

# *The Checker*

Official Publication of the  
Central Florida Region  
Sports Car Club of America  
Volume 50, Issue 9  
September 2008



**Have you ever seen  
such a glorious glove?**

## Governors and Officials

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**Trophy — Glenn Forrester**

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## RallyCross

**Chairman —**

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**Webmaster — Jack Ragaglia**  
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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.org](http://www.cfrscca.org).*

Aug. 2-3	Solo2	BCC	Oct. 18-19	SARRC Regional Races/Vintage Sebring, Long Course-GP	
Aug. 9-10	Solo2	Brooksville	Oct. 18-19	Solo2 Sebring	
Aug. 9-10	Regional Race	Daytona	Nov. 1-2	PBOC (Tentative) Daytona	
Aug. 24	Solo2	Deland	Nov. 1-2	Solo2 BCC	
Aug. 30-31	Regional Race/Vintage/ECR Sebring, Long Course-12h		Nov. 6-9	HSR Races Daytona	
Sep. 6-7	Solo2	Brooksville	Nov.15-16	Solo2 Brooksville	
Sep. 14	CFR Board of Governor's Meeting, 10:00 AM at the Holiday Inn on International Drive in Orlando - Citrus A room. This room is in the main convention center.			Nov. 15	CFR Tire Rack Street Survival School-Seminole Community College Police-Training Facility, Geneva, FL
Sep. 14	Solo2	Deland	Nov. 29-30	Regional Race Sebring, Long Course-12hr	
Sep. 27-28	Regional Race	Daytona	Dec. 12-14	Audi Club (Tentative) Daytona	
Oct. 4-5	Solo2	BCC	Sebring Codes: GP = Paddock On Green Park Side 12hr = Paddock On 12 Hour Side		
Oct. 4-5	Solo2	Brooksville			
Oct. 10-12	PCA Races	Daytona			

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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!

Check with your Governors and attend your District Meetings to find out what's new and going on in Central Florida Region. If you have questions contact the membership chair. You joined because you are interested in motor sports.

We want to help you get started.

### District 1

Gary Tinker, New Port Richey

### District 2

Kevin Forstad, Lutz  
Lorinda Forstad, Lutz  
Phillip Forstad, Lutz  
Tyler Ladoniczki, Odessa  
Carl Thomas Metz, Lakeland  
Sylvia Cox-Metz, Lakeland  
Jimmy Moore, Seffner  
Sandra Pullman, Dover

### District 3

Michael Levan Adrian, Longwood  
Casey Malcolm Davenport, Orlando  
Jeff Mcelyea, Orlando

Ian Schmitt, Orlando

### District 4

Herman Leng Goh, Gainesville  
Ryan Douglas Johnson, Lecanto

### District 5

John Ward, Melbourne  
Michael David Williams, Mims

### District 8

David Hutter, N. Ft. Myers

### District 9

Wesley Lee, Ellenton  
William Lee, Ellenton

### OUT OF REGION

Cindy Mack, Ft Lauderdale

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## District Locator

### Map of Central Florida Region

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

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

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

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

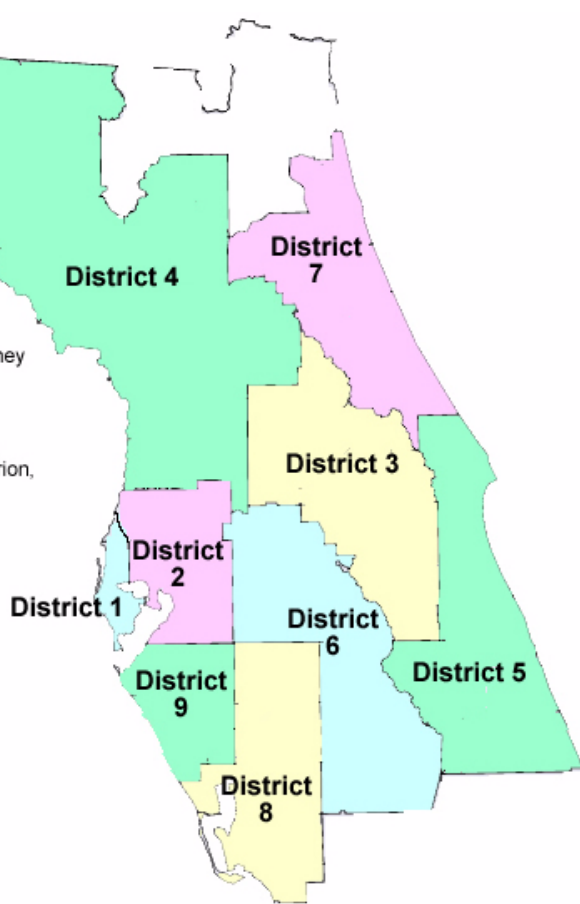
**District 5** - Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties

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

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

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

**District 9** - Manatee and Sarasota Counties



## RE Report

*Rick Balderson*

What a month! CFR members enjoyed 6 solo event days, a Double Divisional event at Daytona and finished August with a Regional on the 12 hour course at Sebring. Just not sure it could get any better than this.

In addition to the regular solo sites, Brooksville and Deland, the Solo group hosted an invitational event at Geneva, which is Northeast of Orlando. This event was by invitation only in order to make sure all was well at the site before having everybody show up.

At Daytona, CFR members enjoyed a double SARRC with around 320 competitors racing through conditions that can only be described as typical Florida weather.

One of our members, Andy Fox, had a tougher than normal weekend, on Saturday AM he had a head-on collision with a drunk driver. Fortunately, Andy was in his dually and will contend with damage to vehicle and trailer, not broken body parts. When I talked with him on Saturday afternoon he was trying to get back over for Sunday as he had an opportunity to drive one of the GTA cars.

There was an on track incident that was pretty scary. In the Saturday big bore race, Kris Dean had her car catch on fire; fortunately, Kris had the opportunity, and good sense, to pull right up to a flag

station and have the fire extinguished. She did make a trip over to the hospital and last I heard she was doing fine.

We did have an issue at Daytona that concerns all of us, and that is the garage parking issue. To give little background: not very long ago, CFR was not allowed into the track until Saturday morning, at first light, as I recall. For those of you who did not have to live through this exercise I'm sure you can just imagine how difficult the start of the day would have been. Additionally, there was security at every turn and every gate, and you were asked each trip down to pit lane to produce your ID.

For those in attending the August 9th & 10th Daytona event, if you can even remember seeing security at anytime over the weekend I would be surprised.

And, the reason the Guards were not out in force is that we are, as a group, self-enforcing the rules and policies of the track, most of the time.

One of the track Hot buttons is the parking of street vehicles in the garage area. The Region has tried several methods of obtaining compliance on this issue, and we have not found the correct formula for getting the job done, yet.

I personally enjoy not having the security folks constantly giving us direction and

hope that you also enjoy that privilege.

Charlie and Ellen Leonard and staff did a fine job during the weekend of keeping the roadways clear and not letting bottlenecks stop the movement of vehicles. They get a BIG thank you from CFR as the paddock marshal's job is truly thankless.

Very few members chose to ignore the directions received from the paddock marshal crew, which are pretty simple really; go in, drop off the stuff and come back out to park.

The bottom line is; right now, We get to do the rule enforcement but it can go back to the track, So, we need everyone to work on this together.

In last month's RE report I talked about the runoffs and neglected to say that the documents I used to obtain my information were the GCR and Fast Track as I just don't know enough about the runoffs to even have an opinion.

Next up is the CFR BoG meeting, 10 am, September 14, at the Holiday Inn on International Drive in Orlando. It's the big green building on the east side of the drive just south of the Universal Studios exit on I-4. This is your opportunity to be part of how CFR runs.

## District News

### District 1

August 12, 2008 - 25 Peeps for the District 1 meeting at Eat At Joe's Crab Shack on Rt. 60 in Clearwater, FL.

Ok, so I missed the notes for July meeting; we had one. It was loud. It was well attended. As was the August meeting...at least it was loud.

Nice to have Debbie Cole back at the meetings; she has been missing for the

past several months.

Discussion topics:

- RVs @ compound in Sebring
- SEDiv reports; app for Divisional Worker of the Year
- Past weekend (8-9/10-08) races at Daytona
- Daytona National (May)

*Janet Harhay*

- Sebring Race Labor Day
- BOG meeting Sept 14 in Orlando
- New CFR Website (Looks great Jack!)
- Hall of Fame

Congratulations to Mr. & Mrs. William Cannons (B.C.) on their 66th Wedding Anniversary, celebrated August 08, 2008. Party On!



## District 3

District 3 met at Rossi's Pizza on S. Orange Blossom Trail in Orlando again right after one of our racing events. Most of our attendees were also at the Daytona event and we had a couple of visitors who are interested in learning about our group's Solo and Racing activities. Gov. Bill Martin, RE Rick Balderson and RBC Robin Langlotz summarized our activities.

The Daytona Double SAARC drew 323 entries on Saturday and 309 on Sunday due to the usual attrition. We saw some excellent racing with full fields. Weather was hot, muggy and rainy - what else would you expect in Florida in August?

## District 8

I held a surprise door prize night and gave out various hats, shirts and other race related items. Also gave out two tickets for grandstand seats for this weekend's race at Charlotte County Motorsports Park. A total of 17 District 8 members were in attendance (just about our average). Got an email from Dave Hutter who has rejoined SCCA after a few years away. For those of you who don't know Dave; he is President of Gulf Coast Autocross Club, does awesome suspension work and has now branched out into the screen printing business. Welcome aboard Dave!

## To the Editor

As most of you know, I, James Coyne, took my drivers school this past summer. I had a blast and would like to thank some people for making it possible for me. The first group I would like to thank would be all the corner workers and officials for making these events possible. Without you our sport would not grow with new eager drivers trying to get around a race track in the right way! LOL. Also I would like to thank corners 3 and 4 at Daytona for the new nickname, "Spin Doctor".

By the time you read this, we will have held our next event (a Regional Enduro) August 30-31 in Sebring on the long course.

Our 3rd Quarter BOG meeting is September 14th in Orlando at the Holiday Inn on International Drive at 10:00 AM. September 27-28 is our Regional race at Daytona and in October and November, our schedule gets really busy.

Our Region supports a number of events at Daytona and we'll need help from all of you to make sure we continue to uphold our high standard of participation. Here's a list for your scheduling pleasure.

- Oct. 10-12 - PCA Daytona
- Oct. 17-19 - CFR Regional - Sebring Short Course
- Oct 31-Nov. 2 - PBOC Daytona
- Nov. 6-9 - HSR Daytona
- Nov. 13-16 - Italian Cars - Daytona
- Nov. 29-30 - CFR Turkey Trot - Sebring
- Dec. 12-14 - Audi Club - Daytona
- Dec. 12-14 - CFR Annual Meeting - Sebring (our 50th Year)

As always, confirm dates and participation with your chiefs.

See you at the races.

*Fran Martin*

*Ron Camacho*

Next on the CFR calendar is a Solo 2 at Deland on August 24th and a Regional at Sebring at the end of the month. Not sure I can make the Solo but look for me working Grid at the Regional. Stop by and say "Hi".

Our next two scheduled meetings will be held as always at Uno's on Daniels Parkway in Ft. Myers. The next two meeting dates are: September 10th and October 8th. Here's a proof of me playing hooky and missing the last BOG Meeting having entered the WNR-SCCA Solo II at Batavia Motorsports Park (East of

Buffalo). What a blast!



Thanks guys! Next I would like to thank the Dawson family for all the help in preparing for the school and letting me use the cars. What a ride guys, thanks! Next on my list would have to be my family. Without you guys I would not be able to do any of these things. Thanks for all support! You guys are awesome! Now is the great instructors of CFR. Thanks to David Boles, Ed Diehl and Chuck Dawson. Without you guys I would still be spinning in the horseshoe at Daytona

wondering why I cant go the right way. Also I would like to thank Dennis Joyce, David Boles, and Dawson Motorsports for all the help and providing me with a car and the ability to go racing! Thanks to you guys! Thanks to all that have helped me in anyway during my young racing carrier. THANK YOU!!! See all at Sebring!

James Coyne (aka. Spin Doctor)

## CFR BOG Meeting June 21, 2008

### Quality Inn Sebring, Florida

The meeting was brought to order by Fran Martin at 10:00 AM.

The minutes of the last meeting (March 2008) were approved.

All districts were represented. Bob Sieck was absent.

#### DISTRICT REPORTS

1. Sammi Ronshausen - Meeting at Joe's Crab Shack in Clearwater. 35 people. Discussions about races and schedules.
2. Craig Pearce - Meeting at Beef O'Bradys across from USF; 20-25 regular attendees.
3. Bill Martin - Meeting at Rossi's on the 2nd Monday of each month; 18-20 regulars; mostly racers, some solo.
4. Lyn Watts - District 4 continues not to meet. Has a member in Ocala who offered his shop location for a meeting; may try that later in the year when it's cooler.
5. Peter Lier - Meeting the 2nd Monday in Melbourne. Mostly Solo.
6. Chuck Dawson - Meeting at Caddy Shack on the 2nd Thursday. Mostly workers, 6-12.
7. Art Trier - Meet at Sea Treasure Restaurant in Edgewater; 5-7 members; discuss solo events and new venues.
8. Lt. Gov. John Woessner reported for Ron Camacho - Meet at Uno's in Ft. Myers; usually 12-24 attendees; discussing upcoming Vintage race with Drivers' School.
9. Dave Theen - Meeting in member's homes on Saturday night. Last meeting was their annual event with D1, 2 & 9 at the DeSoto Speedway with 30 to 35 members in attendance.

#### COMPETITION COORDINATOR REPORT

- St Pete Grand Prix to be discussed in a meeting following the BOG. Do we want to continue our participation?
- Next Event is the Brumos 250 on July 3rd; we will be providing support staff.
- Numerous Pro events starting next October will require support especially from the local members.
- 2008 CFR caps are available - will be distributed by Chiefs to workers and each Governor will have a dozen to hand out.
- A corner station is being rebuilt at Sebring.
- 2008-9 Worker awards - will be our 50th anniversary and would like to do something special. Please submit suggestions.
- George Couzens passed away May 31st in Colorado. George was a strong supporter of CFR and one of the voices for the Region at Pro events.

#### REGIONAL EXECUTIVE REPORT

"See attached report. (*Printed in the June Checker.*)

#### TREASURER REPORT

See attached reports.

2007-8 report will be adjusted for Pro/ Club facility trade-outs.

(*Contact your Governor for details.*)

#### FINANCIAL REPORT

See attached report.

(*Contact your Governor for details.*)

#### RACEBOARD REPORT

- RBC asked to allow NASA licensed drivers to run with us at Daytona in appropriate SCCA classes. Board approved on a trial basis; selected classes at DIS only.
- National Race program discussion. As of now, the January 09 Sebring race will be a National. The May 09 Daytona race will be a Regional

(Double SARRC).(Since changed to SARRC/ECR)

- Discussion of the possibility of club sponsored test days.

#### SOLO REPORT

Art Trier reported on behalf of Tim Reardon. Solo currently uses three venues - Palm Bay, Deland and Brooksville. Deland is being phased out; new site in Geneva may be used. Participation is slightly down. Tire Rack Street Survival and Autism Speaks events were successful. Street Survival event was not funded by Topeka as promised, but was well received. Site in Stark might work for autocross or time trials but not for racing.

#### RALLYCROSS REPORT

None.

#### MEMBERSHIP REPORT

See attached report.

#### CHECKER REPORT

When sending Harriet emails, please add "for web site" or "for Checker" or both in the reference/subject line for better identification by the Editor.

#### MERCHANDISE REPORT

No more GCRs will be ordered for 2008.

#### SECRETARY REPORT

Email meeting notices seem to be working well. Per Bob Shouse, governors will receive quarterly error reports for those addresses that "bounce back". Governors - please send your meeting information to her no later than the 4th Monday of the month - don't wait for her to contact you.

#### 2008 CFR HALL OF FAME AWARDS

Forward suggestions to Sammi Ronshausen. Committee is Sammi, Russ Smith, Bob Sieck.

#### HISTORICAL RECORDS FOR ARCHIVE

Bob Sieck needs copies of BOG minutes -





## OLD BUSINESS

- Operating Budget: Approved with modifications proposed by Treasurer. Updated copy of Operating Budget to be sent to governors. See attachment. (*Contact your Governor for details.*)
- Capital Budget - 5 year Plan: Approved by Governors.
- Sebring Compound additional electricity. D1 has a member who is a master electrician. He has volunteered to donate his services. Materials should cost around \$400. Additional member support will be required to provide labor. Board voted NTE \$750 to improve electric and repair PVC for water. SIR approval required first. Bill Martin to check with them.
- Sebring Compound - additional showers and water hookups. Dave Theen to have estimates by next meeting. Discussion regarding including running water lines at the same time as additional electric. Action tabled pending additional information.

## NEW BUSINESS

- Nominate/Elect RE. Rick Balderson was nominated and unanimously reelected.
- Nominate/Elect Assistant RE. Dave Theen and Ron Camacho were nominated. Ron Camacho was elected in secret ballot. David Theen was thanked for his past service.
- Nominate/Elect Treasurer. Robin Ragaglia was nominated and unanimously elected. Greg Bennett was thanked for his past service.
- Nominate/Elect Club Secretary. Carol Gavaletz was nominated and unanimously reelected.
- Governor elections for Districts 2, 4, 6, 8. Fran Martin reminded these districts that anyone interested in running for governor needs to submit a petition signed by 5 members and send to the club secretary by October 15, 2008. Election cards will be mailed to district members by October 31, 2008. Craig Pearce - D2

announced that he will not run for another term.

- Policy Manual - Revise pg. 5 - "Officers Responsibilities - Reports" to read: Quarterly Reports concerning any items of interest shall be made by each of the following: BOG Chairman, RE and Race, Solo and Rally Board Chairpersons. Reports to be provided at a regularly scheduled BOG meeting. If unable to attend, then a written report shall be emailed to the BOG.

After discussion it was agreed to: continue the monthly report requirement; email submissions are acceptable.

- SIR Sublease agreement - Tabled until next meeting.
- 2007-8 Worker Awards - discussion of various items; it is the Region's 50th Anniversary.
- Strategic Planning.

Next Meeting - Sunday, September 14 - Orlando

Meeting adjourned at 2:00.

## Two Sides to the Story

The following three articles provide an interesting insight into the varying opinions of the CFR racing community.

The bottom line is that it pays to be informed. Come to the BOG meetings, your monthly District Meetings, or talk to a

club officer or two to get all the facts you want about the business end of CFR.

## Daytona National/ECR A Racers' Rebuttal to the August 2008 RE Report Lee Hill - July 2008

In his August 2008 "RE Report", presumably to be published in the "Checker" next month, Rick Balderson presents his response to the issues raised by concerned racers about the recent decision by Central Florida Region leadership to discontinue the May Daytona National/ECR in 2009. A SARRC/ECR will be substituted in its place. After carefully reviewing his statements, I have prepared a rebuttal of many of his points for the consideration of CFR's members.

While the opinions expressed below in the "Racers' Rebuttal" sections are mine, they represent the sum of many recent conversations with drivers and workers. In those discussions, I have yet to encounter anyone who feels that the Daytona National should be discontinued. A few don't care much one

way or the other, but most are clearly in favor of retaining the national and nearly all are distressed by the casual approach that our region's leadership has taken to this important topic.

I have made every effort to verify any statements of fact made by either Rick or myself and the source of my information is clearly shown. I have no way of independently verifying the information that Rick presented in his column as to the number of CFR members, and the number of National, Regional, and Novice permit license holders so have taken that to be accurate as presented ("2,738 members", "Nat'l 451, Reg 402, and Novice 268").

In his column, Rick repeatedly refers to the "decline of national racing" or that for national

racing "in CFR the importance has diminished". In an effort to quantify this decline, I asked the SCCA National Office for information on overall national participation numbers for the last several years.

For the country as a whole - the numbers do indeed show a slow decline -- from 10,687 National Entries in 2006 to 9,988 in 2007, a 6.5% decline. And thru June 2008 there have been 6,825 entries compared to 7,335 thru June 2007 and 7,507 thru June 2006, a 6.9% decline.

However, the picture is very different here in the Southeast Division where 2006 saw 1,861 national entries and 2007 had 1,852 (essentially no change). This year, with 10 of our 13 nationals already in the books by the end of June, we had 1,733 entries with 3



nationals not yet counted. Add in the 225 entries at the July 4 SEDiv Double, and 2008 has 1,958 national entries, with the August Kershaw National still to go. That's an increase of at least 106 entries compared to 2007 - a 7% increase after two years with nearly identical numbers.

I also tried to quantify the degree of interest that CFR drivers have shown in National Racing by evaluating the National Points for the last 3 years that are published on the Southeast Division website at [www.sedivrac-ing.org](http://www.sedivrac-ing.org).

What I found there was that 169 of CFR's drivers participated in at least 1 National Race in 2006; 185 did so in 2007; and 175 have run at least one National so far this year. In addition, 60 CFR drivers ran at least 3 national races in 2006; 58 ran at least 3 in 2007; and 57 have run at least 3 so far this year. There is a national still to be run at Kershaw in August and several out of division national races remain so 2008 numbers are likely to increase slightly.

Comparing 2008 to 2006: National participation by CFR drivers has actually increased slightly overall, with a very small decline (5%) in the number of drivers running at least 3 nationals. Given the price of fuel and the general condition of the economy that is a remarkably stable and consistent level of participation.

Following are excerpts from Rick's column (shown in italics) with my remarks clearly indicated as "Racers' Rebuttals".

*"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."*

Racers' Rebuttal: The date and venue are indeed significant, but for many CFR competitors so is the event's status as a National. There is a certain expectation by these competitors based on past performance. The fact that the event has been a National for 30+ years leads to the reasonable expectation that it will continue as such unless there is some compelling reason for change. No such compelling case has been made by the region's leadership.

Competitors have made significant investments in their cars and have made decisions on what series to run based on past practice. Many CFR competitors have chosen to pursue national points, either to compete in the Southeast Division National Points Championship, or because they plan to compete at the RunOffs. These competitors are largely disenfranchised by this move. Yes, they could run the event as a regional, but many won't - not during the height of the national racing season.

And the region could lose the date for a National if one of the division's other regions decides to hold a National on that date. CCR's February National at Kershaw has been a loser for years - I'd bet they would like to try it in early May instead of late February. Once it's gone how do we get it back??? We got that date in the mid-70's when VIR shut down and NCR dropped that National date.

*"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."*

Racers' Rebuttal: Contrary to Rick's assertion - based on Southeast Division point information, participation by CFR drivers in national events has not declined significantly for at least the last 3 years. And while Day-

tona National entries declined 12% between 2006 and 2008, they actually increased slightly in 2007. So they haven't "continued to decline" - they rose slightly in one year and dropped slightly the next.

On the other hand, according to the results published at MyLaps.com, the 2006 ECR at Daytona had 149 entries and the 2008 ECR had 112 - that's a decline of 25%. So during the time that Daytona National entries dropped 12%, the Daytona ECR entries dropped 25%. And for Daytona ECR entries, it's two straight years of decline (from 149 in 2006 to 138 in 2007 to 112 in 2008). If we're going to eliminate the national for a 12% decline what should we do about the ECR with a 25% decline?? Come on guys - fair is fair.

The current price of gas and the general condition of the economy are the main reasons for declining participation in events of all kinds in 2008. This has been reported across the entire country and has affected all forms of racing - even NASCAR is showing serious declines in attendance.

National racing has also suffered from the choice that the National Office made to move the RunOffs to Heartland Park in 2006. However, they have since made a bona fide effort to correct that problem by moving the RunOffs to Road America in 2009-2011. How about we give that a chance and see what affect it has BEFORE we make this change??

*"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. "*



Racers' Rebuttal: First of all - let's get the details right - the rules for next year (and it's next year's national we're discussing) are 4 finishes to qualify for the RunOffs (up from 3 this year). And you have to finish in the top 10 in points in the division in your class to qualify - counting your best 7 finishes (up from 6). This may be easy in some classes, but in others (notably SRF, SM, and FE) it is anything but easy - and there will be few if any competitors who qualify for the RunOffs from this division in those classes with only 4 race finishes.

And why do more racers not go to the RunOffs?? Simple - time and \$\$\$\$\$. Participating in the RunOffs is a 2 week commitment for a driver and represents an expenditure of \$10,000 or more (many spend several times that much). It speaks to the stature of the RunOffs and National Racing that 600+ drivers make that commitment year after year after year. Eliminating the Daytona National won't keep CFR drivers from qualifying - but it will make qualifying more difficult and more expensive for them.

"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.

Racers' Rebuttal: The 2,700+ members of CFR (thru their elected Board of Governors) have delegated responsibility for certain executive and administrative decisions to the RE, the Race Board, and others. However, the principles of operating any political entity

require that its executives recognize the difference between decisions that they are empowered to make unilaterally and those that either require consultation or where consultation and consensus is a political necessity.

I believe that dropping an event - which this is - is beyond the normal scope of the RE and Race Board without first building, documenting, and communicating a case that demonstrates the need for the change to those CFR members who may be adversely affected by the decision. And this should be done BEFORE they announce that the decision has been made.

"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."

Racers' Rebuttal: I have no idea where Rick got his info for "national drivers do not need points to get invited" but that is dead wrong. To qualify for the RunOffs in 2008, a competitor must finish at least 3 nationals, start at least 4, and be among the top 10 point scorers (best 6 finishes) in class in the division. In 2009 that requirement is increased to at least 4 finishes and among top 10 point scorers counting your best 7 finishes. So next year will likely require more national race participation to make the RunOffs - especially in popular classes like SRF, SM, and FE.

As for the so-called diminishing interest by CFR drivers in national racing - in 2006 there were 60 CFR drivers that ran 3 or more nationals, in 2007 the number was 58, and in 2008 (with the season still in progress) the number stands at 57. This does not support the contention that national racing is diminished - instead it shows a remarkably stable and consistent commitment to national racing by CFR drivers.

SCCA's club racing programs represent a progression - from Autocross to PDX to Time Trials to Drivers Schools to Regional events

to Divisional events (such as SARRC and the SIC) to National events and the RunOffs. All parts of this program have a place and all deserve our support. We have 2 drivers schools, 8 regionals, and 2 nationals as things now stand. Given that these events appear to be financially healthy (except possibly for the drivers schools), why change them now?

And, while it is true that regions are not required to have nationals - each division is required to have at least 6 nationals each year. Obviously, with 10 national weekends and 13 national races in 2008, the Southeast Division has met that obligation.

"6) Financials from event support continue.

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."

Racers' Rebuttal: The statement that changing to a SARRC/ECR will serve more drivers can not be supported by the facts of the case. First, predicting next year's participation levels is pure crystal ball stuff - no one can possibly know how many entries there will be next May - but at least for the National/ECR format we have a proven track record to fall back on to support our guesses.

Second, changing the event as announced is unlikely to serve more competitors - as a National/ECR, the national classes run the national and the IT classes run the ECR

(except for SM which can run both). Changing to a SARRC/ECR format means that the non-ECR classes get less track time (single SARRC vs. a National) while the ECR classes get more track time (they get to run both the SARRC and ECR). So you may have the same or more entries, but you will actually be serving fewer members since the ECR classes can enter both the SARRC and ECR events.

And while racing is indeed about track time, it's also about competition. Different drivers seek different levels of competition depending on that driver's talent, available budget, and commitment level. No one level is "better" or "worse" than any other - and our club exists to support as many as possible.

Racers' Summary - CFR leadership is making a very significant change to the region's club racing schedule without adequate discussion and without properly documenting the case for discontinuing the Daytona National. What's worse is that they don't seem to realize that the change they are making is a serious one, at least to many CFR members. Changing a National into a SARRC is not "just a name change" - it is a very fundamental modification of the event.

Whimsical decisions based on prejudice, opinion, and half-truths do not constitute

sound management practice. Those charged with leading our region have an obligation to make their decisions based on a solid understanding of the facts. There is little evidence of any factual analysis done as part of this decision making process - and the "facts" that they have presented since their decision was openly challenged have been highly selective. They have included only those facts that appear to support their position and have ignored inconvenient facts that contradict it.

Leadership has an obligation to effectively communicate important decisions to the membership - and to be responsive to concerns expressed by the membership. The only effort to communicate this decision before it was irretrievably finalized was Rick's "RE Report" in the June Checker where the total information presented was "Next year we will do something completely different in May and hold a double SARRC".

No discussion with the region's national competitors - just a bald announcement that the deed was done. And given that the schedule is set in stone at the mid-year RE meeting only 5 weeks after the June Checker was delivered to most members, CFR's national competitors have had precious little time to respond to the change and state their case.

National racing is intended to be the pinnacle of club racing and the drivers who regularly participate in Nationals are among the more experienced and more competitive in SCCA. National Racing is also an important part of the overall SCCA racing experience. It may not be for everyone, but neither is any other facet of SCCA. It deserves the continued support of the region. National Racing participants are members too - we pay our dues and our entry fees just like everyone else.

There is also an implied commitment on the part of the region to provide a reasonably consistent and predictable slate of events for its drivers. The region's drivers have made very significant investments in time, money, equipment, and personal effort in the expectation of events being continued. If the event was a money loser then eliminating the event might well be necessary - but that case has not been made.

CFR leadership has not presented a well thought out, well documented case for eliminating the Daytona National. Instead, they appear to have made the decision capriciously, on a whim. If anything, the facts appear to support the Daytona National/ECR as a highly successful event - and those same facts support its continuation in 2009 and beyond.

## SCCA Event Fees

During the past month or so I have run across several references to the "excessive fees" charged to the regions by SCCA in putting on club racing events. National races, in particular, were being cited as much too costly. For instance, in his very interesting "Turning The Corner" article in the June Checker, David Ellis-Brown stated "I also know that our region, which has one of the more successful race programs, loses money conducting Nationals, mainly due to the 'imposed taxes' from Topeka". And at the social gathering at the Roebling Double National over the July 4th weekend, at least 2 different people made the same comment to me in the course of conversation.

In 15 years of regular participation in SCCA events, I had never before heard anyone claim that National Racing events were significantly more expensive to hold than were Regionals. So, since my own region was in the process of trying to eliminate the May Daytona National for unspecified reasons, I thought that some further research was warranted.

I started by speaking with several event officials that were present at the SEDiv Double National and asked for their help in locating reliable sources of information. They steered me to several relevant web pages on the main club web site at [www.scca.org](http://www.scca.org) and to the excellent

## Lee Hill - July 2008

website maintained by the Southeast Division at [www.sediv racing.org](http://www.sediv racing.org).

The table below lists all of the fees that I was able to identify, and the type of event they apply to. These fees comprise only those fees paid to SCCA or the Southeast Division. They do not include all of the expenses of putting on an event, but those other expenses (such as Track Rental) should not vary significantly between a National and a Regional. I also confirmed my results with Jim Creighton at Southeast Division and with Terry Ozment at the SCCA National Office.

### Fee For Each Event Type

Fee	National	SARRC	Regional	Paid to
Sanction Fee - Fee for each sanction #	\$700	\$450	\$450	SCCA
Excess Sanction - Fee for each car over 150	\$15	\$15	\$15	SCCA
Insurance - Fee for each car entered	\$33	\$33	\$33	SCCA





Insurance - minimum # of cars for coverage	95	55	55	SCCA
Liability Insurance - \$/sanction #	\$1,386	\$1,386	\$1,386	SCCA
RunOffs Tow Fund - \$/car entered	\$15	n/a	n/a	SCCA
SRF Compliance Fee - \$/SRF entered	\$10	\$10	\$10	SCCA
SM Compliance Fee - \$/SM entered	\$10	\$10	\$10	SCCA
FE Compliance Fee - \$/FE entered	\$10	\$10	\$10	SCCA
Volunteer Recognition Fund - \$/car entered	\$2	\$2	\$2	SCCA
Divisional Trophy Fund - \$/car entered	\$5	\$4	n/a	SEDiv
Divisional Scheduling Fee - \$/race weekend	\$25	\$25	\$25	SEDiv

A quick glance at this table shows that there are 3 significant differences between the fees charged for a National as opposed to a SARRC or Regional. They are: (a) the sanction fee is \$250 higher for a National; (b) the minimum number of cars for insurance coverage is 95 cars for a National and 55 cars for a SARRC or Regional; and (c) the \$15/car RunOffs Tow Fund (collected to help

defray the expenses of racers who actually compete at the RunOffs). All of the other fees are equivalent or negligible. The fees to sanction an ECR are nearly identical to SARRC now that the \$25/entry ECR Prize Fund has been discontinued and replaced with a \$5/entry trophy fund.

The minimum car count for insurance has not been a problem for CFR in recent

years. It's been a long time since we had a National with fewer than 95 entries or a Regional with fewer than 55.

The table below applies these fees to a sample event and assumes that 200 cars are entered. You can see that while the National example costs about \$3,000 more, the higher entry fee typically charged for nationals more than compensates for the slightly higher cost.

Fee For Each Event Type				
Amount Due Assuming 200 Cars Entered	National	SARRC	Regional	Paid to
Sanction Fee	\$700	\$450	\$450	SCCA
Excess Sanction	\$750	\$750	\$750	SCCA
Insurance	\$6,600	\$6,600	\$6,600	SCCA
Liability Insurance	\$1,386	\$1,386	\$1,386	SCCA
RunOffs Tow Fund	\$3,000	n/a	n/a	SCCA
SRF Compliance Fee - assume 30 cars	\$300	\$300	\$300	SCCA
SM Compliance Fee - assume 30 cars	\$300	\$300	\$300	SCCA
FE Compliance Fee - assume 15 cars	\$150	\$150	\$150	SCCA
Volunteer Recognition Fund	\$400	\$400	\$400	SCCA
Divisional Trophy Fund	\$1,000	\$800	\$0	SEDiv
Divisional Scheduling Fee	\$25	\$25	\$25	SEDiv
Total Fees Payable	\$14,611	\$11,161	\$10,361	
Typical Entry Fee	\$230	\$175	\$175	
Approximate Entry Fee Revenue	\$46,000	\$35,000	\$35,000	
\$\$\$ Left Over to Pay For Track Rental, etc	\$31,389	\$23,839	\$24,639	

Note - the entry fees used in this example are (a) May 2008 Daytona National, (b) August 2008 Daytona Double SARRC (single race entry fee), and (c) the June 2008 Sebring Regional.

Obviously, this is not the whole story since there are many other expenses incurred in putting on a club racing event - but this is the whole story as far as the fees to SCCA and the SEDiv are concerned. There may also be extra

income in the form of Garage Rental at Daytona and 2nd Driver Fees for Regionals and ECRs - all of which may be reduced by occasional discounts such as those for entering both days of a Double SARRC or entering both the National and the ECR at Daytona. And there are endless permutations of Single National, Double National, National/ECR, Single SARRC, Double SARRC, SARRR/ECR, and so forth. However, the fees for any of these variations can be quickly

calculated using the information in this article

The inescapable conclusion is that the fees paid to SCCA to put on a National Race are not significantly higher than those associated with Regional Racing. Well attended events with appropriate entry fees for competitors should be financially successful whether National, SARRC, ECR, or Regional.

## *Points Made on the Improved Touring.com Forum (<http://www.improvedtouring.com/forums/>)*

### **Daytona in May--long**

...CFR has decided to make the May national/ECR, a Regional/ECR instead. Rick Balderson, CFR's RE gave a detailed explanation in the August Checker. (online at [www.cfrscca.org](http://www.cfrscca.org)) Basically, the region wants to try this for a year, and measure the response. The PTB feel that changing this to a regional weekend would free up some time constraints, and allow all competitors to have good track time, and fair scheduling.

As one would figure, some national competitors are not happy. They are VERY vocal. These same guys have been lobbying behind the scenes for years to get the ECR/regional competitors excluded from that same event. They are the guys who are responsible for ECR competitors not having a practice session for the last two years. They are also the same guys responsible for a Schedule which had the large bore IT cars qualify Saturday a.m., yet be the last race on Sunday. This event used to have one enduro group each day.

Now they are citing decreased ECR attendance, and lobbying to pull the ECR, and reinstate it as a National race only. They can't see that some of the decrease in ECR attendance is due to the schedule changes, which were pushed for by the same group of guys. They are tossing out numbers to support their claims that the national weekend is more profitable, and have even publicly claimed that the national guys are "subsidizing" the regional racers. One of the erroneous claims is the number of regional competitors in CFR. By using the number of registered regional license holders vs. the number of national license holders, they are skewing the numbers. How many IT racers hold a national competition license??? I know many. I bet you do too.

I realize the national program is important to the 50 or so CFR guys who actually pursue national points. We are not being given the same respect. We (IT competitors) recently lost the January event. If we don't speak up, we will lose

the May race also. If it is a regional, the national competitors can still race, everybody gets to play. IF they end up getting it reinstated, and continue to squeeze the region to push the IT guys out, then 120-160 competitors DO NOT get to race at Daytona in May.

This group of national competitors, mainly from the SRF camp, will be out with Surveys this weekend at Daytona. They have an audience with the BOG to present some of their version of numbers, and results of this survey. IF you care to continue racing at Daytona, or would like to see the weekend improve, I urge you to chose that you are in favor of the weekend being a regional. I'm not sure of the wording on this survey, so I don't know exactly how the votes will reflect by the time they are interpreted, and sent to the BOG.

I will also be there with a petition. My petition simply states that we support the region and want to try it as a regional weekend, so that ALL competitors will have a place to race. At this point, the only people the BOG has heard from is this small faction of national racers. If they (BOG) doesn't hear from the other side, they can only assume that we don't care. You can figure what will happen if we don't at least let them know that we want to race too, and the regional racers do count. If you are interested in hearing more, or helping support the regional racers in CFR, stop by.

I would hate to see us lose another race date, especially for a reason such as this.

*PS....I've managed to stay out of the politics of the club..until now. They finally managed to suck me in!! ...*

Jim Cohen ITS 66 CFR

...

Jim is not stirring the pot Chris; he is trying to protect a valuable asset to the regional racers. Admittedly, I too have attempted to steer clear of this issue. You know me, loud but passive.

Until now.

I am a 20 year SCCA member. I love this club, mostly for the great people I have been fortunate to meet because of it. I can certainly understand the National racers feelings about loosing "their" race. As Jim points out, we (IT) were added to the January National only to be removed a few years later. If I was racing for a points championship and had to choose races for whatever reason, I would certainly rather race on the long course at Sebring in January than the short course in June. Do you see where I am headed with this?

Part of the National racers argument include, the hardship (real or perceived) that this change will create for them to gain points in their quest for a Championship. I don't really want to get into all the numbers but there is a very small percentage of National competitors from CFR that actually take it all the way. Good for the ones that do. I applaud them for that. But the bottom line...

This club and closer to home, CFR, is a business and needs to be run as such. To remain successful a decision was made to "test" (my word) a change to the May Daytona weekend. To free up the time constraints placed on the weekend by the GCR. To make the weekend fun for EVERYBODY. You see, EVERYBODY is included in this event. Get it?

I tend to get long winded when my passion meter starts to peg so I'll dial it down now. I will be hanging out all weekend at Daytona and will certainly entertain any and all conversations.

One more thing. I was looking at the numbers for this weekend off of DLB. 369 entries spread over 38 classes. Of those 38 classes, 10 make up regional only classes including SM. Those 10 classes show 202 entries! I don't do public math but that's an impressive percentage...

Marc Dana, SEDiv, Part time RR/AX, #63 ITS Rx-7

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## Flag Ravings

*Sally Larson*

THE DAYTONA HEAT: Yeah, it sure was hot (it WAS Daytona in the summer, right?). However, this time, I refer to the racing. Huge fields in every group. Prior to the weekend, the count I got was a 'low' of 48, a high of 71, and the others in the 60's. Sure a time to watch in every direction at once.

FOR SAFETY: For Drivers - Please repeat after me .... take a quick look at every flag station on every lap for information on the road ahead. If you don't look - we can't tell! This is the only way we can let you know about potential problems and track conditions. It just takes a second but it's essential. It makes your racing safer, it makes us corner workers safer as we do our jobs, and it keeps you from having 'discussions' with the Stewards. Include checking the Starter and the Black Flag Station (the location of the Black Flag Station is in the Sups) on your to-do list. If the number board has your number, you're it and do acknowledge the flag. If you see a black flag at any of the corner stations, be advised it will be shown at every station .... proceed to the pits safely.

And for us Flaggers, both Rookies and Vets, try to flag Large, not only at Drivers' Schools, but for every session, practice, qualifying and racing. To be sure we're seen, we always have to be 'in your face' with every flag we show and every signal we give. We only have that 'quick look' time to relay information.

A QUICK FLAG REVIEW: We all know that the display of a single yellow flag indicates location (location, location, location). Standing is a incident off track ... waving indicates it's on the racing surface. I learned the way to remember this from a fellow flagger and chant it often .. "Stand on the Land - Wave on the Pave." All the Drivers and well as all of us, know this well. Do we bend this rule once in awhile? Oh yeah. Very occasionally we have a serious incident off track with EV's and workers dashing around. We go waving with a 'the world is coming to an end' look on our faces. It's a judgment call. Just remember we have to balance possibly confusing the Drivers about the location vs. being very obvious about getting their attention. A viable legal alternative is to rock the standing yellow with vigor. Rules say you should not wave it ... but don't say anything about rocking it to make sure it's seen. Choose wisely.

Another reminder, an incident is not officially in your corner until it is past your flag station. Only then do you show a yellow flag. If it's close but prior to the station, even though your safety person may be responding to it ... call it to the preceding station to display the flag for the incident, that might not be in their line of sight. Call control and let them know the info. Then you and the other station can call in the update information depending on who can see it better. I distinctly remember in the early days of my corner worker career, my Flag Chief Terry said 'I don't care if it's a car on fire, a multiple car wreck or large pieces parts of car on the track a foot from your station... you will NOT show a flag. I recall he also threatened any flagger with bodily harm who made this mistake. Here again, tho', you have a judgment call. If the incident is out of sight from the previous corner... and it it's just a few feet from your station, you can consider moving your flag so it's displayed just before the car involved. The only justification for this is if it's necessary to be sure the Drivers see where the incident is located. Drivers are allowed to resume racing as soon as they are past an incident.

WE ALL MAKE A DIFFERENCE: For many of us, an over riding feeling is 'I want to make a difference.' Recruits for professions like, teaching, fire, rescue, and law enforcement are chosen to do just that. Of course most of us know as parents/grandparents, that itself is job one - to make a difference in our kids' life and to prepare them to enter the real world.

But you know what? As Corner Workers and all other race volunteers, we all make a difference too. In our specialty, we warn the drivers of problems ahead and tell them which line to take .... when a driver can't see, we give them a point to get on track. we call for whatever help they need, be it EV, fire rescue or medical. We look out for crews, families and spectators to make sure they stay safe and enjoy their track experience. And of course, we're an SCCA family and we all stay alert to keep ourselves and our partners safe. We make a difference, every time we show up at the track.

And, never forget.... it's our volunteer hours in all specialties that make Club Racing possible ... and make Pro Races affordable to teams and spectators. We support our Sport .... we share the action and we serve Racing. So when you come to evaluate your worth, no matter what your profession or job, no matter what your family status, remember you're a volunteer and it's volunteers of all kinds that make our country

Columns





strong. We can be e proud of our country, and be proud of ourselves.

SPECIAL THANKS: go to the Eastwood

family who called to ask if we needed assistance. Fast Family was stationary on the I-95 off ramp rebalancing the load on the trailers. No help was required, but we

appreciated the offer. It's nice to be part of the CFR family!

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## *Ted's Technology, Trivia & Tidbits*

*Ted Glaser*

### *Technology and Business:*

The Lexus LS series, including the LS 460 and top-of-the-line LS 600h hybrid, are the first sedans in Japan equipped with 4-zone temperature controls (two front and two rear).

These Denso systems include infrared body-heat sensors and overhead-mounted air diffusers that bring cabin temperature to appropriate levels 50% faster than before. They are optional for the LS and standard on the LX 570.

The Australian Grand Prix has been secured for another seven years (thru 2015). The Victorian government and Bernie Ecclestone have agreed to a new deal, with the races starting at 5pm. With a maximum duration of two hours, this means that the races will end in the twilight, but this will mean that TV audiences across the world will grow. There will not be any need for artificial lighting, which will keep the costs to a minimum. The government said that the new arrangements will give Melbourne even more exposure, which is probably true.

The race has been losing money for some years but the government understands the value of the event and the income it generates for the state and so is happy to take the flak that comes from those who continue to oppose the event.

Last January GM partnered with Chicago-based Coskata Inc. to develop the rapid commercialization of a 3-step gasification process that it says affordably and efficiently makes cellulosic ethanol from almost any renewable source, including wood, garbage, manure, old tires and factory waste. In June GM initiated a strategic tie-up with Boston-based Mascoma Corp. to develop cellulosic ethanol using a unique thermo-chemical process that affords a single-step biochemical conversion of non-grain biomass, such as switch grass, corn stover, cane waste and woodchips. Neither of these

programs is expected to produce a marketable product until 2011.

Shell Products U.S., a division of Royal Dutch Shell plc, operates the largest retail gasoline network in the U.S. Shell is concentrating on second-generation ethanol to skirt the food vs. fuel debate. The company recently invested in Iogen Corp., a Canadian biotechnology firm that opened a cellulosic ethanol plant in Ottawa in 2004 and will partner with Shell and Volkswagen AG to build a second facility in Germany.

Another Shell partnership with Choren Industries GmbH, which focuses on distilling ethanol from wood chips, will bring a demonstration plant on line in Germany later this year. A third Shell partnership with Madison, WI-based Virent Energy Systems Inc. skips ethanol altogether to create hydrocarbon fuel from non-food sugar enzymes.

A Japanese newspaper reported that next year's Toyota Prius will boast even more fuel efficiency, thanks to a set of solar panels on the roof. The panels will not power the car, but will instead fuel the air-conditioning and other battery-draining accessories inside the cabin.

In the UK a 2p/L (~15¢/gal) "Fuel Duty" scheduled to take effect on 01 OCT has been scrapped. In its statement, the Treasury said that main road fuel duty rates would remain at 50.35p/L (~\$3.79/gal) which it said was 17 per cent lower in real terms than in 1999. Planned increases in road fuel gases, biofuel duty rates and rebated oils rates will also be postponed.

Fifteen years ago, the U.S. Big Three averaged twice as many hours to assemble a vehicle as Toyota. Even though Toyota, Honda and Nissan continually have improved their efficiency, Detroit-based auto makers now are almost at parity in their ability to produce vehicles with a minimum of labor and waste.

In October, Mercedes will start building diesel-powered cross/utility vehicles in Alabama. The new Mercedes Bluetec system stores 8 gallons (30 L) of urea liquid in the vehicle. The urea is injected into the diesel exhaust stream and enables it to meet the toughest 50-state Tier 2 Bin 5 emissions standards for oxides of nitrogen. But the urea supply is expected to last just 10,000 miles (16,000 km) and has to be replenished at regular service intervals. Thanks to Environmental Protection Agency regulations, if the owner allows the urea tank to get low, the car tells him to take care of it. At about 1 gallon, (3.8 L) the car gives him 20 starts to get more urea fluid. If he doesn't snap to it, the car won't start.

Volkswagen and its Audi luxury brand soon will offer 4-cyl. and 6-cyl. diesels. Honda promises a 4-cyl. diesel as well, first in its Acura division.

Turbocharger maker Honeywell estimates that by 2013, 16% of the vehicles sold in the U.S. will be turbocharged, and half of those will be diesels. That's a huge jump, considering diesels held only about 3% of the U.S. market in 2007.

Fiat SpA, which is Seeking to Set Up A North American vehicle assembly operation, has made at least one on-site inspection of Chrysler LLC's doomed plant in Newark, DE. Chrysler has scheduled the plant for closure in 2009 as part of a restructuring initiative announced last year. Meanwhile, Fiat has announced it plans to market cars in the U.S. under its Alfa Romeo brand, in the 2010-2011 time frame. There is no impending deal as the 244-acre site went on the open market earlier last month. Fiat spokesman Richard Gadeselli confirms no agreement exists and chides those who would speculate. Fiat's North American production plans for Alfa Romeo are "a completely open book," he says. "An announcement is not imminent."

Changing economic conditions, including



rising costs of long-distance shipping and the weak dollar, have made North American sourcing more attractive as a low-cost option for certain components.

GM sources many parts from South Korean suppliers based in Alabama, particularly steering components, headlamps and gear shifters.

GM's next-generation small car, is being developed and engineered for world markets by GM Daewoo Auto & Technology Co. That vehicle is believed to be the next-generation Chevrolet Optra/Daewood Lacetti, which is expected to serve as the basis for GM's next small car for the U.S., to be built in Lordstown, OH.

Federal safety officials are stepping up an investigation of 2001-02 Hyundai Elantras after identifying more than 500 complaints of airbag malfunctions. The National Highway Traffic Safety Administration said the malfunctions may occur because the airbag module is near cup holders. Investigators suspect liquids spill into the module and prevent the airbags from deploying in crashes.

At The Goodwood Festival of Speed in Chichester on July 11, 2008 international fine art auctioneers Bonhams set a new world record auction price for any Jaguar motor car. The 1955 Jaguar D-type Sports Racing Car 'XKD509' was sold to a British buyer for a magnificent \$4,382,966. 'XKD509' was the very first production D-type and its price, when sold new in 1955, was a princely £2,500

Increasing fuel costs have lead to a 7.9 per cent fall in car sales in Europe this June, with Toyota and General Motors reporting double-digit monthly declines, according to the European Automobile Manufacturers Association.

### Trivia:

Ian Fleming's James Bond's first car was a battleship grey 1933 4.5-litre Bentley convertible with French Marchal headlamps and Amherst Villiers supercharger. Bond bought the Bentley, we are told, "almost new" in 1933, and cherished it throughout the war. Bond's taste for Bentleys can be traced back to 1930, when Fleming reported on the Le Mans 24-Hour race for Reuters and witnessed the great Anglo-German contest between the 6.6-litre Bentley Speed Six and the 7.1-litre SS Mercedes-Benz.

A controversial dalliance with BMW in the late 1990s created a truly spectacular car stunt for the film Tomorrow Never Dies. Q issues actor Pierce Brosnan with a BMW 750iL - his first four-door M16 car. It doesn't stay looking pristine for long, as Bond is forced into a damaging car battle around a multi-story car park. The limo is actually driven from the back seat via remote control. BMW might have bought its way into 007's world, but it was costly, as more than a dozen 750s were wasted in making the film.

In 1907 and 1909 in New York, on the horse racing tracks of Brighton Beach and Morris Park, Renault achieved stardom. Its greatest claims to fame were victories at the Twenty-Four Hours New York Race at Morris Park, first in September 1907, with Paul Lacroix and Maurice Bernin alternatively at the wheel of a Renault 35/45 CV, and again in September 1909, at Brighton Beach, with a schoolmate of Louis Renault, Russian born mechanic Louis Raffolovitch, taking Lacroix' place, and the mechanic Basles taking Bernin's place.

1948: The Harley Earl-designed Cadillac debuts with a design feature that will dominate the North American auto industry for over a decade: the tail fin.

More than a decade ago Mazda souped up its 929 sedan with solar cells embedded into

the sunroof. The optional feature powered small fans that ventilated the car while it was parked in the sun.

"The use of vegetable oils for engine fuels may seem insignificant today, but such oils may become in the course of time as important as petroleum and the coal tar products of the present time." Rudolph Diesel's US patent number 542,846, granted JUL 16 1895.

### Anniversaries:

1909 - September 26, William Henry Getty France is born.

### Crystal Ball:

2009 - FIAT will release an Abarth version of it's new 500 sedan in the UK. POWER 135bhp @ 5500rpm TORQUE 152lb ft @ 3000rpm Price ~\$27k, about the same as a hotted up MINI.

Forsythe Racing is close to finalizing IRL IndyCar Series and American Le Mans Series programs for 2009.

2009 - Production begins on the first new model from Lotus in 13 years, the 276bhp 3.5 litre Evora (nee Eagle). The mid-engined roadster will have a top speed of 160mph and comes in two and four-seat versions - assuming two of your four passengers are children. They plan to build 2,000 cars a year. The price will be in the Porsche league - in the region of £45,000 (~\$90k) with convertible and "ultra-high performance" variants to follow.

2009 - In Australia, Teams in both the V8 Supercar Championship and Fujitsu series will run an 85 per cent ethanol blend of fuel in their racecars year.

2010 - Smart expects to start selling an all electric version of it's Fourtwo called the 'eg' in the UK.

See you at the races!

## Good stuff

Check out this link to heat and health information: [http://news.thomasnet.com/IMT/archives/2008/08/how-to-recognize-and-treat-heat-exhaustion-identify-hazards-prevent-injuries.html?WT.mc\\_t=nlimt&WT.mc\\_n=821&channel=email](http://news.thomasnet.com/IMT/archives/2008/08/how-to-recognize-and-treat-heat-exhaustion-identify-hazards-prevent-injuries.html?WT.mc_t=nlimt&WT.mc_n=821&channel=email)

Then there is this link to an online gallery for images from the last Sebring event:

[http://hendricksportsphoto.smugmug.com/gallery/5622608\\_zTJdm#345429035\\_75JG8](http://hendricksportsphoto.smugmug.com/gallery/5622608_zTJdm#345429035_75JG8)

And finally, for those that don't already know, there's this forum for Improved Touring:

<http://www.improvedtouring.com/forums/showthread.php?t=24520>

## Turning the Corner

David Ellis-Brown

Just as this is written, the August Daytona Regional has just been run, but I cannot report on who won, placed or showed, since I do not have the results. The latest "Fast Track" is out and still nothing from the CRB on the rule change requests that have been submitted. But some other items have come to light regarding the expenses of the club racing program and some decisions that have been made regarding them. So we have a few things to talk about, and I promise not to repeat myself as I did for the last 2 months. So here we go.

### Fast Track -

The latest August 2008, "Fast Track" regarding club racing came out a few weeks ago, reporting on the CRB meeting of June 3rd. But there was nothing reported pertaining to Improved Touring. And not even a mention that any change requests or clarifications to IT has been submitted or is under consideration. I know that I submitted a request for clarification and several change requests. I wonder if the CRB and / or the IT Advisory Committee have turned into a "Black Hole"! Stuff goes in, but nothing comes out! We have a CFR member on the CRB, Peter Keane; maybe he can explain what is happening to the requests and submittals. "Pete, any comment for the readers"?

Pete Keane (PK):

"David, The ITAC is not a "Black Hole", and I believe that the current CRB is a very big supporter of the Ad Hoc committees. There is a contingent out there that would like to do away with the Ad Hoc committees. As for your letters, your requests would be considered rule changes and require ITAC, CRB and BOD approval and would not be eligible until 2009. The ITAC is in the middle of major discussions and that may have delayed decisions regarding other inputs that have been submitted."

You do know that there is such a thing as an "Improved Touring Advisory Committee (ITAC)", right? They were established by the Competition Review Board (CRB) and are made up of some dozen or so "volunteers". When you submit a rule change request

(RCR, my term, not the CRB'S), the CRB may review it and rule on it, or it may forward it to the ITAC for review. The members of the ITAC receive the RCR and some how review the inputs and then, I understand, meet periodically via a teleconference, and discusses the submittals / input(s) that have been requested and then make their "recommendations (decisions)". The results of those discussions are then forwarded to the CRB for approval / rejection. I believe that Pete Keane, being a member of the CRB, and an IT competitor himself, sits in on that "Teleconference". And the next things we know is that the results of those discussions are printed in "Fast Track". The process seems to take about 3 months to turn around, from submittal to final response. Not too bad, until the last few months.

I asked Pete if he would like to comment about this. I also asked him several other questions. Here are his responses.

Pete Keane (PK)

The ITAC is comprised of nine (9) Improved Touring racers that are located through out the country. The ITAC meets once a month via conference call. The conference calls usually last between three (3) and four (4) hours. The ITAC has two (2) CRB liaisons that are also on the call, me and Chris Albin. Bob Dowie the CRB chairman is also on the call, I do not know if he is baby-sitting us or just likes the ITAC group.

When the National office receives a letter they determine which committee should review it and gives it a tracking number. The letter is uploaded to the committee's specific SCCA forum, for the group to review. From the letters an agenda is generated for each upcoming conference call. I can assure you that every letter that is received is thoroughly discussed before a consensus is reached. There are few different paths that a letter can take:

1)The letter can be approved or denied by the ITAC and that recommendation is sent on the CRB for their conference call.

2)The committee can request the CRB to send the item out for member input.

3)The letter can be tabled for further information.

I believe the short turn around for a letter is two (2) to three (3) months. It all is very dependent on when the letter is received, and how the dates for each committee's conference call fall. There are some months that the CRB does not even discuss the ITAC letter do to the amount of letters the other classification may have.

Essentially the ITAC function is to stay in tune with the IT community and make recommendations to the CRB. The SCCA National Office has operation manuals that spell out each committee's function. I believe in days gone by the Ad Hoc committees were just a sounding board for the CRB, but the current CRB is a big supporter of the committees.

TTC:

Now I am going to show my ignorance. But since I am not shy in making ignorant statements from time to time, I have some procedural questions to ask. Since the establishment of the ITAC by the CRB, "what direction have they been given"? In other words, "What is their Charter?" What documented guidelines have been provided by the CRB the ITAC? Or are they an independent entity running open loop until they submit their rulings to the CRB?

PK:

We do allow the committees to operate in open loop until they make recommendations to the CRB. The current ITAC is very conservative to change, they believe that the rule set should stay the way it is.

TTC:

Could the ITAC take "Improved Touring" in a direction that the general participants never intended, or keep it "stagnant" and not relative in relationship to the current automotive technologies. (i.e. alternate fuel sources, diesel, and ethanol).

PK:

I believe that the use of alternate fuel will be inevitable, but it will show up first in the Showroom Stock and Touring classes.





TTC:

If a "Significant" review of the category needs to be initiated, what process does the CRB follow? How does the "general membership" effectively get the CRB to review significant changes to any racing category for that matter?

PK:

I believe that "significant review" happens from member input and web site discussions.

TTC:

What "Checks and Balances" have been put in place by the CRB to make sure each advisory committee functions appropriately? Is there a documented process that the CRB follows with regard to the "rules management" process?

PK:

I believe the current checks and balances is member input, ITAC, CRB and BOD approval and then ultimately member approval. If there is disconnect between the membership and the powers that be, it is that the general membership do not realize the power of their letters.

These were just some of my questions regarding the CRB / ITAC and the rules making process. Maybe you have some other questions that I did not ask? Is there anything that you would like to ask Pete? Any changes to the process that you think may improve things? Let me know and we can ask Pete again for some of his input.

"Remember, all clarifications breed new questions". I already have a few, but what do you think?

I want to "Thank" Pete Keane for his input and very prompt reply to my questions. I believe, in Pete that CFR has a "watch dog" looking out for the best interests of Club Racing.

### **Better Communications**

I believe I mentioned a while back, that there is a web site called "Improved Touring. Com", and it has many of the ITAC members comment on many different topics, including decisions and the rationale of those decisions that made to the CRB. (I believe that this is the (IT) website that Pete Keane referenced in the previous section) I wonder

why, there is not an "Official SCCA IT" web site forum that would contain those responses and discussions, not only from the ITAC, but also for the CRB and BOD. This web site would be available to the general membership. Does not the CRB or BOD feel that it would be beneficial? I will contact KP Jones and ask him if he would like to respond, and or offer it up as a "motion" to the BOD. I'll take care of that immediately.

And while we are at it, I really believe that the CFR web site is under utilized. I also believe that as an "entity" we do a very poor job communicating within the region, and to the membership. I wish that every District Governor would provide the "minutes" from their district meeting to each member of his or her district via E-mail. "Thank you" to those Governors that do publish in the Checker notes from their monthly meeting. I cannot speak for all districts, but I know that many district meetings are poorly attended. I also know that was not always the case. At one time, this was the only way you could find out, in a timely manner, what was going on in the Region. If we better utilized the Internet, and our CFR Web Site, I believe we could be a better SCCA Region that we are. In 2008, timely, accurate, and dependable communications is critical. "Information is Power", and we need to put the power into the hands of the members. And, maybe we will have fewer surprises and a happier membership.

Since we now send out "district meeting" notices via e-mail, the distribution lists for improved communications are already in place. How about using it for better communications.

### **Recent "Regional Executive" Report, August 2008**

Hopefully, all of you are aware of Rick Balderson's, RE Report. I for one, was surprised by one of the \$\$\$ figures that is quoted. I also have mixed feelings regarding the decision to "Drop" the Daytona National in favor of SAARC / ECR (regional only) format. I have included an abbreviated portion of the RE's report,

"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. (End Quote)

Well like I said, I have mixed feelings about the decision, I'm glad that IT will be getting more track time, but I wish it was not at the expense of those CFR Driver's seriously running towards the National Championships. Whatever the "underlying" motivation for this decision, (and I am not so naive that I don't believe that there is some other ulterior motive) hopefully it will get itself resolved in the near future. Enough said on the decision.

Another quote in the report is somewhat disturbing. The cost associated to "Race Worker Perk", \$140K. (Again my ignorance is showing, I for one, had no idea that RWP amounts to so much!) What has it been in the previous years? Let's look back some 3 years at least. You have spiked my curiosity. Who is eligible for RWP? How much is budgeted for each Club Event? No, I am not that ignorant, I know whom I think of as a Race Worker, but whom does the Region call a RW at a typical club event? Please help me out on this one.

Now, let me make this statement right now. We, the driver's / competitors, cannot race without all of the Race Workers. And to them I again, say "Thank you". Thank you for being there. I hope you are there to enjoy the racing, and that you are there because you want to be there. I, especially, want to "thank you", the ones that "add value" to the weekend. And you know who you are. Thanks to you all. But I also believe that there maybe a few "strap hangers" (those that are going along for the ride and add very little value). These are the ones I have the problem with. I hope the "entitlement mentality" that is infecting our nation has not proliferated into the world of auto racing.

Let me tell you whom I believe fall under the category of RW'r, they are Tech Inspectors, Registration, Flagging and Communications, Timing and scoring, are we OK so far. Starter, Pace Car Driver, Equipment Personnel, etc. Who else have I left out that are essential to running our races? Oh yes, the Stewards! I just need to know, so I can better appreciate where the costs of running our Club Racing program are going. One of the problems having been with CFR for over 40 years, and having started out as a "Corner Worker" (RW'r), is that I remember the only perk was getting a Patch or a Dash Plaque. If you did not bring your lunch, you did not eat, if you did not bring something to drink, you went thirsty, etc. etc. etc. I don't mind helping offset some of the costs, but

where does this end?

Now some simple math, using the numbers contained in the Report, and some data from the published schedule. We have some 12-club events, for 2008, (2- Nationals, 2 Driver Schools, 8 Regional's). There are 2 International Pro Endurance Races, Daytona & Sebring, along with their support races. There is the July ALMS race, and there are some 3-4 "Marquis" events that CFR Workers support. Now I believe that all of the Non CFR Club events are "Cash Cows" for the region, where the RW Perk's are included in the fees that we charge the Organizers. I would also believe (knowing how good our management's negotiation skills are) that there is some profit, and benefits, that are injected into the CFR Treasury / Coffers to offset some of the costs of the Club Racing. Right!

Therefore, I would believe that only the 12 club events would constitute the RWP of \$140 K. budget. I hope that that entire figure does not have to be recovered from the Regional Entry Fees. Are you still with me so far? But, because I do not know differently, I will use the \$140K number for the sake of argument. Then simple math says that we pay out some \$11,600. per club event. Wow. That's an average. I would believe that the Driver's Schools would call for fewer workers. But I could be wrong. Now if we get some 300 cars at an average weekend (and I know that number, on average, is low) then that would cost each driver, about \$39.00 for worker perks. Now I have some questions again regarding the budget?

1.How many RW's are there per Club Race, on average?

a.How many do we need?

2.What is the % of the total club entry fee that goes to RWP?

3.How much of that \$ 140K Budget comes from the profit of the "Pro." Events?

Now the next question I have to ask is:

4.Where are the additional Monies going to come from as the inflation \$\$ kick in to maintain the % of RWP's?

I hope the answer is from more than one place? Enough said. Again, these questions, and some "good" answers should be provided to the membership at the district meetings and via the Checker. Details to follow, I hope!

### *Conclusion:*

Well, I'm sorry that I did not have too much (important) to say about IT. But from the Topeka front, I felt that the CRB / ITAC are FOA. (E-mail me if you don't know or ask me next time you see me). Thanks Pete for sharing you knowledge. The August Daytona event has just been run, and I have no results, so I cannot announce the winners. The CFR has decided to drop the Daytona National and drop a big RWP number on us. That will affect all IT racers sooner than later, I wager. And I think we have a serious communications problem between all concerned. I could be wrong.

In closing, I'm still in France, and I miss my friends from CFR. And I miss racing with the IT folks. On the good news side, the prices of fuel are dropping here. Last month the price for Diesel was about 1.38 Euros a liter, now it is 1.28 Euros per liter, so when I fill up the Peugeot 407 with its 50-liter tank, I will only spend about \$100.00 instead of the \$110.00. Oh by the way, our dollar is also worth about .05 cents more. Also, E85 (Ethanol), fuel here is about 40% less expensive than regular gas, 1.43 Euros per liter for regular vs. 0.85 Euros per liter for E85, Now go figure that one out? Maybe it's because so few can afford an E-85 compliant car? Again if you have any comments, let me know by e-mail, [tonianddaveib@aol.com](mailto:tonianddaveib@aol.com). Talk to you next month. Did I say that life was good! Au Revoir.



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## The Daytona Double - SARRC Races

*Bill Martin*

Formula Ford in the Turn 7 Chicane.



Number 2, David Duttlinger, a little hot into Turn 7.



Open Wheel racers in Turn 7.



"It's Ok, I got it back."



Two GTAs - Greg Cecil and Jay Marshal entering the Chicane.



"Oops, maybe I ain't got it."





"Yee-Haa!"



"Nope, I ain't got it" - What a ride.



The first Practice Session proved to be expensive for Danny McCartney.



Group 2 had some 70 Drivers signed up - Here, the pack rounds Turn 3.



Scott Whiteman gets a little off line in Turn 3.



Flat Tow 1 (a.k.a. Bob Anthony) retrieves the rear hatch from Don Ahrens Datsun Z.







Art Armellini's Shelby Can-Am ran well on Saturday.



Group 1 listed some 48 entries - Lee Hill followed by Tom Anspach lead the pack through Turn 3.



Group 2 Grid almost overflowed the Truck Pad.



Steve Kiroac leads two other Spec Miatas on the bank at NASCAR 2.



Two Spec Miatas dice with a lone SPU Datsun in NASCAR 2.



Mike Flynn's new BMW proved to be the one to catch.





A nasty crash ended Wally Osinga's day and sure messed up a pretty race car.



Connie & Jon Swanson bring their Formula Ford across the Impound scales.



Group 6 "Big Bore" Class saw some close racing - Here's some "leaning" in Turn 1.



Jay Marshal on the "verge" of losing it in Turn 1.



Several cones were "killed" in the incident.



Diane Robinson displays one of the many Double Yellows of the weekend.







## Double SARRC Races at Daytona

*Doug Werth*

Triumph race-prep.



Scott Richards (who won the Sunday race).



Relaxing in the garage.



Scott welcomes his new daughter to racing.



Zoom-Zoom.





Beautiful pirate z-car.



Zotz Racing Porsche.



Variety in the garage area.



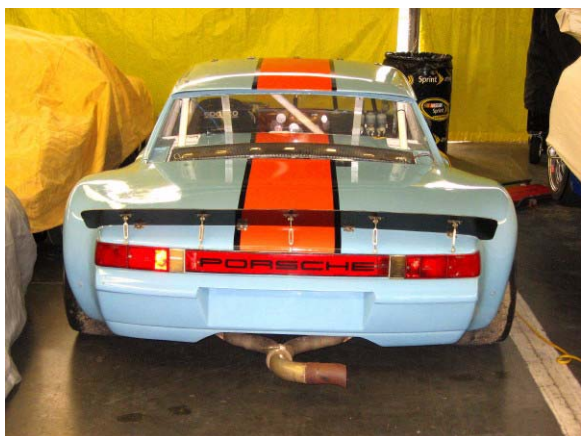
GT-1 Corvette.



Directing traffic.



914 widebody.







Tech on Friday.



Some of the usual suspects at the Wing House.



Chuck and Ed at Turn 6.



Waiting at Tech.



Between races at Turn 6.

Paperwork at Tech.





# Daytona, Daytona, Daytona!

Larry Van Scoy





























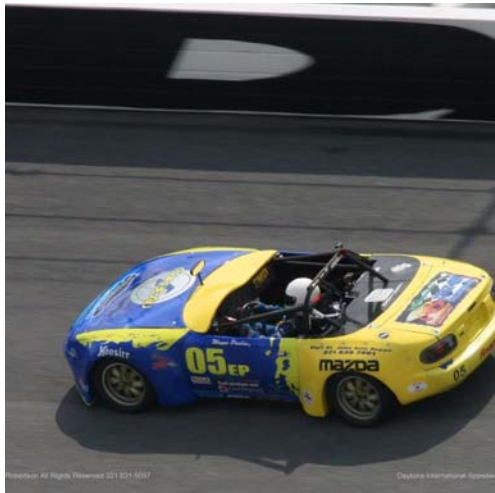


## Miscellaneous "Stuff"

*Mike Van Steenburg dotes on baby! Child in pink rumored to be his Granddaughter.*



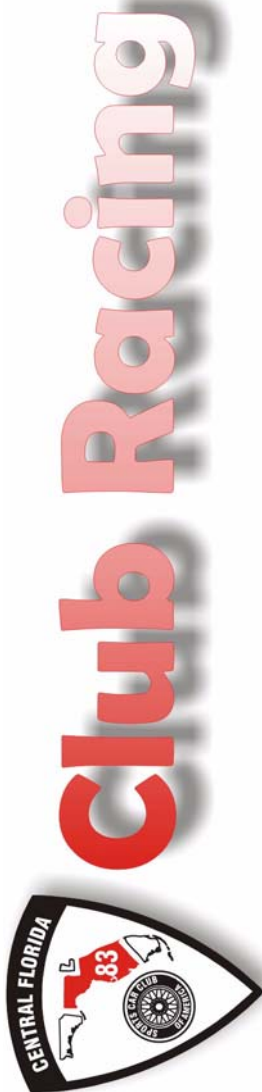
*Nifty photos of Wayne Paulin's EP Mazda Miata at Daytona.*





# CFR Regional Points Championship Racing Year 2008 Current as of August 18, 2008

AS	JAMES	PATRICK	73	FC	POLLOCK	LYN	23
AS	SEIFREIT	SCOTT	39	FC	MONTPELIER	TIM	22
AS	REICHARD	BRUCE	33	FC	SMITH	DAVID	21
AS	RYAN	SEAN	22	FC	PIERCE	PHILLIP	18
AS	GLOVER	JAMES	19	FC	HALLOCK	STAN	13
AS	DAWSON	CHUCK	18	FC	HERSCHER	JOHN	9
AS	PICKETT	WILBUR	17	FC	MCQUAIG	JAMES	8
AS	EVELAND SR	WILLIAM	16				
AS	GERMINO	MATT	15	FE	SWAIN	JIM	60
AS	GELTZ	MITCHELL	12	FE	WEBB	ROBERT	39
AS	EVELAND JR	WILLIAM	9	FE	GREEN	THOMAS	29
AS	INGOLD	ROBERT	9	FE	OSINGA	WALLY	28
AS	GELTZ	TED	6	FE	FIELD	KEITH	27
				FE	ROBINSON	MICK	21
ASR	ARMELLINI	ARTHUR	48	FE	TOMEY	PAUL	19
ASR	DUNN	JACK	29	FE	TAPIA	FELIPE	7
ASR	ARMELLINI	AUSTIN	24	FE	NORTON	NEAL	6
ASR	COHEE	DOUGLASS	16	FE	CURRAN	N. J.	4
ASR	SEVERINO	FRANK	15				
ASR	BUELL	LEROY	9	FF	POPE	DAVID	68
				FF	SCHIMENTI	JOHN	39
BP	WICHT	AL	61	FF	SWANSON	JON	19
BP	WILLIAMSON	RODNEY	39	FF	SHAVATT	LANCE	16
BP	BRASWELL	KIMBERLY	24				
				FM	WEEDER	MARK	81
CF	HALLOCK	STANLEY	48	FM	EVANSON	RYAN	33
CF	RILEY	JOSEPH	12	FM	MC COY	AUSTIN	19
CSR	FALATICK	WILLIAM	70	FP	HULSE II	ALAN	58
CSR	CALDERONE	VICTOR	24	FP	PIEHL	GREG	38
CSR	BAKER	MICHAEL	14	FP	YOUNG	PERRY	33
CSR	KENNEDY	MARK	11	FP	ALFORD	TUCKER	27
				FP	DESHONG	DANA	22
DSR	BONANNO	ROBIN	52	FP	PEARCE	CRAIG	18
DSR	SOMERS	JASON	40	FP	BOYLAN	TERRY	17
DSR	SCHMIDT	MIKE	39	FP	RAYMON	DAVE	16
DSR	DOWLING	SHERRY	28	FP	BRILLINGER	BRIAN	12
DSR	YOUNG	COREY	21	FP	DYKHUISEN	JERRY	12
DSR	AID	JIM	9	FP	WEBER	BRETT	9
DSR	SMITH	CHUCK	6	FP	COLLINS	SID	7
DSR	RUSSELL	JAMES	5	FP	MARCHAND	F CHRIS	6
EP	CLARK	JIM	55	FV	DASSINGER	GARY	33
EP	EELLS	PETER	45	FV	SCHNEIDER	HARRY	27
EP	PIERCE	PHILLIP	24	FV	BURFORD	RAY	24
EP	CARSON	WILLIAM	22	FV	SCHIFFER	MIKE	23
EP	BAKER	PATRICK	18	FV	DASSINGER	CARL	17
EP	ROSE	BILL	16	FV	FUCHS	JOHN	16
EP	AHRENS	DON	15	FV	WALDROP	DUKE	12
EP	DIEHL	ED	15	FV	GIORDANO	JOHN	11
EP	SMITH	MARK	12	FV	TOWERS	DONALD	9
EP	ZITZA	RON	9	FV	MATTOX	JOHN	5
EP	TAYLOR	KENNETH	8	FV	MATTOX	SHAWN	4
EP	RICHARDS	SCOTT	7				
EP	PAULIN	WAYNE	6	GP	STEIN	JEFFERY	84
EP	ROSE	TRICIA	6	GP	LARSON	MARK	34
EP	GOLDIN	KEITH	5	GP	RIVARD	RICHARD	27
EP	MEADOWS	EDDIE	5	GP	KOSTEWICZ	STAN	18
EP	CORBITT	WELDON	4	GP	BRANNON	BARRY	11
				GP	FINKEL	SIDNEY	7
F5	LIEB	DEREK	24				
				GT1	BORDERS	ROBERT	36
FA	OETTER	BOB	65	GT1	MALIN	THOMAS	30
FA	BOUGHAN	DONALD	27	GT1	WEBB	RAYMOND	28
FA	CAMPANELLI	MIKE	12	GT1	BRASWELL	ED	21
FA	INGE	MATTHEW	12	GT1	CHEEVER	THOMAS	12
FA	JORDAN	BOB	5	GT1	MC ELHENY	ROBERT	11
				GT1	LEPAOJA	MARGIE	7
FB	WALD	BILL	45	GT1	GRIFFIN	MATT	6
				GT1	GOUTELL	CARL	5
FC	JENSEN	BRUCE	27				



GT2	TAYLOR	TERRY	72	ITA	BOWLING	TAD	1	SM	SCRUGGS	MARK	9
GT2	BURGESS	ALAN	24					SM	ALEXANDER	DALE	8
GT2	MCCARTNEY	DANNY	24	ITB	ELLIS-BROWN	DAVID	30	SM	SAYLER	STEPHEN	7
GT2	NAVABI	AMIR	14	ITB	MCCORMICK	GEORGE	29	SM	ADAMCZYK	JOHN	6
GT2	KATANICH	SAM	9	ITB	KEANE	DEUCE	27	SM	MAY	ROB	5
				ITB	HORN	MICHAEL	21	SM	SANTOS	ALEX	5
GT3	MCGAVIC	BILL	48	ITB	MCCORMICK	PAUL	19	SM	CHARBONNEAU	ANDREW	3
GT3	BORINSKI	DAVE	9	ITB	MCCORMICK	MIKE	19	SM	KATHARINE	MARY	3
GT3	PISELLO	THOMAS	9	ITB	YATES	WILLIAM	15	SM	RHOADES	CLIFFORD	3
				ITB	RADHAY	RALPH	14	SM	SPAETH	NICK	3
GTA	GRAHAM	TOM	51	ITB	CRIFE	JEFFERY	12	SM	CHEEK	ROBERT	2
GTA	MARSHALL	JAY	26	ITB	MILLER	LELAND	12	SM	SHEPPARD	PAUL	1
GTA	AMICO	TONY	25	ITB	WEIGAND	DAVID	12	SM	THOMAS	AL	1
GTA	LUTICH	GEORGE	25	ITB	RIPO	CHRIS	10				
GTA	BAILEY	JEFF	24	ITB	KEANE	PETER	6	SPU	WICHT	CHARLES	66
GTA	TAPIA	FELIPE	9	ITB	TAYLOR	STEVE	6	SPU	BREEHNE	PAUL	33
GTA	LAGASSE JR	SCOTT	7	ITB	CARROLI	PAUL	3	SPU	HILL	LEWIS	27
GTA	GEZT	GREG	2	ITB	CRIFE	TOM	2	SPU	FOSTER	DANNY	18
				ITB	REICHARD	BRUCE	2	SPU	LOGSDON	ROBERT	18
GTL	MEVOLI	PAUL	48	ITB	PERSONETTE	CAROLINE	1	SPU	MINNEAR	WILLIAM	17
GTL	LINFERT	JEFF	28					SPU	JENSEN	GARY	15
GTL	BOLES	DAVID	24	ITC	CLEMENSON	EARL	58	SPU	MORGAN	JOHN	13
GTL	HIGGS	G.M.	24	ITC	MOERWALD	MIKI	34	SPU	WALKER	RICH	12
GTL	MCDONALD	VAN	23	ITC	MCCOIN	BILL	32	SPU	FLIS	TODD	7
GTL	BORELL	ALAN	18	ITC	MARTIN	TIM	24	SPU	GORDON	PAUL	6
GTL	LEONARD	CHARLES	18	ITC	TAYLOR	ERNEST	24	SPU	REICHARD	RAYMOND	5
GTL	BORELL	BRIAN	17	ITC	JARVIS	CARL SCOTT	21	SPU	MARTIN	JOHN	4
GTL	MCTUREOUS	JOHN	14	ITC	STEPHENS	PHILLIP	17				
GTL	STERRETT	TOM	10	ITC	WAECHTER	JIM	14	SPU	TROGLIA	DONNY	28
GTL	LARSON	JEROLD	3	ITC	BOUSTANI	LOUIS	12	SPU	FULLER	JACK	24
				ITC	MECKLEM	CHUCK	12	SPU	FOLLMANN	ROBERT	21
HP	COVINGTON	CHARLES	57	ITC	HUTTO	LOUIS	8	SPU	BURGESS	ALAN	16
HP	BOYLAN	TERRY	24	ITC	MARTINDALE	PAMELA	8	SPU	SEAY	MICHAEL	7
HP	HESS	BOB	20	ITC	LEONARD	ELLEN	4				
HP	GRIFFIN	JAY	19	ITC	LIDDY	DAN	4	SRF	LUND	NEIL	51
HP	SLATER	TIM	18	ITC	LARSON	SCOTT	2	SRF	CHARBONNEAU	ANDREW	29
HP	KANZLER	DAVE	11					SRF	ANNIS	JOHN	27
HP	BENNETT	GREG	9	ITR	CENTO	JOHN	24	SRF	LADONICZKI	BILL	22
HP	FOOTE	KERRY	9	ITR	HENDERSON	BOB	24	SRF	ATKINSON	BRIAN	19
HP	SIECK	ROBERT	7	ITR	RUFFINO	GERARD	21	SRF	LADONICZKI	STEVE	15
HP	HOLLIS JR	CHUCK	6	ITR	GUENTHER	MIKE	18	SRF	MARINO	KEN	15
HP	ZIRKEL	JAMES	6	ITR	SHAVER	BRUCE	12	SRF	HERNANDEZ	CECILIO	13
HP	HOLLIS SR	CHARLIE	4	ITR	STRATTON	GARY	9	SRF	INGE	RONALD	13
HP	LOFTIS	DONALD	3	ITR	STRATTON	JASON	9	SRF	OFFUTT	NATHAN	12
								SRF	MALIN	THOMAS	9
IT7	BURGOON	BARRY	64	ITS	FLYNN	MICHAEL	81	SRF	BLEDSE	J. RONNIE	7
IT7	WELZ	JAMES	34	ITS	RICHARDS	SCOTT	37	SRF	PANAGGIO	TOM	7
IT7	WALTERS	KENNETH O	27	ITS	COHEN	JIM	18	SRF	BAKER	MICHAEL	6
IT7	MCCAULEY	DAVID	26	ITS	VANSTEENBURG	MIKE	18	SRF	OLSEN	ERIC	6
IT7	HURLEY	JACK	25	ITS	EELLS	PETER	16	SRF	PLUMMER	ED	6
IT7	BLANTON	ELLIS	22	ITS	POTTER	TIM	16	SRF	SEVERINO	BUDD	5
IT7	CAREY	LON	21	ITS	GOLDIN	KEITH	15	SRF	BAIDEN	LARRY	4
IT7	SANEY	STEVE	21	ITS	GOLDIN	STEVE	14	SRF	MCKINNON	ABRAHAM	4
IT7	SCHIRMER	NATHAN	17	ITS	VANSTEENBURG	KIP	12	SRF	HAAS	FREDERICK	3
IT7	STRIPLING	JERRY	12	ITS	SAYLER	VAN	10	SRF	O'BRIEN	DANIEL	2
				ITS	WITHAM	ALLEN	10	SRF	PLUMMER	ED	2
ITA	CHARBONNEAU	ANDREW	51	ITS	GERLACH	RICARDO	9	SRF	GREGG	CHARLES	1
ITA	PRITCHETT	DARRYL	18	ITS	MARVIN	GUY	9	SRF	O'BRIEN	JOHN	1
ITA	HARMER	COLIN	16	ITS	NELSON	GREGORY	9	SRF	REGNAERT	TODD	1
ITA	MCMULLAN	RUSSELL	16	ITS	GALLUP	RICHARD	7				
ITA	ELICATI	STEVE	15	ITS	DESHONG	DWAYNE	5	SSB	THEEN	DAVID	72
ITA	STEELE JR	WILLIAM	15	ITS	RUFO	BARRY	5	SSB	LIRA	CARLOS	34
ITA	ARMSTRONG	BILL	14	ITS	NASRALLAH	MARK	4	SSB	SANDARGAS	VICKY	34
ITA	WYATT	RYAN	14	ITS	AKARJALIAN	MENAS	3	SSB	THEEN	AUSTIN	24
ITA	SAYLOR	STEPHEN	12	ITS	PARKER	JONATHAN	3	SSB	ARMSTRONG	DEREK	18
ITA	OBREMSKI	JOHN	11	ITS	ARMELLINI	AUSTIN	2	SSB	OLEWINSKI	RON	15
ITA	VAN STEENBURG	KIP	9	ITS	FOX	ANDREW	2	SSB	SANDARGAS	DON	14
ITA	FULTON	CHRIS	8	ITS	CLEMENZI	BRET	1				
ITA	GONZALEZ	RICHARD	8	ITS	DUFFY	KEVIN	1	SSC	GAST	MATT	24
ITA	HESS	WILLIAM	8					SSC	GIRO	RAFAEL	24
ITA	ISAACS	GREENE	7	S2	CULBERTSON	VIC	24	SSC	HUEPENBECK	JASON	24
ITA	MONTERO	MARK	7					SSC	CASTRO	JULIE	18
ITA	RADLOFF	NEIL	7	SM	PELAK	MARK	41	SSC	STEWART	IAN	12
ITA	BRASWELL	ED	6	SM	KIROUAC	STEVE	31				
ITA	BURAS	TODD	6	SM	EVANS	JOE	30	T2	SLIWA	STEVE	76
ITA	OLSON	PATRICK	6	SM	SAYLER	VAN	25	T2	LIRA	CARLOS	24
ITA	HUNT	BRUCE	4	SM	MASON	CHRIS	15	T2	HENDRICKS	BUDDY	9
ITA	BOYLAN	LARRY	3	SM	ANSPACH	BILL	12	T2	TAYLOR	ERIC	9
ITA	MUNSON	GEORGE	3	SM	TUCKER	JAMIE	12				
ITA	GVALETZ	GEOEGE	2	SM	BURAS	TODD	11	T3	LIER	PETER	12
ITA	MASON	DEREK	2	SM	MAGERO	JAMES	11	T3	STEWART	IAN	12





# GOLDEN AND GREAT IN “2008”

## CFR - SCCA 50th ANNIVERSARY

### ANNUAL MEETING AND AWARDS BANQUET

#### DECEMBER 12 - 14, 2008

QUALITY INN CONFERENCE CENTER  
6525 US 27 NORTH, SEBRING, FLORIDA 33870, 863-385-4500  
(Room rate of \$69.99 night...ask for the CFR-SCCA Rate)

#### Schedule of Festivities:

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

#### Special Awards, Door Prizes, Displays, Guest Speaker, and FUN

-----  
-  
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





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If payment is NOT received BEFORE DECEMBER 15, 2008, your Business Exchange Ad will be removed from the January issue, or on the anniversary of the last payment, whichever is appropriate to your billing status.



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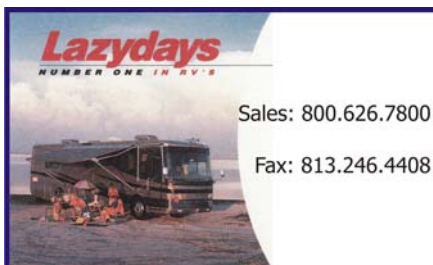
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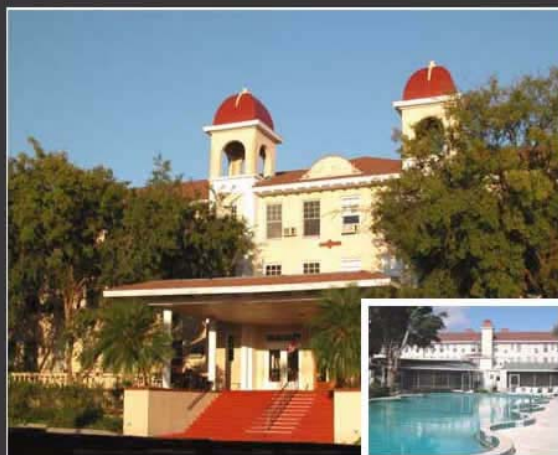
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