

# The Checkers

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

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**Websites:**

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



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## 2008 CFR Event Schedule

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

**Aug. 2-3** Solo2 BCC  
**Aug. 9-10** Solo2 Brooksville  
**Aug. 9-10** Regional Race Daytona  
**Aug. 24** Solo2 Deland  
**Aug. 30-31** Regional Race/Vintage/ECR Sebring, Long Course-12h  
**Sep. 6-7** Solo2 Brooksville  
**Sep. 14** CFR Board of Governor's Meeting, Orlando  
**Sep. 14** Solo2 Deland  
**Sep. 27-28** Regional Race Daytona  
**Oct. 4-5** Solo2 BCC  
**Oct. 4-5** Solo2 Brooksville  
**Oct. 10-12** PCA Races Daytona  
**Oct. 18-19** SARRC Regional Races/Vintage Sebring, Long Course-GP

**Oct. 18-19** Solo2 Sebring  
**Nov. 1-2** PBOC (Tentative) Daytona  
**Nov. 1-2** Solo2 BCC  
**Nov. 6-9** HSR Races Daytona  
**Nov. 15-16** Solo2 Brooksville  
**Nov. 15** CFR Tire Rack Street Survival School-Seminole Community College Police-Training Facility, Geneva, FL  
**Nov. 29-30** Regional Race Sebring, Long Course-12hr  
**Dec. 12-14** Audi Club (Tentative) Daytona

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

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## District Meeting Times and Places:

(See inside front cover for contact information.)

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

**District 2** — 4th Wednesday 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



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## Welcome New Members!

### District 1

Ryan Albough, St Petersburg  
Jeff Girardello, Palm Harbor  
Hugh M Grey, III BelleAir Beach  
Kevin Vance McKamey, Clearwater  
Elliott Nethero, St Petersburg  
Steven Santo, St Petersburg

### District 2

Matthew S Bargerstock, Largo  
James Blaisdell, Land O Lakes  
Debbie Hawley, Land O Lakes  
Katie Hawley, Land O Lakes  
Kelsey Hawley, Land O Lakes  
Dr Robin Glenn Hawley, Land O Lakes

### District 3

Jackie Montpelier, St Cloud

### District 4

Dr. Maurice R Hamil, Summerfield

### District 5

Lynwood Burbank, Vero Beach  
Christopher Eastwood, Palm Bay  
Nicholas Tyler Noblitt, Melbourne  
Andrew W Roberts, Port St Lucie

### District 7

William Kleinschmidt, Ormond Beach  
Alan Maxwell, Holly Hill  
Susan Maxwell, Holly Hill  
Dr Christopher Andrew Meseke, Port Orange  
John Metros, St Augustine  
Aimee Kaye Norman, Lake Butler  
William Ledford Scott, St Augustine  
Glen Sottardi, DeBary  
Gilley Spoude, Bushnell

### District 8

William P Mitchell, Punta Gorda

### District 9

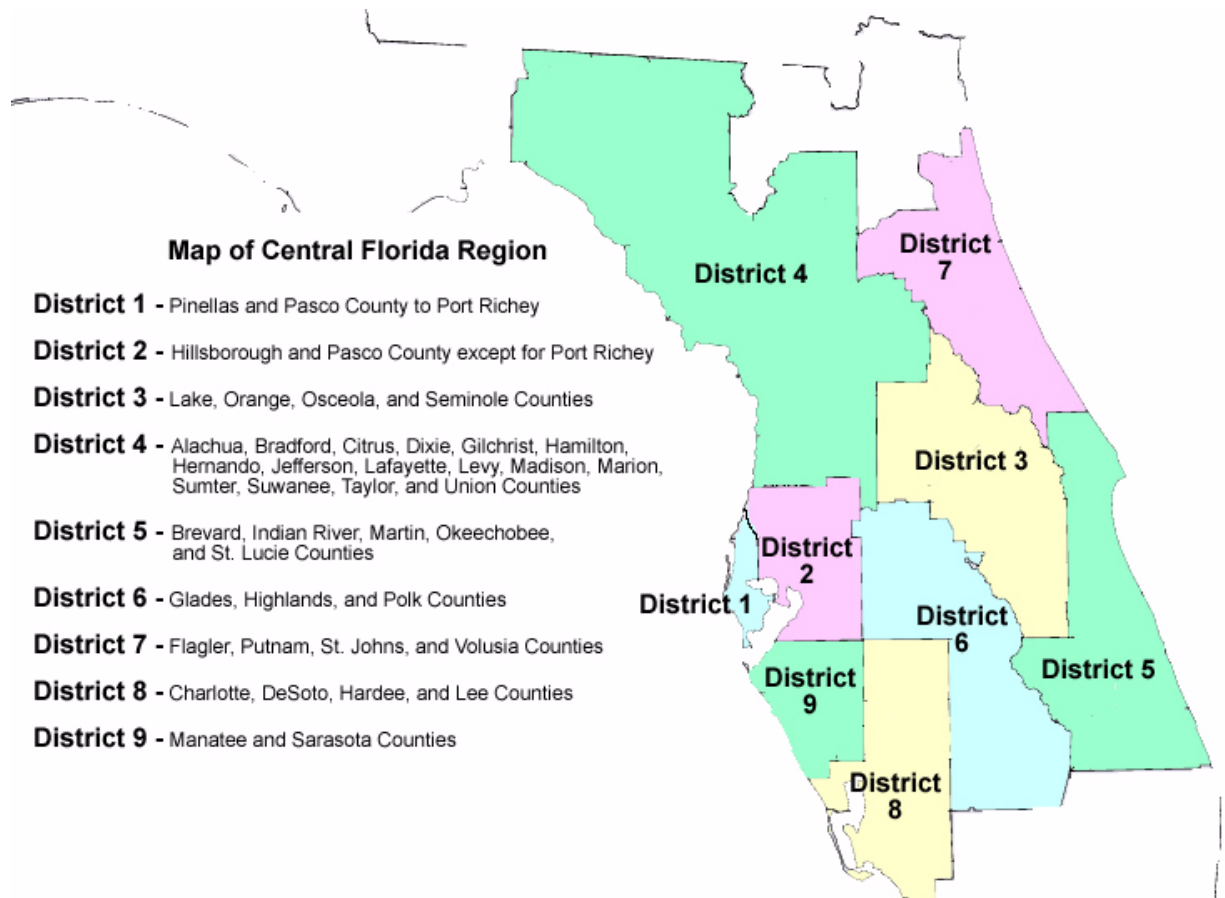
Marty Croce, Venice  
Peter Kleinschmidt, Sarasota

### OUT OF REGION

Dr Joseph Anthony Costello, Jr.,  
Palm City

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## District Locator



Map of Central Florida Region

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

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

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

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

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

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

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

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

**District 9** - Manatee and Sarasota Counties

Club News



## RE Report

*Rick Balderson*

"The times they are a changing."

As I'm sure most of you are aware our economy is having a down turn that is requiring businesses large and small to make hard decisions as to how best serve and keep their customers. CFR is no different and so, CFR management has made some of those decisions.

With-in the last year CFR implemented gas card and hotel room programs to help our race volunteers weather the storm. The 'race worker perk' is now the single biggest budget line item at \$140,000, exceeding the insurance expense of \$130,000, and facility rental of \$120,000. At this point in time we do not have any new programs planned for the race worker group.

We also have a plan to serve the CFR competitors who pay the bill for many of our activities. Please keep in mind that the priority question for CFR Management in making changes, such as this one is- How does this change maximize the benefit to the greatest extent possible? The decision to hold Divisional events (SARRC & ECR) instead of a National reflects that thinking.

Here are some numbers we used in evaluating this change. CFR June membership was 2738, of those 1121 held either National/ Regional competition licenses or novice permits, about 41%. The detailed break-out is Natl 451, Reg 402, and Novice 268. These numbers are from the CFR member database and the CFR Membership Chairperson.

So, what is it the Region can do for CFR competitors to give them more bang for the buck? We already have the least expensive racing on the planet and at two of the premier track in the country.

The answer is at the core of the CFR race program and is the sale of race seat time. The region does a superior job in this regard. We want to please the most CFR members and offer them the opportunity to race at SCCA events. Customer service for our competitors is the driving force behind this decision, not cost or

revenue.

I've received some e-mail on this subject, and I thank those interested in the decision for their concern and input. Directly or indirectly, I received communications from seven CFR BoG Governors or Lt Governors, four Chiefs of specialties, and eight members. At monthly meetings with a total of approximately 100 or so members attending, four Districts felt that we should continue to hold a May National. This sentiment was shared by the others writing to me and other CFR management members.

Listed below are the reasons addressed in the e-mails for continuing to have the May national. They are ranked in the order of times mentioned.

Because this is an important business decision, I'd like each of to know the details that were considered. They follow each item

1) 'Always done it that way', historical context, important to the Region, loss of date, loss of race, loss of credibility and reputation for CFR.

Response: The Region has given up nothing with this decision. The date and the venue are the significant features in this equation, those are not changing. The change in the name only we will be racing hard down to dusk. With an increased level of participation the number of satisfied members should also increase.

If this indeed is the holy grail of National racing in CFR, it is interesting that less than 1/2 of our own National competitors enter the event. Its close, it's cheap (relatively) and, from personal experience, it's the most fun you can have with your clothes on.

2) The number of cars at the event supports continuance of National event.

Response: There is no data to support this, National participation continues to decline. 2006 had 226 competitors, 2008 had 199.

In thinking about the Daytona National, the last several years have seen a slow decline in participation, to where we only had 199 National competitors in 2008. 2007 had 233 competitors, 2006 saw 226. Considering that CFR has 451 National competitors, only 44% of our own eligible competitors have chosen to enter the May National.

3) This punishes National competitors trying to qualify for runoffs.

Response: National competitors need only start 4 National races and be considered a finisher in 3 National events. Participation has declined to the point that almost everyone is invited to the runoffs. The SEDiv holds 13 Nationals, since only 44% of our National competitors choose to run the May National, they must be going somewhere to get invited.

In 2008 only 20 CFR members chose to attend the Heartland Park runoffs, many National competitors were not pleased with the venue. So, lets look back to the last runoff at Mid-Ohio, which is a popular track and made their last SCCA runoff event a big deal and we find that only 24 CFR National competitors attended. This is not a very compelling argument with respect to our holding a National at Daytona.

4) Decision is illegal, no race board meeting in recent history, was this decision communicated to Topeka? Decisions need to be made by committee. Region should not be run by 2 individuals.

Response: In 2008, CFR members will have participated in 100 event days, be it Pro race, Club Race, Solo or other events where we are hired to be the working staff. This level of activity does not lend itself to management by committee.

While there have been no face to face Race Board meetings, the ongoing and regular communications between the RBC and Chiefs of Specialties by both e-mail and telephone continues. The Region and the race programs simply cannot be run by two people, as alleged, the task is too large and complicated.



Our annual race schedule is not approved by Topeka. The REs' of the SEDiv approve the racing regions schedule at their mid-year meeting, and that schedule is sent to Topeka as information to be published in Sports Car.

5) The National racing program is important to health of SCCA. National points needed to qualify for the runoffs. Regions have to have National races.

Response: National racing used to be very important to the health of SCCA and while it may be very important to Topeka in CFR the importance has diminished. National drivers do not need points to get invited to the runoffs. Regions are not required to have National races. A sign of

things to come; The Detroit region has cancelled their entire National program altogether. We will not be doing that, and have not considered that an option.

6) Financials from event support continuance.

Response: While financial considerations are part of the matrix in considering CFR decisions, it did not play any role in this decision. The overriding consideration was how we can give the most time on track to the most CFR competitors.

Some readers may have noticed that in my first mention of a change at Daytona I mentioned a double SARRC, upon further review, it turned out that was not

the correct decision and the next time I referred to the May race, it was as a SARRC/ ECR, which better serves the maximum number of CFR members.

This is only a change in the name of one race in a busy and fairly complicated schedule of the CFR events calendar; it is not forever, and it is only one race.

What's important to remember is the significance of the traditional date at this venue; we have given up Nothing in that regard. The date stays, the venue stays. We have changed the title and increased participation; nothing prevents us from changing the title change back.

## District News

### District 3

District 3's July meeting at Rossi's Pizza on S. Orange Blossom Trail in Orlando was attended by our loyal regulars plus a couple of visitors. Gov. Bill Martin reviewed the activities of the past weeks which included support of the Brumos 250 at Daytona and our Sebring Driver's School/Vintage Race.

We had about 41 workers for the Brumos 250 which is always interesting as the road course action is interspersed with NASCAR events. The weather cooperated for most of the day although NASCAR practice was shortened by the

usual afternoon showers. The Brumos race was fairly uneventful but the last lap provided one of the closest finishes in recent history with Scott Sharp just nosing out a win over Alex Gurney in a sprint to the checkered flag.

Our Sebring Driver's School gave 25 students a taste of Florida's July weather as they drove in hot, humid and wet conditions. There were 30 Vintage drivers who 'enjoyed' those same conditions for their 3 races. Thanks to Ron Camacho and 'Weese' for suggesting the addition of Vintage to the school and for encouraging

those drivers to attend this event.

Most of the discussion centered around the possibility of changing the May National to a SARRC/Enduro and running a Double National in January. There are several items yet to be clarified before any firm decision is made; however, if the Double National is possible, attendees at our meeting appeared to be ok with changing the May format.

See you at the races.

*Fran Martin*

### District 7

District 7 met at Stavros Pizza for our bi-monthly get-together in DeBary.

We went over some of the highlights from the BOG meeting in June including the financial health of the region. Noted that Robin Langlotz will be running for Area 3 Director although he will continue as CFR Race Board Chair, that we have a new Treasurer - Robin Ragaglia will be taking over from Greg Bennett(thanks Greg), Rick Balderson will continue as RE but we will have a new Assistant RE, Ron Camacho. David Then will be leaving as Assistant RE (thanks David).

Some discussion ensued about the showers and electrical system updates at Sebring. The installation of showers is still on the table but the electrical updates will go forward since we received a much more palatable bid for the needed work.

We also discussed upcoming events, the next event being the Solo at Deland on July 20th. The Deland site has changed slightly in that the fences on both sides and in the middle of the pavement have been removed and an additional 400 feet of concrete added for us to use. The tire barriers on the southern tip of the course

area were to be removed by the city also. Therefore, this coming event should see a site and course unobstructed by any type of barrier. This should make the Deland site much better from both a course layout perspective as well as a safety perspective.

Our next monthly meeting will be on August 12th at the Sea Treasure in Edgewater. 6 PM for dinner, 7 PM for the meeting.

*Art Trier*

## District 8

A group totaling 16 of the best District 8 has to offer showed up at the July 9th meeting to hear Lt. Governor John "Weeze" Woessner give a talk on what went on at the BOG Meeting in June. I was unable to attend the BOG meeting as I had an autocross to run in Batavia, NY with no. 1 son. So it was John's chance head the meeting and he did a great job

informing us all. Last weekend Weeze and I made our yearly trek up to Roebling Road for the double National over the July 4th weekend. It's amazing just how many CFR workers and Drivers attend this event. Next up is the Drivers' School/Vintage Race at Sebring on July 12/13. For you vintage drivers who didn't run; you missed out on 90 minutes of track

time. 29 drivers are entered and if you want to run this event next year, I would like to see the total be closer to 50 to justify keeping you on the schedule. Next meeting is August 13th at Uno's on Daniels Parkway in Ft. Myers. See ya then!

## Ron Camacho



CFR Members who didn't let a non-race weekend in their Region stand in their way by making a trip to Roebling Road for

the Double National July 4th weekend. They are (left to right) Ron Camacho, Shelly Pritchett, John Woessner, Darryl

Pritchett (in the car) and Ron Olewinski.

## New Assistant RE

Since I have been elected to succeed David Theen as Assistant R.E. I am sure there are quite a few CFR Members who are not all that familiar with me. Just thought it would be a good idea to throw out a quick resume:I'll start with the Fast Facts format out of SPORTSCAR and go from there.

SCCA REGION: Central Florida/Western New York

FIRST CAR OWNED: 1958 Fiat 600-D MEMBER SINCE 1981

FAVORITE CAR OWNED: 1985 Toyota MR2

LAST BOOK READ: **The Appeal** by John Grisham

CURRENT DAILY DRIVERS: '00 Miata & '06 Nissan Frontier

FAVORITE ENTERTAINERS:Lewis Black/Keb Mo'

FAVORITE RACE DRIVER: Paul Neuman

FAVORITE MOVIES: **Sideways, Maltese Falcon**

FAVORITE TV SHOWS: **Top Gear, Seinfeld, Two and Half Men**

MOST INFLUENTIAL PERSON IN MY LIFE: Dr. Fred Chapman, a professor at Buffalo State College who encouraged me to use my sense of humor at all times!

FAVORITE FOOD: Char broiled hot dogs, ham & pineapple pizza

## Ron Camacho

FAVORITE NON-SCCA ACTIVITY: Softball

So those are some little known "FAST FACTS" about me. Also: I have an A.A.S. Degree from Erie Community College in Construction Technology and a B.S. Degree in Education with a major in Industrial Arts from SUNY College at Buffalo. Started out in SCCA as a corner worker, became a corner captain, had a National F&C for a number of years (have a senior F&C now) I raced a Toyota Starlet in Improved Touring D and finished 3rd overall in the SFR Regional Championship in 1992. since relocating from the Chicago Area in 2002, I have concentrated on working Grid and am currently the District 8 Governor.



## In Memoriam

### Nancy Sieck

Longtime SCCA member Bob Sieck, former FV champion, BOG Chair, etc., known to many as our "rocket scientist", has lost his wife Nancy. They were married nearly 50 years and have five grandchildren. Nancy was a member of CFR for only 20 years she was also Bob's

crew chief and a volunteer at the races ( I.E., T & S from the "bus", registration,etc.).

Dear Friends at Central Florida Region, SCCA:

Thank you very much for the beautiful flowers and for all of the thoughts and prayers for Nancy. We are taking it day by

day so it really helps to have your prayers and support during this time. We'll be keeping you in our thoughts as well.

Sincerely,

Bob

## To the Editor

On Saturday, July 12 at Sebring, while taking photos in turn 3 of the vintage group 3, good old mother nature decided to give the racers something else to learn, racing in the rain. But along with the rain came lighting. At that point in time the

corner workers went to there cars for cover, and I took off running from turn 3 to the restrooms near the drive over bridge. While I only got half way, I was picked up by a very nice fellow driving a gray Ford Tarus who drove me to the restroom. I

didn't get his name but I want to thank that SCCA member for coming to my aid. It was very dangerous out in the field and his help was so greatly appreciated. Thanks, Larry Van Scoy

## 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.



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## Flag Ravings

*Sally Larson*

**CONGRATULATIONS STUDENTS & INSTRUCTORS:** The second Drivers' School of the 2008 season was held at Sebring. As I repeat each time, the School is always a favorite ... fun to work and shorter hours. You get to see at least one of almost everything. You all did yourselves proud working with us Corner Workers. You understood signs, signals and flags - and by and large, you acknowledged them when needed. As for the on track driving, you really did well also. Remember, if you ever have a question about a flag or signal, please feel free to ask one of us (the folks in white), and we'll be glad to give you any information we can. To my fellow flaggers, if you ever want to see your work make a difference, that's the time. The students really need us as they learn the ropes, and they're always great to work with.

**MORE SUN STUFF:** Dermatologists used to recommend SPF 15. Times have changed and much higher SPF's plus not only UVA but also UVB protection are recommended, And, in case this has entered your mind, a little dab'll do it - NOT. The same early and often applies. If feeling like a grease ball bothers you, just look in the mirror after a day of plying your trade on the corner. No matter what, we all look like Charlie Brown's friend, PigPen. We do clean up nice but the 'before' look, and sometimes 'fragrance' is never chic.

I, like lots of you, only used low SPF, if any. Once I got past my 20's, for some reason, I never even burned (except for my ears - when I got a short haircut, they burned so much, they got ruffles where the skin was peeling). Never had any problem with skin cancer until I was much older (and I shall not discuss how much older!). Then my dermatologist couldn't get enough of me. She'd always find spots which resulted in at least a slight blood letting. And of course, finally I developed the type of cancer you can die of, with practically none of the outward signs. All I had was a slight lump... no discoloration, but it itched. That is a suspicious sign, I found out. As a final note, every one of us should go in for a full body check by your doctor or a dermatologist yearly. If caught early, the treatment is easy and almost painless.

**JULY IN DAYTONA** - The Rolex race prior to the NASCAR event proved to be action packed for both Drivers and the Corner Workers. There was lots of real estate to cover but the Workers proved they were up to the task. Great work to all involved.

**BLACK FLAG UPDATE:** to those who may not know, at Sebring, the Flag and Black Flag Station at Turn 9 has been switched from Drivers left to Drivers' right. Since there was not adequate and safe space to display the flags and number board under the bridge (as we used to do across the track at Drivers' left), the station has been moved to the end of the chain link fence closer to Turn 8-9. Apparently in March, a worker was hurt during a race and the Track has mandated that the station be on Drivers' right. The final details for the relocation and possible flag hole being cut in the chain link fence, are also under consideration. Our thanks to our Chief and the Stewards for working to provide the safest possible working conditions for us.

Drivers, since we know you always make a quick check of flag conditions each lap, you just need to remember to look right instead of left to check the flag conditions at Turn 9.

**BOLO** - as in the Be On The Lookout. A month or so ago, I lost a post earring when I was taking a shower. Realized it, looked down and saw it- it hadn't gone down the drain, Great.

I went to put it back in the hole in my head and it fell on the bathroom floor. When I went to look for it, it had vanished. Kept looking, no joy. The other day, I picked up the cats' litter box in the laundry room to vacuum. I looked down and there was my earring between the box and the wall. As Mother used to remind me ... things, just don't walk away on their own. I have no clue but my BOLO is... on a race weekend, look to see if Motor is sleeping on the dashboard in the front window of the motor home. If he's wearing an earring, I'll just figure he's got a new fetish. Another 'that's my story and I'm sticking to it' episode.

**AND SPEAKING OF** - a true story ... have you noticed that not one, but 3 slices of pizza and trying to lose what is described on TV as ugly belly fat, are mutually exclusive?!

**FINALLY, TO QUOTE THE GOOD BOOK:** There are two ways to live your life. One is as though nothing is a miracle and the other is as though everything is a miracle. A. Einstein

See you all in August at Daytona .... remember to respond promptly and, if possible, register anytime at the dlbracing site.

Columns





# Ted's Technology, Trivia & Tidbits

Ted Glaser

## Technology and Business:

Refiners are blending ethanol with gasoline not because of government edicts but because it makes economic sense. Ethanol now costs \$2.50 per gallon - or about \$2.00 a gallon to refiners after the federal subsidy. The wholesale price of gasoline is above \$3.30 a gallon.

This means that refiners save about \$1.30 per gallon by using ethanol rather than pure gasoline. The savings per gallon of a 90/10 blend of gas and ethanol relative to pure gasoline is about 13 cents (10% of the \$1.30 differential between ethanol and gasoline). Much of that gets passed on to consumers.

The first indications of Volvo's future plans (i.e. "Big Brother") are on display in the new XC60. Offered in the UK at the end of 2008, no US availability is planned at this time. The compact SUV will include a low-speed collision-avoidance system called CitySafety as standard. It is designed to prevent the sort of rear-end crashes that often occur in stop-start urban traffic.

CitySafety works only at speeds below 19mph and uses laser sensors in the windshield coupled with software able to measure the distance from the car in front and calculate its speed relative to your own. If the car in front suddenly reduces speed at a greater rate than yours does, CitySafety primes itself to stop the car. Then, if the driver fails to react and the system senses an imminent collision, it slams on the brakes.

A system like CitySafety ensures the vehicle slows down and brakes at the right moment.

CitySafety will be rolled out gradually across the Volvo range, as well as some Ford models, as Ford owns the Swedish brand. This is just the beginning of Volvo's radical plans to revolutionize the way we drive.

In Japan, North America and other world markets, HFC-152, or difluoroethane, will become the refrigerant of choice. Like HFC-134a, HFC-152a has a higher global-warming potential than CO2. But leaked into the atmosphere, it is 90% less harmful than HFC-134a.

The Williams F1 team, often a pioneer in F1 marketing, has just launched the first F1-branded lawnmower, manufactured by Countax Ltd. The Williams FW-4WD is equipped with a 16hp twin cylinder engine, and with 4WD capability, this new mower has been designed to cut and collect grass on slopes up to 30deg, and in marshy areas of the garden where greater traction is required. The four wheel drive '4TRAC' technology has been developed by Countax specifically for its ride-on lawnmowers, with a unique ability to increase and decrease the turning speed of the front wheels to eliminate scuffing.

The Williams FW-4WD sports the latest team colors and is fitted with a 42" cutter deck as standard, however, alternative cutter decks are available including 38" mulching deck, and for really tough areas, the 36" high grass mulching deck will tame any paddock, scrubland or high grass area. Dense weeds, nettles and brambles can all be mulched into small particles, and large areas can be cleared very quickly.

The new mower was launched at the Chelsea Flower Show in London.

The UK Government is at it again. They have announced that Manchester is to be the first of several cities granted extra funding for public transport in return for introducing a charge of up to £5 (~\$10) a day. Drivers will have to install electronic tags in their cars that will be detected by roadside beacons positioned in two rings around the city. Charges will be deducted automatically from prepaid accounts. The Manchester scheme differs from the London congestion charge by only charging drivers traveling with the main flow of traffic into the city between 7am and 9.30am and those traveling out between 4pm and 6.30pm. London's £8 (~\$16) charge applies to any vehicle that moves inside the zone between 7am and 6pm, regardless of the direction of travel. Parents driving their children to school across the charging rings will have to pay but the package includes investment in a fleet of American-style yellow school buses.

"Nissan, then, has done something odd. It has built a car for a time and a place and a

species that simply don't exist." - Top Gear's Jeremy Clarkson, describing his experience flogging the Nissan GT-R.

Lewis Hamilton is on a hugely lucrative contract with McLaren, worth £75 (~\$150) million over five years, he has just signed a £20 (~\$40) million deal to represent Reebok and a number of other big-money endorsements are in the offing.

Rouen says it will bid for the French Grand Prix. The city held five French Grands Prix between 1952 and 1968 but continued to hold races on the Les Essarts road circuit until 1993. There was then an attempt to construct a new facility but the money could not be found. Now, an organisation called Espace des Decideurs des Entreprises Normandes and the Chamber of Commerce of Rouen say they are planning a new project. They say they are studying three different possibilities with a street circuit being the preferred idea. There is also a study for a circuit in the dock area of Rouen and a third possibility of a permanent circuit near the airport.

It is a nice idea.

All that is now needed is the money, the planning permission and contracts with all concerned.

Zytek in the UK has converted 100 Smart cars to total electric vehicles. They are to be loaned to various companies with general public (in the UK) availability "in a couple of years at a predicted starting price of about £12,000 (~\$24,000 at today's exchange rate)." It takes eight hours to charge the Smart's battery on a 220v service, although 3½ hours would be enough to boost it from 30% to 80% charged. The battery pack has not been described.

## Trivia:

South Korea at one time audited the taxes of citizens who didn't buy domestic vehicles.

Between 1995 and 2005 Peugeot sold almost 10,000 electric cars powered by Ni-CD batteries. They stopped because of EU rules forbidding the Ni-CDs. They are currently (hah) considering a new electric car

powered by Lithium Ion batteries similar to those in the latest generation of cell phones and laptop computers. It will probably be a joint venture with a powertrain supplied by Mitsubishi.

Five out of every six new cars and light commercial vehicles sold worldwide annually now are equipped with air conditioners.

In 1902, Thomas B. Jeffery and His son switched from making bicycles to building cars in Kenosha, WI, propelling the then-small town of 22,000 located between Milwaukee and Chicago, into the automotive age.

Over the next 105 years, Kenosha has grown to a population of nearly 100,000 and has clung to its automotive heritage, despite some turbulent times featuring storied names such as Chrysler, Dodge, Nash, American Motors Corp. and France's Renault SA - all of which have built cars there.

Automobile production ceased in 1987 when the former Chrysler Corp. purchased AMC, but engine output has continued uninterrupted, making Kenosha reputedly the home of the oldest continuously operated automotive plant in the world.

The Jefferys were modestly successful auto makers, but when the father died in 1916 their company was sold to Charles W. Nash, former president of Buick and later General Motors Corp.

Nash renamed the auto maker after himself, and the Nash automobile went on to become popular and profitable, chalking up a reputation for numerous innovative firsts. In 1937, Nash Motors merged with Kelvinator, a major appliance manufacturer, to become Nash-Kelvinator Corp.

During World War II, the company built Pratt & Whitney aircraft engines, but by 1948 Detroit's Big Three were squeezing independent auto makers such as Hudson Motor Car Co., Studebaker Corp., Packard Motor Car Co. and Nash. Charles Nash tried to form an alliance with the others, but he died later that year and the deal fell apart.

In 1954, Nash-Kelvinator merged with

Hudson to form AMC. The Nash and Hudson nameplates survived until 1957, when they were replaced by Rambler, the name Jeffery had given his original model 55 years earlier.

George Romney, father of former Massachusetts governor and Republican presidential candidate Mitt Romney, served as AMC's president from 1954 until he resigned in 1962 to run successfully for governor of Michigan.

Romney's strategy focused on developing high-mileage compact cars to battle what he called the Big Three's "gas-guzzling dinosaurs." And for a time it worked well.

But by 1960, the "dinosaurs" had their own compacts. And, as the industry's smallest auto maker, AMC came perilously close to financial disaster several times during the following 20 years.

However, it did manage to buy Jeep from Kaiser Jeep Corp. in 1970, a major stroke that remains a key Chrysler asset today.

In 1979, Renault, which never had created more than a blip in the U.S. market, came to the rescue with \$135 million to gain a 5% stake in AMC. Renault raised its stake to 49% in 1983, the same year the auto maker began making the Renault Alliance and Encore compacts in Kenosha, alongside AMC's nameplates.

The French auto maker also had big plans to build a fullsize sedan called the Premier and built an assembly plant in Bramalea, ON, Canada, for that purpose.

Renault had early success in the U.S. but was amenable to overtures by Chairman Lee Iacocca to take over its North American operations, and the old Kenosha works finally settled in Chrysler's hands.

### *Anniversaries:*

1896 - August 17. Bridget Driscoll, a UK pedestrian, was the first person to be killed in a road crash. Hit near Crystal Palace in south London by a car apparently doing just 4mph, the 44-year-old mother of two was the subject of an inquest at which the coroner hoped "such a thing would never happen again". Today the World Health Organization

says that more than a million people die every year on roads across the globe.

### *Crystal Ball:*

2008 - A British-built steam car that could break the longest-standing land speed record for such vehicles has been unveiled.

The team behind the car is aiming to improve on the 128mph set by Fred Marriot in 1906. The vehicle was shown to the media for the first time at Thorney Island in Portsmouth.

The British Steam Car Challenge team includes the test driver Don Wales, 42, from Surrey, who is nephew of the late Donald Campbell and grandson of Sir Malcolm Campbell, who both set speed records on land and water.

The driver during the record attempt, taking place on salt flats at Bonneville in Utah, between August 25 and 27 will be Charles Burnett III, 52, from Lymington in Hampshire.

2008 - UK's Top Gear TV show will soon launch an Australian version. The launch of the Australian Top Gear could pave the way for more local versions to be commissioned. NBC, the American broadcasting network, has already started auditioning for a US version and has plans for a pilot show later this year.

"It will still be three guys, because that's just part of the format," says Andy Wilman, executive producer of Top Gear in the UK, who is advising the Australian and American networks. Wilman attributes Top Gear's international success to its central theme - blokes. "It's a bit of an insight into the male mind; an immense vacuum of pointlessness.

2011 - Hyundai is hoping to introduce a plug-in hybrid-electric vehicle capable of traveling 43 miles (70 km) under electric power.

2011 - Air conditioners in all new cars marketed in EU countries must use carbon-dioxide refrigerants, replacing HFC-134a, or tetrafluoroethane, currently the industry mainstay.

See you at the races!



## Turning the Corner

### David Ellis-Brown

Hello again, Last month I spoke about an interview I had with Area 3 Director, KP JP Jones. Have you given it any thought to the request he made in regard to how the CRB could develop pathways for an IT competitor to convert their car to "Limited Production"! Again if you got some ideas, please forward to the CRB and KP, Thanks.

Well, we have not had a regional race since June's Sebring event, so on the racing side there is not much to discuss. Also in the last "Fast Track" there was nothing really pertaining to IT, other the addition of a couple new models. I have it from a reasonable source that the ITAC (IT Advisory Committee) maybe working a little harder to look at some of the of the current rules and how they are affecting the newer cars that have been added, and the reality of where the IT Category needs to go and to address some concerns. More on that in the future when that is released. So the subject picking's may be a little thin this month. And to top that off, I'm in France right now and will be here for the next couple of months. But with technology, my associates and other partners in crime, they will keep me up to date with what is happening in the region and from National.

But still, I can find some things to talk about and discuss. First item I would like to talk about concerns the CFR Race Board and our CFR events. The second thing is in regard to a couple of items that I have submitted to the CRB for discussion and approval, and then a couple of personal items that I want to share.

#### The CFR Race Board

As many of you know, Robin Langlotz has been our race board chairman for several years, and is looking to step down so he can go back to racing. These will be big shoes to fill. I'm sure that there are some very qualified candidates out there if they give themselves half a chance. I for one have to give Robin and his team of many Chiefs and Indians, that plan, organize and put on our races, a big "Thumbs Up" for a job well done. I may not always agree with "his" approach and some of his decisions, but on a scale of 1 to

a 100, I give him a 98 over all. Again Robin you have done a great job. I believe that you have always tried to act in the best interests of the CFR. Thanks Robin and all of the rest of you that work so hard.

Having said all that, I would like to make a recommendation. I believe that the should be more "Driver / Competitor" representation on the race board. My primary interest is with regard to IT, but I would expect that some of the other categories should have representation also. Not a huge group, but some interested folks who would be a liaison between the RB and the various participants. For us, I would like to purpose that a new position of "Improved Touring Drivers Representative" be added to the RB. That individual will become the "liaison" between the RB and the IT Competitors. As the IT Drivers Rep, they would be our "voice" directly to the RB. That individual would present our recommendations, ideas, comments, gripes, etc for and from us, the IT competitors. If there were things about our Enduro's that need to change, then they would be our focal point to the RB to get that done. If we want to start a "Pro" event for IT cars, they would work with the race board and the Governors to get it done.

But, if you want things to stay the same, they could assure that too. If we wanted some changes, they would be our collective voice, and be in a position to make our desires and wishes known. This would be especially beneficial during the initial planning stages of our events. In the past, some decisions, it appears, may have been made with little or no regard to the competitors. As I have said before, the IT competitors make up, on average, nearly 25% of the entries at most regional weekends. And as such, I would like some input during the front end "planning" of the yearly events. What do you think? Yes, the CFR has one of the most successful "Racing Programs" in the country, and I would like to keep it that way, and make it even do better. I don't think we can be complacent. We can always be better. If you want someone on the race board that will look out directly for your interests, then let your thoughts be known. Let me know and I will make a formal proposal the RB. Let your

District Governor know and if you think it is good idea then let's run with it. Again, what do you think? I am only proposing the idea. If you as "happy as a clam in warm sand", and don't think any change is necessary, then so be it. If not, and you believe that a voice on the RB would be beneficial, or maybe you have a better idea, well then, let your voice be heard. What do you think? I will follow up in future columns with some of your inputs.

#### Communication with the CRB

Here are a couple of items that I submitted to the CRB. This is the same format that I have used in the past, so you can use it as a template for any submission that you might have.

1. 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

2. 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 instruments(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.

*Another Idea.*

I wonder if would be beneficial if the IT folks to participate in an "Exchange / Blog" type of network within the CFR Website. A network that might help us locate / find parts, pieces, unload, etc. that some one might be looking for. Example, I visit junkyards from time to time and see some potential "IT Cars", cheap. The other day, I found a Porsche 944, intact, not crashed, that looked like a great candidate for IT & Cheap. I happed to see Jim Clark at the June event, with his 944 so I told him about it. Otherwise he would never have known about it. This is just an example. What do you think? Some of you might have some other good parts just lying around that need a new home? Maybe we can get something started. And this would not be just for IT, but for any CFR member. I think it could benefit the entire club. Again just an idea. Let me know, and we can look into a little further. We can talk to the Webmaster and see what would be needed to "Git'r

Done", Let me know, OK.

*Something Personal*

I had a few folks contact me over the past few months, and I want to say "Thanks" for you inputs. Some are old friends that just wanted to comment on my column, Thanks Fred. Others wanted to correct one of my statements, regarding my comments on National Racing, and it's cost to the region. Thanks, John and Lee, I did not intend to slight National's in any way, Since I have run both this of CFR's Nationals with my ITB car in "D Prepared" I appreciate you setting me straight.

Last but not least, and as many of you known for some time, our good friend, and fellow IT competitor, Bob Sieck, lost his dear wife Nancy, in early July. She was a "Grand Lady". Our thoughts and prayers are with you Bob.

OK, I need to send this on the Checker, I'm a few days late again, and more than a few Euros short, boy is it expensive over here. Gas is 1.45 Euros per liter, and with the exchange at \$ 1.60 to buy a Euro that comes out to about \$ 9.25 per gallon. I've leased a Diesel Peugeot 407, and diesel fuel is cheaper, by about 10%, unlike in the US. It gets about 38 miles to a gallon with it's 1.8 liter engine and manual shift. Nice car too. I'm here until the end of September, so my next two columns will originate from Normandy, not far from the invasion beaches. In Normandy they have not forgotten what sacrifices our soldiers made in 1944 and we still see many American flags flying along the coastline. Au revoir.

The '59 Sprite still pickin'em up and puttin'em down in 2008 - 49 Years On-Track



Yep, It's a 1965 Turner driven by Truman Mcghee



Chuck Hollis, Jr. shared Charlie's beautiful 1970 Chevron B8



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## SEDiv Solo in Gainesville

*Lou Gallanos*

Two CFR members in the SEDiv event were Robert Belvoir (#79) and Elliot Harvey (#41).



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## Vintage at the Sebring in July

*Larry Van Scoy for Victory Lane Magazine*

The Central Florida Region of the SCCA held its "**Driver school/Vintage**" races on July 12th and 13th on the Sebring Club course of 1.7 miles at Sebring International Raceway.

There was twenty-six cars entered to run vintage, plus two cars entered in the drivers school that were classified as vintage racers. The qualifying session on Saturday started with overcast clouds, which then turned into a nasty rain and lighting event. The vintage race for Saturday was moved to Sunday morning, which still had a wet racing surface which caused some cars to spin out.. Rain fell on and off all day Sunday as well.

The race on Sunday had a close battle between Carl "Bubba" Bussard driving a 1969 427 Corvette #31 against Cody Ellsworth driving #11 Porsche 911. They were closely followed by Gordon Drysdale driving #74 Zink Monoposto Classic. During the SCCA vintage event on June 7th. and 8th., Cody Ellsworth set a **track record for Vintage, which was broken by Carl Bussard's time of 1:18.912** this weekend. Before the rain stopped qualifying on Saturday, Gordon Drysdale in his #74 Zink and Carl Bussard in the #31 Corvette raced nose to tail, with the Zink passing the Corvette coming out of the corners only to be passed a short distance down the track by the Corvette after being launched out of the corners with his horsepower.

A father/son team of Charlie Hollis Sr. and Charlie Hollis Jr. brought in the #13 Chevron B-8 and the #80 Austin Healey Bugeye Sprite, with Charlie Hollis Jr. placing 10 overall in the Chevron B8, and Charlie Hollis Sr. placing 18 in the Bugeye Sprite.

There were 13 cars that finished on the lead lap. Jim Keller driving the #22 1964 Corvette roadster placed 4th overall. There was a nicely prepared 1963 Corvette Coupe #63 driven by Ken Hazelton to an 8th. place finish followed by #5 1969 Z-28 Camaro driven by Larry Corwin to a 9th place finish.

Some of the other cars were the #17 Bugeye Sprite of Thomas Morris, #68 1968 Corvette roadster of Simeon Shortman who raced to a 6th. place finish, with Bob Shafer driving his Porsche 911 #16 to a great 5th. place finish. There was the #38 Lotus Super 7 driven by Beau Gabel, while #86 Lotus Elan was raced by John Callahane to a 20th place finish overall. There were two 240Z Datsun's, one that was driven by Wayne Radloff #4 in his first race since passing his driving school, and #06 driven by Tim Watson.

Note:

Thanks to the corner workers for working in the nasty weather and watching over all the vintage racers, and the new student drivers.











# Sebring Driver School & Vintage Races

*Bill Martin*

First up were CFR's infamous "Station Wagon Tours"



Mark Turner took Ed Diehl's RX-7 through the School



It appears that the Durango has the line on the Jeep through the Safety Pin



A fast GTA in Turn 1



Paul Gordon's Acura leads a School group into Turn 1



Roland Bauer's beautiful Vintage 1972 Corvette





Beau Gabel heads for the Pits in his 1967 Lotus Super 7



Then the rains came and came and came



A Vintage Group at the bridge



Many shelters were lost to the Sebring Storm Dragon



John Cox, '67 Porsche 912 and Larry Corwin, '69 Z28 in the big bend



A '65 Turner Mk III and a '59 Austin Healy Sprite at the Safety Pin



1974 Porsche 914/6 on a damp track



# July Drivers School

Larry Van Scoy

## Group 1

ITS #83 Timothy Carey 240z & #6 SM Sebastian De Las Casas Mazda Miata



Dodge Neon #132 SSC Broken Motor



SM #09 Chi Ho Mazda Miata spin in oil



ITS #67 Paul Gordon Acura Integra



Vintage #7 Charles Maher Bug Eye Sprite





Group 2

#8 F500 Matthew Strand Invader



#45 CF Mark Smith



#17 SRF Richard Hayes



#62 FV Duke Waldrop













## Brumos 250 at Daytona

Doug Werth

Watching NASCAR in the Pits



Terry, James, and Guy Wait For Dale Jr.



Larry With The GT Class Winning RX-8



Porsche Power



The Racers Group Race Prep



Larry and Doug With Patrick Dempsey



Farnbacher Loles Race Prep



Some Of The Turn 3 Staff





# Nurburgring 24 Hour Race Photos

*Toto Lassally*

Local boys in Germany...





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Friday Evening...Registration ...6:00pm -10: 00pm ... Lobby Area  
 Social .....6:00pm - 10:00pm ...Hospitality Suite

Saturday AM..... Registration ... 7:30am - 1:00pm Lobby Area  
 Breakfast Buffet ..... 7:30am - 9:30am - Meeting Room  
 General Membership Meeting ... 9:30am - Noon ... Meeting Room

Saturday Noon ... Worker Appreciation Luncheon ... 12:30pm - 2:00pm  
 Hospitality Suite Opens ..... 2:00pm - 6:00pm  
 Registration ..... 4:00pm - 7:00pm Lobby Area

Saturday Evening ... Welcome Reception ...6:30pm - 7:00pm ... Banquet Room  
 Awards Banquet..... 7:00pm - 9:30 ... Banquet Room  
 (Dinner & Championship Awards for Race & Solo Programs)  
 Hospitality Suite Opens ..... 9:30pm - 11:00pm

Sunday AM ... Breakfast Buffet ... 8:00am - 9:30am ... Meeting Room  
 Board of Governors Meeting ... 9:30 am - 12:00pm ... Meeting Room

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Clip & mail with your check prior to December 1, 2008. Hosted by District 6

**Official Registration Form**

**Make your reservations** for the entire weekend in advance and save \$\$\$\$ per person. Go ahead and send in your check. Make checks payable to: **Central Florida Region - SCCA.**

Please complete this form and mail to:

Chuck Dawson  
 5505 US 27 South  
 Sebring, Florida 33870

For more info:  
 dmotor@strato.net  
 863-314-9200

**Entry Fees:**

**Entire Weekend** (includes 2 Breakfast, Luncheon, Banquet, 2-drink tickets)...Advance...\$50.00...\$60.00 at the door

**Luncheon ONLY** (includes Saturday Worker Appreciation Luncheon)...Advance...\$15.00...\$20.00 at the door

**Banquet Only** (includes Awards Banquet and 2-drink tickets)...Advance.... \$25.00...\$35.00 at the door

Name \_\_\_\_\_ Phone \_\_\_\_\_ Email \_\_\_\_\_

Number of guests \_\_\_\_\_ Total Number in Party \_\_\_\_\_ Total enclosed \$ \_\_\_\_\_

Entire weekend \_\_\_\_\_ Luncheon Only \_\_\_\_\_ Banquet Only \_\_\_\_\_



## Golden and Great In “2008” 50th Anniversary Of CFR

Friends and Family of **CFR-SCCA**,

**C**entral **F**lorida **R**egion - **S**ports **C**ar **C**lub of **A**merica Golden Annual Awards Banquet for 2008 is approaching.

Our meeting and awards festivities will be held at the Quality Inn Conference Center, Sebring, Florida, December 12th-14th, 2008.

Golden Anniversary celebration registration and social gathering will begin at 6 pm Friday Dec. 12th.

The celebration continues Saturday morning with the general membership meeting followed by our worker awards luncheon. Highlights of Saturday evening are the welcome reception and, race and solo awards banquet with special guest speakers. The weekend festivities will conclude with the Board of Governors meeting on Sunday.

As with any motor sports competition, this will be a team effort. **District 6** will be hosting this year's festivities but we need **your help** to make this a success. Any donations of products or services you or your company can provide to our Workers, Drivers, Pit Crews, and Race Officials will be **greatly** appreciated. Advertising Premiums, Promotional Logo Merchandise, Discount Coupons, Gift Cards or Certificates, T-Shirts, Hats, Jackets or even old stock can show your support **(Monetary contributions will also be accepted.)**

Your products will be displayed at the Hotel/Convention lobby area during the weekend of our annual meeting and given out as door prizes.

**Any support you can offer will be greatly appreciated!**

Thanks,

Chuck Dawson  
District 6 Governor  
Central Florida Region SCCA  
Email - dmotor@strato.net  
863-314-9200



**2007 Monaco Executive**

Length: 44ft      Engine: 525HP Cummins  
 No. of Slides: 4      Miles: 20,572  
 Stock# U111176



**2007 Monaco Signature**

Length: 45ft      Engine: 500HP Cummins  
 No. of Slides: 3      Miles: 13,878  
 Stock# U111230



**2007 Beaver Contessa**

Length: 42ft      Engine: 400HP Cat  
 No. of Slides: 2      Miles: 15,622  
 Stock# U112556



**2007 Monaco Knight**

Length: 42ft      Engine: 330HP Cummins  
 No. of Slides: 4      Miles: 11,099  
 Stock# U110546



**2007 Monaco Camelot**

Length: 42ft      Engine: 400HP Cummins  
 No. of Slides: 4      Miles: 16,743  
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**2006 Country Coach Affinity**

Length: 45ft      Engine: 525HP Cat  
 No. of Slides: 4      Miles: 25,032  
 Stock# U108904



**2006 Monaco Dynasty**

Length: 43ft      Engine: 400HP Cummins  
 No. of Slides: 4      Miles: 26,517  
 Stock# U109993



**2006 Monaco Dynasty**

Length: 42ft      Engine: 400HP Cummins  
 No. of Slides: 3      Miles: CALL  
 Stock# U110879



**2006 Blue Bird 450 LXI**

Length: 45ft      Engine: 525HP Cat  
 No. of Slides: 3      Miles: 34,844  
 Stock# U111555



**2006 Country Coach Allure**

Length: 42ft      Engine: 400HP Cummins  
 No. of Slides: 4      Miles: 30,339  
 Stock# U112489



**2005 American Coach Heritage**

Length: 45ft      Engine: 500HP Cummins  
 No. of Slides: 3      Miles: 23,950  
 Stock# U111532



**2001 Blue Bird Wanderlodge LXI**

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**1990 Mustang S.P.O.** - Logbook, '08 Tech. Open trailer w/race rack w/four extra tires and helmet w/raido set up. Must sell. Doctor say's no more racing. \$6000.00 Or Best Offer. Call Ray. 407-327-0694 Or Cell 407-461-1966(2)

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## Parts

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1ea Front nose assembly, with brake ducts, 2ea Doors, gutted and painted, a Hyper-tech Power Programmer III, Original

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## Street Cars

### **1993 Porsche 911 RS**

**America**-Black/Black leather 65K miles, SALVAGE TITLE due to theft early in its life, clean Carfax, few minor cosmetic issues, the biggest of which is five small rust bubbles along base of windshield. Many pics at <http://12.186.2.9/911sm> Runs and drives excellent with Cup wheels, Weltmeister strut bar, JIC Magic coilovers, TRG adj front and rear sway bars, cat bypass, primary muffler bypass, Cup chip, Alpine CD player and US Amps amp, Turbo leather seats, new brake pads (less than 3000 miles), new (less than 1500 miles) Kumho Ecsta SPT rears, new Redline 75W-90NS in trans, Amsoil only in engine. Would make perfect HPDE or competition car. \$31,500. Contact Nate at [nschirmer@florida-insurance.com](mailto:nschirmer@florida-insurance.com) or (727) 638-7445. Tampa, FL (1)

**2005 Lotus Elise** - Chrome Orange, Sport Package, Stage 2

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small rust spot is on the front valiance below the front bumper. The car has never failed or given me any trouble in the 3.5 years owned. \$2,800 Call Garry 321-693-8190 Melbourne, FL (1)

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**1978 MGB Roadster** - Russet brown / beige. In same family since new, only 18,700 original miles. Car is in great condition with new tires, alloy wheels, battery and Weber carburetor. Photos will be emailed upon request. Car is located in Oldsmar. \$12,000. firm. Call Fred at 813-925-8565. No calls after 10 PM please. (2)

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Classifieds



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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.

**Address Changes:**

Call the Topeka office 800-770-2055 to notify them of your change. Any call to Topeka with a request will require that you provide your membership number.

*Checker* mailing labels are generated from the region records, which are updated from the list from the national office in Topeka. Because of delays in receiving those updates you may experience a delay in the receipt of your *Checker*. You may also experience delays if *The Checker* mailing labels were produced prior to your notification.

**DO NOT SEND ADDRESS CHANGES TO *THE CHECKER*.**

[Checker@ClearlySaid.com](mailto:Checker@ClearlySaid.com)



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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.**

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  
\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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.

### 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.

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

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

**407-884-7889  
joycehscca@cfl.rr.com**

(check one)  Visa  MasterCard

Card No. \_\_\_\_\_ Exp. Date \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_



136 Dublin Drive  
Lake Mary, FL 32746

