngsters how their street cars responded during emergency maneuvers when trying to avoid a potential accident.

SCCA has partnered with the BMW Foundation to run these teen driving schools across the nation. BMW has been doing this for quite some time and in order to expend the number of schools, SCCA has signed on to the initial program and eight such schools have been run under the SCCA banner since then. We were the ninth school.

I think we all realize that the driver training offered in today's high school programs leave a lot to be desired, if the programs are offered at all. For those of you that read Autoweek, you have seen comments by Denise McCluggage espousing schools of this type for many years. Teens are the highest accident-prone group of drivers on the road and licence privileges have been scaled down in many states to keep them from becoming part of the aforementioned statistics.

For many of us, we believe that this type of school, which actually encompasses sections of an autocross course, should be a mandatory part of each state's driver license requirements because it offers hands-on experience in accident avoidance, not just listening to some teacher talking about it in a classroom. Kids learn much quicker doing something then they do listening about it. Besides, they have more fun while learning!

The whole idea is to teach a student how his or her street car reacts to emergency inputs. They don't come with Dad or Mom's Porsche, Mustang, or Corvette. With few exceptions, they drive the "family" car. The PT Cruiser, the Mercury Marquis, the Ford F-150 or Explorer, or the generic small economy sedan.

I wish I could say that all of the 28 kids wanted to be at this school. But the truth is, in most cases, Mom and Dad wanted them to be there. And you could see that kinda look on their faces in the morning as they listened to the comments made during the "driver's meeting" explaining the day's activities. After feasting on Krispy Kreme donuts donated by Jim Anderson of Krispy Kreme of Daytona Beach, they learned how to check their car for signs of maintenance requirements as the CFR Instructor/Coaches went through a simple "safety

inspection" of the cars with them.



And then, a simple ABS straight line brake test got them warmed up for what would come during the actual school. At that point, things began to change and attitudes sharpened as they quickly ran their car up to about 40 MPH and stomped on the brake pedal, engaging ABS and feeling the pulsation in the brake pedal for maybe the first time. All in a safe environment. No police, no admonishment from Dad or Mom.



A short 45 minute classroom session followed to give them a foundation of information for the upcoming morning exercises and then we were back to driving. Their favorite part!



We used the Truck Pad and the Skid Pad area for the hands-on driving exercises. We broke the students into 3 groups and ran two exercises side by side on the Truck Pad and a 3rd exercise on the Skid Pad. After about 25 minutes, we rotated groups to another exercise.

The Truck Pad had a turning and braking exercise and an offset slalom while the Skid Pad hosted wet ABS braking. The braking and turning exercise taught them car control at braking limits and then accident avoidance by turning away from the potential problem. The slalom taught them light transitional moves both through the slalom the easy way and then the hard way. And of course, the wet ABS braking showed them how their car reacted during a Florida rain event.



Lunch was then served and the 33 Dominos pizzas vanished fast. After lunch and another short classroom session, we set the asphalt up for the remaining 3 driving exercises. By this time, the students were pumped and couldn't wait to get back into their cars.

A lane change maneuver, a braking, turning and acceleration exercise modified from the morning, and the real favorite of the day, a wet Skid Pad exercise culminating in a figure eight which utilized both Skid Pads.

CFR members as well as a few good folks from the local BMW chapter - autocrossers and racers alike -

volunteered as Instructor/Coaches, course monitors and to handle the school photography, which can be seen along with this article and on our website. I really think that they had as much fun putting on this event as the kids did driving in it.



When I reviewed the student evaluation forms after the event, the students described this group of volunteers as offering a very positive learning experience by using words/phrases like "expert", "very knowledgeable", "communicated very clearly", "calm", and "cool". "Cool", is there any better compliment on one's approach to safer driving from a member of today's generation then to think the process was "cool"?--)

All the volunteers should all get a "well done" and a "thank you". They certainly deserved a whole bunch of credit for making this school the success it was.

I should also point out that the attending parents also had very positive comments about the school and hoped that their child learned enough to keep them from having their first accident for a long, long time into the future. We hope so too!

CFR would like to have another school this year and is tentatively planning on another Street Survival School sometime next Fall. As we get closer to that time, we hope to have more definitive news.

Autism Speaks

Art Trier

April was National Autism Month.

Autism afflicts 1 out of every 150 children born in the United States with males being the predominate target. It is usually diagnosed in children between the ages of 2 and 3 years old but it can be noticed long before that by the parents who feel that something is just not right with their child.

Sometimes, the child seems to be developing normally but then, for some unknown reason, the child regresses into an autistic state. The more that is published about this disability, the more young couples are becoming alarmed about their future plans for a family. I wish I could say that their fear is unfounded, but I cannot.

Autism is mostly displayed in continual repetitive actions, an inability to communicate, and an inability to understand or accept new things. There are various degrees of affliction and early detection and schooling can help those that are not severely autistic lead a relatively normal and productive life. But in all cases, early intervention by trained professionals coupled with the educational programs now being hurriedly offered in our schools improves the child's future and the family's anxiety in coping with this issue.

What causes Autism? No one knows. But with 1 in 150 children being born with or developing this disability, there is a very large movement across the United States to discover the cause and prevent future cases from developing. Once that cause is discovered, there may be hope in finding a cure for those kids that already have this problem. With 1 in

150 kids born today subjected to being diagnosed as autistic, this is something of epidemic proportions that needs to be dealt with and solved quickly.

On April 27th, the CFR Solo Program had a Solo event at Deland Airport dedicated to raising money to research, fight and possibly cure Autism. Entries numbered 78 and cone counts were used to decide the amount of individual donations given to Autism Speaks, a nationally recognized conduit for information and advocacy about this medical issue.

Ivan Cardwell offered rides in his D Mod Birkin Super 7 to all those willing to make a donation. As a matter of fact, Ivan's church donated \$500.00 all by themselves. Ivan's two grandsons are autistic. When this day of competitive fun ended, the CFR Solo folks raised \$1,491.00 in donations and forwarded that amount to Autism Speaks.

My grandson Jacob, as a representative of all the children that have this disability, attended the event and had a great time meeting all the AutoXers and seeing all the cars. He talked about that day for many days thereafter. Jacob, a 5 year old and interested in cars, trucks and motorcycles, did not want to go to school the next day. He wanted to go back to Deland where he had so much fun the day before.

His parents, John and Kim Mackrodt, and I'm sure Autism Speaks, would like to extend their heartfelt thanks to all those that worked for and contributed to this worthy cause and, as an aside, made a little boy very, very happy



May 3rd - 4th Autocross in Palm Bay

Jerry Stein

The autocross course used for the May 4th trophy event was different, all right. After the practice day's more typical fare, this one was much tighter, more technical, and contained all left turns. There was a good bit of grumbling about the design, both on the day of the event and on the discussion forums afterwards. There was one thing clear about it, however - it definitely stressed the importance of late apexing. Those who figured it out were rewarded with large margins of victory, while those who didn't were left with nothing but frustration and worn right front tires. At least the weather cooperated, with mostly bright sunshine all day for the 53 Saturday entrants and 67 Sunday entrants despite more dire predictions.

One driver who did figure it out, and in a

big way, was Greg Hahn. Greg, driving a Honda S2000, blasted the course in 33.492 seconds to cream his class by 1.5 seconds and set the fastest time for any fendered car. This was Greg's first outing for his new CR model, and he is apparently very happy with it, earning the top PAX time as well. The top 10 indexed times are listed below. Interestingly, all 10 were from the stock classes.

Overall FTD was taken by Kelly Kiener in his Honda F125 shifter cart with a time of 32.305. John Ward set the fastest Street Prepared time of 34.858 driving a 2002 Honda S2000 in the BSP class. Jim Cesiro had the fastest Race Prepared time of 34.719 in an extremely quick Mazda RX-7. In-car video of one of his runs can be found here: <http://>

videos.streetfire.net/video/1987-Mazda-RX7-at-Autocross_160302.htm?ref=26401621-31ae-434e-ba9f-34dc8bc279fc

Novice class was narrowly won by James Neaves in a 2005 Nissan 350Z with a time of 38.095 seconds. Less than 40 thousands behind was Kevin Charles in a Z06 Corvette, and only two tenths further back was Steven Fox, sharing the 350Z. In fact, .75 seconds covered the top four novices, all of whom showed great skill and quick learning of the difficult course. The junior karters also had a close competition, with Kevin Gagne narrowly edging Kayla Bitner by only a quarter of a second.

PAX Index Top 10

| Cls | # | fname | lname | yr | make | model | time | Index | pax time |
|-----|-----|--------|--------------|------|------------|------------|--------|-------|----------|
| AS | 86 | Greg | Hahn | 2000 | Honda | S2000 | 33.492 | 0.842 | 28.200 |
| GS | 77 | Jerry | Stein | 2003 | Nissan | Sentra SER | 35.122 | 0.815 | 28.624 |
| FS | 23 | Jason | Huepenbecker | 2007 | Ford | Mustang GT | 35.293 | 0.821 | 28.976 |
| FS | 12 | Terry | Tabor | 2007 | Ford | Mustang GT | 35.488 | 0.821 | 29.136 |
| SS | 117 | Steven | Taylor | 2002 | Chevrolet | Z06 | 34.335 | 0.852 | 29.253 |
| SS | 177 | Greg | Shumaker | 2002 | Chevrolet | Z06 | 34.447 | 0.852 | 29.349 |
| ES | 21 | Jason | Stroud | 1994 | Mazda | Miata | 35.993 | 0.817 | 29.406 |
| ES | 340 | Bill | Satterfield | 1995 | Mazda | Miata | 36.066 | 0.817 | 29.466 |
| AS | 24 | Bill | C | 2006 | Mitsubishi | Evolution | 35.001 | 0.842 | 29.471 |
| SS | 186 | Paul | Trippy | 2004 | Chevrolet | Z06 | 34.802 | 0.852 | 29.651 |

Complete results can be found at www.cfrsolo2.com. Join us for our next event at the popular Palm Bay site on August 16th and 17th, 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!

Flag Ravings

Sally Larson

APRIL DRIVERS SCHOOL:

Excellent class.... well attended and even the perfect weather gods were happy.

There were remarkably few metal to metal events which is a Martha Stewart 'Good Thing.'

Super turnout of workers - lots of new faces and we welcome you all- hope to see you often. Nice job to Chief Communicator Wingo soloing on the Comm and Welcome Back to Wanda who made the radio sound like home again. All the Flaggers were outstanding and gave new meaning to flagging large I'm sure you were much appreciated by the Students.

WELCOME TO OUR UPCOMING JULY DRIVERS' SCHOOL STUDENTS: First, here's a quick reminder for our Phase Two Students and an introduction for Phase One Students - Remember the basics. Green means GO, Yellow is CAUTION and Red means STOP. Black is 'go to the pits' - Black flag shown open with a number is 'Bad Boy or Girl'... with an orange circle in the middle is 'Bad Equipment.' The one exception is a Furled Black flag with a number board. This is 'penalty warning on a stick.' You do NOT have to go to the pits...just think about what you've done and don't do it again! ALWAYS acknowledge any Black Flag with your number on the number board. Failure to do so will make your problem worse when you chat with the Steward.

Also remember to give a quick glance at each corner station, the black flag station and the starters stand as you pass each time so you don't miss a flag. And at the School, if you pull off or spin, look around for a worker to give you a point back on track...we'll be trying to position ourselves so you can see us. In the event you have to pull over in the middle of nowhere with no person in white nearby, get off track, position yourself so you can see oncoming traffic and proceed when you feel you have a comfortable hole in traffic to do so.

If you signal your car is not running but you think it'll restart, hold up a finger (choose carefully here) to indicate 'wait a minute, I think I can' and we'll give you a little time to continue.

Hope you can remember your flags and signals but if you see any you don't understand, feel free to check with any Corner Worker any time. We're easy to find. We're the ones who wear white on the Corners. Or more correctly said, who at least start out the day in our whites. Coffee is always spilled at breakfast, lunch ends up being worn instead of eaten, and there's always a car to chase or fence to climb which gives our apparel a camouflage look by days end.

As for Corner Workers, again remember to flag large. The students have a ton of things to remember out there so we need to be as conspicuous as possible. Students are taught flags plus some basic signals like 'flat tow vs. wrecker and 'do you need a point vs. my car isn't running.' And Workers, don't forget this applies to competition cars showing an X which means they are racing on novice permits.

ALSO REMEMBER: for Drivers, Instructors, Crews, Workers and guests. Do not wear yellow, red or black if you're going to be trackside. This is confusing to the Drivers since you'll be a moving flag to them. Same goes for umbrellas. This will avoid a Worker having to chase you down to ask you to move away from the track. It's safer and more viewer friendly for all of us. If you have a red driver's suit, either shuck off the top or stand behind someone so you're not visible from the track.

MORE HELP: Another white jeans pants source. This just in from Herbie K...'Just found some real nice%100 cotton jobs made by Dickie at my local WalMart for \$19.00.' And a work clothes company such as shoparamark.com or your local JCPenney's store are yet another source. This ought to keep us appropriately and well dressed for awhile. Thanks again to all.

NOTE TO DRIVERS: It just occurred to me that over the years, our flag protocol has changed a bit. So here's a quick update. For an emergency vehicle on track, or a ailing race car, the white flag will be shown - this means there is something at slower speed within two turns ahead. You may pass carefully. A surface or debris flag will be shown at a turn for two laps or the debris is blown off the track, whichever comes first. In a Black Flag All situation, you are permitted to pass... carefully. And lastly, a Red Flag will be

Columns



shown at all corners under the direction of the Steward. It means slow down, and pull to the edge of the track as soon as you

can safely do so. If a car is pulling over, it's OK to pass and then pull over. A Corner Worker will signal you to continue

when a Black Flag is shown.

Ted's Technology, Trivia & Tidbits

Ted Glaser

Technology and Business:

Grandstand tickets for the upcoming August 24 European GP at Valencia were sold out within 10 days. The 112,771 tickets were put up for sale on 01 April and only 8,000 were left after the first day. After just 10 days none are left. According to the organizers nearly 40% of the seats have been sold to non-Spanish fans. The track is now looking at schemes to build more grandstands to meet further demand.

Ford's warranty cost as a percent of revenue last year was slightly more than 2%, a level that bests the auto maker's domestic competitors and is closing in on the likes of Toyota Motor Corp. and Honda Motor Co. Ltd., the lowest that warranty costs have been in the last 10 years. Toyota and Honda warranty claims stand at about 1.3%.

Honda built 246,374 Civics at Alliston Ontario last year. The remaining 156,035 North American Civics came from East Liberty OH.

Offering a \$10 million grand prize is one way to entice companies and gear heads of all ages to build a car with a fuel economy of 100 mpg (2.4 L/100 km), or the energy equivalent (MPGe). That's what the X Prize foundation is offering, with insurance company Progress Automotive putting up the money. The competition to build super fuel-efficient vehicles is open to participants from around the world. More than 60 teams from nine countries have signed a letter of intent to participate. It will culminate in cross-country races scheduled for 2009 and 2010.

The European Union is on the verge of setting a CO2 standard of 130 g/km, roughly equivalent to 45 mpg. Auto makers have to hit that fleet target, but to encourage buyers to switch to more fuel-efficient vehicles, individual countries are

establishing graduated carbon taxes that increase the cost of a gas-guzzler. In Spain, for instance, vehicles producing less than 120 g/km are exempt from the CO2 tax, which tops out at a stiff 14.75% of the sale price of vehicles emitting more than 200 g/km. Austria employs a more complicated system, rebating part of its taxes if the vehicle runs on alternative fuels or is powered by a clean diesel.

Diesels accounted for 73.9% of new cars sold last year in France, but after two full months of the French bonus/malus system, diesel penetration in 2008 is 77.9% and rising. 1,525,700 diesel powered cars were registered in France in 2007. French appreciation of diesels has reached the point where not all the purchases are rational. In Peugeot's small city car, the 107, both the 1.4L diesel and 1.0L gasoline engine emit 109 g/km, and the diesel raises a typical purchase price from €9,000 (\$14,000) to €10,500 (\$16,300).

With diesel fuel's price advantage of € 0.13 (\$0.20) per liter, it would take about 130,000 km (75,000 miles) of driving to amortize the €1,500 (\$2,330) higher cost of the engine, yet half the 107s in France are purchased with the diesel.

Car makers Porsche and Volkswagen have ruled out entering Formula One, saying high costs and a sex scandal involving motorsport chief Max Mosley made the sport unattractive to them. "300 million euros (~\$480 mm) a year - that is just burning money," Volkswagen chairman Ferdinand Piech told German news magazine Stern on Friday. "And after the affair with Max Mosley and the women it would not be very savory to get involved (in Formula One) now," added his Porsche counterpart Wolfgang Porsche.

Porsche are in the process of acquiring a majority shareholding in Volkswagen and both German companies have been seen

as potential Formula One entrants in the past.

In Britain the Department for Business, Enterprise and Regulatory Reform and several regional development agencies are paying £16m (~\$2.5m) towards a scheme, codenamed Astraea (autonomous systems technology related airborne evaluation and assessment), which is working towards UAVs operating in civilian air space. Astraea predicts that UAVs will be a viable form of traffic control and testing of unmanned prototypes is already well under way over Britain. "Since 2005, we've been flying UAVs in areas that are relatively remote," says Simon Jewell, the group's chairman.

Dean Florez, a California state senator who is making a name for himself as a zealous advocate of anticar legislation, has tabled a bill that could have far-reaching consequences. He is pushing to overturn an exemption that allows classic cars - those built before 1976 - to escape an emissions cap that applies to newer cars. The exemption, which also applies in a similar form in Britain and the European Union, protects the (proportionately) tiny number of classic cars that liven up our roads, and recognizes their infinitesimal impact on CO2 levels.

London taxi drivers could soon have one less thing to complain about - or one more. The capital's black cab drivers, who are famous for their opinions on all aspects of life, may begin next year helping to reduce pollution in the city with the introduction of plug-in electric taxis.

Manganese Bronze, the Coventry-based maker of the black cabs, plans to ramp up its green credentials by working on an electric version of its TX4 cab. The company will work with Tanfield, the specialist electric car designer and developer. The plug-in taxi is planned to be available by the middle of 2009.



The green version of the black cab will be able to run for at least 100 miles on one charge of its lithium ion battery. The Licensed Taxi Drivers Association (LTDA) estimates that the average driver clocks up between 120 and 150 miles a day.

The upside for the drivers will be the running costs. At today's electricity prices, the green taxi will cost about 4p (~8¢) per mile to run. According to the LTDA, the average spend on diesel, which the vast majority of taxis run on, is £70 (~\$140) to £80 (~\$160) a week, making the cost per mile between 8.5p (~17¢) and 9.3p (~18.5¢)

Contrary to current US sales, the March figures for 4x4's in the UK paint a different picture. Nick O'Donnell, a spokesman for Chrysler, which manufactures Jeep cars, said: "March was our best month ever for sales of Jeep in the UK. Economic factors may be depressing car sales in general, but there are other factors, such as safety and security, working in the opposite direction."

Similarly, sales of Mercedes 4x4s were "extraordinarily buoyant", according to Will Robson, the company's communications director. "I must admit, it has surprised even us." Hmmmmm.

In April the borough of Richmond, Surrey, already regarded as one of the most

antique councils in Britain after it hiked the price of parking permits for large cars, announced it was planning a "school run" tax. Under the proposal parents dropping children off at school in large cars will have to apply for an annual permit costing £75 (~\$150), Hmmmmm, again.

In April, BMW wrote off a loss of \$372m occasioned by a collapse in the value of used cars coming "off-lease" in the US.

Trivia:

At Le Mans this month the ten nominated drivers for the Peugeot 908 coupé have 393 Formula 1 Grand Prix starts between them, and no less than 32 starts at Le Mans.

Anniversaries:

1935 - June 1. The UK institutes mandatory driver testing. Before then you could simply jump into a car on your 17th birthday and hit the road. The first successful driving test candidate was a Mr J Beene. In 1935 the test lasted 30 minutes and included an emergency stop, a three-point turn and reversing round a corner. Today there are four possible maneuvers, a separate theory test, a computer-simulated hazard-perception test and fuel-saving "eco-driving" techniques.

Crystal Ball:

2008 - Le Mans update: Aston Martin Racing, which will this year race in the iconic blue and orange colors of Gulf Oil instead of their traditional green, has announced its driver line-up for the Le Mans 24 Hours in June. Car number 007; Heinz-Harald Frentzen (Germany), Andrea Piccini (Italy) and Karl Wendlinger (Austria). Car number 009; David Brabham (Australia), Antonio Garcia (Spain) and Darren Turner (Great Britain).

2008 - BMW's Spartanburg SC plant will start production of a diesel version of the 2009 X5 for the U.S. market.

2009 - Chrysler LLC, will use Borg Warner components for the Dual Clutch automatic transmissions it plans to produce in a significant U.S. joint venture with Germany's Getrag Group starting in 2009.

2012 - Chrysler plans to increase international sales to more than 400,000 units.

2012 - Bentley is planning to introduce an environmentally friendly diesel engine. It will be a V12, probably culled from the diesel at present being trialed in the Audi R8 (Audi, like Bentley, is owned by VW). It could be in production within three years, possibly in the Arnage

Legends: the Fellas and a Few Gals

Ellen Kosinski

In part one there was the introduction and short biographies. Part two the story began. Part three it is time to find out who was behind the wheel of the car or have you figured it out already?

The driver and car one of their own, Foresti the Italian relief driver in the old Ballot training car referred to as "The Mule." His speed: one hundred and twenty miles an hour. The question would be what would Foresti do? Try to take the corner or continue to go straight down hill heading towards Ecommoy? Being the first one back for breakfast, his fellow teammates watching did not have a clue. So they scrabbled out of the way giving him plenty of space. Looking onward "He

will never make it!" Ralph said. "He is crazy" Mr. M. Ballot yelled shaking his fist in the air. Another rising question one could have would a crash occur? No way, Foresti put the peddle to the medal going straight in the direction of Ecommoy. What a start to the day!

The Ballot team had four cars. The driver line - up for Ballot Jean Chassagne, Jules Goux, Rene Thomas replaced Louis Wagner, and Ralph De Palma.

Out of the four cars Ralph was given the slowest. The engine in the car he drove had been switched at the Ballot Factory. Before leaving New York a few changes were made unknowingly to some. The car a right hand drive, the gear shift lever was

moved to the center which previously to was on the right hand side. With the new modifications being made Ralph could keep both hands on his steering wheel. The shifting of gears could now be made by Pete. This method in return trimmed a few seconds on turns which led to faster times.

On the morning before the race this newly devised method came to a screeching halt. It happened while Ralph De Palma and his nephew Pete were on their final run. Mr. M. Ballot just had to find out what was going on. So he had the clever idea of hiding in the bush near a turn. Just as the duo entered the turn Pete went to switch gears being apprehensive instead

of switching into second he started changing it into reverse. Do not forget about Mr. M. Ballot it is show time for him. Out he came popping up from the bush. His presence became known. "Eet is not permitted for ze mechanician to touch ze change - speed lever!" he yelled. "De Palma, ze driver, must make ze shift!" that is the quote from Mr. M. Ballot seeing he is boss they had to take heed to what he said.

The disappointment of Pete and Ralph had to be beyond belief. They had worked so hard. Pete came to the conclusion that he wanted a French driver to win.

A long night would be in order too. On a night that they needed a good nights sleep in order to be refreshed and raring to go the next morning. Instead it was spent working on the car making changes with very little sleep.

Right before the race started photos were taken the rain was falling heavily. The race started the Duesenbergs, Ballots,

along with the others zoomed away.

Pete realized something seemed to be wrong. His Uncle's spirits, confidence just did not seem the same. He defiantly was not his usual self. Pete knew that his Uncle Ralph's driving abilities were superb. Seeing the man seated next to him behind the wheel became the 1912 and 1914 AAA National Champion Driver. In 1915 won the Indianapolis 500. Two years before the 1921 French Grand Prix set a world speed record at Daytona Beach, Florida on the 12th of February at a reported speed of 149.875 mph over a measured mile. Doing so in a Packard V-12 which he helped design.

On the first lap Wagner went out of the race. His clutch burned out. Out of his fellow Ballot team mates Wagner wanted Ralph to win. Wagner wished them well as they past by him standing beside his stopped car.

It would not be smooth sailing for Ralph and Pete. Pete noticed a leak had formed

in the fuel tank. The fuel tanks location directly under their seats. Petrol started leaking through onto the seat of Pete's trousers. The effect Pete felt his skin started burning. This seems like the time one might just pull in to the pits and call it a day. Not Pete even though he was in pain he did not say a word to Ralph.

Dirt had clogged the throttle of their carburetors so they had to eventually make a stop in the pits. Pete's clothing by this point was soaked. Very carefully he made sure he would not turn so his Uncle Ralph could not see what had happened. At this point Pete could not stand still because quite a percentage of his body was blister.

A little bit before it was time to set off to go back onto the track Ralph made a discovery. The leak he took notice of the soggy spot under the Ballot. TO BE CONTINUED...

Turning the Corner

David Ellis-Brown

Many of you IT racers have just come back from Daytona and your Enduro's. I hope that you had a satisfying and successful weekend. There are several topics that I want to talk about this month. The first is about Daytona and the Enduro's. The second is a little closer to home and that is of why I had Randy Pobst come down and race with us. The third item is about publicity and our racing. And the rest will be about getting our voices and opinions heard with the various powers to be!!!!

First of all, we had warm, dry weather and there was no problem getting both of our Enduro's run and completed. The Good Lord took care of the weather, but let me say just say "Thank you" to all of the CFR folks that put all of the event together. Good job Robin; thank you to the folks in Registration, Thank you to the Tech Shed.... Thank you to Corner Workers and the Grid folks, Thank you to everyone that makes our races happen. Many of you do not know that from 1965 until 1970, before I went to my Driver's school,

I worked for Penny Pennington and stood on many corners, rain and shine, night and day, hot and cold. Those were less complicated times. But I loved it. If we got a patch for our coveralls, we were very appreciative. The region was very poor, I mean very poor and we had no extra funds for goodies like plaques and patches. We raced at places like Osceola, Sebastian, Dunnellon, Lakeland and Gainesville as well as Daytona. Sebring was run by the fire department and I never raced there until I drove at the 12 Hours in 1972. But that is another story. I truly believe that I learned a great deal about racing from watching and observing drivers. So I say, "Thank you" to our workers. We cannot do it without you.

The Enduro's

Group Six was for ITB & ITC and some funny little "rice rockets" and other cars. There were a total of 74 cars in the group and with some 103 drivers. Group 7 was for IT7, ITS, ITA, ITR, etc. They had some 47 cars and 65 drivers registered in their

group. We had only one qualifying session for each group and to say the track was crowded for group 6 is an understatement. Twenty-five minutes is insufficient time to give two drivers the needed seat time to get a handle on the car and the track. I hope that next year the Race Board will permit at least 2 sessions for at least 50 minutes of practice and qualifying. Since IT makes up such a high percentage of the entries, I believe it will only be fair to the participants. In my opinion Improved Touring and Spec Miata are basically the make or break groups for the region's profit. I could be wrong, but I don't think so!

As I said, the group 6 Enduro was crowded. Former Central Florida Region resident and now international racing star, Randy Pobst, teaming with your humble correspondent, put the # 131 VW A3 Jetta on the ITB pole and 7th on the grid. Right beside him was Deuce Keane in his Honda Accord. They were nose to tail in qualifying and both qualified with times of



2:24.535 & 2:24.862 respectively. The next ITB car was in the 2:26 range. In ITC, the pole was won by Billy Bies in his VW Scirocco with a time of 2.33. The green flag dropped on some 47 Spec Miata's, 14 ITB's, 6 ITC's and 8 Showroom Stock B & C cars, and the typical SM traffic jam began. A full course caution came out early and bunched the group up again. Well with clear weather and some great driving and not so good driving the race concluded 1 ½ hours later with Deuce Keane winning ITB and setting a race lap of 2.23:967. Deuce finished 2nd overall running some 34 laps. David Liera / Paul Ronie finished 2nd, and Randy & I finished 3rd, after dropping to 13th when I came in contact with a Spec Miata and we both spun. (I should have been a little more patient at the chicane). After a 6-minute pit stop to repair the damage I caused, Randy got in the car to chase the ITB field. ITC was won by the Honda of Duffy & Lee from Jacksonville, with CFR's Mark Larson & Miki Moerwald finishing 3rd in their Rabbit. Looks like it was Honda's day to top the podium in both ITB & ITC.

Let me take a moment to complement Deuce Keane, he made an outstanding and flawless drive at Daytona and deserved the win. It looks like the CFR has another competitive car & driver combo to prove that some of the best IT cars in the nation come from Central Florida. Good job Deuce.

Group 7 had 39 cars taking the green flag. The IT category's IT7, ITR, ITS, & ITA made up group 7. CFR drivers won the pole for both ITS & IT7. In ITS, Mike Flynn ran a 2:15.1 to take the pole and Barry Burgoon, won IT7 with a time of 2:25. Congratulations to the both of them. While I did not see it, I heard that the Group 7 Enduro was also had some very good race and close races. Our CFR drivers had some good results too. Tim Potter finished 2nd in ITS with the BMW of Mike Flynn (former World Challenge Driver) & Todd Buras (Former Pro. MX-5 Cup Driver) finishing a very close 3rd. (I understand that Mike Flynn wanted to bring his Mercedes for ITS, but it had a fuel pump problem and he had to opt for the BMW instead. Must be nice to have that option). In ITA, the Saturn of John

Obremski & Wilson came in 3rd, and in ITR, the Porsche 911 SC of Collins & Gerard Ruffino came in 2nd in class. Congratulations to you all also. I'm sure you are all glad that you got a chance to race, and not get rained out like last year.

The Ringer

Several folks kidded me about bringing in a "Ringer" with Randy Pobst. Randy maybe a "Hero" driver to many, but Randy has not changed since his days of running our club events at Sebring and Daytona. He is still one of us. He loves to race. Yes, he is doing what each and every one of us has dreamed about, racing professionally, but Randy is still Randy. Of all the pro drivers I have met over the years, he is one guy that never changes. He always makes the time to talk to his old friends.

My motives and reasons for getting Randy in my car were many. First, I knew our Jetta was fast, faster than I am, and I wanted to find out what the car really could do. Second, I wanted an expert's opinion on the car's handling. Third, I wanted some feed back from Randy on how I could improve my driving. (He also earns his living coaching drivers who want to be better racers). And, Yes I want to win, and I knew that Randy could help me do that. Age as taught me that there are some things I will no longer do in a race car to win, and my ego is not as big as it once was, so why not get some help from the best. Fourth, my car chief, and one of my major sponsor's, John Robinson of Robinson & Robinson Electrical Contractors, wanted to see the car's potential un-leashed, and last but not least, we have gotten another new sponsor, Prestige Volkswagen of Melbourne, and I wanted their first race to be more memorable. Those are my reasons for asking Randy to come to Daytona. I know Randy had fun too, and he enjoyed seeing all of his old CFR friends and competitors.

Let me also say that by bringing in someone like Randy is a little like the Nextel Cup drivers coming down to the Nationwide Series. Sometime there is criticism, about "poaching", but for many drivers trying to become better, they feel they get better only when they race against the best. I think Randy helped

bring out the best in Deuce Keane, and some other competitors too. I could be wrong.

Free Publicity

Another item, I tried something about a month ago. I contacted my local newspaper, the Florida Today and the local motorsports writer / reporter. He and I have been discussing an article that I have recommended. Well to make a long story short, he was interested in hearing more about our Daytona Classic weekend and printed up an article announcing the event, along with naming several of the drivers from the Space Coast who were participating. He also got in touch with Mick Robinson of the Spec Racer fame and included some info on his cars / drivers from the area. On Monday when we returned, I had an e-mail from the reporter, asking how we did. On Tuesday he printed the results as a follow-up to the initial article. The region got some good publicity just from a little effort. I believe that many of you, in other parts of Central Florida can do the same. Contact the sports department of your local newspaper, ask who is assigned to writing about motorsports. I know they are always interested in reporting about people living in their coverage area. It is worth the try, it is free, and at worst case, all they can do is ignore you. But, I bet that will not be the case. It is worth a try, Go for it.

The Future of Improved Touring

I'm going to get back on my Soap Box again, so I'm giving you fair warning. Back again on the rules. I have made several more submittals this month requesting rule changes and a clarification of the wording of a current rule. More on that after the CRB and the ITAC get a chance to review my submittals. But something I would like to know from you. "What do you see in the future for Improved Touring"? Where do you want it to go?, Do you want it to stay the same?, Maintain the Status Quo, or maybe go in a different direction?. I have my ideas, but I am very interested in your opinions. Please let me know, send me an e-mail, or call, send a letter to the "checker" but let me know. I see the potential for some

great things in the future, but part of the current philosophy might have to change in order to:

1. to take advantage of the newer cars being listed,
2. to maintain afford ability,
3. to make the rules enforcement easier and more practical

I will discuss my thoughts and views at a later time, but in the mean time, "What are your views of the current IT philosophy, intent and purpose, and the subsequent rules"? Do you feel that the current IT approach should be maintained, and not to make any significant changes? Or do you have another idea? Since we are members of CFR and competitors of IT, and represent such a large percentage of SCCA's Club racing field and revenue, should we have a bigger voice in the direction of where IT is going? Do we need an IT Advisory Member on the CFR race board? Should we create a CFR IT Advisory Group to speak to the National IT Advisory Committee? Our voice is a lot louder when we speak as group than it is

if we speak as individuals! What do you think? Let me know. I'm now off of my soap box.!

A rumor that I have heard persistently is that there are going to be some significant changes in or to IT in the future. I do not know what that means. I know that there is a lot of discussion on the future of Club Racing. I hear there is a lot of discussion on how to get the National Racing program on a better footing. How to get its numbers up and how to get some of the hemorrhaging stopped. I also know that our region, which has one of the more successful race programs, loses money-conducting Nationals, mainly due to the "imposed taxes" from Topeka.

And I believe that some of the recommended "fixes" will affect Improved Touring. We are all aware, Improved Touring and Spec Miata are two of the more popular and affordable categories of Club Racing. Just look at the size of our fields. Spec Miata of course has gone National. I don't know how much input was solicited from the SM competitors, before declaring it a National Class. But I

do know that I do not want Topeka making Improved Touring a national class, before getting inputs from the competitors. I do not want changes made to the rules without them coming from the rank and file. There are far too many decisions made about our lives and how we are supposed to live without our inputs, but that another story. I for one do not want someone, outside of our ranks making decisions about our racing without our direct input and approval. This is just a heads up. It may amount to nothing, and it will be business as usual. I will try to keep you informed. (Did I get back on my soapbox again, oops.)?

OK, the checker is out, time to go back to work. We will be in touch again next month. I plan of doing some interviews with the some of the folks who are involved with Improved Touring. If you have something that you think needs to be discussed pertaining IT, then send them on to me: e-mail tonianddaveb@aol.com... See ya!

Busy Weekend At Daytona

Bill Martin

The weekend of April 19th was busy at The Speedway. Saturday morning found the Richard Petty Driving Experience on the Tri-Oval, CFR-Solo conducted the Tire Rack Street Survival program on the Skid/Truck Pad and CFR-Club Racing held a Competition Driving School on the infield Road Course. Except for not being able to use the West Tunnel when the Road Course was hot, we all stayed out of each others way.

As far as we know, all groups enjoyed a most successful weekend.

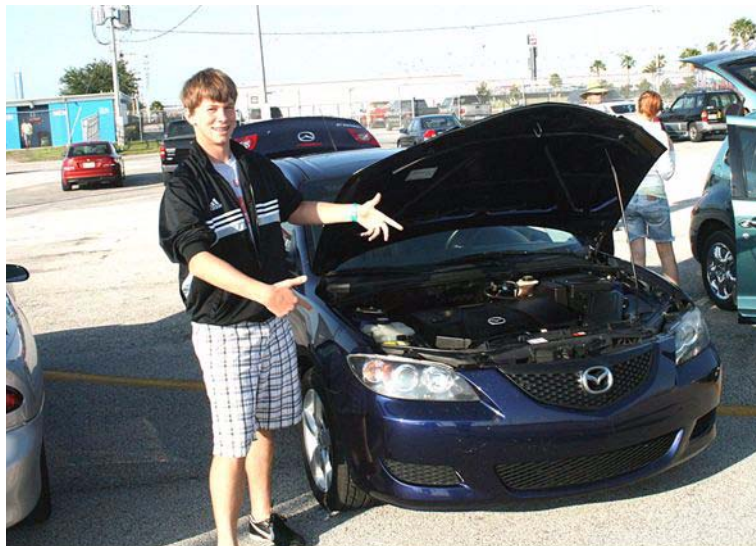
The signs pointed the way to the Teen Driving School.



About 25 entrants matched the total we could handle.



John Division seems to be proud of his new ride.



Brian and Tammi Williams with daughter Brandy.



All entrants were taught to check those tire pressures.



Entrants line up for their turn at the slalom run.



The water sprayed skid pad provided practice in the wet.



It's 7:30 AM curtain time for Tech Inspection.





Good Turnout for Corner Workers. Each student could have his own.



Flag Chief Rich explaining the rules of the day.



The first car out for the School - Robin Moody F500.



First time out Drivers get a thorough harness check by the Grid Goddess.



The available garages filled up fast.



James Coyne was among the Phase 1 Students.



No matter what, there's always final adjustments.



Trophy man Tucker Alford is back with a new car #44.



It's not the same without Bob around but his memory is still here.



The Turn 3 corner crew keeps a watchful eye.



The number 8 BP served notice that this Mitsubishi is FAST.



Tech Inspector Georgia Sterly is ready for duty sir!





James Coyne prepares to round Turn 3.



Genevieve Futch leads a pack around Turn 1.



White Flag drill.



Three Camaros studying each others line in Turn 1.



The Daytona Classic - May 3-4

Bill Martin

The Group 3 Grid prepares to take to the Track with 32 entries.



Mike Schmidt rounds Turn 3 in his DSR.



Hector De la Torriente leads Jordan Gore in Turn 3.



SRFs too close for comfort in Turn 3. John Annis leads.





Bob Urso brought his DSR all the from Harrisburg, PA.



Dave keeps a close eye on the SMs in Turn 6.



Larry Lambert suffers a reversal in Turn 3.



Mike Schmidt shows off his trophy in Impound.



Sometimes SRFs don't respond to the helm.



Two Spec Miatas round Turn 6 headed for the Super Speedway.



Action in the Chicane.



Early going for the Spec Miata race in Turn 3.



First turn of the EP race - Don Ahrens & Greg Ira.



Austin Theen puts his Mini Cooper through Turn 2.



David Ellis-Brown and his VW Jetta leads Perry Young into Turn 2.



Don Ahrens and his Nissan 240Z are a fast combination.





Harold Flescher and his Sprite in Turn 2 .



Mike Campanelli and his FA in Turn 3.



The EP Winner was Greg Ira.



Jim Johnson does a little mowing while Jack Corthell goes by.



The Start of Group 4 from Turn 3 - 45 entries.



Ex National Champion Phil Simms puts 'em all away in GT1.



The GT1s head for the banking on the first lap.



Robert Mayer from Duluth, GA in Turn 5.



Robert Kahn (all the way from Las Vegas) inside of Phil Croyle in Turn 5.



June 2008

William Gray, Fayetteville, AR, finished 2nd in GT1.



Mitchell Pagerey shows the signs of an earlier position disagreement.



Group 5 Impound was a crowded place.



27



ECR Steward Krys Dean conducts the ECR Drivers Meeting.



Early in the ECR Group 6 race from Turn 3. 95 Starters listed.



ECR Group 7 Race, Tim Potter leads into Turn 5.



The Turn 6 Corner Crew keeps a watchful eye on the big pack.



Daytona Pictures

Doug Werth

These were taken Friday afternoon in the garage area. Copies available at dmw44@hotmail.com for all of my photos.

Race prep.



Chaz Dawson in the garage area.



John Kish completes prep on his SM.



D. Karably with his beautiful z-car.





Bob Anthony shows why they are called "high banks".



Bob prepares the course for racing.



Raymond Philibert, Juan's dad, and Juan Delgado.



Bob Mack with his 911.



Phil Croyle's T1 corvette.



Waiting to race.



These are pictures from Turn 3 At The Daytona Classic.

Diane at Turn 3.



Ron and Brian at Turn 3.



Brian and Diane at Turn 3.



Rx7's In Turn 3.



Approach to Turn 3.





In Turn 3.



Exit of Turn 3.



In Turn 3.



Crowd in Turn 3.



Ron at Turn 3.



Turn 3 Action.



Turn 3 Action.



Approach to Turn 3.



In Turn 3.



Inside Pass at Turn 3.



Daytona Classic May 2008, Official Race Results

Group 1 Race 1

| | | | | | | | | | | |
|-------|-----|-------|----------------|--------------------|----------|-----------|-----------|------------|-------------------|-------------|
| 1 | 0 | 1 | SMNat | Mathew Pombo | 322247 | 3 | 34:17.549 | 2:21.80713 | Pittsburgh PA | Mazda Miata |
| 2 | 14 | 2 | SMNat | Mark Pombo | 337424 | 3 | 34:17.691 | 2:22.79213 | Duluth GA | Mazda Miata |
| 3 | 175 | 3 | SMNat | Joe Evans | 288841 | 83 | 34:17.976 | 2:24.47713 | Ponce Inlet FL | Mazda Miata |
| 4 | 97 | 4 | SMNat | Jamie Tucker | 366489 | 83 | 34:19.470 | 2:24.56613 | Fort Myers FL | Mazda Miata |
| 5 | 2 | 5 | SMNat | Jim Drago | 333432 | 66 | 34:20.479 | 2:24.10613 | Memphis TN | Mazda Miata |
| 6 | 58 | 6 | SMNat | Patrick Sandlin | 335670-1 | 83 | 34:21.483 | 2:22.29913 | Cordova TN | Mazda Miata |
| 7 | 84 | 7 | SMNat | Todd Lamb | 341638 | 3 | 34:21.725 | 2:21.95613 | Atlanta GA | Mazda Miata |
| 8 | 39 | 8 | SMNat | Danny Steyn | 376487 | 11 | 34:22.268 | 2:24.95513 | Fort Lauderdale | Mazda Miata |
| 9 | 04 | 9 | SMNat | Mark Pelak | 273332 | 83 | 34:22.350 | 2:25.25713 | Cape Coral FL | Mazda Miata |
| 10 | 130 | 10 | SMNat | Steve Devinney | 350114 | 3 | 34:22.794 | 2:25.48313 | Atlanta GA | Mazda Miata |
| 11 | 51 | 11 | SMNat | Andrew Charbonneau | 336361 | 83 | 34:22.923 | 2:23.71013 | Delray Beach FL | Mazda Miata |
| 12 | 143 | 12 | SMNat | Chris Mason | 311663 | 83 | 34:23.025 | 2:26.29013 | Daytona Beach FL | Mazda Miata |
| 13 | 55 | 13 | SMNat | Michael McAdams | 274884 | 11 | 34:24.268 | 2:24.89513 | Stuart FL | Mazda Miata |
| 14 | 1 | 14 | SMNat | Steve Kirouac | 374450 | 83 | 34:25.261 | 2:25.07913 | Sebring FL | Mazda Miata |
| 15 | 199 | 15 | SMNat | Ron Valli | 314186 | 11 | 34:26.174 | 2:25.41013 | Boca Raton FL | Mazda Miata |
| 16 | 09 | 16 | SMNat | Matthew VanVurst | 287880 | 83 | 34:26.521 | 2:26.40713 | Pompano Beach | Mazda Miata |
| 17 | 75 | 17 | SMNat | Paul Hensel | 320500 | 11 | 34:26.911 | 2:26.32213 | Palm Bch Gdens | Mazda Miata |
| 18 | 10 | 18 | SMNat | Patrick Sessions | 248198 | 11 | 34:24.976 | 2:24.47813 | Miami FL | Mazda Miata |
| 19 | 7 | 19 | SMNat | Gary Jenkins | 298856 | 61 | 34:26.954 | 2:26.17313 | West Palm Beach | Mazda Miata |
| 20 | 94 | 20 | SMNat | Denny Harrell | 371150 | 83 | 34:27.321 | 2:26.09313 | Palm City FL | Mazda Miata |
| 21 | 9 | 21 | SMNat | Daniel Graeff | 368159 | 11 | 34:30.009 | 2:25.59513 | Coconut Grove | Mazda Miata |
| 22 | 00 | 22 | SMNat | Cliff Brown | 356011 | 3 | 34:30.249 | 2:26.30613 | Hoschton GA | Mazda Miata |
| 23 | 69 | 23 | SMNat | Tommy Mulkey | 350461 | 3 | 34:31.287 | 2:26.68913 | Athens GA | Mazda Miata |
| 24 | 99 | 24 | SMNat | Michael Cottrell | 146846 | 3 | 34:32.441 | 2:24.37613 | Atlanta GA | Mazda Miata |
| 25 | 170 | 25 | SMNat | Alex Santos | 352146 | 83 | 34:34.023 | 2:26.28913 | North Ft Myers FL | Mazda Miata |
| 26 | 103 | 26 | SMNat | John Barben | 330756 | 83 | 34:35.291 | 2:28.43913 | Avon Park FL | Mazda Miata |
| 27 | 17 | 27 | SMNat | Steven Lawrence | 306618 | 34 | 34:36.311 | 2:27.81113 | Nantucket MA | Mazda Miata |
| 28 | 54 | 28 | SMNat | Doc Nussbaum | 110703 | 83 | 34:38.133 | 2:28.36213 | Brandon FL | Mazda Miata |
| 29 | 12 | 29 | SMNat | Rick Balsley | 375030 | 11 | 34:42.270 | 2:30.01713 | Naples FL | Mazda Miata |
| 30 | 07 | 30 | SMNat | Eric Rhoades | 370230 | 83 | 34:45.807 | 2:29.64713 | Sebring FL | Mazda Miata |
| 31 | 5 | 31 | SMNat | Charles Douglass | 336413 | 83 | 34:46.167 | 2:30.82813 | Sebastian FL | Mazda Miata |
| 32 | 87 | 32 | SMNat | Steve Robertson | 326122 | 83 | 34:46.526 | 2:29.65913 | Cocoa FL | Mazda Miata |
| 33 | 53 | 33 | SMNat | Roy Parks | 305527 | 83 | 34:46.578 | 2:31.77913 | Deltona FL | Mazda Miata |
| 34 | 109 | 34 | SMNat | Robert Shouse | 198798 | 83 | 34:47.259 | 2:31.78313 | St. Petersburg FL | Mazda Miata |
| 35 | 50 | 35 | SMNat | Charlie Lowrance | 320017 | 83 | 34:47.568 | 2:32.13013 | Sebring FL | Mazda Miata |
| 36 | 16 | 36 | SMNat | John Kish | 365041 | 83 | 34:47.738 | 2:32.03613 | Gainesville FL | Mazda Miata |
| 37 | 6 | 37 | SMNat | Russell Gee | 348896 | 22 | 34:48.147 | 2:31.34713 | Cambridge MA | Mazda Miata |
| 38 | 31 | 38 | SMNat | Michelle Libretti | 350306 | 83 | 34:48.339 | 2:31.60513 | Palm Coast FL | Mazda Miata |
| 39 | 8 | 39 | SMNat | Jerry Neely | 289030 | 83 | 34:49.500 | 2:31.46213 | Vero Beach FL | Mazda Miata |
| 40 | 88 | 40 | SMNat | Debra Mathias | 307283 | 29 | 34:50.946 | 2:32.69813 | Galena OH | Mazda Miata |
| 41 | 06 | 41 | SMNat | Clifford Rhoades | 355419 | 83 | 34:54.789 | 2:31.30313 | Sebring FL | Mazda Miata |
| 42 | 19 | 42 | SMNat | Mike Tearney | 329298 | 83 | 34:57.467 | 2:36.54313 | St Petersburg FL | Mazda Miata |
| 43 | 23 | 43 | SMNat | Ray Gonzalez | 287635 | 83 | 35:00.460 | 2:28.77913 | Deland FL | Mazda Miata |
| 44 | 4 | 44 | SMNat | George Kane | 360377 | 83 | 35:01.904 | 2:35.89913 | Fort Myers FL | Mazda Miata |
| 45 | 81 | 45 | SMNat | James Valinzo | 144452 | 11 | 32:09.018 | 2:29.32212 | Fort Lauderdale | Mazda Miata |
| 46 | 182 | 46 | SMNat | Dave Colledge | 353788 | 3 | 32:10.420 | 2:26.67312 | Roswell GA | Mazda Miata |
| 47 | 03 | 47 | SMNat | Henry Vanvurst | 223910 | 11 | 21:32.746 | 2:22.4309 | Pompano Beach | Mazda Miata |
| 48 | 38 | 48 | SMNat | Chris Fulton | 352611 | 83 | 22:32.913 | 2:28.3879 | Ponce Inlet FL | Mazda Miata |
| 49 | 11 | 49 | SMNat | Shea Holbrook | 374476 | 083 | 17:57.888 | 2:28.3507 | Groveland, FL | Mazda Miata |
| DNF79 | 50 | SMNat | James Brown | 235199 | 79 | 12:43.443 | 2:30.3265 | Chas SC | Mazda Mx5 | |
| DNS01 | 51 | SMNat | Jason Sessions | 248199 | 11 | ---- | ---- | 0 | Jacksonville FL | Mazda Miata |

Group 2 Race 2

| | | | | | | | | | | | |
|---|----|---|-----|-----------------|--------|----|-----------|----------|----|----------------|-------------------|
| 1 | 2 | 1 | EP | Greg Ira | 230458 | 11 | 27:41.271 | 2:06.687 | 13 | Plantation FL | Datsun 240Z |
| 2 | 61 | 2 | EP | Don Ahrens | 114715 | 83 | 27:42.036 | 2:06.702 | 13 | Gainesville FL | Nissan 240Z |
| 3 | 43 | 3 | EP | Robert Stratos | 324730 | 11 | 29:45.605 | 2:15.483 | 13 | West Palm Bch | Bmw 325i |
| 4 | 25 | 4 | EP | Scott Richards | 238923 | 83 | 27:43.946 | 2:17.494 | 12 | Sanford FL | Mazda Rx7 |
| 5 | 93 | 1 | FP | Harold Flescher | 54307 | 11 | 28:05.233 | 2:17.146 | 12 | Palm Bch Gdens | AH Sprite |
| 6 | 42 | 1 | T3 | Mike Kramer | 260363 | 40 | 28:17.548 | 2:20.243 | 12 | Lewisburg TN | Strn Ion Red Line |
| 7 | 17 | 1 | HP | Jay Griffin | 87148 | 83 | 28:31.700 | 2:20.785 | 12 | Titusville FL | Honda Crx |
| 8 | 12 | 1 | GTL | Peter Shadowen | 207477 | 11 | 28:32.156 | 2:20.563 | 12 | Loxahatchee | VW Rabbit |



| | | | | | | | | | | | |
|--------|-----|--------|---------------|-------------------|----------|-----------|-----------|----------|--------------|--------------------|---------------------|
| 9 | 70 | 5 | EP | David Smith | 223842 | 11 | 28:33.546 | 2:19.959 | 12 | Ft. Lauderdale FL | Mazda Rx7 |
| 10 | 5 | 1 | DP | Eddy Cao | 265373 | 11 | 28:55.586 | 2:23.325 | 12 | Sunrise FL | Plym. Neon Acr |
| 11 | 14 | 2 | FP | Mark Coffin | 219998 | 55 | 28:57.723 | 2:22.335 | 12 | Mills River NC | Vw Scirocco |
| 12 | 69 | 6 | EP | Jim Clark | 300791-1 | 83 | 29:03.466 | 2:23.654 | 12 | Longwood FL | Porsche 944 |
| 13 | 35 | 1 | SSBNat | Austin Theen | 250740 | 83 | 29:06.941 | 2:23.583 | 12 | Venice FL | Mini Cooper S |
| 14 | 05 | 2 | SSBNat | Carlos Lira | 279647 | 83 | 29:19.173 | 2:25.057 | 12 | Port Orange FL | Ford Focus |
| 15 | 21 | 3 | FP | Brett Weber | 322228-1 | 83 | 29:26.250 | 2:25.016 | 12 | Port Orange FL | Volkswagon Golf |
| 16 | 22 | 1 | SSCNat | Tim Myers | 270832 | 3 | 29:33.535 | 2:26.411 | 12 | Marietta GA | Mazda "3" |
| 17 | 18 | 2 | SSCNat | Mark McCaughey | 84644-4 | 83 | 29:33.782 | 2:25.572 | 12 | Sarasota FL | Toyota Celica Gt |
| 18 | 0 | 4 | FP | Jon Sacks | 229867 | 83 | 29:35.141 | 2:23.879 | 12 | Port St. Lucie FL | Mazda Miata |
| 19 | 81 | 3 | SSBNat | Stan Winokur | 217394 | 11 | 29:35.787 | 2:25.917 | 12 | West Palm Beach FL | Mazda Mx-5 Miata |
| 20 | 192 | 2 | DP | Darryl Pritchett | 358863 | 83 | 29:40.495 | 2:26.353 | 12 | Daytona Beach FL | Dodge Neon |
| 21 | 48 | 3 | SSCNat | Kolin Aspegren | 261509 | 34 | 29:48.971 | 2:26.473 | 12 | Atlanta GA | Dodge Neon |
| 22 | 131 | 3 | DP | David Ellis-Brown | 116074 | 83 | 30:03.556 | 2:27.942 | 12 | Indialantic FL | Volkswagen A3 Jetta |
| 23 | 64 | 4 | DP | Mark Montero | 334484 | 83 | 30:05.987 | 2:28.052 | 12 | Tampa FL | Plymouth Neon |
| 24 | 37 | 5 | DP | Greene Isaacs | 338471 | 83 | 28:03.959 | 2:30.530 | 11 | San Antonio FL | Mazda Miata |
| 25 | 30 | 4 | SSBNat | Vicky Sandargas | 355648 | 83 | 28:21.348 | 2:30.906 | 11 | Clermont FL | Mazda Miata |
| 26 | 99 | 4 | SSCNat | Mark Puckett | 304765 | 3 | 28:34.354 | 2:29.247 | 11 | Newnan GA | Dodge Neon |
| 27 | 65 | 5 | SSCNat | Bill Seifert | 107225 | 40 | 28:39.531 | 2:32.899 | 11 | Pleasant View TN | Honda Civic Si |
| 28 | 88 | 5 | FP | Perry Young | 290160 | 83 | 29:16.596 | 2:25.149 | 11 | Deltona FL | Mazda Miata |
| 29 | 1 | 6 | SSCNat | Eric Taylor | 291582 | 083 | 29:47.104 | 2:39.298 | 11 | Lake Mary, Fl | Ford Focus |
| 30 | 4 | 7 | SSCNat | Rafael Giro | 279934 | 83 | 27:44.063 | 2:42.469 | 10 | Gainesville FL | Dodge Neon |
| 31 | 38 | 6 | FP | Sid Collins | 378492 | 83 | 30:21.112 | 2:43.810 | 10 | Winter Park FL | Porsche 912 |
| 32 | 06 | 7 | EP | Mark Smith | 345604 | 83 | 13:55.342 | 2:17.318 | 6 | Sarasota FL | Bmw 325Is |
| DNF146 | 2 | GTL | Barry Brannon | 288630 | 83 | 10:42.331 | 2:35.135 | 4 | St. Cloud FL | Nissan 210 | |
| DNF53 | 5 | SSBNat | Ron Olewinski | 371987 | 83 | 5:05.553 | 2:27.025 | 2 | Deltona FL | Honda Prelude | |

Group 3 Race 3

| | | | | | | | | | | | |
|-------|----|-----|--------------|------------------------|--------|-----------|-----------|----------|--------------|----------------------|----------------------|
| 1 | 88 | 1 | DSR | Michael Crowe | 148470 | 83 | 25:36.089 | 1:56.522 | 13 | Largo FL | Stohr-Yamaha Wf-1 |
| 2 | 08 | 2 | DSR | Corey Young | 363406 | 83 | 25:49.461 | 1:56.422 | 13 | Orlando FL | Mallen-Alley Pp1 |
| 3 | 35 | 3 | DSR | Mike Schmidt | 252099 | 83 | 27:32.053 | 2:05.126 | 13 | Orlando FL | Zink Z-15 |
| 4 | 5 | 1 | CSR | V. Calderon | 103235 | 83 | 25:36.807 | 1:55.451 | 12 | Sarasota FL | Van Diemen |
| 5 | 19 | 4 | DSR | Bob Urso | 47303 | 3 | 25:44.321 | 2:06.333 | 12 | Harrisburg PA | Decker Mk. .5 |
| 6 | 57 | 2 | CSR | Frank Severino | 258073 | 83 | 26:14.819 | 2:08.576 | 12 | Daytona Beach FL | Fenske G2 |
| 7 | 23 | 3 | CSR | Larry Lambert | 385545 | 83 | 25:53.286 | 2:06.717 | 12 | St Petersburg FL | Csr Scca Van Diemen |
| 8 | 07 | 4 | CSR | Jacek Mucha | 171 | 11 | 26:56.061 | 2:01.578 | 12 | Laval Que | Swift 014 |
| 9 | 61 | 1 | SRF | Brian Schofield | 232284 | 83 | 27:52.797 | 2:17.989 | 12 | Lakeland FL | Scca Srf |
| 10 | 29 | 2 | SRF | John Greene | 246522 | 3 | 27:53.152 | 2:17.905 | 12 | Gainesville GA | Srf Srf |
| 11 | 51 | 3 | SRF | Jordan Gore | 287286 | 83 | 27:53.441 | 2:17.964 | 12 | Vero Beach FL | Srf Srf |
| 12 | 67 | 4 | SRF | Andrew Charbonneau | 336361 | 83 | 25:37.636 | 2:17.700 | 11 | Delray Beach FL | Spec Racer Rambler |
| 13 | 76 | 5 | SRF | Hector De La Torriente | 294002 | 83 | 25:42.772 | 2:18.589 | 11 | Melbourne FL | Spec Racer Srf |
| 14 | 75 | 6 | SRF | Mick Robinson | 100764 | 83 | 25:51.492 | 2:19.424 | 11 | Melbourne FL | Spec Racer Srf |
| 15 | 80 | 7 | SRF | Michael Greene | 221711 | 3 | 25:52.363 | 2:19.526 | 11 | Gainesville GA | Srf |
| 16 | 18 | 8 | SRF | Bill Ladoniczki | 202934 | 83 | 25:52.370 | 2:19.448 | 11 | Odessa FL | Ford Spec Racer |
| 17 | 00 | 9 | SRF | John Tecce | 281739 | 3 | 26:09.446 | 2:18.435 | 11 | Ormond Beach FL | Scca Spec Racer Ford |
| 18 | 87 | 10 | SRF | John Annis | 160930 | 83 | 26:15.346 | 2:20.624 | 11 | Tampa FL | Srf |
| 19 | 7 | 11 | SRF | Larry Baisden | 246508 | 83 | 26:16.439 | 2:19.984 | 11 | Tampa FL | Spec Racer Ford |
| 20 | 21 | 12 | SRF | Steve Ladoniczki | 203335 | 83 | 26:20.771 | 2:21.037 | 11 | Palm Harbor FL | Ford Spec Racer |
| 21 | 45 | 13 | SRF | Jon Ewing | 333060 | 11 | 26:26.891 | 2:20.164 | 11 | Miami FL | Spec Racer Ford |
| 22 | 40 | 14 | SRF | Eric Olsen | 371010 | 83 | 26:27.897 | 2:21.973 | 11 | Port Orange FL | Srf Srf |
| 23 | 8 | 15 | SRF | Thomas Malin | 336293 | 83 | 26:38.021 | 2:23.018 | 11 | Gulfport FL | Spec Racer Ford |
| 24 | 1 | 16 | SRF | Abraham McKinnon | 370917 | 83 | 26:39.657 | 2:21.795 | 11 | Ormond Beach FL | Srf |
| 25 | 68 | 17 | SRF | Cecilio Hernandez | 360636 | 83 | 26:42.849 | 2:22.710 | 11 | Tampa FL | Spec Racer Ford |
| 26 | 86 | 18 | SRF | Steve Brewer | 338064 | 83 | 27:06.044 | 2:26.007 | 11 | Land O' Lakes FL | Spec Racer Ford Slow |
| 27 | 71 | 19 | SRF | Phillip Harrison | 319693 | 83 | 27:24.029 | 2:27.118 | 11 | Arcadia FL | Spec Racer |
| 28 | 47 | 20 | SRF | Ken Reilly | 227300 | 22 | 27:52.426 | 2:27.530 | 11 | Darien CT | Srf |
| 29 | 33 | 21 | SRF | Jim Rosa | 351587 | 83 | 17:39.687 | 2:27.586 | 7 | Land O Lakes FL | Srf |
| DNF74 | 22 | SRF | Beau Buisson | 288857 | 3 | 14:08.684 | 2:22.369 | 5 | Atlanta GA | Scca Spec Racer Ford | |
| DNF17 | 23 | SRF | John Barben | 330756 | 83 | 9.316 | ---- | 0 | Avon Park FL | Srf | |

Group 4 Race 4

| | | | | | | | | | | | |
|---|----|---|----|---------------------|----------|-----|-----------|----------|----|---------------|-------------------------|
| 1 | 07 | 1 | FA | Jacek Mucha | 171 | 11 | 25:59.079 | 1:56.623 | 13 | Laval QUE | Swift 014 |
| 2 | 92 | 1 | FE | Mark Eaton | 231069 | 83 | 26:12.124 | 1:59.526 | 13 | Melbourne FL | Formula Enterprises 005 |
| 3 | 10 | 1 | FC | Rossella Manfrinato | 272253 | 3 | 26:35.778 | 2:01.352 | 13 | Alpharetta GA | Tatuus Rc-97 |
| 4 | 3 | 2 | FE | Jim Swain | 284039 | 83 | 26:40.156 | 2:01.904 | 13 | Mount Dora FL | Van Diemen Fe |
| 5 | 82 | 3 | FE | Mike Davies | 310446 | 083 | 26:42.908 | 2:02.339 | 13 | Deland, Fl | FE |
| 6 | 32 | 4 | FE | Hannu Nummenpaa | 122504-1 | 11 | 26:52.810 | 2:02.673 | 13 | Wellington FL | Van Diemen Fe |



Central Florida Region SCCA

| | | | | | | | | | | | |
|-------|-----|------|---------------|----------------------|----------|----------|-----------|----------|------------------|-------------------|----------------------|
| 7 | 84 | 5 | FE | Peter Pope | 230603 | 61 | 26:53.225 | 2:02.321 | 13 | Hickory NC | FE |
| 8 | 54 | 6 | FE | Jonathan Bennett | 156590 | 61 | 26:56.037 | 2:01.607 | 13 | Rock Hill SC | Van Diemen Formula E |
| 9 | 44 | 2 | FA | Donald Boughan | 217603 | 83 | 26:58.748 | 2:02.227 | 13 | Apopka FL | Van Diemen Rf00 |
| 10 | 76 | 1 | FM | Beau Borders | 217602 | 19 | 27:03.252 | 2:03.362 | 13 | Venice Beach CA | Formula Mazda |
| 11 | 70 | 2 | FM | Sam Lockwood | 220240 | 3 | 27:03.764 | 2:02.429 | 13 | Cumming GA | Star Mazda |
| 12 | 81 | 3 | FA | Mike Campanelli | 76141-01 | 83 | 27:10.475 | 1:59.434 | 13 | Ocala FL | Swift Db4 |
| 13 | 133 | 7 | FE | Tilden Kinlaw | 290143 | 55 | 27:14.686 | 2:02.055 | 13 | Lumberton NC | Van Dieman Fsc |
| 14 | 11 | 2 | FC | Jim Johnson | 37627 | 11 | 27:17.102 | 2:01.673 | 13 | Ft. Pierce FL | Van Diemen Rf00 |
| 15 | 47 | 8 | FE | Joseph Rome | 372346 | 61 | 27:18.403 | 2:02.990 | 13 | Arden NC | Van Diemen Fsc |
| 16 | 15 | 9 | FE | Wally Osinga | 280281 | 83 | 27:22.588 | 2:03.798 | 13 | Seminole FL | Van Diemen Fe |
| 17 | 6 | 10 | FE | N.J. Curran | 209676 | 83 | 27:23.181 | 2:04.086 | 13 | Clermont FL | Van Diemen 3103 |
| 18 | 68 | 4 | FA | Bob Oetter | 216403 | 83 | 27:32.241 | 2:04.483 | 13 | Gainesville FL | Van Diemen Rf01 |
| 19 | 49 | 11 | FE | Keith Field | 172296 | 83 | 27:34.726 | 2:04.753 | 13 | Mount Dora FL | Van Dieman Fe |
| 20 | 75 | 3 | FM | Dale Swope | 351094 | 83 | 27:57.529 | 2:04.583 | 13 | Ybor City FL | Star Mazda Fm |
| 21 | 53 | 4 | FM | H. A. Morris, Jr | 240601 | 79 | 26:01.907 | 2:07.340 | 12 | Greenville SC | Star Mazda F M |
| 22 | 41 | 3 | FC | Justin Smith | 309170 | 61 | 26:08.768 | 2:07.840 | 12 | Charlotte NC | Vandiemmen Rf-99 |
| 23 | 04 | 4 | FC | Stanley Hallock | 211336 | 83 | 26:15.444 | 2:08.470 | 12 | Orlando FL | Van Dieman Rf94/5 |
| 24 | 58 | 1 | FF | Lawrence Hendrickson | 283538-1 | 11 | 26:19.091 | 2:09.785 | 12 | Pottstown PA | Swift Db-6 |
| 25 | 2 | 1 | F500 | Bob Berman | 199294 | 83 | 26:19.794 | 2:09.793 | 12 | Palm Bch Gdens | Invader Qc-1 |
| 26 | 33 | 2 | F500 | Jim Elder | 168851 | 11 | 26:37.826 | 2:11.076 | 12 | West Palm Beach | Invader 500 |
| 27 | 28 | 2 | FF | Dom Seddio | 251155 | 25 | 26:38.754 | 2:11.014 | 12 | New York NY | Van-Diemen Rf-99 |
| 28 | 1 | 1 | FB | David Clarke | 252704 | 83 | 26:39.410 | 2:09.927 | 12 | Wellington FL | Van Diemen Dp-04 |
| 29 | 69 | 3 | FF | John Schimenti | 306594 | 83 | 26:39.536 | 2:10.391 | 12 | Riverview FL | Van Diemen Rf |
| 30 | 9 | 3 | F500 | Christopher Hite | 362510 | 11 | 27:29.838 | 2:15.524 | 12 | Pembroke Pines | Sidewinder 98 |
| 31 | 16 | 4 | F500 | Chuck McAbee | 148167 | 34 | 28:04.275 | 2:18.188 | 12 | Jacksonville FL | Qre Invader |
| 32 | 5 | 5 | F500 | Thomas Manalio | 359425 | 83 | 28:04.685 | 2:17.872 | 12 | Ocala FL | Qc1 Invader F500 |
| 33 | 96 | 5 | FA | Ben Johnston | 307658 | 3 | 25:59.841 | 1:55.385 | 11 | Alpharetta GA | Swift 014 |
| 34 | 09 | 2 | FB | George Levien | 177719 | 11 | 26:44.773 | 2:21.366 | 11 | Aventura FL | Vandiemmen Dp-04 |
| 35 | 14 | 6 | F500 | Derek Lieb | 350147 | 83 | 26:47.014 | 2:22.238 | 11 | Clearwater FL | Dolphin F500 |
| 36 | 180 | 1 | FV | Stevan Davis | 56649 | 3 | 27:18.828 | 2:26.145 | 11 | Powder Springs GA | Racer's Wage |
| 37 | 38 | 2 | FV | Stephen Ira | 335579 | 34 | 27:43.986 | 2:28.219 | 11 | Jacksonville FL | Fastech 06 |
| 38 | 88 | 3 | FV | David Green | 343561 | 11 | 27:44.608 | 2:28.424 | 11 | Horseheads NY | Protoform P-3 |
| 39 | 43 | 4 | FV | John Fuchs | 146282 | 83 | 27:45.290 | 2:28.290 | 11 | Inglis FL | Caracal D |
| 40 | 18 | 12 | FE | Jack Corthell | 231178 | 83 | 21:22.131 | 2:05.183 | 10 | Cape Canaveral | Van Diemen 3108 |
| 41 | 80 | 5 | FC | James McQuaig | 105491 | 83 | 17:30.328 | 2:06.567 | 8 | Port St Lucie FL | Van Diemen Rf 96 |
| DNF00 | 7 | F500 | Wayde Alfaron | 362818 | 83 | 9:54.354 | 2:24.851 | 4 | Ocala FL | Dolphin F500 | |
| DNF40 | 13 | FE | Brett Lane | 200774 | 11 | 6:36.286 | 2:07.547 | 3 | Ft Lauderdale FL | Van Diemen Fsc | |

Group 5 Race 5

| | | | | | | | | | | | |
|----|-----|---|-----|-------------------|-----------|-----|----------------------|-------------------------|-----------|----------|----|
| 1 | 11 | 1 | GT1 | Philip Simms | 287450 | 83 | Orlando FL | Jaguar Xkr | 24:06.645 | 1:47.302 | 13 |
| 2 | 49 | 2 | GT1 | William Gray | 176402 | 66 | Fayetteville AR | Chevy Corvette | 24:25.426 | 1:50.269 | 13 |
| 3 | 59 | 3 | GT1 | John Shaller | 103185 | LOL | Burns Township, MN | Corvette | 25:38.217 | 1:51.711 | 13 |
| 4 | 92 | 1 | T1 | Stan Wilson | 264570 | 40 | Mount Juliet TN | Dodge Viper | 24:52.312 | 2:02.336 | 12 |
| 5 | 65 | 4 | GT1 | Thomas Malin | 336293 | 83 | Gulfport FL | Pontiac Gt-1 | 25:01.853 | 2:01.831 | 12 |
| 6 | 16 | 5 | GT1 | Tom Keleher | 291605 | 83 | Eustis FL | Chevrolet Camaro | 25:14.575 | 2:01.338 | 12 |
| 7 | 38 | 1 | BP | Robert Mayer | 274711 | 3 | Duluth GA | Chevy Corvette C6R | 25:21.700 | 2:04.653 | 12 |
| 8 | 82 | 6 | GT1 | Dick Greer | 96751 | 29 | Columbus OH | Chevy Corvette | 25:39.008 | 1:56.457 | 12 |
| 9 | 35 | 2 | T1 | Robert Kahn | 335992 | 31 | Las Vegas NV | Chevrolet C6 | 25:40.779 | 2:06.192 | 12 |
| 10 | 55 | 7 | GT1 | Michael Kern | 347077 | 83 | Altamonte Springs FL | Chevrolet Camaro | 25:44.976 | 2:04.028 | 12 |
| 11 | 32 | 8 | GT1 | Ed Braswell | 285739 | 83 | Key West FL | Chevrolet Corvette | 25:56.223 | 2:06.991 | 12 |
| 12 | 45 | 1 | GT2 | Mitchell Pagerey | 353804 | 11 | Deerfield Beach FL | Porsche 911Gt3 Cup | 25:58.579 | 2:01.305 | 12 |
| 13 | 3 | 1 | GT3 | Jimmy Burke | 71111 | 3 | Suwanee GA | Nissan 350Z | 25:59.833 | 2:06.604 | 12 |
| 14 | 33 | 3 | T1 | John Yarosz | 151124 | 25 | Swoyersville PA | Chevrolet Corvette Z 06 | 26:06.824 | 2:02.536 | 12 |
| 15 | 69 | 2 | GT3 | Bill McGavic | 122611 | 83 | Arcadia FL | Mazda Rx7 | 26:14.602 | 2:08.393 | 12 |
| 16 | 17 | 1 | AS | Robert Eubanks | 177288 | 34 | Jacksonville FL | Ford Mustang | 24:09.228 | 2:08.909 | 11 |
| 17 | 51 | 2 | AS | Tom Ellis | 330329 | 11 | Pompano Beach FL | Ford Mustang | 24:09.955 | 2:08.632 | 11 |
| 18 | 9 | 3 | AS | Bryan Collyer | 287602-01 | 83 | Ormond Beach FL | Chevy Iroc Z-28 Camaro | 24:13.291 | 2:10.791 | 11 |
| 19 | 15 | 1 | T2 | Primo Goffi | 354267 | 83 | West Bloomfield MI | Ford Mustang | 24:32.821 | 2:11.201 | 11 |
| 20 | 12 | 3 | GT3 | Pierre Desjardin | 136135 | 83 | Oldsmar FL | Bmw 318 Is | 24:54.320 | 2:11.714 | 11 |
| 21 | 5 | 2 | T2 | Tom Nastasi | 281479 | 83 | Stamford CT | Ford Mustang | 24:57.807 | 2:13.804 | 11 |
| 22 | 23 | 2 | BP | Kimberly Braswell | 366651 | 83 | Tampa FL | Chevy Corvette | 25:14.036 | 2:12.191 | 11 |
| 23 | 78 | 4 | GT3 | Mark Ward | 121573 | 11 | Loxahatchee FL | Toyota Paseo | 25:17.492 | 2:11.888 | 11 |
| 24 | 30 | 3 | T2 | Carlos Lira | 279647 | 83 | Port Orange FL | Ford Mustang | 25:18.818 | 2:16.611 | 11 |
| 25 | 169 | 4 | T2 | Buddy Hendricks | 251468 | 083 | Daytona Beach, FL | Mustang | 25:23.962 | 2:16.607 | 11 |
| 26 | 93 | 3 | BP | Rodney Williamson | 273360 | 83 | Palm Beach Gdns FL | Ford Mustang | 25:24.900 | 2:15.661 | 11 |
| 27 | 36 | 4 | AS | Chas Dawson | 254821 | 83 | Sebring FL | Chevy Camaro | 25:53.712 | 2:17.540 | 11 |
| 28 | 71 | 5 | T2 | Steve Sliwa | 323906 | 083 | Daytona Beach, FI | Mustang | 26:00.516 | 2:18.127 | 11 |
| 29 | 63 | 5 | AS | Charles Dawson | 174095 | 83 | Sebring FL | Chevy Camaro | 26:08.747 | 2:19.132 | 11 |

| | | | | | | | | | | | |
|-------|----|---|-----|-------------------|----------|----|------------------|------------------------|-----------|----------|----|
| 30 | 4 | 2 | GT2 | Thomas Vlasak | 247265 | 34 | Tallahassee FL | Porsche 911 | 24:08.072 | 2:21.042 | 10 |
| 31 | 61 | 6 | AS | Allen Bailey | 283410 | 11 | Boynton Beach FL | Ford Mustang | 24:34.721 | 2:23.982 | 10 |
| DNF80 | 7 | | AS | Bruce Reichard | 272443-1 | 83 | Deltona FL | Ford Mustang | 11:34.181 | 2:13.763 | 5 |
| DNF6 | 4 | | T1 | Phil Croyle | 205816 | 11 | Boca Raton FL | Chevrolet Corvette Z06 | 6:13.681 | 2:02.344 | 3 |
| DNF21 | 3 | | GT2 | Fletcher Williams | 19520 | 3 | Lilburn GA | Nissan Gt 3 240Sx | 4:34.479 | 2:12.554 | 2 |

ECR Race 6

| | | | | | | | | | | | |
|----|-----|----|--------|----------------------|----------|-----|-----------------------|---------------------|-------------|----------|----|
| 1 | 58 | 1 | SMEnd | Patrick Sandlin | 335670-1 | 83 | Cordova TN | Mazda Miata | 1:30:36.454 | 2:21.847 | 34 |
| 2 | 45 | 1 | ITB | Deuce Keane | 191339 | 83 | Cocoa Beach FL | Honda Accord | 1:32:07.723 | 2:23.967 | 34 |
| 3 | 175 | 2 | SMEnd | Joe Evans | 288841 | 83 | Ponce Inlet FL | Mazda Miata | 1:32:17.284 | 2:23.677 | 34 |
| 4 | 35 | 1 | SSBEnd | Theen /Theen | 203297 | 83 | Englewood FL | Mini Cooper S | 1:32:34.734 | 2:23.914 | 34 |
| 5 | 77 | 3 | SMEnd | Alex Santos | 352146 | 83 | North Ft Myers FL | Mazda Miata | 1:32:35.921 | 2:24.829 | 34 |
| 6 | 130 | 4 | SMEnd | Divinney /Fowler | 89571 | 3 | Cumming GA | Mazda Miata | 1:32:46.063 | 2:25.424 | 34 |
| 7 | 143 | 5 | SMEnd | Chris Mason | 311663 | 83 | Daytona Beach FL | Mazda Miata | 1:32:49.995 | 2:24.804 | 34 |
| 8 | 1 | 6 | SMEnd | Steve Kirouac | 374450 | 83 | Sebring FL | Mazda Miata | 1:33:00.191 | 2:25.016 | 34 |
| 9 | 84 | 7 | SMEnd | Todd Lamb | 341638 | 3 | Atlanta GA | Mazda Miata | 1:30:39.351 | 2:21.986 | 33 |
| 10 | 03 | 2 | ITB | Leira /Ronie | 207419 | 11 | West Miami FL | Vw Gti | 1:30:48.023 | 2:26.613 | 33 |
| 11 | 27 | 8 | SMEnd | Robertson /McCroy | 269414 | 3 | Alpharetta GA | Mazda Miata | 1:30:48.913 | 2:26.024 | 33 |
| 12 | 75 | 9 | SMEnd | Paul Hensel | 320500 | 11 | Palm Beach Gardens FL | Mazda Miata | 1:30:56.015 | 2:26.511 | 33 |
| 13 | 011 | 10 | SMEnd | Brown /VanVurst | 276880 | 083 | Pompano Beach, FL | Mazda Miata | 1:30:56.528 | 2:25.629 | 33 |
| 14 | 199 | 11 | SMEnd | Ron Valli | 314186 | 11 | Boca Raton FL | Mazda Miata | 1:30:57.554 | 2:26.427 | 33 |
| 15 | 9 | 12 | SMEnd | Daniel Graeff | 368159 | 11 | Coconut Grove FL | Mazda Miata | 1:31:10.236 | 2:26.612 | 33 |
| 16 | 49 | 13 | SMEnd | Tommy Mulkey | 350461 | 3 | Athens GA | Mazda Miata | 1:31:11.727 | 2:27.555 | 33 |
| 17 | 71 | 14 | SMEnd | Steven Lawrence | 306618 | 34 | Nantucket MA | Mazda Miata | 1:31:11.775 | 2:26.902 | 33 |
| 18 | 54 | 15 | SMEnd | Doc Nussbaum | 110703 | 83 | Brandon FL | Mazda Miata | 1:31:19.164 | 2:26.771 | 33 |
| 19 | 44 | 16 | SMEnd | Mead /Mead | 389652 | 83 | Jackson WY | Mazda Miata | 1:31:20.632 | 2:24.953 | 33 |
| 20 | 55 | 17 | SMEnd | Anspach /McAdams | 274884 | 11 | Stuart FL | Mazda Miata | 1:31:22.426 | 2:22.390 | 33 |
| 21 | 103 | 18 | SMEnd | Barben /Solchuk | 330756 | 83 | Avon Park FL | Mazda Miata | 1:31:39.839 | 2:25.834 | 33 |
| 22 | 38 | 19 | SMEnd | Chris Fulton | 352611 | 83 | Ponce Inlet FL | Mazda Miata | 1:31:50.024 | 2:26.571 | 33 |
| 23 | 97 | 20 | SMEnd | Jamie Tucker | 366489 | 83 | Fort Myers FL | Mazda Miata | 1:32:09.536 | 2:26.557 | 33 |
| 24 | 12 | 21 | SMEnd | Rick Balsley | 375030 | 11 | Naples FL | Mazda Miata | 1:32:18.872 | 2:28.201 | 33 |
| 25 | 48 | 1 | SSCEnd | Kolin Aspegren | 261509 | 34 | Atlanta GA | Dodge Neon | 1:32:26.396 | 2:28.474 | 33 |
| 26 | 131 | 3 | ITB | Ellis-Brown /Pobst | 80765 | 83 | Gainesville GA | Vw Jetta | 1:32:30.242 | 2:24.573 | 33 |
| 27 | 23 | 22 | SMEnd | Ray Gonzalez | 287635 | 83 | Deland FL | Mazda Miata | 1:32:32.546 | 2:28.433 | 33 |
| 28 | 18 | 23 | SMEnd | James Valinzo | 144452 | 11 | Fort Lauderdale FL | Mazda Miata | 1:32:47.261 | 2:28.865 | 33 |
| 29 | 50 | 24 | SMEnd | Charlie Lowrance | 320017 | 83 | Sebring FL | Mazda Miata | 1:30:48.580 | 2:28.805 | 32 |
| 30 | 118 | 25 | SMEnd | Wesley Saunders | 336377 | 11 | Hobe Sound FL | Mazda Miata | 1:30:49.334 | 2:28.582 | 32 |
| 31 | 53 | 26 | SMEnd | Roy Parks | 305527 | 83 | Deltona FL | Mazda Miata | 1:30:51.755 | 2:28.534 | 32 |
| 32 | 88 | 27 | SMEnd | Mathias /Mathias | 307283 | 29 | Galena OH | Mazda Miata | 1:30:59.302 | 2:29.986 | 32 |
| 33 | 109 | 28 | SMEnd | Robert Shouse | 198798 | 83 | St. Petersburg FL | Mazda Miata | 1:31:01.526 | 2:30.229 | 32 |
| 34 | 107 | 29 | SMEnd | Rhoades /Rhoades | 3700230 | 083 | Sebring, FL | Mazda | 1:31:04.252 | 2:29.091 | 32 |
| 35 | 137 | 2 | SSCEnd | Flis /Kennedy | 57987 | 083 | Daytona, FL | Focus | 1:31:07.372 | 2:31.110 | 32 |
| 36 | 112 | 30 | SMEnd | Jim Drago | 333432 | 66 | Memphis TN | Mazda Miata | 1:31:11.124 | 2:23.116 | 32 |
| 37 | 7 | 31 | SMEnd | Jenkins /Valli | 314186 | 11 | Boca Raton FL | Mazda Miata | 1:31:30.420 | 2:25.969 | 32 |
| 38 | 40 | 32 | SMEnd | Mark McCallister | 357830 | 83 | Gainesville FL | Mazda Miata | 1:31:32.610 | 2:30.456 | 32 |
| 39 | 07 | 4 | ITB | David Wiegand | 286813 | 83 | Ormond Beach FL | Vw Golf | 1:31:33.868 | 2:28.928 | 32 |
| 40 | 6 | 33 | SMEnd | Russell Gee | 348896 | 22 | Cambridge MA | Mazda Miata | 1:31:48.392 | 2:31.315 | 32 |
| 41 | 21 | 5 | ITB | George McCormick | 353157 | 83 | Gulfport FL | Vw Golf | 1:32:04.570 | 2:32.969 | 32 |
| 42 | 31 | 1 | ITC | John Vissers | 297167 | 11 | Wpb FL | Volkswagon Scirocco | 1:32:25.954 | 2:33.591 | 32 |
| 43 | 8 | 3 | SSCEnd | Carlos Lira | 279647 | 83 | Port Orange FL | Ford Focus | 1:32:33.211 | 2:33.466 | 32 |
| 44 | 30 | 2 | SSBEnd | Sandergas /Sandergas | 355647 | 83 | Clermont FL | Mazda Miata | 1:32:34.131 | 2:30.110 | 32 |
| 45 | 09 | 34 | SMEnd | Shea Holbrook | 374476 | 083 | Groveland, FL | Mazda | 1:32:41.284 | 2:30.076 | 32 |
| 46 | 16 | 35 | SMEnd | Ahrens /Klsh | 365041 | 83 | Gainesville FL | Mazda Miata | 1:32:50.806 | 2:27.571 | 32 |
| 47 | 78 | 36 | SMEnd | Edwin Pigman | 379416 | 83 | Avon Park FL | Mazda Miata | 1:32:57.041 | 2:31.018 | 32 |
| 48 | 2 | 6 | ITB | John Paul Keane | 383057 | 83 | Merritt Island FL | Honda Accord | 1:30:57.917 | 2:29.429 | 31 |
| 49 | 02 | 7 | ITB | Paul McCormick | 288894 | 83 | Orlando FL | Vw Golf | 1:31:21.511 | 2:32.431 | 31 |
| 50 | 47 | 2 | ITC | Larson /Moerwald | 164010 | 83 | Palm Bay FL | Vw Rabbit | 1:31:52.561 | 2:36.508 | 31 |
| 51 | 13 | 37 | SMEnd | Burris /Martindale | 357958 | 83 | Titusville FL | Mazda Miata | 1:32:11.186 | 2:31.558 | 31 |
| 52 | 61 | 3 | ITC | Hughes /McCoin | 260518 | 29 | Sunset SC | Ford Fiesta | 1:32:17.714 | 2:37.942 | 31 |
| 53 | 104 | 38 | SMEnd | Mark Pelak | 273332 | 83 | Cape Coral FL | Mazda Miata | 1:32:38.868 | 2:23.883 | 31 |
| 54 | 92 | 8 | ITB | Reichard /Reichard | 272443-1 | 83 | Deltona FL | Ford Mustang | 1:32:42.860 | 2:37.717 | 31 |
| 55 | 140 | 4 | ITC | Duffy /Lee | 371254 | 34 | Jacksonville FL | Honda Civic | 1:31:23.229 | 2:31.508 | 30 |
| 56 | 151 | 9 | ITB | Alberts /Linfert | 362294 | 83 | Melbourne FL | Volkswagen Rabbit | 1:31:26.816 | 2:38.875 | 30 |
| 57 | 4 | 4 | SSCEnd | Rafael Giro | 279934 | 83 | Gainesville FL | Dodge Neon | 1:32:31.325 | 2:37.058 | 30 |
| 58 | 14 | 5 | SSCEnd | Eric Taylor | 291582 | 083 | Black | Ford Focus | 1:32:37.700 | 2:37.896 | 30 |
| 59 | 19 | 39 | SMEnd | Mike Tearney | 329298 | 83 | St Petersburg FL | Mazda Miata | 1:32:40.277 | 2:33.538 | 29 |
| 60 | 106 | 10 | ITB | Haines /Lee | 239564 | 11 | Boca Raton FL | Ford Pinto | 1:32:46.697 | 2:44.044 | 29 |
| 61 | 81 | 3 | SSBEnd | Clements /Winokur | 267824 | 11 | Saint Cloud FL | Mazda Mx-5 Miata | 1:31:24.656 | 2:23.419 | 27 |



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|--------|----|-------|-------|--------------------|--------|----|--------------------|----------------|-------------|----------|----|
| 62 | 90 | 11 | ITB | Lee /Lee | 53079 | 11 | Ft. Lauderdale FL | Plymouth Arrow | 1:32:47.419 | 2:33.070 | 26 |
| 63 | 51 | 12 | ITB | Prado /Prado | 330949 | 83 | Tampa FL | Vw Golf Gti | 1:21:47.190 | 2:37.162 | 25 |
| 64 | 39 | 5 | ITC | Billy Bies | 346132 | 83 | Daytona Beach FL | Vw Scirocco | 1:03:45.542 | 2:29.359 | 19 |
| 65 | 34 | 40 | SMEnd | Libretti /Libretti | 350306 | 83 | Palm Coast FL | Mazda Miata | 52:16.925 | 2:28.274 | 17 |
| 66 | 22 | 13 | ITB | Mike McCormick | 332166 | 83 | Winter Springs FL | Vw Golf | 1:13:19.964 | 2:32.695 | 27 |
| DNF32 | 41 | SMEnd | | Ed Braswell | 285739 | 83 | Key West FL | Mazda Miata | 36:20.684 | 2:27.418 | 13 |
| 68 | 87 | 42 | SMEnd | Steve Robertson | 326122 | 83 | Cocoa FL | Mazda Miata | 1:32:45.845 | 2:27.467 | 25 |
| DNF100 | 43 | SMEnd | | Diaz /Sonora | 329453 | 11 | Miami FL | Mazda Miata | 31:03.130 | 2:26.416 | 10 |
| DNF170 | 6 | ITC | | Scott Jarvis | 328760 | 83 | Port Orange FL | Vw Scirocco | 33:05.236 | 2:55.734 | 8 |
| DNF3 | 44 | SMEnd | | Danny Steyn | 376487 | 11 | Fort Lauderdale FL | Mazda Miata | 13:49.215 | 2:32.523 | 4 |
| DNF28 | 14 | ITB | | Peter Keane | 173410 | 83 | Cocoa Beach FL | Honda Accord | 3:12.031 | 2:49.234 | 1 |
| DNS10 | 45 | SMEnd | | Patrick Sessions | 248198 | 11 | Miami FL | Mazda Miata | --- | --- | 0 |
| DQ 08 | 46 | SMEnd | | Henry VanVurst | 223910 | 11 | Pompano Beach FL | Mazda Miata | 1:30:54.163 | 2:22.182 | 34 |

ECR Race 7

| | | | | | | | | | | | |
|-------|-----|-----|-----|----------------------|-----------|----|---------------------|--------------------|-------------|----------|----|
| 1 | 79 | 1 | ITR | Robertson /Robertson | 179012 | 3 | Alpharetta GA | Porsche 944 | 1:31:19.414 | 2:13.463 | 36 |
| 2 | 21 | 1 | ITS | Charles Perry | 269041 | 34 | Jacksonville FL | Datsun 280Zx | 1:33:09.726 | 2:17.816 | 36 |
| 3 | 17 | 2 | ITS | Timothy Potter | 135208 | 83 | Rockledge FL | Mazda Rx-7 | 1:33:32.556 | 2:17.905 | 36 |
| 4 | 6 | 3 | ITS | Buras /Flynn | 238294 | 83 | Eustis FL | BMW | 1:39:40.502 | 2:14.697 | 36 |
| 5 | 33 | 4 | ITS | Ira /Marvin | 230458 | 11 | Plantation FL | Datsun 240Z | 1:30:56.302 | 2:16.579 | 35 |
| 6 | 25 | 5 | ITS | Scott Richards | 238923 | 83 | Sanford FL | Mazda Rx7 | 1:31:34.804 | 2:17.899 | 35 |
| 7 | 66 | 6 | ITS | Busler /Cohen | 269315 | 34 | Crescent City FL | Mazda Rx7 | 1:32:16.538 | 2:16.798 | 35 |
| 8 | 44 | 1 | ITA | Paul Ronie | 218233 | 11 | West Palm Beach FL | Acura Integra | 1:32:18.274 | 2:20.822 | 35 |
| 9 | 5 | 2 | ITA | Eddy Cao | 265373 | 11 | Sunrise FL | Plym. Neon Acr | 1:32:18.342 | 2:21.006 | 35 |
| 10 | 39 | 7 | ITS | Allen Witham | 95289 | 83 | Jacksonville FL | Mazda Rx-7 | 1:32:19.027 | 2:21.137 | 35 |
| 11 | 157 | 2 | ITR | Collins /Ruffino | 378616 | 83 | Port Orange FL | Porsche 911 Sc | 1:32:28.996 | 2:20.124 | 35 |
| 12 | 07 | 3 | ITA | Obremski /Wilson | 276994-83 | 83 | Deltona FL | Saturn Sc2 | 1:33:04.099 | 2:22.217 | 35 |
| 13 | 10 | 4 | ITA | Nicholas Tenn | 311784 | 83 | Orlando FL | Acura Integra | 1:33:45.039 | 2:24.812 | 35 |
| 14 | 32 | 5 | ITA | Michael Finn | 148701 | 11 | Miramar FL | Nissan 240Sx | 1:33:45.194 | 2:23.979 | 35 |
| 15 | 47 | 8 | ITS | Nelson /Strobush | 305286 | 83 | Titusville FL | Mazda Rx-7 | 1:31:20.197 | 2:21.904 | 34 |
| 16 | 08 | 6 | ITA | Scott O'Keefe | 289025 | 83 | Fort Pierce FL | Nissan 240Sx | 1:32:11.811 | 2:25.147 | 34 |
| 17 | 168 | 9 | ITS | Bailey /Borinski | 331063 | 11 | New Smyrna Beach FL | Porsche 911 | 1:32:29.664 | 2:20.215 | 34 |
| 18 | 98 | 1 | IT7 | Gregory Gale | 270802 | 42 | Falls Church VA | Mazda Rx7 | 1:31:54.774 | 2:30.470 | 33 |
| 19 | 55 | 10 | ITS | Ahrens /Karably | 376114 | 83 | Earleton FL | Nissan 300Zx | 1:31:57.847 | 2:20.436 | 33 |
| 20 | 153 | 7 | ITA | Boylan /Repkoff | 308404 | 83 | Lakeland FL | Honda Crx | 1:32:02.264 | 2:28.570 | 33 |
| 21 | 95 | 8 | ITA | Davidson /Hunt | 160222 | 83 | Tampa FL | Mazda Miata | 1:32:13.216 | 2:25.749 | 33 |
| 22 | 09 | 11 | ITS | Langley /Simones | 279971 | 83 | Sanford FL | Mazda Miata | 1:32:28.409 | 2:28.704 | 33 |
| 23 | 119 | 12 | ITS | Mike Conrad | 372222 | 3 | Cumming GA | Acura Integra Gs-R | 1:32:34.265 | 2:27.100 | 33 |
| 24 | 64 | 9 | ITA | Mark Montero | 334484 | 83 | Tampa FL | Plymouth Neon | 1:33:45.557 | 2:30.052 | 33 |
| 25 | 37 | 10 | ITA | Greene Isaacs | 338471 | 83 | San Antonio FL | Mazda Miata | 1:33:47.122 | 2:30.787 | 33 |
| 26 | 91 | 13 | ITS | Donald Czech | 296898 | 83 | Longwood FL | Porsche 944 | 1:31:57.506 | 2:27.874 | 32 |
| 27 | 52 | 14 | ITS | Delgado /Philbert | 385147 | 61 | Charlotte NC | Nissan 280Z | 1:32:38.398 | 2:24.763 | 32 |
| 28 | 14 | 2 | IT7 | Harris /Hurley | 97822 | 11 | Miramar FL | Mazda Rx7 | 1:33:02.291 | 2:26.647 | 32 |
| 29 | 107 | 11 | ITA | Boylan /Boylan | 319123 | 83 | Lakeland FL | Honda Civic | 1:32:18.051 | 2:29.255 | 31 |
| 30 | 54 | 15 | ITS | Fox /Nasrallah | 303762 | 83 | Longwood FL | Oldsmobile Achieva | 1:18:53.040 | 2:22.141 | 29 |
| 31 | 28 | 12 | ITA | Nicholas Ponder | 388106 | 34 | Jacksonville FL | Honda Crx | 1:32:58.234 | 2:31.771 | 28 |
| DNF16 | 13 | ITA | | Russell Milcent | 283772-1 | 83 | Holly Hill FL | Dodge Neon | 59:38.307 | 2:34.560 | 16 |
| DNF00 | 16 | ITS | | Akarjalian /Dana | 163253 | 83 | Apopka FL | Mazda Rx-7 | 37:32.786 | 2:21.908 | 14 |
| DNF7 | 3 | IT7 | | Barry Burgoon | 300865-1 | 83 | Winter Haven FL | Mazda Rx7 | 20:02.308 | 2:25.034 | 8 |
| DNF24 | 14 | ITA | | Richy Gonzalez | 285768 | 83 | Winter Park FL | Honda Civic Si | 18:20.157 | 2:31.512 | 7 |
| DNF12 | 15 | ITA | | Oswald Checa | 21186 | 11 | Coral Springs FL | Nissan Sentra | 15:17.180 | 2:25.932 | 6 |
| DNF23 | 17 | ITS | | Chapman /Rufo | 237170 | 11 | Stuart FL | Honda Civic Si | 10:53.428 | 2:25.053 | 4 |
| DNF76 | 3 | ITR | | Randolph /Zeller | 248313 | 34 | Jacksonville FL | Toyota Celica Gts | 7:55.053 | 2:28.112 | 3 |
| DNF67 | 18 | ITS | | Holbrook/Geltz | 374476 | 83 | Groveland FL | Acura Integra | 3:01.270 | 2:34.783 | 1 |

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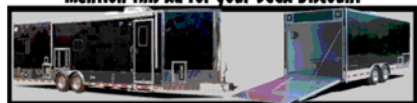
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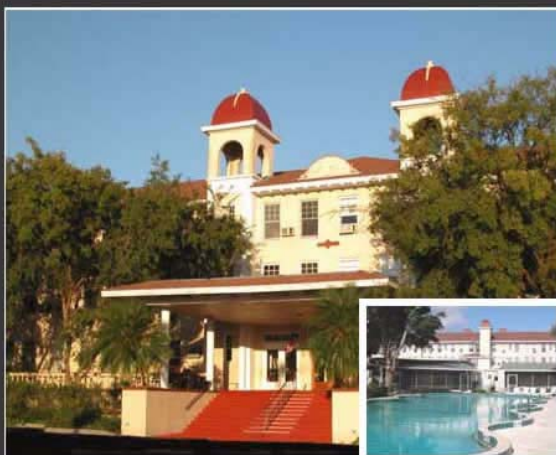
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