

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://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.

July 3	Brumos Porsche 250 Daytona	Oct. 4-5	Solo2	BCC
July 12-13	Drivers School/Vintage Sebring, Short Course-GP	Oct. 4-5	Solo2	Brooksville
July 19-20	Solo2 Brooksville	Oct. 10-12	PCA Races	Daytona
July 20	Solo2 Brooksville	Oct. 18-19	SARRC Regional Races/Vintage Sebring, Long Course-GP	
Aug. 2-3	Solo2 BCC	Oct. 18-19	Solo2 Sebring	
Aug. 9-10	Solo2 Brooksville	Nov. 1-2	PBOC (Tentative) Daytona	
Aug. 9-10	Regional Race Daytona	Nov. 1-2	Solo2 BCC	
Aug. 24	Solo2 Deland	Nov. 6-9	HSR Races Daytona	
Aug. 30-31	Regional Race/Vintage/ECR Sebring, Long Course-12h	Nov. 15-16	Solo2 Brooksville	
Sep. 6-7	Solo2 Brooksville	Nov. 29-30	Regional Race Sebring, Long Course-12hr	
Sep. 14	CFR Board of Governor's Meeting, Orlando	Dec. 12-14	Audi Club (Tentative) Daytona	
Sep. 14	Solo2 Deland			
Sep. 27-28	Regional Race Daytona			

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 7:00 p.m., 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

Nils Winberg, New Port Richey

District 2

Patrick Beaudoin, Wesley Chapel
Leo J Leal, Tampa
Elizabeth Lechman, Tampa
Heather Lechman, Tampa
Joseph Lechman, Tampa
Joseph Lechman, Jr., Tampa
Blake Neuman, Tampa
Brian Neuman, Tampa
Bruce Neuman, Tampa
Jo Neuman, Tampa
John Perez, Brandon
Darryl C Wilson, Tampa

District 3

David B Beyer, Orlando
Joe Blanton, Orlando
Christian Christoeffl, Ocoee
Walter Christoeffl, Ocoee
Matthew Condon, Altamonte

Dallas Gentry, Oviedo
Robert Gentry, Oviedo
Robert H Gentry IV, Oviedo
Tonya Gentry, Oviedo
Ryan Jones, Orlando
Leandro Putelli, Orlando
Ori Russo, Orlando

District 4

Jeremy Seth Melker, Gainesville

District 5

James Arthur Earhart, Merritt Island
Michael Ennis, Hobe Sound
Richard Hellenberg, Melbourne
Amanda C Miller, Cocoa
Cheyenne C Miller, Cocoa
Kaitlyn A Miller, Cocoa
Ryan A Miller, Cocoa
Geoffrey M Vanore, Jensen Beach
Greg Wilson, Indialantic

District 6

Chris Martin, Lakeland

District 7

Chris Benson, Oak Hill
Sharlene S Fox, Port6 Orange
Anthony Merdian, Ormond Beach
James Rodge Neaves, Daytona Beach
David Shekhter, Ormond Beach
Charles Fennel Thomson, Deland

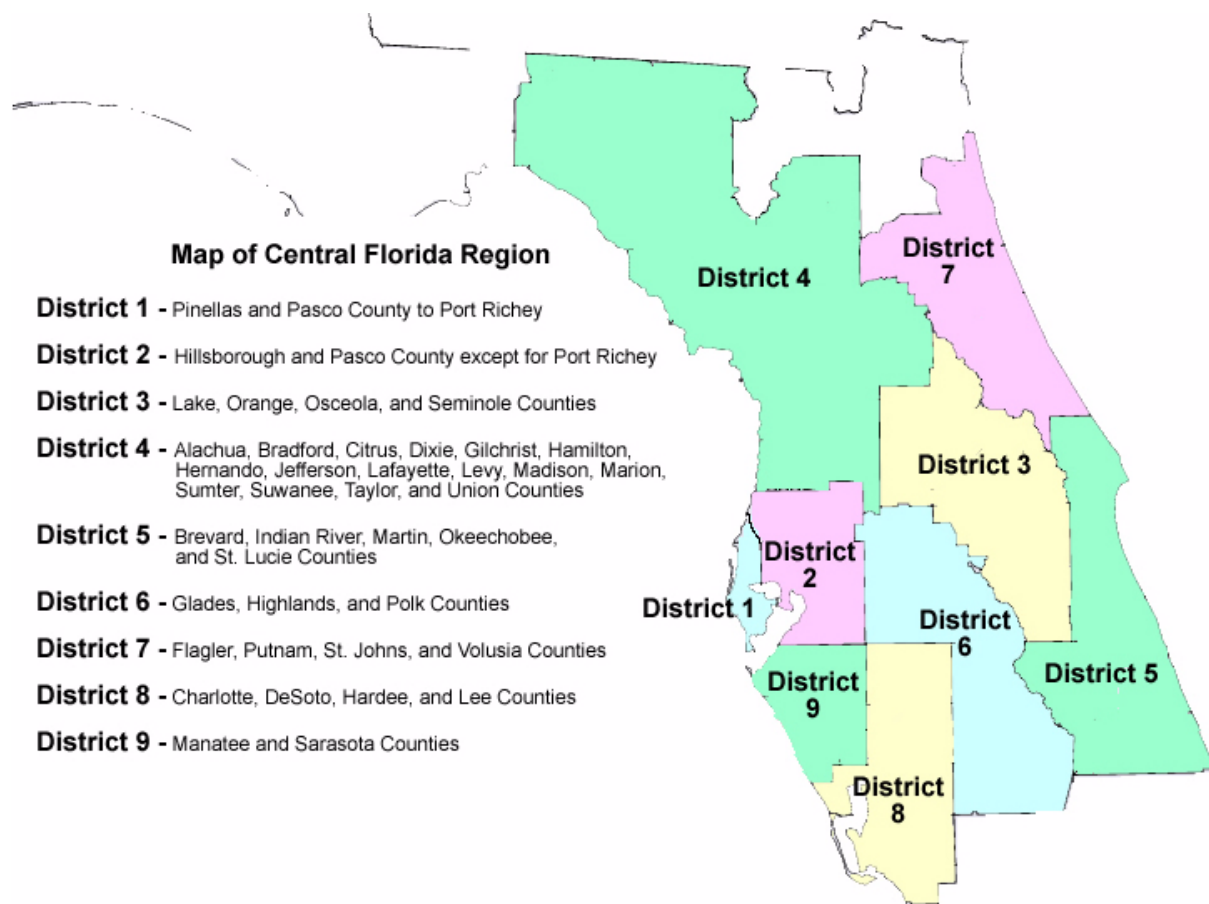
District 8

Cliff Blanchard, N. Ft. Myers

District 9

Jonathan Baker, Palmetto
Julian Daucort, Sarasota
Dr. Ray James, Englewood
Michael Marsh, Osprey
Out of Region
Michelle Gomez, Miami
Walt Johnson, Center Harbor, NH
Rodney Aden Williamson, West Palm Beach
Tammy Williamson, West Palm Beach
Trinity Williamson, West Palm Beach

District Locator



RE Report

Rick Balderson

CFR held another well attended and well run event at Sebring on June 7th & 8th. This traditional event offers club racing, Solo II and a pool party at the Kenilworth Lodge.

The regional race was on the short course with around 200 total competitors entered. This event also featured a Vintage group with a more than 20 of the vintage faithful bringing their historic race cars out of the garage.

The Solo group held their event on the 12 hour side competing on the area used for the IMSA big rig parking. Saturday was a little tough on the group as they had trouble getting into the track and were locked in at the end of the day. Sunday was better with 65 competitors showing up.

Saturday night we had sit dinner, for 200, at the Kenilworth pool area and as we normally do, there were plenty of door prizes for all.

Next up is our 2nd Drivers School on the Sebring short course, with a Vintage event, on July 12th & 13th.

The next weekend, July 19 & 20th, the Solo crew hold events a both Brookville (both days) and Deland (Sunday only).

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

The previously announced class consolidations were rescinded, Our Director KP Jones has an article else where in this issue.

See you at the track. Rick

BOG Recap

Fran Martin, BOG Chair

Your Board of Governors met Saturday, June 21st in Sebring at the Quality Inn (site of our December Annual Meeting) to conduct mid-year business. The following is a high-level summary. If you would like more detailed information, please check with your Governor or the appropriate Chairperson.

Competition Coordinator - CFR will support the Brumos 250 at Daytona, July 3rd. There are also activities scheduled in October/November at Daytona - our support level for those events is yet to be determined.

Regional Executive - CFR continues to provide more racing and more seat time than the majority of other regions in the U.S. We can continue to improve our execution by debriefing after our events in order to identify areas for improvement.

Race Board - Discussed the National Racing Program and the number of national races now available. CFR would like include those drivers with NASA licenses at Daytona Events. (The Board voted a change in our Policy Manual to allow drivers with NASA licenses to participate in CFR events at the option of the Race Board Chairman). The May Daytona race may move to a SARRC/Enduro format.

Budget - the BOG approved both the Operating and Capital Budgets for FY 08-09.

Financial Advisor - CFR's account is down slightly but has outperformed the Dow, S & P and the NASDAQ for both the year to date and for the last 12 months.

Solo - Currently uses three venues - Palm Bay, Deland and Brooksville. Deland is being phased out but they have a new site in Geneva that may be used in place of Deland. Participation is slightly down. The Tire Rack Street Survival and Autism Speaks events were both successful.

Checker - If you are submitting an article/pictures, etc. for publication in the Checker or for posting on the Web, please add "for web site" or "for the Checker" in the reference/subject line to insure better identification for the Editor.





Your Board elected the following:

Regional Executive - Rick Balderson
Ass't. Regional Executive - Ron Camacho
Treasurer - Robin Ragaglia
Club Secretary - Carol Gavaletz

The Board thanked Greg Bennett and David Theen for their services as Treasurer and Ass't. Regional Executive, respectively. Greg Bennett accepted the

position of BOG Recording Secretary. Thank you Greg!

Governors for even numbered districts (2,4,6,8) are up for election this year. Craig Pearce (D2) indicated he intends to step down after serving two terms. Thank you Craig for your support and participation!

The Board discussed additional

improvements to our compound at Sebring and for the PA system in Green Park.

Our next meeting is scheduled for Sunday, September 14th in Orlando. Thanks to everyone who attended. We appreciate your interest and time.



Directors Baton

K.P. Jones

The following is a brief history of how the Board of Directors managed to pass some far-reaching proposals in May, then rescind many of them in June.

At our meeting in February, the Board of Directors determined to make its best effort to improve our national racing program and our runoffs. We have had tons of input over the past several years, related to the health of our national racing program, the runoffs, and the proliferation of classes. A task force was formed with members of the Board of Directors, the CRB, and the staff, and the result was a number of recommendations, including consolidation.

At our meeting in May, we worked hard to try to get the best choices for our members, but we seemed to run out of energy and brains at the same time.

There is plenty of blame to be passed around. But I think it is fair to say it was a team effort.

During the telephone meeting of the Board of Directors on June 4, 2008, the Board of Directors essentially rescinded all plans related to consolidation of our national classes.

We also eliminated the 24 class rule. Since we will have no more than 24 races

in 2009, and we may have more than 24 qualified national classes, some classes may not have stand-alone qualifying or races. The top 10 classes are guaranteed stand-alone races. And for 2009, only those national classes which have met the 2.5 rule will be invited to the runoffs. That means if your class does not meet the 2.5 rule in 2008, it will not be invited to the runoffs the following year, it will go on probation, and it will be subject to consolidation by the CRB, with approval of the Board of Directors.

Why did the Board of Directors take this action, particularly so soon after their far-reaching proposal for consolidation?

The original proposal contained several obvious fallacies. As one example, the Board of Directors believed that a consolidation of CSR, DSR, and S 2000 could be made with relatively little difficulty. Most of the directors failed to understand the vast speed differentials between S 2000 and the other sports racing groups. As another example, most of the directors forgot the promise we made to several groups, FB being the prime example, to give them five years to develop their numbers. These and other fallacies became clear almost immediately after publication of our

program, and it was obvious we simply had not seen the forest for the trees.

The Board of Directors made a number of other decisions and changes at its May meeting, with the promise that no substantive changes would be made for the next three years. Our members have constantly asked for stability, and despite our false start on consolidation, the Board of Directors is committed to the most recently announced programs. In my opinion, consolidation will happen over time, but will be controlled by economics and class sizes.

I have decided not to run for Director next year. This has nothing to do with the matters recited above. I have spent 10 of the past 13 years as your Director, and that's enough. I came to this decision last year, and my feelings have not changed. I will never be able to express my gratitude to all of you for the privilege you have shown me. It has been rocky at times, but mostly very rewarding. Most important, it gave me an opportunity to know so many of you that I wouldn't have otherwise known. And somewhere along the way, I learned what it means to be part of an extended family. Thank you so much.

District News

Districts 1,2 & 9 all in one

Dan Liddy

Meeting was held at DeSoto Speedway on May 8th. ,

The whole thing started around 5 PM Saturday at the local stock car track , DeSoto Speedway, some 10 miles east of Bradenton on SR 64. There is also a drag strip there, and the early part of the bash was occasionally punctuated with the roar of a big V-8 at full song.

What a great time we had !! Members from the Tampa Bay area, including St. Petersburg and Clearwater, and of course the Sarasota/Bradenton /Englewood areas were all in attendance. We even had Jim Higgs from Taveres join us for the 'feed'.

The get-together was hosted by the Dist. 9 folks. District 9 always has pot-luck-supper meetings so it was old hat to them. lots of dishes were in attendance, more than we could eat !! Charlie and

Ellen Leonard brought their motor coach and provided grills, burgers dogs, and such, There was also a big tray of bratwurst, assorted salads, condiments, and even a few desserts. All very welcome . Dan Liddy flipped the burgers insisting he does it better, he also tended to the dogs and brats. Nobody complained. Dan loves his work !

After the important part was over we held a brief meeting and discussed - - - something - - then we went to the races where we were treated to Bombers, Street Stocks, Open Wheel Modifieds, and Winged Sprint Cars. It was quite a show. Several of us had never seen the sprints up close and they are truly awesome. Fast, nimble and a LOT of them on a small track. Towards the end of the evening Rick Rivard was seen discussing race strategies and gesturing toward the sprints as they ran. Were they

listening Rick ?

Those that left early missed a real treat.. There were only five cars in the last race. four were obviously purpose built racers with light weight bodies, and appeared to have tubular chassis, the fifth was about an '82 Camaro , probably been around as a racer for 20 years, badly beat up, the color of tomato juice (mostly) , but with both a whale of a motor and a very hot shoe aboard. He finally came fourth, but had been as far up as second. Those guys had a REAL race, clean too ! a pleasure to see !

We were hoping for a larger turnout, but it was sort of a short notice thing. Plans are being discussed with a thought toward making it an annual or even semi annual event- - I hope so.

District 3

District 3 held our May meeting at Rossi's Pizza on S. Orange Blossom Trail in Orlando and our turnout just proved that we have a large number of 'dedicated neurotics' as most were also in Sebring the previous weekend for our June Regional. Gov. Bill Martin and RBC Robin Langlotz summarized the event: It was Hot (102 in the shade at one point) - we had 178 entrees - we shared the event with Solo and they had around 100 entrees - it was Hot - no major racing

incidents - our pool party/social was enjoyed by everyone and RE Rick Balderson provided plenty of door prizes (where do you find all that stuff, Mr. B?!) It didn't rain...and did I mention that it was HOT!

Our mid-year BOG is scheduled for June 21st - that's a Saturday - in Sebring at the Quality Inn. This hotel will be the site of our December Annual Meeting. We also elect the RE, Assistant RE, Treasurer and Secretary at this time. If you want to see

Fran Martin

how your Region works, you are welcome to join us at 10AM.

We'll be supporting the Brumos Porsche 250 at Daytona on Thursday July 3rd and will have a Drivers School/Vintage Race at Sebring July 12-13. It's guaranteed to be hot then, too.

Stay Cool!

See you at the races.

District 7

On June 10th, District 7 members met at the Sea Treasure Restaurant in Edgewater for their monthly dinner get-together.

Perry Young brought some in-car videos of his Miata in action at the recent national at Daytona and a recent regional at Roebeling Road. Our meeting room has a big wide screen TV that provided viewing pleasure to those that attended the meeting. A big "thankyou" to Perry

who promised more of the same for future meetings at the Sea Treasure.

Since most of the folks attending this meeting were not able to attend our last meeting, I went over the results of the Tire Rack Street Survival School held at Daytona as well as the Solo event for Autism, both of which were held in April. BTW, we are very close to signing an agreement with Seminole Community College on the use of their new police

driving school facility in Geneva for Solo events as well as another Street Survival School in the Fall. This facility is going to be a great venue for the region's Solo Program, the only negative being the mile long entrance road which is dirt and has that "washboard" texture :-(.

A few CFR folks went out to visit the new Rally School location in Starke on Memorial Day weekend to check out its compatability for future CFR events. It's a



nice facility but it might have questionable value to us as a road race venue due to some runoff areas and the closeness of competing cars going in opposite directions. We'll have to see after some needed barriers are erected and we are

able to view the completed facility during an upcoming non-SCCA event that is being run there. That being said, it might be great for a PDX, a Solo Trials event or even a Solo on their go-kart track layout. We'll see.

Our next meeting will be at our alternate location at Stavros Pizza, RT. 17-92, in DeBary on July 8th.

District 8

We had a total of 21 District 8 members attend our monthly meeting. Welcome new member Gregg Williams. Gregg is planning to work a specialty but hasn't decided exactly where. Needless to say both John Woessner and I were politicking heavily for working grid. Speaking of politics, Robin Langlotz was asking for signatures on a petition so that he may run for Area 3 Director. This is an

important position and we in CFR would benefit having one of our own in that seat. Take the time to vote when you receive the ballot and show our support for Robin.

I will be out of town and will miss the BOG Meeting June 21st but we will be in the capable hands of your Lt. Governor John Woessner. Next racing event on our schedule is the Drivers' School/Vintage

Ron Camacho

race July 12-13. Hey vintage racers; this is an event for you. Let's get an above average entry for this and you can guarantee this stand alone date for you next year.

Next District 8 Meeting is July 9th (2nd Wednesday of the month) at the usual place; Uno's in Ft. Myer. See ya there!

In Memoriam

IMSA MOURNS PASSING OF GEORGE COUZENS



The International Motor Sports Association is honoring the memory of

George Couzens, a former safety director and one of sports car racing's most influential voices during the past 40 years. Couzens, from Parker, Colo., passed away May 31.

A member of the Road Racing Driver's Club, Couzens himself was a former racer with the Sports Car Club of America but eventually moved into highranking roles with the SCCA and IMSA. One of the foremost proponents of driver safety, Couzens left SCCA in the 1980s start Motor Racing Management, Inc., and was contracted by a variety of sanctioning bodies – IMSA included – and promoters to design and construct temporary circuits and improve safety at venues in the

United States and in Europe.

He also was an inspector for the FIA and served as an FIA Steward at a number of international events. He also was a member of ACCUS (Automobile Competition Committee of the United States) and served as a Vice President through his retirement in the late 1990s, the same time he retired as the Safety Director for IMSA.

Couzens was a recipient of the 1988 George Snively Award from the SCCA to honor his contributions to safety in motorsports.

Madame Secretary Needs Your Help

We seem to be having a lot of success with e-mailing the meeting notices. I presume this by the lack of any complaints!

However, we have a problem with e-mails bouncing back. These are folks that do have e-mail but the address has changed and the member forgot to notify Topeka.

We are advising members as we get addresses back. Please DO NOT

respond to Bob's or my e-mails. We had over 100 come back this past month. If you have e-mail and get a "hard card" in the mail, this means your e-mail address is bad. We will send you a card for 2 months then you will not get any more kindly reminders. Hopefully when you don't get meeting notices, you'll get with the program.

It is very easy to edit your information on

line. Go to SCCA.COM Login (far upper right of page).

All you need the first time, is your member number and home zip code. Then you can edit your address, phone and e-mail.

We also still have about 400+ members who don't have e-mail addresses listed with SCCA. I KNOW some of these folks have addresses. Please help us out and go online and enter your information.

Flag Ravings

Sally Larson

FLAG NOTE: I confess I've been going along fat, dumb, and happy with flag protocol. Every once in awhile, I'd hear Workers calling in a Pass under Black. Hey, doesn't say that in the manual, I think smugly. However, there are some instances when it DOES mean no passing. For all Club races and in most instances, you may pass under Black, although the Red flag is usually used instead of the Black in Pro races. Drivers won't get an advantage since cars are re-gridded in the pits following a Black Flag All.

In some specialty club or drivers' school, such as at a recent Viper Club School at Sebring, there is no passing under a Black Flag. When in doubt, ask when you work out of region or at an event not SCCA sanctioned. Also, when you work out of region, you might discover that there are a few additional no-no words in addition to 're-fire, rolling and, my favorite, dead'. In many places a car is not Red, it is Crimson, or Magenta or whatever strikes your fancy. Again, Ask or Listen Up and Learn.

INTERESTING FOOTNOTE: saw helmets worn by all the course marshals at a F1 race in Monaco on TV. Everyone decked out in orange was wearing one. Then I was reminded of the year a car and or parts sailed over the catch fence and killed at least one of our counterparts. Particularly in our canyon races where the turns are tight and you have little time to run or space enough to escape, you have to be even more vigilant. Cover your partner's back and keep close watch on the track. It's also good to look around on your assigned corner and determine possible escape routes. Cars can hit you coming at you, and from behind and spinning in your direction. Much better to run when you didn't need to. In all our corner working duties, Safety First is Job One.

OUR CFR FAMILY: Thanks to all our CFR family for your calls and offers to help if needed in May when Palm Bay was in the Fire Zone. At one point we had columns of heavy smoke coming at us from three sides. We were lucky and we didn't have any visible flames near us, but with the way the wind was blowing and shifting, you couldn't be certain. Our neighborhood was awash with ladders to the roofs and garden hoses laid out just in case. One of my firefighter buddies had gotten an actual fire hose capable of doing a number on any fire nearby.... and a generator to increase the water pressure coming from his well. He had to use everything since the fires came up to his property line. He also told me he'd taught his 2 year old daughter a new word.... helicopter. The water bearing choppers were very busy fighting the fires from above. We'd all cheer when we saw them. Gotta' love technology.

REMINDERS: We're now in the midst of summer heat. Be sure to drink lots of water when you're working. And remind others to do so too. All too often you don't get thirsty until you're already into dehydration and then you have to work to catch up. Rule of thumb, if you're not making several visits to the blue room during the day, your input needs to be increased. Keep an eye out for anyone else that is slowing down or affected by the heat. If a coworker is normally a Chatty Cathy or Ken, and suddenly goes listless and silent, have them sit down in the shade (if you're lucky enough to have any) drink lots of water and rest a bit. None of us wants to admit we're having a problem, and we have to watch each other. If you run into this situation, call for medical to check them out. Far better to discover a problem early enough than wait until it becomes worse. Heat can kill and we need each and every one of you. Take along an extra bottle of water, in case the coolers arrive late.

And then there's the matter of applying sunscreen early and often. Be sure to put it on liberally when you're getting dressed....should be done before you face the sun. And reapply frequently during the day. It does no good if the bottle or tube stays in your gear bag. Consider getting the sunscreen in a solid tube that you can clip to your belt. Same goes for your lip screen. No matter where you're working or how often you change positions, you'll have it on hand.

GOOD WORK: to all those who have worked many races in our busy schedule. It's not going to slow down 'til, maybe Thanksgiving. Also, it's great to see many new workers - we welcome your work and appreciate the help. Recruitment is important, and encourage anyone you know to join us too. It's on the job training and they'll be paired up and put to work as soon as they get to the corner on their first day. Make it a point to help and encourage these folks... they're the backbone of every specialty.

AS FOR ROOKIE CORNER WORKERS: David Boles, Chief Driver Instructor always tells his Drivers'

Columns





School students, 'the only dumb question is the one you didn't ask'.

Any question you ask or slip-up you make, most of us have made or asked the same thing. That's how we gain experience and that's how we all learn. Try to remember the signals for our flags

and keep an eye on your Corner Captain if he signals for a particular flag. Another signal to keep in mind, is 'I need help' (pat the top of your head) ... we've all needed that one too. Signal and we'll send in the cavalry to assist you.

HOW DRY WE ARE: sitting in our living

room, I heard a loud noise. Asked my spouse what that could be and he said 'that's rain falling on our metal roof'. It had been so long since I'd heard it, I forgot what it even sounded like! Hopefully, into each life some rain must fall will become a reality!

Ted's Technology, Trivia & Tidbits

Ted Glaser

Technology and Business:

The Singapore government is hinting that some of the hotels need to reassess their policies regarding the forthcoming Grand Prix at the end of September. The government would like to allow market forces to dictate the price of hotel rooms, but with the price being as high as \$1500 a night, with a minimum of three or even five nights, the race teams, the sponsors, the media and the fans are beginning to complain. The prices represent a tripling or even quadrupling of the normal prices. The good news is that such exorbitant rates are driving away business and it is reported that one of the five-star hotels in Singapore is reported to have less than 20% occupancy for the race weekend. Singapore's Senior Minister of State (Trade and Industry) S Iswaran has hinted that hotels may need to reassess the prices to avoid the city being branded as exploitative. This will work against the plan to use the event to bring in more and more tourists and business visitors. (Are you listening, Indianapolis?)

In April it was announced that the fast food company Checkers has terminated its contract to be the official burger of NASCAR. The various Checkers franchise owners decided to use their advertising dollars elsewhere so the contract was allowed to expire.

The Tata (new owners of Jaguar & Land Rover) "Nano" is a basic car that doesn't have a/c or power steering. It could be considered the modern reincarnation of the 1948-1990 Citroen 2CV. The parallels with the 2CV are undeniable. The 1948 "Deux Chevaux Vapeur" (Two Steam Horsepower) was a very advanced design for its day. A car that met the needs of its target audience so well that over 5 million were built, from 1948 to 1990. It was a perfect design for the time

and the market. The Nano is in no technological backwater. The engine's power, minimal though it is, is all used to turn the wheels, giving an acceptable performance. The engine is all aluminum which keeps weight down, is a two cylinder 633cc, 33hp unit. Being so small it is both economical and low emission. It is fuel injected and carries all the electronic control you'd expect in any modern engine.

The Williams Formula One team has acquired a minority stake in Automotive Hybrid Power Limited, a company developing high-energy composite flywheels for use in energy recovery systems.

The move comes ahead of the expected introduction of the Kinetic Energy Recovery Systems (KERS) in F-1 next season.

The (Tax) Law of Unintended Consequences: Tens of thousands of UK cars will become almost worthless as a result of the decision to raise road tax on older models with higher carbon dioxide emissions by up to £245 (~\$490) a year.

Many families will find that they cannot sell their cars even though they are in good working order and no more than seven years old.

Treasury had quietly abolished the exemption from higher road-tax rates for cars that emit more than 225g of CO2 per km and were registered between March 2001 and March 2006.

CAP, which supplies the used car industry with data on residual values, said that many larger cars would be reduced to their scrap value because they would fall into one of the higher tax brackets being introduced for high-emission cars next April.

A Hyundai Lantra 1.6GSI automatic, registered in 2001, is listed as having a trade

value of £850 (~\$1700). But under the rules buried in the small print of March's Budget, its road tax will increase from £210 (~\$420) this year to £300 (~\$600) next year and £430 (~\$860) in 2010.

In 2007 Toyota sold 175,000 Priuses (Prii?) in the US. That is only a fraction of the 2.5 million vehicles Toyota delivered in the U.S. last year.

Deliveries of small pickups in the U.S. last year fell 16.6% to 516,865 units from 616,653 in like-2006. At one time, the segment accounted for sales of 1.46 million units annually.

Ford Motor Of Canada Ltd. will launch a new engine program at its mothballed Essex Engine Plant in Windsor, ON, Canada. The 5.0L engine will use aluminum blocks, and possibly crankshafts, sourced from Ford's Romeo, MI, engine plant. It will be a new fuel-efficient modular 3-valve V-8 for use in the next-generation Ford Mustang, expected to debut as a 2010 model. The new engine is expected to replace the nearly 20-year-old 4.6L V-8.

Germany's Mann+Hummel has won two additional applications for the "symposer," a purely mechanical device that creates a sporty engine sound instead of the typical "whistle" that goes along with turbo- and supercharged engines.

The acoustic device attaches near the throttle body and senses engine pulsation during acceleration. A pre-tensioned paddle picks up the pulsation frequency and broadcasts the sound into the passenger compartment through a sound pipe.

Mann+Hummel already supplies the device for the sporty Focus ST in Europe, and the two new programs will launch in North America and Europe by 2010, Baumann

says.

Mann+Hummel also says it will supply its "soundpipe," a device similar to the symposer for acoustic management, for a North American vehicle program in 2011. (This is real, NOT an April Fool leftover).

From '06 to '07, U.S. installation rates for turbocharged engines increased 0.7% to 2.3%.

Between March 2007 and March 2008, auto sales in the U.S. fell some 12%, according to Edmunds.com. In April, Chrysler reported that sales were down 23% year over year.

Trivia:

Champion Audi won the inaugural ALMS Miami Grand Prix in 2002, winning the pole, setting the fastest lap of the race, leading the most laps and winning the two-hour 45-minute race all on just one set of Michelin® tires. It is the only time that a team has won an ALMS race using just one set of tires.

Magny-Cours promoters, the Federation Francaise du Sport Automobile, had previously made it clear that it could not afford to risk an F-1 race in 2009 because of the 10% hike in race fees each year. The FFSA has worked hard to promote the event

in recent years and has done a good job, but there is a limit to how many people Magny-Cours can attract because of the lack of local infrastructure, and the fact that the German fans are no longer coming in large numbers in their camper vans to support Michael Schumacher. The French are working on trying to have a new venue (possibly on the streets of Paris) ready by 2010.

Anniversaries:

The market value of General Motors Corp. (GM) fell below the quarterly profit of oil giant Exxon Mobil Corp. (XOM). It was just 50 years ago that GM topped Exxon's corporate predecessor in the Fortune 500 and it was 150 years ago that both got their start when the first oil well and the first modern internal combustion engine appeared on the scene.

Crystal Ball:

2008 - In an unusual move, Alfa Romeo has commissioned a British company to transform the feel of its Brera coupé for a limited run of 500 "S" models. Prodrive, which is responsible for the Subaru rally and Aston Martin racing programs, has uprated the Brera's springs by 50%, fitted new shock absorbers and wheels and altered the ride height and the suspension geometry to

improve handling. Leather upholstery is also included

A lot of work has been done for a premium of just \$2,900 over the standard Brera which you can't buy here either despite it's ~\$60k price..

2009 - Audi's A4 will have two V-6 diesels available. A 190-hp 2.7L and 240-hp 3.0L (sorry, NOT in the US).

2010/2011 - Nissan's two recent agreements with Chrysler in America will go into effect. The first is to provide a version of its Versa sedan from its plant in Mexico for Chrysler to sell in South America. The second is wider-ranging: a small car from its Oppama factory in Japan to be restyled and renamed as a Chrysler or Dodge for America. The trade-off will be for Nissan to stop making its Titan pick-up truck in the US and replace it with a version of the Dodge Ram.

2011 - ALFA-Romeo's plan for re-entering the American Market has taken on a strange twist. In order to be competitive they may decide to start assembling cars in the US due to the \$/€ exchange rate.

See you at the races!

Legends: the Fellas and a Few Gals

Ellen Kosinski

It is now time for the fourth and final installment of the four part series. If you are playing guess who, when, and possibly even where, with the pictures you do not have to guess much longer. Starting with one from April of 1921 at the Beverly Hills Speedway driving the number four Ballot Ralph De Palma and in the Number twelve Duesenberg Jimmy Murphy. A 1920 snapshot of Jimmy Murphy, along with his riding mechanic Ernie Olson. Ralph De Palma along side Rupert Jeffkins his riding mechanic at the Indy 500 in 1912 on that day when victory was so close you could almost taste it. Then the inconceivable takes place the furthest thought from a drivers mind but yet a possibility that always is looming that no one hopes will happen. The car takes on a mind of its own and just decides to quit. Ralph De Palma and Rupert Jeffkins did not give up so easily they pushed the Mercedes across the finish line taking twelfth place. Up

next history in the making a moment to remember in 1919 Ralph De Palma, along with the crowd just after setting the World speed record. The next one is a picture of the contributor of the column.

For those just joining in here is a brief little recap. The 1921 French Grand Prix is underway and the following took place.

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.

That would not be the only discovery he made. Like a detective he followed the clues. The next discovery Pete's trousers were soaked. Ralph had a suspension. Then he looked at the spot on the ground where the results of the leak were. It dawned on him. He put two and two together. It was not water and oil but petrol.

Ralph declared they were finished due to the leak in the tank. Pete then insisted that



knowing it wasn't water and a little oil that it just was water and a little oil. Pete did not want to quit. Johnny came to save the day. Johnny shouted, "We came over here to win an automobile race, but it appears as though we're just playing around!" Johnny even had more to say. That is when twenty gallons of extra fuel was put in and they just let it leak and off they went. With encouragement and a rallying spirit! From Johnny lifted their spirits! Off they went. Ralph snapped back to being himself behind the wheel. Out driving the others with one exception fellow American Jimmy Murphy! Which in its self was an amazing feat that Jimmy was behind the wheel that day.

You see, one week prior to the race while at practice the brakes locked on the Duesenberg. Inghibert in the car as well as Jimmy ended up flipping several times before the car landed in a ditch on top of the two of them. After being taken to the hospital the result Jimmy suffered from internal injuries. Inghibert had four broken ribs. Andre Dubonnet replaced Inghibert for driving duties. This would be Andre Dubonnet's first international race or shall we say as in the day speed contest.

On the day of the race Jimmy did not leave the hospital until two hours before the race started. Reportedly he was bandaged from his shoulders to his waist. Jimmy had to have assists to get into his white Duesenberg.

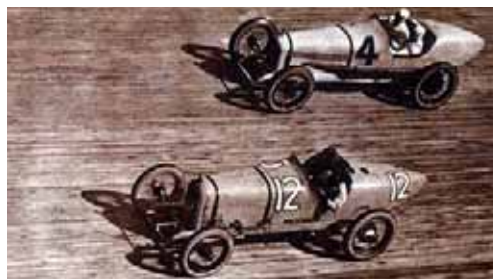
As Ralph and Pete raced on their eighteenth lap passing Joe Boyer leaving him behind Ralph made a statement "There's where Joe will finish." You see off on the side of the course a forest of trees sat. Not to forget this is one of the sections with a dangerous curve.

Any how two laps later guess who? Amongst the trees there he was along with Pedro Neilson his riding mechanic. Needless to say in a bit of shock (Riding mechanics probably really had some really great thrill rides to tell about.)

The first one to cross the finish line on the three hundred and twenty - two mile race was Jimmy Murphy with a gaping hole in his radiator and two flat tires leaving Ralph De Palma and Pete De Palma a whole fifteen minutes behind. They came in second. Jules Goux third, Andre Dubonnet fourth place on his very first international race.

That day was one to remember it was an American one to finish. History was made by Jimmy Murphy not only as the first American to win a grand prix race that day at an average speed to. That broke every single European long - distance road racing record. That day America smiled along with him. Not to forget the second place winners as well. That day great determination was shown.

Jimmy Murphy's white Duesenberg in which he won 1921 French Grand Prix and the 1922 Indianapolis 500 (For the Indianapolis 500 the Duesenberg engine was replaced with a Miller.) Also Ralph De Palma's Mercedes from the 1912 Indianapolis 500 both are at the Indianapolis Motor Speedway Hall of Fame.



On another note:

It is with deep regret that I must inform everyone that it is time to take a sabbatical

from writing the Legends the Fellas and a few Gals. I hope you enjoyed reading it as much as I have writing it. A very special thank - you to Harriet for letting me contribute to "The Checker" it has been a real honor to have a featured column along side Flag Ravings, Turning the Corner, and Ted's Technology, Triva & Tidbits along with all the other news in "The Checker." Being able to share one of my many passions with all of you has been awesome!

When meeting new people I could talk about hundreds of different subjects. Sometimes the conversation turns to classic cars, the Central Florida Region of the SCCA and especially my favorite Formula One pops up. The look on the new acquaintance's face is always the same -- stunned and shocked. My response is, "I know. Don't ask me to explain, I was a bit shocked my self at first." But there is a very that I would really like to share.

It all started in May of 2005, my brother, Daniel, and I thought the Monte Carlo Rally (officially Rally Automobile Monte Carlo) would be coming on the Speed Network. Because it was on a Sunday morning and waking up early to watch it was not an option, the two of us decided to record it and watch it later in the day. Surprise! Surprise! It was Formula 1 qualifying and the race. So we tried watching it anyway as it looked interesting and it is in Monaco... a race steeped in tradition.

Little did this girl realize what would take place. Watching it together turned into watching it alone. A phrase from a movie best describes that moment "Sad to be all alone in the world." That has passed and my brother watches races with me sometimes now.

The amazement of the speed, technology, and how every thing works kept me intrigued. Then whilst watching the coverage of the race the thought popped into my head that I would really like to be there one day at the Monaco Grand Prix. Right after that a commercial came on you could win a free trip to the Monaco Grand Prix. I'm not kidding either. So I kept on watching for the rest of the season and a great passion and love for Formula One arose in my heart, from watching the races a big revelation happened that would change everything.

2005 would not only be a tough year

personally it would be a tough year all together. I will explain in a few sentences. Formula One opened my eyes to see the truth. The drivers, teams, everyone involved live their lives to the fullest. They are living their dream, and are courageous, very happy people. I was sitting there watching race weekend coverage and realized I was just observing life. You see sweat was poring from my hands and feet for two months straight. I was in a lot of pain, had a lot of heartache, being tormented. It was pure hell forgetting what the floor felt like under my feet even what a piece of paper felt like. The only relief I had then was when I would sleep. The only ones who could really make me smile would be the camera shots of the Renault team cutting up and the races. So one day somewhat afraid and not knowing

what would be next I thought my favorite team "Renault" and drivers "Fernando Alonso and Giancarlo Fisichella" have a lot of courage that is what I must have too. So I decided to get help that December.

My sympathetic nerve box has been affected, which in return caused my hands and feet to sweat. This has robbed me of about 20 years of my life. I've had to deal with a lot of heart ache missing out on several dreams coming true including dancing in a ballet company, and being on a major networks reality TV show.

An explanation is owed to the fellow members here because sometimes the heat antagonizes symptoms to take place that is why I have not been able to be at events at the track getting to meet everyone and do

interviews with anyone who would like to be in the spotlight.

Since 2005 I've seen big improvements yet still am fighting the battle. God willing it shall end soon. The good news is that one day this will stop fully. It just can't stop soon enough. I believe now that tuning in that day and watching the Monaco Grand Prix coverage was not an accident. Formula One became a life line and in a way played a part in helping me, more than anyone will ever know. It was a piece of the puzzle that would put me on the right track to save me. So that is how I got involved loving F1 and in time made my way to the Central Florida Region. Thank - you all so much for letting me be apart of the region. Best Wishes to everyone on and off the track!

Turning the Corner

David Ellis-Brown

There are a few topics that I would like to cover this month. First is about the recent ruling by the BOD to "Not" make Improved Touring, a national class, Bravo, Bravo.... Plus, my conversation with our Area 3 Director, K.P. Jones, who submitted the motion to make it a National Class. Second, I will review our most recent race, the June Bug Dash. Also I, had an interview with David Boles, the owner of Atlantic Auto Works and we talked about his expertise with regard to Improved Touring and his thoughts about the direction of IT. As usual I will get on my soapbox again and talk about the rules. We'll see where the rest of this goes.

BOD Decision on "Not" making IT a National Class

In the most recent edition of "Fast Track" and in the June issue of "Sports Car", it was reported that the BOD voted on and rejected a motion to make Improved Touring a National class. Area 3 Director, KP Jones, made the first motion and it was voted on.

MOTION: That Improved Touring classes A, B, C, S & R, that I meet the 2.5 participation rule, be made eligible for participation in the National race program. (Jones/Introne) FAILED, Voting NO, Sauce, Gordy, Porterfield, Christian, Creighton, Dent, Abstaining, Wannarka, Lybarger.

As you see the motion failed, and then a

second motion was made;

MOTION: That Improved Touring continue to be restricted to Regional competition only, and that the CRB use existing procedures to

develop pathways to allow IT cars to migrate to limited prep Production configuration. (Jones/Creighton) PASSED Voting No, Wannarka, Introne, Sheridan, Christian

Conversation with Area 3 Director, KP Jones:

When I read the first motion, and saw that it was made by our Area 3 Director, KP Jones, I e-mailed KP and asked him what was his reasoning for wanting to make IT a National Class. KP e-mailed back to me almost immediately and explained his position. Since we would both be at Sebring for the June race, we would try to meet sometime during the weekend and talk about it. KP sought me out and here is the jest of our conversation.

KP said he only made the motion and presented it to the BOD. There had been a lot of dialogue, but no motion had ever been presented for a vote. So KP made the motion to get in front of the BOD and get a decision. KP told me that he was not in favor of IT going National (unlike as reported, he only made the motion). Bob Introne was the only one who was in favor of the idea. KP

told me he then supported the motion to task the CRB to develop a "pathway" that an IT competitor could follow to transition an IT car into a "Limited Prep" production car. As so stated, in the second motion, that direction was passed.

KP asked me if I supported IT going National and I told him that I was totally opposed to the idea. IT is a great category and I did not believe it was in the best interest of IT nor it's competitors for the class to go National. I do support the concept that if an IT competitor, who wants to move over to National's, to have a logical, cost effective "pathway" to convert their IT car to some form of "limited prep" Production. KP also asked me if I would request my readers to provide inputs to the CRB with ideas, recommendations, on how to best accomplish this "pathway" approach. I told KP that the latest "Fast Track" also announced that there would be a consolidation of Production F, G, & H by 2010. KP told me that the BOD decisions regarding class consolidation was generally being rescinded, and therefore those Production Classes would in fact remain. He stated that in retrospect the scope of the consolidation was not well thought out and they agreed to cancel the consolidation motion and rethink the idea. So what do you think? What approach should that "Pathway" philosophy follow? Are there any changes



that would need to be incorporated into the IT rules make that transition easier? Put on your thinking caps and forward those ideas to the CRB. Again the folks that make up the BOD & the CRB are there to represent "US", without your inputs, without your comments, they may just decide to go in a direction that you don't want. Remember that this is our club, and you must make your ideas known. If you don't speak up today, don't start complaining tomorrow.

The June Bug Dash

Our regional was held on the short course at Sebring the weekend of June 7 & 8th. We were there and boy was it hot. Typical summer day at Sebring. There were just over 200 entries for the event and there were some 28 cars in Group 2 was an all Improved Touring race, for ITS, ITA, & IT7, and in Group 7, the largest group of the weekend, with nearly 40 cars had some had some 9 ITC & ITB cars, and in Group 6, ITR was placed there. But unfortunately I do not have any info on who was there. We had two 30-minute races over the 1.7-mile course.

Several new lap records were posted. In-group 2, race # 2, a new ITA record was set by Paul Ronie (duh, I thought I saw Paul sitting in a golf cart at turn 5 during the race)! with a time of 1:21.568 (but 17 year old Andrew Carbonell was behind the wheel). CFR's Mike Flynn, Scott Richards and Jim Cohen took places 1st thru 3rd in ITS. In ITA, CFR's Ken Mersereau, Darryl Pritchett and Ryan Wyatt took the win, place and show positions. And in IT7, Barry Burgoon, Jack Hurley, and James Welz where the first three to take the checker. In their 2nd race, race 9, the top 3 ITS leaders remained the same, and this was a ditto for ITA, but for IT7, Jack Hurley took the top spot, with Barry Burgoon 2nd, and James Welz was again 3rd. Good racing guys. Did I mention it was HOT?

In-group 7, Race # 7, Bill Yates lowered the ITB record to a 1:24.414, but by the afternoon that ITB record was broken again by Andrew Carbonell (the same 17 year old that set the ITA record in group 2, in the morning) with a time of 1:23.843. CFR's Earl Clemenson lowered the ITC record twice but finally with a record time of 1:27.414 in his Honda CRX. Congratulations to you both. In race 7, CFR drivers placed 2nd and 3rd in ITB, with CFR newcomer, Matthew Batson in a Suzuki, and Bill Yates right behind in his

Toyota. In ITC, Earl Clemenson took top honors, with Miki Moerwald coming in second. In race # 13, CFR's humble correspondent, David Ellis-Brown placed second, with George McCormick close behind in third. In ITC, Earl and Miki duplicated their morning efforts. Again congratulations to everyone. From the IT perspective, it looked like a good, safe weekend. I did get a chance to meet Matthew Batson, who has just relocated from NC to Deland, and races an ITB Suzuki. Matt, CFR welcomes you and your family to Central Florida. We look forward to racing with you.

The focus of "Touring the Corner" is Improved Touring in the Central Florida Region. From time to time, I will get with individuals who are prominent in our sport and we will talk about Improved Touring. I recently sat down and talked to someone whom I consider a close friend, David Boles, who, shall I say, was in IT when it was in its infancy. While David no longer races in IT, he helps many of us in IT with his extensive expertise.

David Boles, President of Atlantic Autoworks in Melbourne, FL.

Profile: David Boles founded Atlantic Autoworks some 25 years ago. David's business is primarily general auto repair, but today some 30% of his business is preparing racecars and components for customers. David joined SCCA & CFR in 1990, and is currently the Chief Driving Instructor and is responsible for putting on all of CFR's Driver's Schools. He is formally the Area 3 Licensing Administrator. He attended Hillsborough Community College and is a Certified SAE Mechanic. He started racing 17 years ago. Ten years in Improved Touring, 7 years in Production, and is in currently participating in GTL. Always in Volkswagens. Not many people know that David has been married to his wife, Sue, for 27 years, only because she rarely comes to the races. David's favorite non-racing activity is listening to "Blues" Music. He and Sue always look forward to attending an annual "Legendary Rhythm and Blues Cruise" each fall. His daily driver is a Honda V65 Magna Motorcycle, His first street car was a 1954 VW Beetle, but he also had a 1939 Plymouth in college.

David and I spoke at his shop:

TTC - "When and why did you get involved with racing?"

DB- "My Dad was a mechanic with an Indy car in the 20's & 30's. My Dad's love for racing must have rubbed off on me, I got interested in racing while I was in college in the 70's. My Brother, Pinky (Wiley Boles) was also a mechanic and he had a FV. So I guess that is how it started."

TTC - What kind of racecars have you had? Did you build them?, Any particular reason you went with that model?

DB - VW's, always. I started with a Rabbit, mainly because of cost. I paid \$50.00 for the first one! Due to my mechanical ability, I built my first car. I have built all of my cars since then.

TTC-How has IT changed over the years? Where do you see it going? Is that direction "good or bad"?

DB-IT evolved from the old showroom stock days. Originally the intent was to give you a place to race an inexpensive car, keep cost low, and that car may have been driven on the road daily. Today, a competitive IT car is a "purpose built" racecar. One neat thing about IT is that no matter what your skill level, you will always have someone to race with. IT needs to stay a "Regional Only" class. The rules have changed over the years, but I believe that more work is needed to keep costs down and to better accommodate the various mechanical skill levels of maintenance for the competitors. The newer cars entering IT are much more complex than in the past. The rules need to be simplified as much as possible. The "open" ECM rule is an example. IT, or any other class for that matter, should not have rules that cannot be easily enforced. Keep the rules as simple as possible.

TTC - For someone wanting to go racing, what recommendations would you give them?

DB - Buy your 1st racecar, and thereby you should be able to accelerate your "competitive driving skills". My mechanic side wanted me to work on the car, rather than working on my race driving skills. Also seek out experienced help.

TTC - In last month's TTC, I talked about the benefits of using a dyno, your comments, and experience.

DB - Dyno time is the cheapest money you will spend to improve your car. At \$100.00 per hour, the price is cheap; it will help you find horsepower and torque, for the car. While at the track, you can work on your driving skills.

TTC - A significant portion of your business is racecar related, what kind of services do you offer? What models do you specialize?

DB - I prepare cylinder heads and engines for IT and Production, I also do Transaxle preparation, scaling & alignment for Solo and Racing. I provide tuning Dyno support too. The majority of my work has been on Volkswagens (of course), BMW's and Hondas, plus I have a fair number of Miata customers in SM and Production. One of the engines I built, for an Acura, won ITA at the 2006 ARRC. I also will have three engines at this year's runoffs, two VW motors running HP, and a Honda. Recently, I began preparing VW engines for GTL.

TTC -- What kind of lessons learned would you like to share to anyone entering SCCA IT racing, or to an individual that has been at it for a while?

DB - As a driver, always work on honing your race craft, always keep learning. Keep a notebook on the car, keep communicating with fellow drivers. If you have less experience, talk, communicate to other drivers. If you are an experienced driver, get in to instructing at a drivers school. You will be amazed what you can learn when you analyze what your students are doing wrong.

TTC - If you had to do it over again, what you would you do differently regarding your racing?

DB - I probably would not do anything differently. I enjoy club racing so much, but I did start somewhat late at 39. I think regional racing will become more competitive because National racing car counts are down. But that is good.

TTC -Did you ever think about racing professionally?

DB - Yes, not really, but as I said I started at 39 years old.

TTC - IT is a regional class, have you run Nationals? what kind of results did you have?

DB -- I ran nationals for many years, and

attended the runoffs 4 times. My best finish was a 7th in HP in 2003 runoffs. The competition is more serious, the quality of racing better. But running nationals is expensive due to the distance traveled. I left due to the lack of rules stability. In one year I had 4 changes in weight to my car. I like the regional level; the comradery between the competitors is better.

TTC-What championships have you won?

DB - I won the SE championship in HP in 2002, I was 2nd in 2003, 04, and in 05. In IT we ran and won the ECR championship in ITB 1993, thru 1996. In 1997 we were 2nd to my brother Pinky. We also won the ITB CFR championship in 1992.

TTC - Who are your hero's, inside of racing, or outside of racing?

DB - I have to think about that. "The young people that are fighting in the Military to keep us free".

TTC - If you could wave a magic wand, what changes would you make to CFR, or to the National Office?

DB - CFR, We are by far the best-run region in SCCA. Our administration, Rick Balderson & Robin Langlotz, and our chief of specialties do an outstanding job. But we do need more participation from the other members. We need more members to get involved. Our administration does a great job running CFR; their delegation skills are excellent. Nationally, the BOD approach to consolidation of classes is going in the wrong direction. They need to listen to the general membership. The CRB must stabilize the rules. They need to freeze the National rules for at least 12 months. The CRB is being told to develop a pathway for IT competitors to go into Production. They need to solicit inputs from the membership.

TTC - Do watch any racing on TV? Are there any benefits that can be derived from watching?

DB - I watch F1, NASCAR.... Benefits yes, watch Motorcycle road racing, it allows you to see the correct lines thru a corner.

TTC - What aggravates you most about club racing?

DB-The hot weather, other than that, I really like club racing, it is a very enjoyable time for me.

TTC - Racing is expensive, what do you recommend the club do to help curb the escalating costs?

DB - Freezing the rules, stabilizing the rules, that will help keep the costs down.

TTC - Who is your "Mentor" in racing?

DB - My brother Pinky. I've learned so much from him about Life, Mechanics, Racing and Business.

TTC - What was your most memorable experience in club racing?

DB - Winning the ECR Championships.

TTC - What racing experience would you like most to forget?

DB - Runoffs at Mid Ohio, 2004, I had a bad wreck in Turn 7.

TTC - Anything that you would like to comment on the club / region?

DB - Thank you to all of those folks that run our Region. Rick Balderson, Robin Langlotz, and all of the Specialty Chiefs. Thanks to all of you.

Soap Box and the Rules:

Since last month, I have submitted some rule change requests to the CRB. The first is regarding Power Steering and a request to permit its removal from all IT cars. The second rule change request is regarding a rule clarification regarding switches. I provide a copy of both for your knowledge. I also want to give you a model / format & some idea of what is necessary to get rules changed for IT. In my interview with KP Jones, he has requested that we, the membership, provide to the CRB with our ideas on how the CRB should develop a "Pathway" to permit an orderly, cost effective methodology to take an IT car to "Limited Prep" Production. I hope this helps.

To the CRB, (Competition Review Board) and the ITAC (Improved Touring Advisory Committee)

Request for Rule Change:

Background: The current rules regarding "manual or power steering" are not addressed except within the area of "updating or backdating" when both types of steering are listed or where power steering is listed as an option. Power steering is now standard equipment on most model cars that



are being manufactured and on the newer models of cars being added to the Improved Touring category. I request a change and addition to the ITCS to permit the modification of power steering units to manual. Therefore I am submitting a request for the following change:

"Manual or power steering may be used. Power steering racks may be converted to manual by removing all power steering components."

Rationale--Currently within Spec Miata Class Specifications, under section 4. Chassis, line H, page 505 of the GCR, this wording is included. Both SM and IT share similar purposes and intents by providing the membership with the opportunity to compete in a low cost, production-based with limited modifications, suitable of racing competition.

Since many MX-5 Miata's compete in both Spec Miata as well as Improved Touring A, I believe for the sake of parity, that other IT cars within class A be permitted to do the same, therefore the rationale exists to be consistent and to permit this wording to be added to the ITCS. I further believe that by permitting this change;

1.it would have minimal effect on

performance,

2.it is consistent to all competitors,

3.it would have little or no cost associated with it's implementation,

4.could help reduce costs by further eliminating another maintenance item.

Therefore I request that under ITCD Section 5, Chassis, the following sentence be added:

"Either manual or power steering may be used. Power steering racks maybe converted to manual by removing all power steering components".

Please do not hesitate to contact me if I can be of further help in discussing my request for change. Sincerely, David Ellis-Brown

To the CRB and/or ITAC

Request for rules clarification. Per ITCS 9. Driver / Passenger Compartment - Trunk. Section C. states "Gauges and instruments maybe added, replaced, or removed. They may be installed in the original instrument(s) location using a mounting plate (s), or another location using a secure method of attachment"

My request for clarification is "are switches

considered instruments"?

There is no current definition for a switch, but there is a definition for instrument, whereby a switch " may fall into the definition of an "indicator" in that it contains information about some aspect of car operation for driver reference. Please advise me if switches fall into this definition and are acceptable to be added, replaced or removed?

If this is not the intent of the current wording, I request that the word "Switch" be added to the aforementioned statement (along with gauges and instruments) permitting them to be added, replaced and removed. I also request that a definition for "Switch" be added to the Technical Glossary. Thank you, Sincerely, David Ellis-Brown. If you need to contact me for further discussion, please do not hesitate.

OK, enough is enough...The checker has been waved for over two laps and before I get a Black Flag, it is time to get back to work. As always, your comments are welcome. If there is something that you would like for us to address, contact me. If you don't agree with me, also let me know.... I can be reached by e-mail tonianddaveib@aol.com. Keep in touch.

The Rise Of The Central Florida Region-SCCA

Bill Martin

In 1969, The Great American Sports Car War (see Sports Car Magazine-April 2004 by Peter Hylton) may have been ending, but with that end, it had set in motion events that would forever alter the destiny of The Central Florida Region (CFR). This is the story of how that happened.

It had been about two years since John Bishop had departed from SCCA and formed International Motorsports Association (IMSA). In the turmoil left over from the late sixties, IMSA was fast becoming a force in American Road Racing. In Club Racing ranks, there was still a confused allegiance resulting in suspicion and animosity being directed toward professional road racing. Some of this was aimed at IMSA in the form of "gentle persuasion" to discourage SCCA Regions from staffing IMSA events. Meanwhile, in that same two-year period,

Fran and I had moved to Orlando and CFR from Huntsville, AL and Tennessee Valley Region. I had become involved in CFR affairs and was then serving as Chief Scrutineer and Assistant Regional Executive. That's when a significant event occurred. During a regular CFR Board of Governors Meeting, the existing Regional Executive got into a disagreement with The Board and abruptly resigned. I was out of town at the time, but, as the Assistant RE, I was sucked into the vacuum. That single event started a mutually beneficial association that, I am proud to say, allowed me to serve as CFR's Regional Executive for the next eight years. As I began to realize the responsibilities of RE, I came to accept the fact that CFR's financial position and outlook were bleak. The Region had about 250 Members, was \$1,500 in debt from the last trophy bill,

and had no permanent racing facility. We had been conducting events at various locations like Osceola, Sebastian and Dunnellon. There was no money for any expenditure. Capital investments such as buildings and vehicles were out of the question. We desperately needed a plan and a better place to race. With no known get rich scheme in the offing, it looked like CFR's woes were destined to continue; however, it was 1972 and all that was about to change.

One evening, I got a call from John Bishop. He wanted to know if CFR was a part of the effort to black ball IMSA or would we be interested in staffing the 24 Hours At Daytona. Recent events had enabled IMSA to take over the sanction and they were now in control of the Event. The aforementioned "gentle persuasion" was still being applied and I, as a new RE,

was not at all sure what kind of reaction we would face should we take him up on his offer. The bottom line is that I had to think about it for at least fifteen seconds before I told him that CFR would be proud to provide its staff, equipment and assistance to IMSA for the conduct of the famous race. For this effort, CFR received its first Pro-Race Fee of that era.

The rest, as they say, is history. Starting with that 24 Hour Event, IMSA and CFR formed a strong bond of mutual respect, which lasted for over two decades and continues to flourish today. The next few years saw street racing rise to a position of prominence in the U.S. and a great deal of it was in Florida. The IMSA/CFR partnership was extended to include The Miami Grand Prix, The Grand Prix of Palm Beach, The 12 Hours At Sebring, The Tampa World Challenge, the SCCA sanctioned St. Petersburg Grand Prix and even to the Grand Prix Du Mardi Gras in New Orleans. Our Professional Racing Staff (Pro-Workers), assisted by our friends from neighboring Regions, all born and bred in the ranks of Club Racing, traveled wide and were judged by many to be the best in the business. We seized every opportunity to understand and react to the needs of Professional Road Racing whenever those needs were made known to us. Thus we established a reputation which carried forward into these new racing venues. It was the IMSA and SCCA Pro recognition of CFR capabilities and attitudes that gained us some enviable fees for our efforts.

During this time, we in CFR "management" realized that the Street Racing phenomenon would not last forever. (We used to joke that it would end with the first Porsche 917 in a Sun Bank Lobby.) We just figured that we would continue to work the events as long

as they were offered and bank all the money we could. This was the start of the CFR "nest egg" and the nucleus of today's bank account. It would have been real easy to spend that money but we needed to put some other Club plans in place so we left it alone.

We raced a few years at Lakeland and Gainesville, but gradually, the welcome wore out. These were not really road race courses. While casting about for the prime location, we made some inquiries and with some intervention by John Bishop and influence by Bill Cannons, we were allowed to return Club Racing to Daytona International Speedway (DIS). Shortly after the move to DIS our association with the 12 Hour event opened other doors and enabled us to establish Sebring International Raceway (SIR) as our other "home" Track. I'm sure that I do not need to tell you how successful our relationship with Daytona International Speedway and Sebring International Raceway have become. We now conduct events drawing over 300 cars to both these fine facilities and the future looks bright for even larger fields. We highly value our relationships and we fully intend to make every effort to ensure that our partnerships will continue and endure long into the future.

As we neared the end of the two decades, the luster of Professional Street Racing began to tarnish. This is about the time our Club Racing Program began to take off and our activities, in support of it, increased accordingly. Today, we host one of the most ambitious Club Racing and Solo Programs in the Nation; plus, we continue to support our two home Tracks in their Professional activities.

Both in the formative early years as well as in recent times, there are many people who have given freely to CFR of their

leadership and time. However, it was in the twenty years from 1972 to 1992 that CFR made its reputation, honed its skills, and established the financial security that we know today. It would be an impossible task to list all the people who were an integral part of this success but I will make an attempt to list some of them.

There were: Bill Cannons, Bill Phillips, Bob Cone, Bob Cassidy, Bob & Sue Raffaele, Bob & Bunny Nelson, Bruce Morehead, Dave Neville, Don Johnson, Harro Zitz, Jack Rynerson, Lorraine Thomas, Mary Jean Wesche, Penny Pennington, Pete Spitale, Robin Langlotz, Rod & Jacque Bauer, Russ & Carol McMillian, Terry Kluesner, Bob Sager, Tom Hardy, Dick Valentine, Bobby McCammack, and many, many more.

Those of us who enjoy CFR Club & Professional Racing today owe all those who came before a sincere debt of gratitude. It was their effort and foresight that placed The Region on stable financial footing and laid the foundation of the Sport as we now know it. John Bishop once told me - "Racing is a fragile sport". That was so true then and it continues to be true now. Depending upon when you take the count, CFR is one of the Top Five, Largest Regions in the Nation. It holds something for everyone if they will just seek their place and get involved. With proper management, sound fiscal responsibility and attention to relationships, CFR can survive the Professional Racing turbulence that has been surging around us. If we continue to keep focused on our goals as well as our pursuit of excellence, the sequel to this article will not be "The Rise and Fall Of The Central Florida Region-SCCA" but rather "A Toast to the Continuing Success of CFR".

The June Bug Dash — Sebring

Bill Martin

David Machavern from Vermont far and away the winner in the big bore class.



Carlos Lira (#30) and Steve Sliwa (#70) contest T2.



Sebring can be fairly comfortable if you are able to find some shade.



Paul Breehne gets a little off line in Turn 10.



The Green Park shopping mall was in full swing.



A gaggle of SRFs rounds Turn 8.



Larry Baisden motors through the Big Bend with the 12 Hour Pits in the background.



If it looks like this group of SRFs are headed right for the camera - they are.



Mike Schmidt was the fastest in his Group in the early going.



Later, Mike got the long ride back in the hook truck.



Paul Mevoli (#71) and Ed Diehl (#74) mixing it up in Turn 10.



Then, Ed's brakes went away at a most inopportune time.



Craig Pearce brought his Midget back one more time.



Q - What's wrong with this picture? A - Greg you are supposed to point the other way.





The Annual Kenilworth Pool Party was a door prize bonanza.



Finally, some shade and a cold beer.



It looked like Miki was warming up for a pole dance but NOT.



Al Wicht crosses the Start Finish line in Turn 1.



It looks like they are trying to pry Mark Weeder's FM out of the ground.



If you think that race track and wildlife don't mix, better ask these Ospreys nesting in the Paddock.



Looks like they are finally naming the streets in Green Park, how appropriate.



Mike Flynn showed the competitors his tail lights.....again.



Vintage at the June Bug Dash

*Larry Van Scoy for Victory Lane Magazine
Photos by Larry Van Scoy and Margaret Dalrymple*

The Central Florida Region of the SCCA held its "**June Bug Dash**" races on June 7th and 8th at the famous Sebring International Raceway. The Sebring Club course of 1.7 miles was used for the weekend events.

There was a nice turn out for the vintage races of twenty cars, ranging from Corvettes to an Austin Mini Cooper. For those who don't know much about Sebring International Raceway, the race track used a part of Sebring Airports runway as part of the race weekend. The race group had to get permission from the FAA in order to close a runway and run the 12 hours of Sebring. When you drove by turn one there was an old hanger along with a World War II Bomber. These have been removed and the track doesn't need permission from the FAA to run any of the races.

But, when the vintage cars started their engines on the grid, it brought memories of when the bombers would start their engines, taxi to the runway and all take off. That is the way these vintage race cars sounded on the pace lap and at the start. Even though summer hasn't officially started on the calendar, it has started in Florida. Both days were in the low nineties, humid, with no rain.

The race on Saturday had a heated battle between Cody Ellsworth driving #11 Porsche 911 and Steve Smith driving #36 Lotus Elan. They swapped the lead for several laps until the #36 Lotus Elan, driven by Steve Smith had to retire to the pits followed by a blue cloud of smoke, on lap 7. Cody Ellsworth finished 1st., and set a **new track record for Vintage**. Second overall was #13 Chevron B-8 driven by Charlie Hollis Sr. while third overall was Carl "Bubba" Bussard driving the #31 Corvette. A close race was also between #186 Porsche 914/6 driven by William Charlton and #113 Porsche 914/6 driven by Samantha Allen who finished 12th and 13th overall.

The race on Sunday was similar to Saturdays with the battle between Cody Ellsworth driving #11 Porsche 911 and Steve Smith driving #36 Lotus Elan. Cody Ellsworth finished 1st., and set another **new track record for Vintage**. Steve Smith finished 2nd overall in his #36 Lotus Elan. Third, finishing on the lead lap was Bob Shafer driving #16, a Porsche 911. Having a good race was Bob Kilpatrick finishing 5th overall driving his #41 MG B and finishing on the lead lap, just behind Carl Bussard driving the #31 Corvette.

Thanks to the corner workers for working in the heat, next to an extremely hot racing surface, the grid workers, timing and scoring, registration, the starters, safety crew, and pace car drivers. Thanks also to the drivers for a safe weekend, their crews, families and loved ones. If I missed anyone, this thank you is for you.







June Bug Dash

Larry Van Scoy













June Bug Dash

Maragret Dalrymple





Spins, Offs, and Brake Dust at Sebring

Larry Van Scoy







People at Sebring

Larry Van Scoy





The 12-Hour Crew

Gloria Theen







Points

AS	JAMES	PATRICK	61
AS	SEIFREIT	SCOTT	33
AS	GLOVER	JAMES	19
AS	REICHARD	BRUCE	19
AS	DAWSON	CHUCK	18
AS	EVELAND SR	WILLIAM	16
AS	RYAN	SEAN	13
AS	GELTZ	MITCHELL	12
AS	EVELAND JR	WILLIAM	9
AS	INGOLD	ROBERT	9
AS	GELTZ	TED	6
ASR	ARMELLINI	ARTHUR	24
ASR	ARMELLINI	AUSTIN	24
ASR	COHEE	DOUGLASS	16
ASR	SEVERINO	FRANK	15
ASR	DUNN	JACK	13
BP	WICHT	AL	45
BP	WILLIAMSON	RODNEY	30
CF	HALLOCK	STANLEY	24
CF	RILEY	JOSEPH	12
CSR	FALATICK	WILLIAM	52
CSR	CALDERONE	VICTOR	24
DSR	BONANNO	ROBIN	43
DSR	SCHMIDT	MIKE	21
DSR	SOMERS	JASON	21
DSR	YOUNG	COREY	21
DSR	DOWLING	SHERRY	12
DSR	AID	JIM	9
DSR	SMITH	CHUCK	6
DSR	RUSSELL	JAMES	5
EP	CLARK	JIM	42
EP	EELLS	PETER	24
EP	PIERCE	PHILLIP	24
EP	CARSON	WILLIAM	22
EP	BAKER	PATRICK	18
EP	ROSE	BILL	16
EP	DIEHL	ED	15
EP	SMITH	MARK	12
EP	TAYLOR	KENNETH	8
EP	RICHARDS	SCOTT	7
EP	PAULIN	WAYNE	6
EP	ROSE	TRICIA	6
EP	GOLDIN	KEITH	5
EP	MEADOWS	EDDIE	5
EP	CORBITT	WELDON	4
F5	LIEB	DEREK	24
FA	OETTER	BOB	47
FA	BOUGHAN	DONALD	27
FA	CAMPANELLI	MIKE	12
FA	INGE	MATTHEW	12
FB	WALD	BILL	45
FC	POLLOCK	LYN	23
FC	MONTPELIER	TIM	22
FC	SMITH	DAVID	21
FC	PIERCE	PHILLIP	18
FC	JENSEN	BRUCE	16
FC	HALLOCK	STAN	13
FC	HERSCHER	JOHN	9
FC	MCQUAIG	JAMES	8
FE	SWAIN	JIM	48
FE	WEBB	ROBERT	26
FE	OSINGA	WALLY	23
FE	TOMEY	PAUL	19
FE	GREEN	THOMAS	16
FE	FIELD	KEITH	14

FE	TAPIA	FELIPE	7
FE	NORTON	NEAL	6
FE	CURRAN	N. J.	4
FF	POPE	DAVID	62
FF	SCHIMENTI	JOHN	18
FM	WEEDER	MARK	57
FM	EVANSON	RYAN	33
FM	MC COY	AUSTIN	19
FP	PIEHL	GREG	38
FP	HULSE II	ALAN	37
FP	YOUNG	PERRY	33
FP	ALFORD	TUCKER	21
FP	BOYLAN	TERRY	17
FP	DESHONG	DANA	13
FP	BRILLINGER	BRIAN	12
FP	PEARCE	CRAIG	7
FP	MARCHAND	F CHRIS	6
FV	DASSINGER	GARY	33
FV	SCHNEIDER	HARRY	27
FV	BURFORD	RAY	24
FV	SCHIFFER	MIKE	23
FV	DASSINGER	CARL	17
FV	FUCHS	JOHN	16
FV	GIORDANO	JOHN	11
GP	STEIN	JEFFERY	60
GP	LARSON	MARK	34
GP	KOSTEWICZ	STAN	18
GP	RIVARD	RICHARD	18
GP	BRANNON	BARRY	11
GP	FINKEL	SIDNEY	7
GT1	BORDERS	ROBERT	36
GT1	MALIN	THOMAS	30
GT1	BRASWELL	ED	21
GT1	WEBB	RAYMOND	14
GT1	MC ELHENY	ROBERT	11
GT1	LEPAOJA	MARGIE	7
GT1	GRIFFIN	MATT	6
GT1	GOUTELL	CARL	5
GT2	TAYLOR	TERRY	63
GT2	BURGESS	ALAN	24
GT2	NAVABI	AMIR	14
GT2	MCCARTNEY	DANNY	12
GT3	MCGAVIC	BILL	48
GT3	BORINSKI	DAVE	9
GT3	PISELLO	THOMAS	9
GTA	GRAHAM	TOM	51
GTA	LUTICH	GEORGE	21
GTA	AMICO	TONY	20
GTA	MARSHALL	JAY	19
GTA	BAILEY	JEFF	12
GTA	TAPIA	FELIPE	9
GTA	GEZT	GREG	2
GTL	MEVOLI	PAUL	48
GTL	LINFERT	JEFF	28
GTL	HIGGS	G.M.	24
GTL	MCDONALD	VAN	23
GTL	BORELL	ALAN	18
GTL	LEONARD	CHARLES	18
GTL	BORELL	BRIAN	17
GTL	MCTUREOUS	JOHN	14
GTL	STERRETT	TOM	10
GTL	LARSON	JEROLD	3
HP	COVINGTON	CHARLES	48
HP	HESS	BOB	20
HP	GRIFFIN	JAY	19



HP	SLATER	TIM	18	ITC	TAYLOR	ERNEST	19	SPO	WICHT	CHARLES	42
HP	KANZLER	DAVE	11	ITC	MARTIN	TIM	18	SPO	BREEHNE	PAUL	33
HP	BENNETT	GREG	9	ITC	STEPHENS	PHILLIP	16	SPO	FOSTER	DANNY	18
HP	FOOTE	KERRY	9	ITC	WAECHTER	JIM	14	SPO	MINNEAR	WILLIAM	17
HP	SIECK	ROBERT	7	ITC	BOUSTANI	LOUIS	12	SPO	HILL	LEWIS	16
HP	HOLLIS JR	CHUCK	6	ITC	MARTINDALE	PAMELA	8	SPO	MORGAN	JOHN	13
HP	HOLLIS SR	CHARLIE	4	ITC	LEONARD	ELLEN	4	SPO	WALKER	RICH	12
HP	LOTTIS	DONALD	3	ITC	LIDDY	DAN	4	SPO	LOGSDON	ROBERT	9
IT7	BURGOON	BARRY	64	ITR	HENDERSON	BOB	24	SPO	FLIS	TODD	7
IT7	WELZ	JAMES	34	ITR	GUENTHER	MIKE	18	SPO	REICHARD	RAYMOND	5
IT7	HURLEY	JACK	25	ITR	RUFFINO	GERARD	12	SPU	TROGLIA	DONNY	28
IT7	BLANTON	ELLIS	22	ITR	SHAFFER	BRUCE	12	SPU	FULLER	JACK	24
IT7	CAREY	LON	21	ITR	STRATTON	GARY	9	SPU	FOLLMANN	ROBERT	21
IT7	MCCAULEY	DAVID	21	ITR	STRATTON	JASON	9	SPU	SEAY	MICHAEL	3
IT7	SCHIRMER	NATHAN	17	ITS	FLYNN	MICHAEL	69	SRF	LUND	NEIL	47
IT7	WALTERS	KENNETH O	16	ITS	RICHARDS	SCOTT	25	SRF	LADONICZKI	BILL	22
IT7	STRIPLING	JERRY	12	ITS	COHEN	JIM	16	SRF	ATKINSON	BRIAN	19
ITA	CHARBONNEAU	ANDREW	30	ITS	EELLS	PETER	16	SRF	ANNIS	JOHN	18
ITA	PRITCHETT	DARRYL	18	ITS	POTTER	TIM	16	SRF	CHARBONNEAU	ANDREW	16
ITA	HARMER	COLIN	16	ITS	VANSTEENBURG	KIP	12	SRF	LADONICZKI	STEVE	15
ITA	STEELE JR	WILLIAM	15	ITS	GOLDIN	KEITH	10	SRF	MARINO	KEN	15
ITA	ARMSTRONG	BILL	14	ITS	SAYLER	VAN	10	SRF	HERNANDEZ	CECILIO	13
ITA	WYATT	RYAN	14	ITS	WITHAM	ALLEN	10	SRF	INGE	RONALD	13
ITA	SAYLOR	STEPHEN	12	ITS	GERLACH	RICARDO	9	SRF	OFFUTT	NATHAN	12
ITA	OBREMSKI	JOHN	11	ITS	NELSON	GREGORY	9	SRF	MALIN	THOMAS	9
ITA	ELICATI	STEVE	10	ITS	GALLUP	RICHARD	7	SRF	PANAGGIO	TOM	7
ITA	VAN STEENBURG	KIP	9	ITS	DESHONG	DWAYNE	5	SRF	BAKER	MICHAEL	6
ITA	ISAACS	GREENE	7	ITS	RUFO	BARRY	5	SRF	PLUMMER	ED	6
ITA	MONTERO	MARK	7	ITS	NASRALLAH	MARK	4	SRF	BAIDEN	LARRY	4
ITA	BRASWELL	ED	6	ITS	PARKER	JONATHAN	3	SRF	OLSEN	ERIC	4
ITA	BURAS	TODD	6	ITS	ARMELLINI	AUSTIN	2	SRF	O'BRIEN	DANIEL	2
ITA	OLSON	PATRICK	6	ITS	FOX	ANDREW	2	SRF	O'BRIEN	JOHN	1
ITA	HUNT	BRUCE	4	ITS	CLEMENZI	BRET	1	SRF	REGNAERT	TODD	1
ITA	MUNSON	GEORGE	3	ITS	DUFFY	KEVIN	1	SSB	THEEN	DAVID	48
ITA	GAVALETZ	GEOEGE	2	S2	CULBERTSON	VIC	24	SSB	SANDARGAS	VICKY	28
ITA	MASON	DEREK	2	SM	PELAK	MARK	38	SSB	THEEN	AUSTIN	24
ITA	BOWLING	TAD	1	SM	EVANS	JOE	24	SSB	ARMSTRONG	DEREK	18
ITB	ELLIS-BROWN	DAVID	30	SM	KIROUAC	STEVE	16	SSB	LIRA	CARLOS	18
ITB	MCCORMICK	GEORGE	24	SM	MASON	CHRIS	14	SSB	SANDARGAS	DON	14
ITB	HORN	MICHAEL	21	SM	TUCKER	JAMIE	12	SSB	OLEWINSKI	RON	6
ITB	YATES	WILLIAM	15	SM	BURAS	TODD	11	SSC	GAST	MATT	24
ITB	MCCORMICK	PAUL	14	SM	MAGERO	JAMES	11	SSC	GIRO	RAFAEL	24
ITB	CRIFE	JEFFERY	12	SM	SAYLER	VAN	11	SSC	STEWART	IAN	12
ITB	MILLER	LELAND	12	SM	ALEXANDER	DALE	8	T2	SLIWA	STEVE	64
ITB	MCCORMICK	MIKE	11	SM	SAYLER	STEPHEN	7	T2	LIRA	CARLOS	24
ITB	RIPO	CHRIS	10	SM	MAY	ROB	5	T2	HENDRICKS	BUDDY	9
ITB	KEANE	PETER	6	SM	CHARBONNEAU	ANDREW	3	T3	LIER	PETER	12
ITB	KEANE	DEUCE	3	SM	KATHARINE	MARY	3	T3	STEWART	IAN	12
ITB	CRIFE	TOM	2	SM	RHOADES	CLIFFORD	3				
ITB	REICHARD	BRUCE	2	SM	SPAETH	NICK	3				
ITC	CLEMENSON	EARL	45	SM	CHEEK	ROBERT	2				
ITC	MCCOIN	BILL	28	SM	THOMAS	AL	1				
ITC	MOERWALD	MIKI	24								

June Bug Dash, Sebring June 2008

Group 1 Race 1

1	11	1	Vintage	Cody Ellsworth	389232	11	Jupiter FL	Porsche 911	1:19.627	15
2	13	2	Vintage	Charlie Hollis, Sr. P - R1	7582	83	Cape Coral FL	Chevron B-8 Coupe	1:20.174	15
3	31	3	Vintage	Carl Bussard	327873	83	Micanopy FL	Chevy Corvette	1:21.239	15
4	41	4	Vintage	Bob Kilpatrick	233915	22	Sarasota FL	MG B	1:24.730	15
5	96	5	Vintage	David Dartt	284048	65	Lake Wales FL	Austin Mini Cooper	1:25.730	15
6	5	6	Vintage	Larry Corwin	258251	83	Lakeland FL	Chevy Camaro Z28	1:25.639	14
7	67	7	Vintage	John Cox	277048	83	Minneola FL	Porsche 912	1:26.393	14
8	68	8	Vintage	Simeon Shortman	138123	83	Cape Coral FL	Chev Corvette	1:27.155	14
9	4	9	Vintage	Wayne Radloff	383590	83	Arcadia FL	Datsun 240Z	1:29.061	14
10	16	10	Vintage	Bob Shafer	136678	83	Lake Placid FL	Porsche 911	1:20.879	13
11	134	11	Vintage	William Newman	372899	83	Matlacha Isles FL	Triumph Spitfire Mk li	1:33.708	13
12	186	12	Vintage	William Charlton	347343	83	Winter Park FL	Porsche 914-6	1:31.815	13
13	113	13	Vintage	Samantha Allen Q R1	363535	83	Melrose FL	Porsche 914/6	1:35.417	13
14	27	14	Vintage	Robert Demetrius	321146	83	Lake Mary FL	Porsche 911 Rs	1:25.083	10



15	43	15	Vintage	Ken Munkittrick	339814	83	Clearwater FL	Triumph Tr3	1:48.021	9
16	22	16	Vintage	Jim Keller	219705	83	Sarasota FL	Corvette Rdstr	1:22.631	8
17	36	17	Vintage	Steve Smith	106773-01	83	Sarasota FL	Lotus Elan	1:19.702	7
DNF38	18	Vintage	Beau Gabel	130471	83	Chuluota FL	Lotus Super 7	1:30.231	5	
DNF86	19	Vintage	John Callahan	103286	11	West Palm Beach FL	Lotus Elan	---	0	
DNS89	20	Vintage	Jim Loftin	275582	83	Brooksville FL	Chevy Camaro	---	0	
DNS45	21	Vintage	Cliff Heiser	276554	83	Port Charlotte FL	Datsun 240Z	---	0	

Group 1 Race 8

1	11	1	Vintage	Cody Ellsworth	389232	11	Jupiter FL	Porsche 911	1:19.446	15
2	36	2	Vintage	Steve Smith	106773-01	83	Sarasota FL	Lotus Elan	1:21.122	15
3	16	3	Vintage	Bob Shafer	136678	83	Lake Placid FL	Porsche 911	1:22.512	15
4	31	4	Vintage	Carl Bussard	327873	83	Micanopy FL	Chevy Corvette	1:22.446	15
5	41	5	Vintage	Bob Kilpatrick	233915	22	Sarasota FL	MG B	1:23.368	15
6	22	6	Vintage	Jim Keller	219705	83	Sarasota FL	Corvette Rdstr	1:23.181	15
7	5	7	Vintage	Larry Corwin	258251	83	Lakeland FL	Chevy Camaro Z28	1:25.305	14
8	96	8	Vintage	David Dartt	284048	65	Lake Wales FL	Austin Mini Cooper	1:26.179	14
9	67	9	Vintage	John Cox	277048	83	Minneola FL	Porsche 912	1:26.736	14
10	4	10	Vintage	Wayne Radloff	383590	83	Arcadia FL	Datsun 240Z	1:29.502	14
11	113	11	Vintage	George Allen	308998	83	Melrose FL	Porsche 914/6	1:29.847	14
12	45	12	Vintage	Cliff Heiser	276554	83	Port Charlotte FL	Datsun 240Z	1:29.479	13
13	86	13	Vintage	John Callahan	103286	11	West Palm Beach FL	Lotus Elan	1:30.599	13
14	134	14	Vintage	William Newman	372899	83	Matlacha Isles FL	Triumph Spitfire Mk li	1:33.788	13
DNF43	15	Vintage	Ken Munkittrick	339814	83	Clearwater FL	Triumph Tr3	1:47.673	7	
DNF13	16	Vintage	Chuck Hollis Jr	285817	83	Middleburg FL	Chevron B8	1:23.946	5	
DNS27	17	Vintage	Robert Demetrius	321146	83	Lake Mary FL	Porsche 911 Rs	-.---	0	
DNS38	18	Vintage	Beau Gabel	130471	83	Chuluota FL	Lotus Super 7	-.---	0	
DNS68	19	Vintage	Simeon Shortman	138123	83	Cape Coral FL	Chev Corvette	-.---	0	
DNS89	20	Vintage	Jim Loftin	275582	83	Brooksville FL	Chevy Camaro	-.---	0	
DNS186	21	Vintage	William Charlton	347343	83	Winter Park FL	Porsche 914-6	-.---	0	

Group 2 Race 2

1	6	1	ITS	Michael Flynn	238294	83	Eustis FL	Mercedes 190 E	1:19.575	3059
2	25	2	ITS	Scott Richards	238923	83	Sanford FL	Mazda Rx7	1:20.567	3059
3	66	3	ITS	Jim Cohen	276814	83	Longwood FL	Mazda Rx7	1:21.792	3059
4	8	4	ITS	Robert Bentz	376717	11	Jupiter FL	Mazda Rx-7	1:22.585	2926
5	90	5	ITS	Van Saylor	328542	83	St. Petersburg FL	Mazda Miata	1:23.655	2926
6	04	1	ITA	Ken Mersereau	124424	3	Tampa FL	Nissan 240Sx	1:24.469	2926
7	92	2	ITA	Darryl Pritchett	358863	83	Daytona Beach FL	Dodge Neon	1:24.061	2926
8	54	6	ITS	Mark Nasrallah	0280801	83	Longwood FL	Oldsmobile Achieva	1:23.006	2926
9	47	7	ITS	Gregory Nelson	303909	83	Cocoa FL	Mazda Rx-7	1:22.940	2926
10	36	3	ITA	Ryan Wyatt	276999	83	Ocoee FL	Mazda Miata	1:24.929	2926
11	82	4	ITA	Stephen Saylor	335470	83	Miami Beach FL	Mazda Miata	1:24.208	2926
12	71	1	IT7	Barry Burgoon	300865-1	83	Winter Haven FL	Mazda Rx7	1:24.573	2926
13	60	8	ITS	Dwayne Deshong	250293	83	Valrico FL	Mazda Rx-7	1:24.452	2926
14	14	2	IT7	Jack Hurley	99077	83	Waleska GA	Mazda Rx7	1:26.704	2926
15	01	5	ITA	Steve Elicati	341647	83	Jacksonville FL	Mazda Protege	1:26.766	2793
16	64	6	ITA	Mark Montero	334484	83	Tampa FL	Plymouth Neon	1:26.936	2793
17	37	7	ITA	Greene Isaacs	338471	83	San Antonio FL	Mazda Miata	1:26.367	2793
18	03	3	IT7	James Welz	126889	83	Tampa FL	Mazda Rx-7	1:27.087	2793
19	86	9	ITS	Kevin Duffy	332477	83	Deland FL	Porsche 924S	1:28.358	2793
20	26	4	IT7	Nathan Schirmer	211666	83	Thonotosassa FL	Mazda Rx-7	1:27.175	2793
21	41	10	ITS	Keith Goldin	198815	83	Miami FL	Mazda Rx7	1:22.166	2527
22	87	5	IT7	David McCauley	347399	83	Interlachen FL	Mazda Rx7	1:34.110	2527
23	44	8	ITA	Paul Ronie	218233	11	West Palm Beach FL	Acura Integra	1:21.568	2394
24	83	11	ITS	William Cioci	382029	83	Winter Haven FL	Nissan 240 Sx	1:25.531	2128
25	43	9	ITA	Tad Bowling	214827	83	Tampa FL	Toyota Corolla	1:25.929	1596
26	28	10	ITA	George Gavaletz	323291	83	Safety Harbor FL	Mazda Miata	1:32.497	1596
DNF3	6	IT7		Ellis Blanton	226126	83	Tampa FL	Mazda Rx-7	1:26.815	798
DNS107	11	ITA		Larry Boylan	319123	83	Lakeland FL	Honda Civic	-:---	0

Group 2 Race 9

1	6	1	ITS	Michael Flynn	238294	83	Eustis FL	Mercedes 190 E	1:18.950	23
2	25	2	ITS	Scott Richards	238923	83	Sanford FL	Mazda Rx7	1:20.241	23
3	66	3	ITS	Jim Cohen	276814	83	Longwood FL	Mazda Rx7	1:21.716	23
4	47	4	ITS	Gregory Nelson	303909	83	Cocoa FL	Mazda Rx-7	1:21.547	23

5	90	5	ITS	Van Saylor	328542	83	St. Petersburg FL	Mazda Miata	1:22.961	22
6	04	1	ITA	Ken Mersereau	124424	3	Tampa FL	Nissan 240Sx	1:23.837	22
7	92	2	ITA	Darryl Pritchett	358863	83	Daytona Beach FL	Dodge Neon	1:24.058	22
8	36	3	ITA	Ryan Wyatt	276999	83	Ocoee FL	Mazda Miata	1:25.041	22
9	14	1	IT7	Jack Hurley	99077	83	Waleska GA	Mazda Rx7	1:24.436	22
10	82	4	ITA	Stephen Saylor	335470	83	Miami Beach FL	Mazda Miata	1:23.964	22
11	8	6	ITS	Tommy Beatus	364209	011	Stuart, FL	Mazda	1:24.078	22
12	01	5	ITA	Steve Elicati	341647	83	Jacksonville FL	Mazda Protege	1:24.569	22
13	60	7	ITS	Dwayne Deshong	250293	83	Valrico FL	Mazda Rx-7	1:24.822	22
14	71	2	IT7	Barry Burgoon	300865-1	83	Winter Haven FL	Mazda Rx7	1:24.868	22
15	37	6	ITA	Greene Isaacs	338471	83	San Antonio FL	Mazda Miata	1:25.828	21
16	03	3	IT7	James Welz	126889	83	Tampa FL	Mazda Rx-7	1:26.158	21
17	64	7	ITA	Mark Montero	334484	83	Tampa FL	Plymouth Neon	1:27.389	21
18	28	8	ITA	George Gavaletz	323291	83	Safety Harbor FL	Mazda Miata	1:29.125	20
19	87	4	IT7	David McCauley	347399	83	Interlachen FL	Mazda Rx7	1:34.507	19
20	54	8	ITS	Andrew Fox	316945	83	Chuluota FL	Olds Achieva	1:24.759	14
DNF29	9	ITS	Keith Goldin	198815	83	Miami FL	Mazda Rx7	1:23.410	6	
DNF26	5	IT7	Nathan Schirmer	211666	83	Thonotosassa FL	Mazda Rx-7	1:27.421	6	
DNS3	6	IT7	Ellis Blanton	226126	83	Tampa FL	Mazda Rx-7	---	0	
DNS43	9	ITA	Tad Bowling	214827	83	Tampa FL	Toyota Corolla	---	0	
DNS44	10	ITA	Andrew Carbonell	364260	11	Miami FL	Acura Integra	---	0	
DNS107	11	ITA	Larry Boylan	319123	83	Lakeland FL	Honda Civic	---	0	

Group 3 Race 3

1	26	1	GT1	David MacHavern	360024	22	Charlotte VT	Chevy Corvette	1:06.615	234
2	24	2	GT1	Robert Borders	69549	83	Plant City FL	Chevrolet Corvette	1:11.292	225
3	60	3	GT1	Robert McEheny	1604226	83	Lithia FL	Chevrolet Camaro	1:11.270	225
4	90	1	SPO	Paul Breehne	385501	83	Naples FL	Chevrolet Monte Carlo	1:10.931	225
5	140	2	SPO	Danny Foster	383879	83		'07 Dodge Charger	1:12.163	225
6	65	4	GT1	Thomas Malin	336293	83	Gulfport FL	Pontiac Gt-1	1:12.958	216
7	73	1	GT2	Danny McCartney	29	83	Orlando FL	Porshe 911 Gt2	1:16.791	216
8	8	3	SPO	Todd Flis	175740	83	Flagler Beach FL	Mitsubishi Evolution Viii	1:16.865	216
9	7	1	GTA	Tom Graham	3454592	83	St.Pete Beach FL	Chevy Monte Carlo	1:12.169	207
10	30	1	T2	Carlos Lira	279647	83	Port Orange FL	Ford Mustang	1:19.358	207
11	70	2	T2	Buddy Hendricks	251468	083	Daytona Beach, FL	Mustang	1:19.589	207
12	71	3	T2	Steve Sliwa	323906	83	Daytona Beach FL	Ford Mustang	1:19.921	198
13	34	1	AS	Patrick James	373255	83	Brooksville FL	Ford Mustang	1:20.696	198
14	02	2	AS	William Eveland Jr	300620	83	Gotha FL	Ford Mustang	1:21.330	198
15	37	2	GTA	George Lutich	9523954	83	Palm Harbor FL	Chevy Monte Carlo	1:10.525	198
16	40	3	AS	Sean Ryan	290038	83	Daytona Beach FL	Chevrolet Camaro	1:22.651	198
17	133	2	GT2	Terry Taylor	292752	83	Sebring FL	Datsun 240Z	1:29.144	180
18	32	4	T2	Drew Spoto	300597	11	Boca Raton FL	Pontiac Solstice	1:18.609	180
19	169	1	GT3	Bill McGavic	122611	83	Arcadia FL	Mazda Rx7	1:14.613	126
20	58	4	AS	Scott Seifreit	190513-1	83	Dover FL	Ford Mustang	1:23.624	126
DNF69	5	GT1	Raymond Webb	311662	83	Holly Hill FL	Olds Cutless	1:13.302	81	
DNF181	4	SPO	William Minnear	0840317	83	Arcadia FL	Chevy Monte Carlo	1:20.478	81	
DNF5	5	SPO	Squeak Kennedy	12345	83	Port Orange FL	Chevrolet Monte Carlo Ss1	12.39963		

Group 3 Race 14

1	26	1	GT1	David MacHavern	360024	22	Charlotte VT	Chevy Corvette	1:07.141	26
2	24	2	GT1	Robert Borders	69549	83	Plant City FL	Chevrolet Corvette	1:10.683	25
3	90	1	SPO	Paul Breehne	385501	83	Naples FL	Chevrolet Monte Carlo	1:11.708	25
4	140	2	SPO	Danny Foster	383879	83		'07 Dodge Charger	1:10.984	25
5	37	1	GTA	George Lutich	9523954	83	Palm Harbor FL	Chevy Monte Carlo	1:12.350	25
6	7	2	GTA	Tom Graham	3454592	83	St.Pete Beach FL	Chevy Monte Carlo	1:10.667	25
7	69	3	GT1	Raymond Webb	311662	83	Holly Hill FL	Olds Cutless	1:14.369	24
8	30	1	T2	Carlos Lira	279647	83	Port Orange FL	Ford Mustang	1:19.745	23
9	71	2	T2	Steve Sliwa	323906	83	Daytona Beach FL	Ford Mustang	1:20.227	22
10	34	1	AS	Patrick James	373255	83	Brooksville FL	Ford Mustang	1:20.731	22
11	02	2	AS	William Eveland	300620	83	Lakeland FL	Ford Mustang	1:21.957	22
12	58	3	AS	Scott Seifreit	190513-1	83	Dover FL	Ford Mustang	1:23.983	22
13	133	1	GT2	Terry Taylor	292752	83	Sebring FL	Datsun 240Z	1:29.039	20
14	169	1	GT3	Bill McGavic	122611	83	Arcadia FL	Mazda Rx7	1:14.614	14
DNF73	2	GT2	Danny McCartney	29	83	Orlando FL	Porshe 911 Gt2	1:18.431	9	
DNS40	4	AS	Sean Ryan	290038	83	Daytona Beach FL	Chevrolet Camaro	----	0	
DNS60	4	GT1	Robert McEheny	1604226	83	Lithia FL	Chevrolet Camaro	----	0	
DNS65	5	GT1	Thomas Malin	336293	83	Gulfport FL	Pontiac Gt-1	----	0	



DNS5	3	SPO	Squeak Kennedy	12345	83	Port Orange FL	Chevrolet Monte Carlo Ss-,-	0	
DNS8	4	SPO	Todd Flis	6994154	83	Flagler Beach FL	Mitsubishi Evolution Viii-,-	0	
DNS181	5	SPO	William Minnear	0840317	83	Arcadia FL	Chevy Monte Carlo	-,-	0
DNS32	3	T2	Drew Spoto	300597	11	Boca Raton FL	Pontiac Solstice	-,-	0
DNS70	4	T2	Buddy Hendricks	251468	083	Daytona Beach, FL	Mustang	-,-	0

Group 4 Race 4

1	15	1	FA	Luiz Nogueira	5770232	11	Miami FL	Swift Formula Atlantic	1:08.887	75
2	9	1	FE	Jim Swain	284039	83	Mount Dora FL	Van Diemen Fe	1:09.205	75
3	11	1	FC	Jim Johnson	37627	11	Ft. Pierce FL	Van Diemen Rf00	1:09.259	75
4	44	2	FA	Donald Boughan	217603	83	Apopka FL	Van Diemen Rf00	1:09.937	75
5	13	2	FE	Robert Webb	291918	83	Winter Springs FL	Van Diemen Fe	1:09.558	75
6	0	2	FC	John Herscher	95582	83	Ft Myers FL	Van Diemen Rf94	1:09.884	75
7	63	1	FB	Joe Fitos	353381	11	Loxahatchee FL	Stohr F1000	1:09.471	75
8	68	3	FA	Bob Oetter	216403	83	Gainesville FL	Van Diemen Rf01	1:11.187	75
9	93	1	FM	Ryan Evanson	309761	83	Ft. Myers FL	Star Race Cars Formula Mazda1	1:11.49375	
10	24	3	FC	Frank Vilardi	158172	23	Chester NY	Van Dieman Rf97	1:13.456	70
11	2	4	FC	Lyndon Pollock	150933	83	Fort Myers FL	Vandiemmen Rf99	1:13.158	70
12	87	5	FC	Timothy Montpelier Jr.	370158	83	Saint Cloud FL	Swift Se-3	1:14.906	70
13	23	1	CF	Stanley Hallock	211336	83	Orlando FL	Crossle 32F	1:14.838	70
14	03	2	FB	William Wald	321653	83	Treasure Island FL	Stohr F1000	1:08.331	70
15	98	1	FF	David Pope	189411	83	Orlando FL	Van Diemen Vd-82	1:18.869	70
16	69	2	FF	John Schimenti	306594	83	Riverview FL	Van Diemen Rf	1:16.764	65
17	28	2	FM	Mark Weeder	385549	83	Winter Haven FL	Star Formula Mazda	1:13.408	60
DNF19	4	FA	David DelSol	386095	011	S.Miami, FL	Swift	1:14.583	25	
DNS144	1	F500	Derek Lieb	350147	83	Clearwater FL	Dolphin F500	-,-	0	

Group 4 Race 10

1	03	1	FB	William Wald	321653	83	Treasure Island FL	Stohr F1000	1:07.192	26
2	15	1	FA	Luiz Nogueira	5770232	11	Miami FL	Swift Formula Atlantic	1:07.565	26
3	44	2	FA	Donald Boughan	217603	83	Apopka FL	Van Diemen Rf00	1:08.178	26
4	11	1	FC	Jim Johnson	37627	11	Ft. Pierce FL	Van Diemen Rf00	1:08.656	26
5	63	2	FB	Joe Fitos	353381	11	Loxahatchee FL	Stohr F1000	1:08.220	26
6	9	1	FE	Jim Swain	284039	83	Mount Dora FL	Van Diemen Fe	1:08.820	26
7	13	2	FE	Robert Webb	291918	83	Winter Springs FL	Van Diemen Fe	1:08.663	26
8	68	3	FA	Bob Oetter	216403	83	Gainesville FL	Van Diemen Rf01	1:11.178	25
9	23	1	CF	Stanley Hallock	211336	83	Orlando FL	Crossle 32F	1:12.881	24
10	28	1	FM	Mark Weeder	385549	83	Winter Haven FL	Star Formula Mazda	1:12.831	24
11	87	2	FC	Timothy Montpelier Jr.	370158	83	Saint Cloud FL	Swift Se-3	1:14.107	24
12	144	1	F500	Derek Lieb	350147	83	Clearwater FL	Dolphin F500	1:17.433	23
13	98	1	FF	David Pope	189411	83	Orlando FL	Van Diemen Vd-82	1:18.551	22
14	2	3	FC	Lyndon Pollock	150933	83	Fort Myers FL	Vandiemmen Rf99	1:13.581	17
15	69	2	FF	John Schimenti	306594	83	Riverview FL	Van Diemen Rf	1:19.095	14
DNF19	4	FA	David Del Sol	386095	11	S Miami, FL	Swift 08	1:12.294	8	
DNS0	4	FC	John Herscher	95582	83	Ft Myers FL	Van Diemen Rf94	-,-	0	
DNS24	5	FC	Frank Vilardi	158172	23	Chester NY	Van Dieman Rf97	-,-	0	

Group 5 Race 5

1	19	1	CSR	Bill Falatick	316344	83	Boynton Beach FL	Star Mazda Msr	1:14.278	192
2	63	1	SRF	Neil Lund	204744	83	Longwood FL	SRF	1:19.201	192
3	45	2	SRF	Jon Ewing	333060	11	Miami FL	SRF	1:19.527	184
4	24	3	SRF	Brian Atkinson	321586	83	Sebastian FL	SRF	1:19.845	184
5	68	4	SRF	Cecilio Hernandez	360636	83	Tampa FL	SRF	1:19.463	184
6	4	5	SRF	Ken Marino	105664	83	Palm Harbor FL	SRF	1:20.066	184
7	7	6	SRF	Larry Baisden	246508	83	Tampa FL	SRF	1:19.573	184
8	08	7	SRF	Thomas Malin	336293	83	Gulfport FL	SRF	1:20.424	184
9	28	1	DSR	Robin Bonanno	286199	83	Mathews AL	Radical Clubsport	1:19.620	184
10	09	8	SRF	Larry Gode	376493	11	Melbourne FL	SRF	1:21.361	184
11	48	9	SRF	John O'Brien ((Q,R5)	289183	83	Lithia FL	SRF	1:21.723	184
12	06	10	SRF	Robert Lerner	388562	83	Winter Haven FL	SRF	1:21.132	184
13	78	11	SRF	Todd Rynart	37771	083	Northport,FL	SRF	1:24.531	176
14	11	12	SRF	Donald Czech	296898	083	Orlando FL	SRF	1:25.355	176
15	91	13	SRF	Tom Panaggio	111862	83	Land O Lakes FL	SRF	1:19.318	152
DNF35	2	DSR	Mike Schmidt	252099	83	Orlando FL	Zink Z15	1:11.560	24	

Group 5 Race 11

1	19	1	CSR	Bill Falatick	316344	83	Boynton Beach FL	Star Mazda Msr	1:16.646	23
2	28	1	DSR	Robin Bonanno	286199	83	Mathews AL	Radical Clubsport	1:18.313	23
3	45	1	SRF	Jon Ewing	333060	11	Miami FL	SRF	1:19.645	23
4	63	2	SRF	Neil Lund	204744	83	Longwood FL	SRF	1:19.450	23
5	91	3	SRF	Tom Panaggio	111862	83	Land O Lakes FL	SRF	1:19.947	23
6	08	4	SRF	Thomas Malin	336293	83	Gulfport FL	SRF	1:20.675	23
7	4	5	SRF	Ken Marino	105664	83	Palm Harbor FL	SRF	1:20.338	23
8	09	6	SRF	Larry Gode	376493	11	Melbourne FL	SRF	1:21.994	23
9	68	7	SRF	Cecilio Hernandez	360636	83	Tampa FL	SRF	1:22.624	22
10	48	8	SRF	Daniel O'Brien (R11)	387507	83	Roanoke VA	SRF	1:24.485	22
11	78	9	SRF	Todd Regnaert	37771	083	Northport,FL	SRF	1:25.519	21
12	11	10	SRF	Donald Czech	296898	083	Orlando FL	SRF	1:28.355	21
13	7	11	SRF	Larry Baisden	246508	83	Tampa FL	SRF	1:20.228	17
DNF06	12		SRF	Robert Lerner	388562	83	Winter Haven FL	SRF	1:21.663	7
DNF24	13		SRF	Brian Atkinson	321586	83	Sebastian FL	SRF	1:45.089	1
DNS35	2		DSR	Mike Schmidt	252099	83	Orlando FL	Zink Z15	-.---	0

Group 6 Race 6

1	03	1	BP	Al Wicht	64020	83	Sebring FL	Ford Mustang 5.0	1:17.839	230
2	61	1	T3	Ian Stewart Q R6	279975	83	Orlando FL	Honda S2000	1:18.896	230
3	93	2	BP	Rodney Williamson	273360	83	Palm Beach Gdns FL	Ford Mustang	1:18.140	230
4	41	1	ITR	Bruce Shafer	236292	83	Boca Raton FL	Bmw 325i	1:19.621	230
5	0	2	ITR	David Hornkohl	237953	25	Valdosta GA	Porsche 944 S2	1:20.327	230
6	04	1	SM	Mark Pelak	273332	83	Cape Coral FL	Mazda Miata	1:22.308	230
7	1	2	SM	Steve Kirouac	374450	83	Sebring FL	Mazda Miata	1:22.683	220
8	13	3	SM	Chris Mason	3116663	83	Daytona, FL	Mazda Miata	1:22.339	220
9	49	4	SM	James Magero	250171	83	Venice FL	Mazda Miata	1:22.850	220
10	84	5	SM	Chris Whitney	337642	22	Lakeland FL	Mazda Miata	1:22.540	220
11	82	6	SM	Stephen Sayler	335470	83	Miami Beach FL	Mazda Miata	1:23.285	220
12	06	7	SM	Clifford Rhoades	355419	83	Sebring FL	Mazda Miata	1:23.451	220
13	90	8	SM	Van Sayler	328542	83	St. Petersburg FL	Mazda Miata	1:22.402	220
14	27	9	SM	Nick Spaeth	376615	83	Lakeland FL	Mazda Miata	1:23.249	220
15	10	10	SM	Brian Beasley	200302	83	Cape Coral FL	Mazda Miata	1:23.782	220
16	96	11	SM	Eric Mashburn	286797	83	Orlando FL	Mazda Miata	1:24.599	220
17	109	12	SM	Robert Shouse	198798	83	St. Petersburg FL	Mazda Miata	1:25.045	220
18	42	13	SM	Alfred Thomas	271732	83	Orlando FL	Mazda Miata	1:24.211	220
19	8	14	SM	Jerry Neely	289030	83	Vero Beach FL	Mazda Miata	1:24.694	220
20	40	15	SM	Mark McCallister	357830	83	Gainesville FL	Mazda Miata	1:25.114	220
21	07	16	SM	Eric Rhoades	370230	83	Sebring FL	Mazda Miata	1:24.413	220
22	50	17	SM	Charlie Lowrance	320017	83	Sebring FL	Mazda Miata	1:25.404	220
23	5	18	SM	Charles Douglass	336413	83	Sebastian FL	Mazda Miata	1:25.042	210
24	4	19	SM	George Kane	360377	83	Fort Myers FL	Mazda Miata	1:26.439	210
25	9	20	SM	Terry Tabor	314840	83	Oviedo FL	Mazda Miata	1:26.708	210
26	19	21	SM	Mike Tearney	329298	83	St Petersburg FL	Mazda Miata	1:27.816	210
27	127	22	SM	George Munson	369269	83	Winter Garden FL	Mazda Miata	1:23.520	210
28	23	23	SM	Jay Olson	37	83	Port St Lucie FL	Mazda Miata	1:31.267	200
29	88	24	SM	Sheri Lutich	2080848	83	Palm Harbor FL	Mazda Miata	1:29.932	170

Group 7 Race 7

1	58	1	EP	Peter Eells	331011	83	Dunedin FL	Mazda Rx 7	1:17.640	92
2	183	2	EP	Bill Rose	269227	83	Naples, FL	Volvo	1:19.583	92
3	69	3	EP	Jim Clark	300791-1	83	Longwood FL	Porsche 944	1:21.202	92
4	05	4	EP	Wayne Paulin	231137	83	Cocoa FL	Mazda Miata	1:20.930	92
5	144	1	FP	Tucker Alford	311781	83	Nokomis FL	Honda Crx Si	1:22.325	92
6	90	1	HP	Charles Covington	207225	83	Merritt Island FL	Vw Scirocco	1:22.005	92
7	71	1	GTL	G.M. Higgs	389600	83	Tavares FL	Nissan Sentra	1:20.792	92
8	35	1	SSB	David Theen	203297	83	Englewood, FL	Mini Cooper	1:23.633	88
9	76	1	GP	W Jeffry Stein	221517	83	Oviedo FL	Vw Scirroco	1:21.907	88
10	5	2	SSB	Carlos Lira	279647	83	Port Orange FL	Ford Focus	1:24.038	88
11	04	1	ITB	David Leira	207419				1:24.467	88
12	97	2	GTL	Jeff Linfert	362294	83	Melbourne FL	Volkswagen Scirocco	1:23.406	88
13	25	2	ITB	Matthew Batson	335603	103	Deltona FL	Suzuki Swift Gti	1:25.054	88
14	116	3	ITB	Bill Yates	317167	83	Avon Park FL	Toyota Celica	1:24.414	88
15	33	2	FP	Greg Piehl	147175	83	St.Petersburg FL	Triumph Spitfire	1:24.630	88
16	95	4	ITB	Leland Miller	204702	083	Sarasota, FL	VW Gold	1:26.826	84



17	30	3	SSB	Vicky Sandargas	0191627	83	Clermont FL	Mazda Miata	1:25.991	84
18	21	5	ITB	George McCormick	353157	83	Gulfport FL	Vw Golf	1:27.457	84
19	29	2	HP	John Hewell	373897	61	Walhalla SC	Austin Healy Sprite	1:27.538	84
20	133	5	EP	William Carson	252666	83	Cape Canaveral FL	Datsun 240Z	1:26.641	84
21	3	1	ITC	Earl Clemenson	3000	83	North Fort Myers FL	Honda Crx	1:28.336	84
22	03	1	SSC	Matt Gast	320832	83	West Melbourne FL	Mazda Protege	1:26.571	84
23	47	2	ITC	Miki Moerwald	227533	83	Clearwater FL	Vw Rabbit	1:28.806	84
24	02	6	ITB	Paul McCormick	288894	83	Orlando FL	Vw Golf	1:28.178	84
25	13	3	HP	Bob Hess	165947	83	Big Pine Key FL	Austin Healey Sprite	1:30.118	80
26	83	4	HP	Dave Kanzler	235741	83	Gainesville FL	Austin Healey Sprite	1:31.012	80
27	12	2	GP	Richard Rivard	189367	83	Apollo Beach FL	Datsun 210	1:30.560	80
28	17	3	FP	Craig Pearce	033585	83	Odessa FL	Mg Midget	1:32.026	80
29	77	5	HP	Meredydd Francke	34602	34	Stuart FL	Austin Healey Sprite	1:32.979	80
30	31	7	ITB	David Ellis-Brown	116074	83	Indialantic FL	Volkswagen A3 Jetta	1:25.362	76
31	101	1	SPU	Donny Trogia	348073	83	Cape Coral FL	Pro Challenge Dodge Charger	1:32.42672	
32	07	4	FP	Alan Hulse II	227642	83	Sebastian FL	Vw Cabriolet	1:19.132	68
33	72	5	FP	Brian Brillinger	365187	83	Tarpon Springs FL	Bmw 2002	1:22.413	52
34	41	6	FP	Dana Deshong	164248	83	Valrico FL	Mg Midget	1:28.907	44
DNF74	6	EP	Ed Diehl	172070	83	Largo FL	Mazda Rx7	1:20.464	28	
DNF2	3	GTL	Alan Borell	372731	83	Orlando FL	Toyota Tercel	1:26.487	28	
DNF00	4	GTL	Tom Sterrett	190734	83	Sarasota FL	Nissan 1200	1:30.134	16	

Group 7 Race 13

1	58	1	EP	Peter Eells	331011	83	Dunedin FL	Mazda Rx 7	1:18.630	23
2	71	1	GTL	Paul Mevoli	1550844	83	Treasure Island FL	Nissan Sentra	1:19.263	23
3	07	1	FP	Alan Hulse II	227642	83	Sebastian FL	Vw Cabriolet	1:19.646	23
4	69	2	EP	Jim Clark	300791-1	83	Longwood FL	Porsche 944	1:22.407	23
5	90	1	HP	Charles Covington	207225	83	Merritt Island FL	Vw Scirocco	1:22.884	22
6	144	2	FP	Tucker Alford	311781	83	Nokomis FL	Honda Crx Si	1:22.504	22
7	04	1	ITB	Andrew Carbonell	364260	11	Miami FL	Vw Gti	1:23.843	22
8	35	1	SSB	Austin Theen	250740	83	Venice, FL	Mini Cooper	1:24.477	22
9	5	2	SSB	Carlos Lira	279647	83	Port Orange FL	Ford Focus	1:24.832	22
10	97	2	GTL	Jeff Linfert	362294	83	Melbourne FL	Volkswagen Scirocco	1:22.285	21
11	31	2	ITB	David Ellis-Brown	116074	83	Indialantic FL	Volkswagen A3 Jetta	1:26.607	21
12	30	3	SSB	Don Sandargas	355647	83	Clermont FL	Mazda Miata	1:26.737	21
13	21	3	ITB	George McCormick	353157	83	Gulfport FL	Vw Golf	1:27.649	21
14	3	1	ITC	Earl Clemenson	3000	83	North Fort Myers FL	Honda Crx	1:27.431	21
15	2	3	GTL	Alan Borell	372731	83	Orlando FL	Toyota Tercel	1:26.033	21
16	02	4	ITB	Paul McCormick	288894	83	Orlando FL	Vw Golf	1:28.454	21
17	47	2	ITC	Miki Moerwald	227533	83	Clearwater FL	Vw Rabbit	1:29.149	21
18	03	1	SSC	Matt Gast	320832	83	West Melbourne FL	Mazda Protege	1:29.063	21
19	29	2	HP	John Hewell	373897	61	Walhalla SC	Austin Healy Sprite	1:27.896	21
20	13	3	HP	Bob Hess	165947	83	Big Pine Key FL	Austin Healey Sprite	1:29.392	21
21	133	3	EP	William Carson	252666	83	Cape Canaveral FL	Datsun 240Z	1:27.964	20
22	77	4	HP	Meredydd Francke	34602	34	Stuart FL	Austin Healey Sprite	1:32.483	20
23	74	4	EP	Ed Diehl	172070	83	Largo FL	Mazda Rx7	1:22.509	19
24	33	3	FP	Greg Piehl	147175	83	St.Petersburg FL	Triumph Spitfire	1:26.813	19
25	95	5	ITB	Jeffrey Cripe	295738	83	Sarasota FL	Vw Golf	1:25.563	19
26	76	1	GP	W Jeffry Stein	221517	83	Oviedo FL	Vw Scirroco	1:24.447	18
27	12	2	GP	Richard Rivard	189367	83	Apollo Beach FL	Datsun 210	1:37.850	15
28	83	5	HP	Dave Kanzler	235741	83	Gainesville FL	Austin Healey Sprite	1:31.576	14
29	101	1	SPU	Donny Trogia	348073	83	Cape Coral FL	Pro Challenge Dodge Charger	1:34.76611	
DNF183	5	EP	Tricia Rose	1377292	83	Naples FL	Volvo P1800Es	1:22.457	9	
DNF17	4	FP	Craig Pearce	033585	83	Odessa FL	Mg Midget	1:38.248	2	
DNS05	6	EP	Wayne Paulin	231137	83	Cocoa FL	Mazda Miata	----	0	
DNS41	5	FP	Dana Deshong	164248	83	Valrico FL	Mg Midget	----	0	
DNS72	6	FP	Brian Brillinger	365187	83	Tarpon Springs FL	Bmw 2002	----	0	
DNS00	4	GTL	Tom Sterrett	190734	83	Sarasota FL	Nissan 1200	----	0	
DNS44	6	HP	Dwight Aldred	290783	83	Sarosota FL	Vw Cabriolet	----	0	
DNS25	6	ITB	Matthew Batson	335603	103	Deltona FL	Suzuki Swift Gti	----	0	
DNS116	7	ITB	Bill Yates	317167	83	Avon Park FL	Toyota Celica	----	0	
DNS108	2	SPU	Robert Follmann	260295	83	N.Ft. Myers FL	Baby Grand Monte Carlo	----	0	



**CENTRAL FLORIDA REGION
DRIVERS SCHOOL/VINTAGE RACES
July 12 & 13, 2008
SEBRING INTERNATIONAL RACEWAY
Sanction No. 08-DS-196-P and 08-RS-197-P**



The Checker

Chief Steward..... Pete Magnuson
Asst. Chief Steward-Safety..... Smokey Harper
Asst. Safety Steward..... Barbara Magnuson
Asst. Chief Steward..... Leland Miller
Asst. Chief Steward..... Bud Merrill
Asst. Chief Steward..... Kryz Dean

Chairman S.O.M..... K P Jones
Steward of the Meet..... Grumpy Esau
Steward of the Meet..... Bob Hayward
Steward of the Meet..... Dennis Wicklein (SIT)
Steward of the Meet..... Dennis Joyce (SIT)

Chief Driver Instructor..... David Boles

Event Registrar..... Deanna Harry
Safety Scrutineer..... Rick Henschel
Timing & Scoring..... Lee Shafer
Flagging & Communications..... Rich Kasson
Grid Marshal..... Sammi Marlis-Ronshausen
Pit Marshal..... Gloria Theen
Starter..... Dave Fredrick, Jr
Sound Control..... Hollye LaPlante
Course Marshal..... Bob Anthony
Paddock Marshal..... Charlie Leonard
Medical Director..... Dave Langston

Regional Executive..... Rick Balderson
Event Coordinator..... Charlene Gunn
Race Board Chairman..... Robin Langlotz

Group 1: GT1, GT2, GT3, ITR, ITS, ITA, IT7, SPO, AS, T1, T2, T3, GTA, ST, GTL, BP, DP, EP, FP, GP, HP, ITB, ITC, SM, SPU, SSB, SSC, LEG, Vintage Closed

Group 2: FA, FB, FC, FE, FF, CF, FV, F500, FS, S2000, FM, CSR, DSR, SRF, ASR, SRSCCA, Vintage Open

Group 3: Vintage – Regional Races 1, 2 & 3

Friday, July 11, 2008

5:30 – 8:30

Registration

5:30 – 8:30

Tech

7:30 - ??

Classroom session – The Salon, Four Points Sheraton (Chateau Elan), across from track entrance

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

Saturday, July 12, 2008

7:00 - 11:00

Registration

7:30 – 11:00

Tech (at track)

8:00 – 9:00

Mandatory meeting of all drivers at the tent (bring a chair).

9:00 – 9:45

“Station wagon tours” with instructors

9:50

20 minute sessions Groups 1, 2, running consecutively.
Group 3 – 20 minute practice
25 minute sessions Groups 1 & 2 running consecutively

LUNCH/Students and instructors report to the tent. Bring your lunch and a chair. If time permits, subject to the discretion of the Chief Driver Instructor, Station wagon tours with instructors will be permitted.

20 minute sessions Groups 1, 2, running consecutively.
Group 3 – 20 minute qualifying
25 minute sessions Groups 1 & 2 running consecutively
20 minute sessions Groups 1, 2, running consecutively.
Vintage – Race 1 – 20 minutes

5:00

Secure Course

5:15

Social Event

Sunday, July 13, 2008

7:00 - 7:30

Motorsports Ministries Chapel

8:00 – 9:00

Registration

8:30 – 9:30

Tech Inspection

8:00

Drivers meeting at the tent followed by “Station Wagon Tours” with instructors

9:00

2 – 25 minute sessions each of Groups 1 and 2, running consecutively
Vintage – Race 2 – 20 Minutes

LUNCH/STUDENT DRIVER'S MEETING

2 – 25 minute sessions each of Groups 1 and 2, running consecutively
Vintage – Race 3 – 25 Minutes

Worker Break

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

5:00

Secure course

STUDENTS – Pick up Novice Permits prior to leaving the track!



SUPPLEMENTARY REGULATIONS

Sanction No. 08-R-197-P and 08-DS-196-P

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

REGISTRATION: Drivers can register for the race online at www.DLBRacing.com. Drivers without internet access must complete a paper entry form and mail with entry fees to the event registrar, **Deanna Harry, 2981 Lakeview Dr, Sebring, FL 33870**. Make checks payable to **Central Florida Region, SCCA**. Regional Races only - *Second driver must submit separate entry form and \$35 fee*. Second drivers added, or changed, at the track, will be assessed a late fee. A \$25 fee will be charged for any check returned by the bank. A full refund will be made if the entry is withdrawn prior to Tech or, if a no show, your credit card payment will be refunded or your check will be destroyed. If you do not go to Tech, you must notify the Chief of Registration, **BEFORE YOU LEAVE THE TRACK**, in order to receive your refund. Phone/fax entries will not be accepted. Registration will be held in the CFR building located to the right of the main entrance to the raceway. Do not mail entries by any method that requires a signature upon delivery.

ENTRY FEE PAYMENT: Drivers who complete their registration online, via the DLBRacing.com website, will have the option of paying by check/money order, or by credit card at the time of registration. Entry fee payments for online registrants not received by the pre-event registrar by 7 days prior to the start of competition, may result in the cancellation of your entry, or the assessment of late fees. Credit Card payment option is available only for those drivers/entrants who complete their registration online, via the DLBRacing.com website. Credit cards will not be accepted for drivers submitting paper entries, or for entries received at the track.

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

DRIVER ELIGIBILITY: Drivers in the Driver School must be a member of the SCCA and have a valid Novice Permit. Drivers competing in the regional event must either have an SCCA National, SCCA Regional, SCCA Novice Permit or SCCA Vintage competition license. If you do not have the proper credentials it is your responsibility to contact the Registrar prior to the event.

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

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

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

IMPOUND/SCALES: There will be no impound and scales will not be available.

TRANSPONDERS: All cars must be equipped with an operating AMB transponder.

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

RESULTS: Qualifying, provisional and final results will be posted at the Timing and Scoring building. Drivers in the regional races may obtain a copy of the final results from T&S. If results are not final before the track facility closes on Sunday, results will be mailed to competitors of those groups for which final results were not available. Additionally, final results will be posted to the CFR website, www.cfrscca.org, no later than 7 days following the completion of the event

SOUND CONTROL: Sound readings will be posted at the Stewards Building.

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

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

COURSE: Sebring International Raceway is a 1.7 mile road course. The Club Course.

TROPHY: Trophies will not be awarded at this event.

PROVISIONS: Camping is allowed in the paddock on Friday and Saturday nights. Water and electricity are available in limited areas of the paddock. A \$20 charge for electricity will be assessed. Do not park in areas with electric access if you do not intend to utilize this service. When occupying a space with electric access, you will be charged for that access whether you connect or not. Fuel will be available at the track. Tire vendors typically in attendance are: COMPETITION TIRE SOUTH (904) 274-5332; APPALACHIAN RACE TIRES (865) 681-6622. Safety Equipment and racing products: SAFE-QUIP (813) 643-7222. Do not leave used tires at the track.

CLOTHING: Long pants, sleeved shirts and closed shoes must be worn in the PITS at all times. Open toes shoes are prohibited on the Grid at all times. Shorts are prohibited on the grid after the one minute warning.

EMERGENCY CALLS: CFR has an emergency number at the track (863) 655-3033. In case of emergency and you cannot reach this number, call the Highlands County Sheriff's Office at (863) 385-5111. Inform the Sheriff's office that the party you need to get in touch with is at Sebring International Raceway.

GENERAL RULES: Animals are not allowed on SIR premises. The consumption of alcoholic beverages in the facility is forbidden until all racing activities have concluded for the day. ATV's, bicycles and motorcycles are permitted in certain areas provided they are used in a safe manner and operated ONLY by licensed drivers. Skateboards, skates, rollerblades, micro/mini racers and go-peds are NOT permitted. No person will be admitted into the raceway without the proper credentials. Absolutely NO bedding new brakes or testing of cars on infield roadways will be permitted. Violations will result in immediate ejection from the premises. This penalty will be enacted for all offenses, with zero tolerance. The raceway gates will not be opened until 5:00pm Friday.



**CENTRAL FLORIDA REGION
Drivers school and Vintage Races
OFFICIAL ENTRY FORM
SEBRING INTERNATIONAL RACEWAY
Sanction No. 08-R-197-P & 08-DS-196-P**



Drivers school Entry Fee\$175
Vintage races Entry Fee\$160
Second Driver (Vin only).....\$35
Late Fee: School Entry (add) \$50
Late Fee: Vintage Entry(add) \$100

**July 12-13, 2008
Held under 2008 SCCA
General Competition Rules**

**Register ONLINE at www.DLBRacing.com.
Credit card payment available only with Online
Registration. All paper entries, or at track entries,
Must pay via cash or check.**

Make checks payable to:
Central Florida Region – SCCA
Mail to: Deanna Harry
2981 Lakeview Drive
Sebring, FL 33870
Email: sccacfr@aol.com
863-382-4226 (no calls after 9pm)

Preferred method of contact to
Deanna is via email

Entries received at the track will be
considered late.

Make	Model	Color	Class	Number (List 3) / /
Driver		e-mail:		
Address		Phone # Night ()		
		Phone # Day ()		
City		State	Zip	
Comp License #	Exp.	Grade	Region	
Entrant's Name				
Address		Member #		
City		State	Zip	
Transponder #				
Person to contact in case of emergency		Phone # ()		
		At track?		
Address				

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

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

Entrant Signature

Driver Signature

Attending the Driver's School??? Is this your first or second school???? _____

Each driver must complete

TIMING & SCORING INFORMATION

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

Vintage Racers, more than on driver? Which race will you be driving in? indicate by race number _____

Official Use Only

Expiration

Grade

Registrar

Group

Car #

Class

Check

Cash

Postmark

Official Use Only

Group #

Car #

Class



Fireball Roberts Memorial in the Park

On September 6, 2008, there will be a celebration and a Car Show in Apopka in honor of Fireball Roberts. We are inviting, and encouraging SCCA members who have Race Cars, or Vintage Cars that they would be willing to bring to Apopka and put on display for the day.

If you have the day free and would like to help us out, it would be greatly appreciated. We have been asked by the Apopka Museum, the sponsor of this event, to bring some race cars and vintage cars for the event. Please help us out.

If you can sign up, give Bob or Joyce

Hayward a call at 407-884-7889. If you need further information write to me at joycehscga@cfl.rr.com or call our home. Please do it now. We hope to hear from many of you.

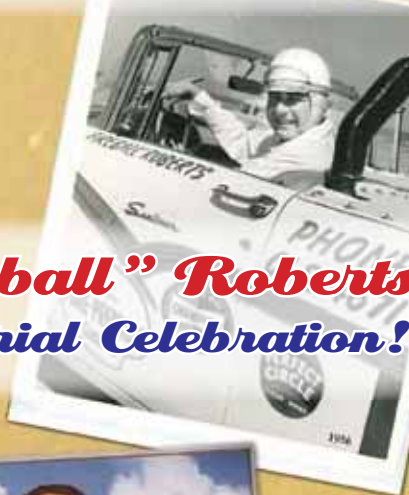
Glenn "Fireball" Roberts Career Highlights

- 1929** * Born January 20, 1929 in Tavares, Florida
- 1950** * Won his 1st Grand National race at Hillsboro, NC in only 3rd start.
- 1956** * Joined the Ford factory team to win 5 Grand National races
- 1957** * Won 8 races and finished 6th in the points championship
- 1962** * First driver to win the Grand Slam in Daytona Beach. * Winner of the pole position, the qualifying race and the Daytona 500 Winner of the Firecracker 250 * First NASCAR driver to compete at the 24 Hours of LeMans, France, posted 6th overall finish * Inducted into the Florida Sports Hall of Fame
- 1963** * Had 4 wins in 20 starts and finished 5th in points championship
- 1964** * Died July 2, due to injuries from a crash at Charlotte on May 24th in the World 600
- 1965** * Inducted into the National Motorsports Hall of Fame
- 1990** * Inducted into the International Motorsports Hall of Fame
- 1992** * Inducted into the Jax Speedway Hall of Fame
- 2006** * Inducted into the Oceanside Rotary Hall of Fame, Daytona Beach * Inducted into the Jacksonville Sports Hall of Fame * Inducted into the Augusta International Raceway; Preservation Society Hall of Fame (AIRPS) * Street dedication of Glenn Roberts Drive, in the new housing development behind the old Augusta International Raceway

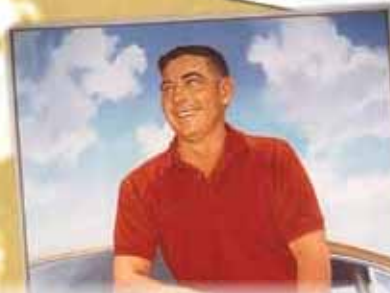


The Apopka Historical Society and Pamela Roberts

***Daughter of Glenn "Fireball" Roberts
invite you to join us at the***



"Fireball" Roberts Memorial Celebration!



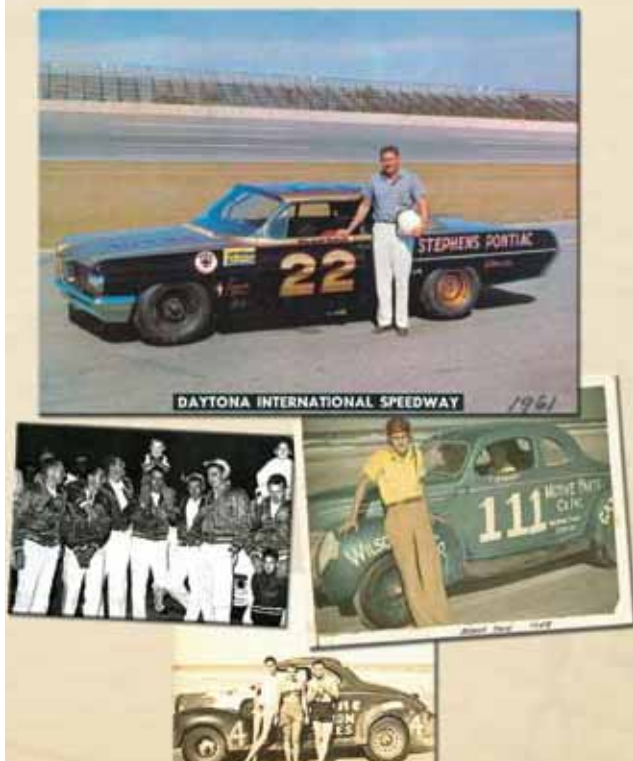
September 6th, 2008

***9am to 6pm
at the***

***City of Apopka
Northwest Recreation
Facility
Located on
Jason Dwelley Pkwy.
off Ponkan Road***

This fun-filled event is a special fundraiser for the Museum of the Apopkans and is being held to honor the life and legacy of NASCAR great Glenn "Fireball" Roberts. The Museum is proud to be partnering with Glenn's daughter Pamela Roberts for this event. Apopka is the hometown of Glenn Roberts, and he is archived in the Celebrity Corner of the Museum. The month of June will be dedicated to Fireball and the Museum will be exhibiting his memorabilia.

We are very excited about this tribute and invite you to come celebrate with us!



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For more information on attending or participating in this event, contact the Apopka Historical Society.

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Fax: 407 703-1773

Email: director@apopkamuseum.org

Web Site: www.apopkamuseum.org

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SCCA RACE CLASS: _____

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3 - 4 STARTERS: 1st = **40**, 2nd = **30**, 3rd = **20**

- THE ABOVE REBATE AWARDS ARE REDEEMABLE THROUGH ANY OFFICIAL TOYO TIRES MOTORSPORTS DEALER TOWARDS THE PURCHASE OF NEW TOYO PROXES COMPETITION TIRES.
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Articles received past the deadline will be placed in the following issue. Articles requiring extensive edits or typing may not appear until the following month even if they meet the deadline.

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Join the Club!

Central Florida Region
Sports Car Club of America, Inc.

Membership Application

- ☐ **\$75 Regular Membership**
Includes \$60 National dues.
- ☐ **\$27 Spouse Membership**
Must be legal spouse of regular member.
Includes \$20 National dues.
- ☐ **\$45 First Gear (under age 25)**
Includes \$25 National dues. Includes
ability to hold Club Racing, PRO Rally or
Solo1 Competition licenses.
- ☐ **\$115 Family Membership**
For regular member, spouse and children
under age 21. Includes \$95 National
Dues.
- ☐ **\$25 Subscription to *The Checker* only.**

Total membership costs include National and Regional dues for one year. Also includes one subscription to *SportsCar Magazine* and *The Checker* per regular, First Gear, or family membership. Membership dues are not a charitable contribution.

MAIL TO: **Membership Chair**
Joyce Hayward
457 Drage Drive, Apopka FL
32703

407-884-7889
joycehsccl@cfl.rr.com

PLEASE TYPE OR PRINT:

Name _____

Address _____

City, State _____ Zip _____ County _____

Phone (_____) _____

E-Mail _____

First Gear birth date _____

Spouse Name, if joining Club _____

Children's names and birth dates if Family membership

SCCA Region Preference **Central Florida Region (83)**

I am interested in the following SCCA activities:

☐ Pro Racing ☐ Club Racing ☐ Rally ☐ Solo ☐ Official

I hereby apply for membership in the Sports Car Club of America, Inc. and its Central Florida Region and agree to abide by the bylaws.

Enclosed is my check (made payable to SCCA, INC.) or cash for
\$ _____, or

(check one) ☐ Visa ☐ MasterCard

Card No. _____ Exp. Date _____

Signature _____ Date _____



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Lake Mary, FL 32746

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