

# The Checkers

Official Publication of the  
Central Florida Region  
Sports Car Club of America  
Volume 51, Issue 1



*Happy New Year!*



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Advertisements in the Business Exchange are limited to the full or part time businesses AVAILABLE TO CFR MEMBERS ONLY. ALL ADS MUST BE PREPAID AND MUST BE RECEIVED AT THE CHECKER ON OR BEFORE THE 15TH OF THE MONTH PRIOR TO THE DESIRED PUBLICATION DATE.

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Personal, non-commercial, classified ads are free to CFR/SCCA members for two (2) issues.

We prefer to receive ads by e-mail at [checker@clearlysaid.com](mailto:checker@clearlysaid.com), if you cannot send the ad by e-mail please type or print clearly and send the printed classified ad to *The Checker*.

Deadline and Other Information:

Articles, photographs and advertisements must ARRIVE at *The Checker* no later than the 15th of the month prior to desired publication. We prefer to receive articles electronically, either on disk or by e-mail. (If you are not sending your article in a Microsoft Word document, please save your file in text only format so that it can be read appropriately.) Attach your article to an e-mail sent to [Checker@ClearlySaid.com](mailto:Checker@ClearlySaid.com). Articles may also be mailed to 136 Dublin Drive, Lake Mary, Florida 32746.

Photographs will not be returned unless specifically requested. Label all photos for return and send a self-addressed return envelope with sufficient postage. Allow 6 to 8 weeks for return.

Articles received past the deadline will be placed in the following issue. Articles requiring extensive edits or typing may not appear until the following month even if they meet the deadline.

Address Changes:  
Go to [www.scca.com](http://www.scca.com) and log on. You will need your member number (and password if you have already created one). You can make your changes online. Be sure to add or update your email address so that you can get your meeting notices! Or, call the Topeka office 800-770-2055 to notify them of your change.

Any call to Topeka with a request will require that you provide your membership number.

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DO NOT SEND ADDRESS CHANGES TO *THE CHECKER*.





# When & Where

## 2009 Event Schedule for CFR and Surrounding Regions

For Registration and updates to the CFR schedule, go to [www.cfrscca.org](http://www.cfrscca.org). For more complete SEDiv information, go to [sediv racing.org](http://sediv racing.org).

<b>January-09</b>		25-26 Jim Stark-SARRC/SARRC	BUC	<b>5-6</b> <i>Restricted Regional/ECR Sebring - Long</i>	<b>CFR</b>
<b>2-5</b> <i>Grand Am Tests</i>	<b>DIS</b>	Roebling			
3-5 National/National	FL	<b>May-09</b>		21-27 Runoffs	NAT
Palm Beach International		<b>2-3</b> <i>National/ECR Daytona Int'l Speedway</i>	<b>CFR</b>	Road America <a href="http://www.scca.com">www.scca.com</a>	
<b>10-11</b> <i>National Sebring - Long</i>	<b>CFR</b>	16-17 SARRC/SARRC	FL	<b>26-27</b> <i>Restricted Regional Daytona Int'l Speedway</i>	<b>CFR</b>
17-18 Annual Meeting		Homestead		<b>October-09</b>	
SEDiv Jekyll Island		<b>June-09</b>		<b>9-11</b> <i>PCA</i>	<b>DIS</b>
<b>22-25</b> <i>24 Hours at Daytona</i>	<b>DIS</b>	<b>6-7</b> <i>Restricted Regional / SOLO Sebring - Short</i>	<b>CFR</b>	10-11 SARRC Invitational Challenge	
<b>February-09</b>		13-14 Driver's School/ECR/ECR/FES	FL	SEDiv Roebling Road	
7-8 Double SARRC	FL	Homestead		<b>17-18</b> <i>SARRC/Restricted Regional Sebring - Short</i>	<b>CFR</b>
Palm Beach International		27-28 Regional/SARRC	FL	31 - Nov 1 Regional/FES Enduro/ECR	FL
12-15 Double Drivers' School	BUC	Palm Beach International		Palm Beach International	
19-21 National Convention	Las Vegas	<b>July-09</b>		<b>November-09</b>	
<b>21-22</b> <i>SARRC/Restricted Regional Sebring - Long</i>	<b>CFR</b>	<b>2</b> <i>Brumos 250</i>	<b>DIS</b>	<b>6-8</b> <i>HSR</i>	<b>DIS</b>
<b>March-09</b>		3-5 Lou Ella Cook Dbl National		14-15 Track Trials	BUC
7-8 Tom Nehl National	BUC	SEDiv Roebling		Roebling Road	
Roebling Road		<b>11-12</b> <i>Drivers' School/Vintage Sebring - Short</i>	<b>CFR</b>	<b>14-16</b> <i>Italian Cars at Daytona</i>	<b>DIS</b>
<b>18-21</b> <i>12 Hours at Sebring</i>	<b>Sebring</b>	<b>25</b> <i>Mid-Year Meeting Atlanta</i>		21-22 Palm Bch Classic/2010 SARRC	FL
<b>April-09</b>		<b>August-09</b>		Palm Beach International	
<b>3-5</b> <i>St Pete Grand Prix</i>	<b>St. Petersburg</b>	<b>8-9</b> <i>SARRC/SARRC/Restr'd Reg'l Daytona Int'l Speedway</i>	<b>CFR</b>	<b>28-29</b> <i>Restricted Regional Sebring - Long</i>	<b>CFR</b>
4-5 SARRC/PDX	FL	<b>September-09</b>		<b>December-09</b>	
Palm Beach International		<b>5-6</b> <i>Restricted Regional</i>	BUC	<b>11-13</b> <i>CFR Annual Meeting</i>	
<b>18-19</b> <i>Driver's School Daytona Int'l Speedway</i>	<b>CFR</b>	Roebling Road		<b>11-13</b> <i>Audi Club</i>	<b>DIS</b>

## 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 Debarry 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. Use this list and map to find your District:

District 1: Pinellas and Pasco County to Port Richey.

District 2: Hillsborough and Pasco County except Port Richey.

District 3: Lake, Orange, Osceola, and Seminole Counties.

District 4: Alacuja, Bradford, Citrus, Dixie, Gilchrist, Hamilton, Hernando, Jefferson, Lafayette, Levy, Madison, Marion, Sumter, Suwanee, Taylor and Union Counties.

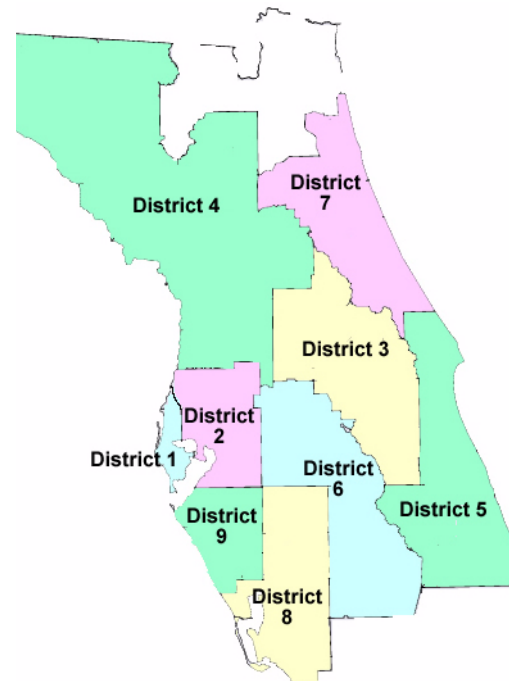
District 5: Brevard, Indian River, Martin, Okeechobee, and St. Lucie counties.

District 6: Glades, Highlands, and Polk Counties.

District 7: Flagler, Putnam, St. Johns, and Volusia counties.

District 8: Charlotte, DeSoto, Hardee, and Lee Counties.

District 9: Manatee and Sarasota Counties.





# Club News

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## Welcome New Members!

You have just joined the best SCCA Region in the country. Contact the Governor of your District and start attending meetings in your area. Your Governor can help you get started in the motor sports activity of your choice: Solo 2, competition racing, or become a race worker on THE BEST race worker staff. (Free training provided.)

### District 1

Richard Golinello, Oldsmar  
Anthony Padgett, Holiday  
Barrie Romkey, Gulfport  
Norman A Sippel, Palm Harbor

### District 2

Daniel Geberth, Odessa  
Alex Trivison Zudell, Tampa

### District 4

Francis Rawls, High Springs

### District 5

Lisa Curry, Merritt Island  
Jacob Flack, Boynton Beach  
Casey Haddock, Satellite Beach  
Adam Hosburgh, Palm Bay  
Jake LaMarre, Melbourne  
Kyle Simmons, Melbourne

### District 3

Jenna Allen, Lake Mary  
Tyler Balogh, Tavares  
Caroline Colon, Ocoee  
Christopher Colon, Ocoee  
Holly DeFava, Chuluota  
Stephen Findura, Winter Park  
Kelsey Flynn, Ocoee  
Fred Hoover, Longwood  
Acejandro Illera, Eustis  
Joseph M Jackson, Altamonte  
Rokas Kirvelis, Orlando  
Casey Limoncelli, Orlando  
Chelsea Middleton, Winter Springs  
Lee Pancake, Orlando  
Zachary Potter, Winter Springs  
Christopher Singer, Oviedo  
Wyatt Stafford, Altamonte  
Tarell Tavares, Orlando

### District 7

Joseph Brozynas, Ormond Beach  
Darryl Lee Clark, Port Orange  
Roger Everett, Deland  
Monique Haddock, Ormond Beach  
Brandon Kaczmarck, Daytona Beach  
Thomas Moore, Ormond Beach  
Shelly Wood, Ormond Beach

### District 8

Michael Erealut, Lehigh Acres  
Grant Hudson, Ft. Myers

### District 9

Casey Alford, Nokomis  
Owen Alford, Nokomis

### OUT OF REGION

Collin Arrandale, Jupiter  
Andres Masvidal, Miami

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For those that live out of Region, you may attend any meeting that's close to you, and be sure and check the schedule to see what's happening every month. The list of Officials on the inside cover is there for your convenience if you have any questions. Or check out our wonderful web sites. And I am always available for help when you need it. Your membership Chair, Joyce Hayward

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## From The BOG Chair

The final meeting of CFR's BOG for 2008 was held Sunday at this year's Annual Meeting in Sebring. We welcome Dana DeShong as the new Governor for District 2 and thank Craig Pearce - outgoing Governor, for his service over the years. The other Governors of Districts 4, 6 & 8 are continuing in their positions. As the re-elected Chairman of your BOG, I would like to express my appreciation for the support and confidence of the Board. Bob Sieck was re-elected Vice Chairman and Jim Magero - Financial Advisor, Robin Langlotz/Robin Ragaglia - Race Board Chairs and Tim Reardon - Solo Chairman all agreed to continue to serve in their respective positions. We also congratulate Robin Langlotz on his election to Area 3 Director.

To summarize:

Checker - Harriet Watkins - unable to attend however she indicated that we will look at ways to reduce expenses while continuing to maintain the quality of our magazine.

Competition Coordinator - Bill Martin - Contracts with both Daytona and Sebring are in the works and our volunteers continue to support a number of professional racing events at Daytona, Sebring and St. Pete as well as test days and

### Fran Martin

events for HSR, Grand-Am, IRL, Porsche, Italian Cars and Audi. Thanks to Bill Cannons and those workers from the east coast who are supporting the Audi event at Daytona during our Annual Meeting this weekend.

Financial - Jim Magero, Financial Advisor, reported that CFR's portfolio has followed the market downturn. Our Treasurer, Robin Ragaglia, provided reports to the Governors including Balance Sheets and a Statement of Revenue and Expenses. She also encouraged race workers to take advantage of the Club Racing Volunteer Incentive Program when they renew their memberships.

Membership - Joyce Hayward - reported that CFR ended the year with a total membership of 2,667 and that figure remains fairly steady. However, the number of novice permits issued this year is down from the previous two years.

Race - Robin Langlotz - Race Board Chm. - our traditional dates are in place. CFR raced 34% of the cars in SEDIV. We continue to see good fields for our events; however, there has been a decline of about 11% in the number of entries from 2007. It appears that there will be no increase in the insurance fees for 2009 from Topeka. There will be increases in membership

dues and competition license fees. Several members have volunteered to take on some of the 'At Track' RBC responsibilities and we will be working with them for 2009.

RE - Rick Balderson - unable to attend. Report made by Ron Camacho - Asst. RE. Due to how January 1st falls in the 2009 calendar, our 2009 National is on the second weekend of the year. In 2010, we are looking at a Double National in January which will be a 3 day event. Plans are to support two Tire Rack Street Survival Schools next year. National Waivers - our tracks don't support at this time. The Mission Statement of CFR's Race Board is - Our primary goal is to provide a balanced club racing program to meet the needs of five (5) customer based race series which are the CFR Regional Championship, SARRC, ECR, National and Vintage. Thanks to Mike Schiffer, for putting together the special tour of the Collier Automotive Museum in conjunction with our 50th Anniversary.

Secretary - Carol Gavaletz - unable to attend. Report read by Fran Martin. E-meeting notices are working well. Those few members without computers are still getting notices by mail. She especially wanted to thank Bob Shouse for his assistance during the past year and asked that

her year end award go to him.

Solo - Tim Reardon/Dat Nguyen - continues its active program for both the East and West coasts with 32 events last year and from 40-100 entries at each event.

Web - Jack Ragaglia - Continuing to work on improvements to the web site; most recent addition - photo galleries. He will also post information from Robin Langlotz - Area 3 Director, under National/Divisional News.

Other Items of Interest:

\*\*The cap on the garage fee at Daytona has been raised to \$50. Specific figures for events to be determined by Race Board.

\*\*For continuity purposes, investigating changing the term of Gov. at Large from ending at annual meeting to ending in May (our fiscal year end).

\*\*BOG meetings moved to Saturday from Sunday. May alleviate some conflicts with SOLO as well as open up locations for meetings that are otherwise booked on Sunday.

\*\*2009 Awards to Governors will be given to outgoing governors only, unless otherwise requested; Trophy Chm. will contact governors prior to annual meeting to confirm.

Next year's BOG dates are March 14th - Sebring, June 13th - St. Pete, September 19th - TBD and December 13th - St. Pete - 2009 Annual Meeting.

For more information on the BOG or Membership meetings, please contact the specific Officer, Chief or your Governor.

THANKS and a round of applause to Chuck, Carla and Chas Dawson, Berta Sager and their dedicated team from District 6 who put together a fun, successful event in Sebring celebrating

CFR's 50th Anniversary. The Region recognized its Solo and Race Champions as well as individuals receiving our special awards for 2008: Solo Worker of the Year - Debbie Bitner; Race Workers of the Year - Rick and Barbara Henschel; Administration Worker of the Year - Charlie Leonard; Hall of Fame - Bill Phillips and Bob Sieck; and our Distinguished Service Award recipient - Jack Ragaglia. Dorsey Schroeder, well known racer and commentator, spoke at the Awards Banquet and shared some of his favorite and humorous racing stories.

Our 2009 Annual Meeting will be hosted by District 1 in St. Petersburg.

I hope all of you enjoyed the holidays. Thank you for continuing to volunteer your time and efforts to make CFR such an outstanding Region. We look forward to seeing you at our next events.

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## District News

### District 8

We did not have a December meeting. Instead we gathered 60 members of CFR on December 6th to take a tour of the Colliers Museum collection of 100+ historic racing machines. It was an awesome collection. We only had 2 hours allocated but could have easily spent all day. A

special thanks to District 8 member Mike Schiffer for setting the whole experience up. The photo below had Mike, myself, District 8 Governor John Woessner at the registration desk just outside the entrance.

*Ron Camacho*

Our next meeting will be Wednesday January 14th followed by the February meeting on the 11th. As always, we hold the meetings at Uno's on Daniels Parkway in Ft. Myers...come out and join us.

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## Letters to the Editor

### To CFR:

Having been a member for 44+ years and involved in racing, administration, corner working, and a multitude of other jobs I realize that I have a broad understanding of SCCA from the regional and national level and have come to some opinions about continuing questions.

First is the question of why are we involved. Barry Megquier, the TV personality from SPEED Channel representing Megquier Car waxes, sums it up perfectly when he calls us all "Car Crazy". We are all interested in being involved with automobiles in some manner. We have the opportunity through SCCA to get up close and personal as drivers, owners, crew, and a vast team of corner workers. Over the years there have been various periods when the number of entries (races, schools, solo) have declined along

with the number of workers. This is usually worse during economic downturns including gas "shortages" and price increases. The costs of racing at any level has become outrageous with drivers/owners subsidizing workers travel costs. There seems to have developed a feeling of entitlement on the part of the workers causing a controversy as to who needs who the most, the workers or the drivers. Regardless of how much the workers are being helped, it cannot be enough. Right now my estimate of the drivers contribution to the workers fund is about \$30 each event which is paid through the entry fee. This is in addition to the car owners/drivers increase in fielding a car including the same costs the workers have and no one is subsidizing. We must keep these facts in mind and not allow us to

price our sport out of existence. This is a serious situation involving NASCAR, IRL, F1, and NHRA right now.

To keep costs down can we do things through CFR like encouraging car pooling and getting the best room rates available in Sebring and Daytona and designate them as "race headquarters" on the entry. It costs money to boat, bowl, go to the movies, or be "Car Crazy" so let's keep that in mind and do what we can to keep cost down.

Fred Geisel

PS I would like to see the Checker continue to be printed as I don't like having to read what is on the computer but would rather read it when I am ready.

### To CFR:

Just a note to inform you of the recent updates to the website.

First I have added a section called National / Divisional News. Our newly elected Area 3 Director, Robin Langlotz, wants to keep the membership informed of all the latest on the National and Divisional level. He has asked me to put the information out via the web to keep everyone informed. There is some valuable info up now and I will continue to update as the

information is sent to me. Be sure to check regularly as you never know when something new has happened.

I recently told you of the new photo gallery. There is now more. I have also put up some photos that I (amateur) took at the Turkey Trot. There are also more photos on the Race Specialties pages. For some of the long time members, there is proof of a Terry & Stephanie Kluesner sighting. I intend on continuously updating photos after

every event. In order to do that, I need them sent to me. So, please tell your people to send photos. I have other ideas and things in the works that I will talk about this weekend.

I am welcome to any and all comments and suggestions to make our site as informative and easy to navigate as possible.

Send comments to [webmaster@cfrrcca.org](mailto:webmaster@cfrrcca.org)

Thank You — Jack Ragaglia





### Subject: Miles Collier Automotive Museum

From: AUTO CLINIC OF NAPLES INC  
[acnvolv@embarqmail.com]  
Sent: Tuesday, December 09, 2008 11:18 AM  
To: checker@clearlysaid.com

Dear Harriet,

Please extend a big thank you to Mike Schiffer for his efforts in organizing the tour of the Miles Collier Automotive Museum in honor of CFR SCCA's 50th Anniversary on December 6. It was a real treat for us to attend and see the history of sports car racing in the US come to life. The collection was outstanding as were the exhibits of

safety gear and hood ornaments. Our only regret is that the tour was limited to just two hours. We could have spent all day there! Many thanks for an unforgettable experience.

Best Regards, Bill & Tricia Rose

### Collier Auto Museum Pictures, Mike Schiffer

Here are some pictures from our visit to the Collier Auto Museum.

Mike Schiffer, Ron Camacho, John Woessner, and Ray Burford taking care of registration duties at the table.

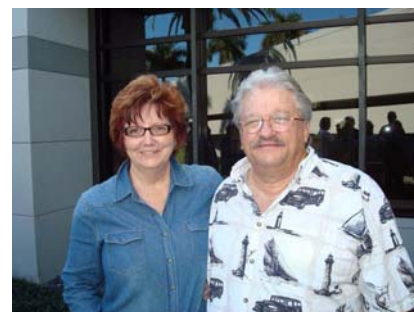


Mike, Ron, and John



Stephane and Terry Kluesner, (past CFR Flagging Chief) all smiles after their visit to the private collection of Miles Collier's 100+ historic

racing machines.



The final total was 60 CFR visitors to the museum on Saturday, December 6th. Enjoyable day, never saw so many priceless racing machines and historical cars in one building!

### IT Race, Sunday at the Turkey Trot

From: fgmartin@att.net  
Sent: Tuesday, December 02, 2008 3:50 PM  
To: rickbalderson@yahoo.com; Pete Magnason; Harriet Watkins  
Cc: Gail Kasson  
Subject: Re: Sundays IT race

Pete:

We appreciate your thanks to our corner workers and the rest of our volunteer staff. In extreme situations like the one during Sunday's IT race, the experience and training of our workers are

very evident. There was no time to think and then decide on the appropriate actions. They had to react quickly and correctly and the best evidence is that no one - neither drivers nor workers - was injured.

Thanks again for your support and your message.

Fran Martin Chm. BOG CFR-SCCA

-----Original Message-----

From: Pete Magnason  
To: rickbalderson@yahoo.com

Sent: Dec 2, 2008 2:38 PM  
Subject: Sundays IT race  
Rick please pass along my sincere thanks to all the workers at the Turkey Trot. A special thanks to the people who responded to the turn 1 incident. Clear accurate and concise calls from Gale at the scene allowed us to react in an appropriate manner. Kudos to all the workers. You people rock. Pete Magnason

### In Memoriam

#### Grand-Am Family Suffers Tragic Loss



**DAYTONA BEACH, Fla. (Dec. 15, 2008)** - The Grand-Am family suffered a tragic loss when Carol Campbell Tremblay was involved in a fatal traffic accident in South Florida, not far from her home in Coral Springs.

Carol was the devoted wife of Grand-Am Rolex Series driver Sylvain Tremblay. She was the first investor in SpeedSource, and went on to be the office manager, and biggest supporter of her husband's dream of racing. She loved going to the races with her sons as a team, and a family. Carol, 44, was born in Johnson City, N.Y. on March 10, 1964, the youngest of three sisters. She graduated from James Madison University with a BA in English. On December 7, 1996, she married the love of her life, Sylvain Tremblay. She was a loving mother whose presence was an immeasurable light, always positive and filled

with joy. The light of her life was her two boys Daniel and Alec. Carol loved to donate her time, and was a very active and supportive member of the PTA at Country Hills Elementary school in Coral Springs, Fla.

She is survived by two sons, Daniel Colin Tremblay, 9, Alec Benjamin Tremblay, 6, and her husband, all of Coral Springs; her two sisters Catherine Stine of Seattle, Connie Campbell of Arlington, Va., her mother Polly M. Harris of Fairfax, Va., and her father L. Reginald Campbell of Manassas, Va.

A celebration of her life was held on Saturday, Dec. 20, 2008 at the Embassy Suites in Deerfield Beach, Fla. In lieu of flowers, a donation can be made to the Carol Tremblay Children Trust Fund, 10870 NW 52 St., Sunrise, FL 33351.

## The Tire Rack Street Survival School, Part II



On November 15th, 28 kids participated in our second Street Survival School. This event was held at the Seminole Community College Police Training Facility in Geneva, FL., which also doubles as our new Solo site.

Although the weather forecast was iffy with PM thunderstorms predicted, the school went on under partly cloudy skies and reasonably warm weather for November without any drama added by rain.

One of the things that was noticeably different from the Daytona School was the larger influx of parents who came to watch their kids have a ball learning how their chosen street car handles in emergencies. It was great to see such an interest and we hope it continues in the future.

We were a little strapped for time during the early part of the day and fell behind schedule somewhat but we quickly made up that time as the event moved on. As with the Daytona School, the "least liked" part of the day was the classroom sessions, as the kids would have preferred more driving time. Who wouldn't at that age?

Although we understand that viewpoint, some basic information must be made available to the students and that requires some classroom discussion. However, trying to address information provided in the student and parent evaluations, we are looking to revise the classroom presentation as well as the exercise schedule to get more driving time into the program. And if we are able to do that, just maybe, at the end of the day, a student/parent exercise where the Instructor /Coaches step out of the car and the parent(s) get to sit in the passenger seat. We think that will be an enjoyable and fun experience for all.

As usual, many CFR members and some non-

members volunteered as Instructor/Coaches and field staff for this event and CFR owes them all a sincere "thank you". They all did a very professional and excellent job in communicating very effectively to the student during the exercises and controlling or monitoring the actual school from outside the vehicles. From the classroom sessions to the periods of time the students were not actually in their cars, it was obvious that they were eager to learn and the communication between school personnel was ongoing all day long. And, as the day wore on, it was also very apparent that the students applied what they learned both in and out of the car. Their driving abilities improved markedly.

Something new was added for this school in addition to such exercises as the ABS brake test, the offset slalom, skid pad and brake and turn. For this event, we added a static display of a tractor trailer rig sitting on the tarmac with cars placed strategically around it to simulate a truck going down the interstate. We then had each student climb up into the cab for a look around at what a trucker sees, .....but more importantly, what he cannot see. I think a few student's eyes got a lot wider after that demonstration and perhaps, just perhaps, we should have invited the parents to take a look-see also :-).

Pictures of the activities are included in this month's issue along with this article and they are published on our web site too. I hope you enjoy reviewing them.

For those that might be interested in the future, we are planning to do another school in the Spring. We are not sure of the location yet, perhaps at Daytona or a return to Geneva. Discussion on that is ongoing now.

Nevertheless, wherever we stage it, the CFR volunteers make it all happen. With the possibility

that I will forget someone, and I apologize beforehand if I do, these folks made it all happen..... again:

### **Instructor/Coaches**

Tim Reardon  
George Bonafede  
Luis Guzman  
Walt Williams  
Paul Izzarone  
Sue Izzarone  
Matt Doctor  
Stan Hallock  
Kelly Kiener  
Terry Tabor  
Patsy Tabor  
OS Brannon  
Dat Nguyen  
Jim Mueller  
Gary Bitner

Glenn Forester  
Brigitte Forester  
Bill Satterfield  
Ethan Frolich  
Greg Schumaker  
Bob Hayward  
Tom McKeown  
Jennifer Hosburgh  
Paul Hosburgh  
Jeff Stein  
Chris Wells  
Andy Fox  
Greg Voth

### **Officials/Course**

Ken Trier  
John Mackrodt  
Joyce Hayward  
Ben Turner  
Glenn Forester





Dave Moore  
Mike Garoust  
Peter Leir  
Kevin Ville

Debbie Bitner  
Rod and Alice Matho

Go to <http://cfrscca.org/PhotoGallery/tabid/1568/Default.aspx> to see a slideshow of the event.

# Central Florida's Premier RV Rentals

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2005 Winnie Minnie



2006 Expedition



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or call us at 813-984-0107

Walt & Warren Williams, Tampa





# Columns

## Flag Ravings

WOW: The 2008 racing season sure went out like an unwelcome lion: But it once again proved that Workers and Drivers are up to almost any race incident that's thrown at them.

As most of you already know, the Turkey Trot was well attended. Saturday was beautiful weather and great racing. Very few incidents but lots of mechanical problems. It would have been great to be able to end the season on a winning streak, but at least there's time to regroup and rethink the cars before the January races. Sunday, however was a different story. It was going to rain.... we just didn't know when or how hard. In the afternoon, we had a roll over on the first racing lap for one group - this brought out a red flag. Several races later, the monsoon struck as did disaster. Three cars went into the wall at Turn One, causing a huge fire, burned and damaged cars, and extensive barrier damage. Again a red flag, and eventually canceling the day's racing.

GOOD JOB: First, thanks to all the Drivers. You did an outstanding job responding promptly and safely to the red flags. At least in our corner (Turn 15-16) you stopped close to the corner stations, left plenty of room on track for any emergency vehicles to get through, and were very attentive to workers for instructions. We couldn't have asked for any more cooperation and assistance. Together, we made things easier and safer for all of us - particularly since on the second red flag, it was raining so hard, visibility was pretty much nil. As for the wind, it could blow you away... I swear I saw Toto and the Flying Monkeys fly by and all I had to defend myself with was a wet red rag on a stick!

Then it's thanks to all the workers in the area of the incidents. Your radio calls were good, and your overall response was excellent. So many things to do all at once, but you kept your cool

### Sally Larson

and got the job done. 'When the going gets tough, the Tough Get Going!'

And, of course, thanks to the officials, who orchestrated the response and who were quick to call for a red flag. Obviously, we all knew that the flag would be called, but no matter how tempting, particularly when you see a huge ball of fire, we can't display a red flag, until you officially call it... which you did, at once.

As I said, there was extensive damage to race cars, one of which burned to the ground, and all were damaged that were involved in the 2 incidents, the massive fire was the fire wall bursting into flames after the impact, and the fire was so hot, it started to melt some of the chain link fence. The intense heat even cracked the Jersey barrier. The track estimated it would be several days until all repairs could be made. The one tremendous bright spot was the fact that none of the drivers involved in the crashes were hurt. Almost unbelievable when you saw the violence of the incidents. Damage to cars and track can be repaired.... damage to humans sometimes cannot. We've always said we can always be proud of our CFR staff and we're recognized as being one of the (of course, we make that THE) best and most professional race staff in the national. And we all can be proud that once again we proved it at the Turkey Trot.

NEW YEAR MANTRA: CLEAN HOUSE: That meaning your bucket or gear bag. Do you really need the empty candy wrapper, pair of dirty sox, pen that doesn't write or pad of paper that only has one blank page left? And how about that pack of spare batteries with an expiration date of 1999 or a full range of race schedule sheets from '08? If you're like me, I have 6 tons of 'just in case' stuff that in over 10 years, I've never needed or used.

In the meantime, I have a sprained back from lugging my bucket. It's so heavy, it qualifies as a lethal weapon!. What you should carry, however, is a fresh bottle of sunscreen and lip protector. If either is more than a year old, toss it out and spring for new ones. Any meds you require plus aspirin/ tylenol is handy. I have a list of all our scanner frequencies for tracks at which I work taped to the lid of my gear bucket.... and a current list of your medical history and RX's could get you faster medical assistance if needed. For that matter, take a minute to check the medical and drug information on your listing at dibracing.com - make sure it's current.

ANOTHER THING I LEARNED AT THE TRACK: I've always said, the day I stop learning new things as a worker, is the day I should hang up my pink hat. And just when you think you've seen everything, you find you haven't. d is on its side. Black LOUO (lump of unknown origin) is not appropriate to call in.

My latest was the Trot at Turn 16... I was working safety at the cut. I heard my partners communicating that a car went heavy into the tire wall just before our flag station but that it had continued. I saw a 'lump of unknown origin down track from me and signaled for a surface flag. The communicator had seen it dragging and said it could be a bumper. I couldn't tell, so I loped down to check. When I got there, I thought it was a tire tread Well, I was half right.... it was a whole tire! Apparently the car went backwards into the tire wall and managed to stuff one of the tires under the rear of the car. I've seen cars scoop up cones and later toss them out.... but an entire tire? Guess I'll have to put that in my memory banks too!

2009 - MAY IT BRING HEALTH, HAPPINESS... AND GREAT RACING TO ALL!



## Turning the Corner

Happy New Year, I hope everyone had a Merry Christmas and Great Holiday. With the New Year we have many new challenges. The economy will be having an impact on all forms of racing. The new federal administration will have an impact on the economy. Whether it will be good or bad, only time will tell. We have a new Area 3 Governor, CFR's Robin Langlotz. Congratulations Robin. I believe that Robin will listen to the voices of Area 3 and will support those issues that are important to all of us. So let's get on with our lives.

This month there are a few items that we will discuss. We have had the first regional of the 2009 season and I will cover the results. As I stated last month, I have another submittal to take to the CRB regarding the Improved Touring Rules, but this time it has to do with revising the "Purpose and Intent" of the class. I want to run my ideas past you before I submit it to the CRB. My basic philosophy is that change is only good if it adds value to those affected by the process, while at the same time controlling cost. I will continue with part 2 on the Cold Air Intake System (CAIS) that I started last month. So lets get on with it.

### The Turkey Trot at Sebring:

"It was the best of times, it was the worst of times. (Tale of Two Cities, Charles Dickens.)

Of the 305 drivers pre-registered for the Turkey Trot, 95 were in Improved Touring, which is just a shade under 1/3 of the total entry. That is incredible. ITS, ITA & ITB all had entries in the double figures, 20, 32 and 20 drivers respectively. You are a significant resource for the region. It seems, that in spite of the economy that our members want to keep our great racing program alive and well. The race board and our administration deserve a lot of credit for creating and maintaining, I believe, the finest race programs in the country. A lot of credit should be given to our past Race Board Chairman, Robin Langlotz, who will be stepping down, to take the seat as the Area 3 Governor. Thanks Robin, and the incredible team you have assembled.

Saturday was cool and clear. IT was broken into two groups. Group 1 for ITB & ITC, plus small production, SSB & SSC, and GTL. Group 3 was the remaining IT category, ITR, ITS, ITA, & IT7, plus some NASA Honda Challenge cars. Qualifying went on with the usual fanfare.

In-group 1, 43 cars went out to qualify. Deuce Keane won the pole for ITB in his Honda Accord, David Liera was second, and your humble correspondent was third. In ITC, Louis Boustani won the pole with Earl Clemenson just a tick away in second, and in third was Louis Hutto.

In-group 3 some 63 cars attempted to qualify. Kip

### David Ellis-Brown

Van Steenburg qualified 1st in ITR, with Mike Flynn in second and Mike Guenther in third. ITS was lead by Andrew Charbonneau, with Steve Goldin and Marc Dana taking the next two spots. In ITA, Paul Ronie set the standard, with John Jackson second and Jaime Tucker in the third qualifying spot. For IT-7, Lon Carey won the pole, with Ellis Blanton and James Welz taking the next two qualifying spots.

Both groups had their first of two races of the weekend on a very sunny and dry track.

In- Group 1, Race 1, 41 cars took the green flag. And at the Checker, Deuce Keane in ITB continued his winning ways with a first in class over second place James Bayles with David Liera coming in third after a couple of off course excursions. In ITC, Earl Clemenson's Honda bested Louis Boustani's dinged up Scirocco for the win, with Louis Hutto taking third place. The racing was close and sometimes a little too close, but for the most part, a good clean race.

In-Group 3, Race 3, 65 cars took the green flag. Irish Mike Flynn took the top spot in ITR, and 1st overall to start 2009 with were he left off in 2008. Mike Guenther took second with Herb Shipp taking a well-deserved third. All three cars were BMW's. In ITS, Andrew Charbonneau in a Miata beat Marc Dana's RX-7, with Richard Gallup coming in third. All three were driving Mazda's. In ITA, John Jackson in a BMW was able to get around Paul Ronie's Acura for the win. Todd Buras came in third with his Miata. In IT-7, Lon Carey was able to hold off the rest of the IT-7's for the win, with Colin Jackson taking second and Nathan Schirmer coming in third.

Group 1, Race 8 -- On Sunday, a day that we all hope will never be repeated, the weather was overcast and windy. The race began around 11:00. Rain was threatening so a dry track was welcomed. Thirty-Five cars took the green flag, and again the racing was close and spirited. About lap 8, a full course caution came out for a stalled car that needed to be moved, after two slow, agonizingly slow laps for over 2/3's of the field, racing resumed. At the checker flag, disaster struck for the first time this weekend when Mike Horn's (the 2008 ITB Champion) Mustang broke the rear wheel studs at turn 17 and the result was a destroyed racecar. The rest of the field was "red flagged" on the cool off lap while they extracted Horn from is destroyed car. Fortunately, Mike received only minor injuries and was released by the medical staff to assist the wrecker driver getting his mangled Mustang onto his trailer. All of Mike's safety equipment seemed to hold up as intended. Thanks SCCA Safety Committee. The finishing order for ITB was again Deuce Keane in first, David Liera in second and I

was fortunate to get a hard fought third. In ITC, Earl Clemenson had a repeat win, and setting a new track record with a time of 2:51.919. Louis Hutto took second and Tim Martin taking third in his banged up Rabbit. Racing would not resume until there was an extensive clean up at 17.

Note: Just thought you might be interested to know, that during Mike Horn's ITB car rollover, the kill switch key was snapped off and it could not be used to stop battery power to the electric fuel pump, which was pumping gasoline over Mike and into a pool in the top of his inverted car. Another competitor, Bill Yates, from Avon Park, FL stopped his ITB Toyota in such a way as to block the incident from oncoming traffic. Bill got out of his car and ran to the assistance of the imperiled driver, when rescue equipment arrived, Bill was assisting Mike out of his car. Bill deserves a "Thank you" and a Pat on the back for his unselfish response to a fellow competitor. I feel that we are "Honored" to have such a member in CFR.

Comment: Sorry about this, but it must be said. During the "full course caution" during Sunday's Group 1 race, the pack of cars that I was running with came up upon a GT Lite car that I believe we were about to lap for a second time. I was right behind his car. The driver, who shall remain anonymous, did not seem to understand that his track speed under caution did not need to match the "pit road" speed. I can only assume that a "Safety Car" had been dispatched and was pacing the field. I never saw it since we were never able to come within sight of it. As we passed the starters stand the first time, the Starter motioned to the GT Lite driver to "close up" to the front running pack of cars. The driver did not change his speed. On the second lap past the Start/Finish line, the Starter again motioned to the driver to "close up" to the field of cars. Again there was no change in the GT Lite's speed. As we continued to follow this driver, one in our group, became so frustrated with the GTL driver that he pulled around several of us and drove beside the GTL car and waved a "fist" at him. At least I think it was his fist! By the next corner the Yellow's were down and we all took off to resume our racing. Anyway to the driver of the GTL car, (and I know who you are), for Pete's sake think what you are doing, and if you can not keep up a reasonable speed under caution, then at least pull off the track so that those cars that you are holding up can "safely" catch up to the lead pack as appropriate. Thank you. Enough said.

Group 3, race 10 -- Well, the race started in the dry and then, and then, the track turned into a skating rink at around lap 10, especially at the Start / Finish line and going into the first turn. But



let me report on who won and then I will talk about who lost. (The race was shortened to 10 laps after a serious accident at turn one). Mike Flynn, no surprise here, again won ITR, and set a new track record of 2:35.336 in the process. John Cento was a distant second, with no other ITR cars running. In ITS, Andrew Charbonneau was first, and again began the 2009 season where he left off from last year. Marc Dana was second with Steve Goldin in third. In ITA, Paul Ronie took the win, with John Jackson right on his heels for second, and Carolyn Van Hurst was third. (All are from the Florida Region). In IT7, Lon Carey took another win, with James Welz a distant 2nd, and Colin Jackson was 3rd. As I said, by lap 10 the rains began in earnest and as usual at Sebring, the front straight was soon sloppy wet and negotiating of turn 1 became a true challenge. There the carnage began. I don't know was the first on into the tire wall, but I believe at least 4 drivers were collected, literally when "all hell broke loose"!

The best report of what happened on the track comes from one, John Jackson, who's BMW is now nothing but a burned hulk. And this is a partial quote from him from an entry he made on the non-official SCCA Improved Touring web site.

"Paul (Ronie) had gotten back around me and was leading again. I lost track but I think we traded the lead 6 times up until that point. When we approached Bishop Bend the rain got heavier. Down the back straight it was coming down. Coming out of 17 it was not too bad. Paul had pulled a gap coming out of 17. When I got to the start/finish I still had grip. I noticed Paul's brake lights flashing. I let off the gas and total silence. None of my tires touched pavement. I tried to feed just enough left input to miss Paul who was now in the tire wall. I slammed in just to his left. After telling my crew that our amazing race was over. WAM!!! I was hit from behind. I was hit so hard that the rear bumper was pushed to the back seat. This exploded the ATL bladder and crushed the battery. I was instantly on fire. The rest is charcoal..." (John Jackson's comments posted on the Improved Touring.Com Web Site)

As a result of the crash and resulting fire, the balance of the racing had to be cancelled for the day. Once tires catch fire they are nearly impossible to put out. The concrete barriers behind the burning tires began to explode and the rest is history.

Good news is that all of the drivers involved were OK. I spoke to Paul Ronie a few days later and he was "Sore, with a couple of cracked ribs", but in good spirits. "We (David Liera and I) will take a look at the car next weekend and determine what needs to be done to get it back on track". I understand that one of the tires used on the safety wall was launched upon impact and imbedded inside of Paul's car. The tire is a lot

larger than the window opening, so the impact must have been pretty hard. Paul uses one of the "triangular" inside nets (as defined in 9.3.29 of the GCR) that is installed on the right side of the driver. Similar to the one's that are used in World Challenge. And that prevented the tire from contacting Paul's head! This could have been a lot worse. I think this is something that we in IT might want to give some attention. We need to look at upgrading to an "interior" net similar to what the World Challenge requires. In parallel, better securing of the tires may be something that Sebring might want to look at also. Safety First!

New Purpose and Intent for Improved Touring:

As many of you already know, I am fairly vocal about the IT rules, the CRB and the advisory committee that provides inputs to the CRB. I have been competing in Improved Touring for over 20 years. During that time, IT has matured and I do believe that the Purpose and Intent as presently documented are neither accurate nor reflective of that maturation. Therefore I propose to submit a change to the "original" Purpose and Intent of Improved Touring that will better reflect the reality of the current cars being added, the normal automotive product and technological evolution, and to restate the original "low cost" philosophy of the category to a more realistic "Cost Containment" focus that will better serve both the current and future competitors of Improved Touring.

The following is a copy of my proposed submittal that will be forwarded to the CRB in the near future. I would like your comments on my submittal.

"To the SCCA Competition Review Board (CRB)"  
Subject: Request for change to both the Purpose and Intent of the category of Improved Touring.

The reason for this submission is to request a change to both the statements in Purpose and Intent of Improved Touring. I propose a new emphasis to be placed specifically "Cost Containment" rather than on "low cost car" philosophy that is no longer applicable.

Preface:

Over the last year or so, I believe that the original philosophy and the Purpose and Intent of the category "Improved Touring" as currently documented, has been compromised. While I understand and usually concur with many of the decisions of the CRB, I find that the current trend of specification change decisions are not in accordance with the currently documented Purpose and Intent of the Improved Touring category. Therefore, I propose that a "New Purpose and Intent and subsequent Notes" needs to be established to:

1. Better reflect the current thinking of the CRB and its advisors and
2. To better accommodate the configurations of

cars be added and

3. To put in place, a focus on "Cost Containment".

This would provide both the CRB and its advisory committee the latitude to add cars like those now included within the category of ITR and other future groupings. Otherwise, I believe that the current trend in newer car inclusion is not compliant within the scope of the currently documented Purpose and Intent. This would also establish a new focus on containing the cost of building and racing a car in the Improved Category to an acceptable level.

History & Background:

When Improved Touring was originally initiated, in the mid 80's, the purpose was to provide the membership with the opportunity to compete in "low cost" cars. The majority of the cars initially categorized for IT reflected the both the state of the US economy and those models that were most popular in the late 70's and early 80's. Many of these initial IT cars were popularly known as "Econo Boxes". It also provided a place to extend the life of "Showroom Stock" cars that were no longer eligible.

These "low cost" cars were usually registered for the street, i.e. dual-purpose forms of transportation. ("Race on Sunday, Drive on Monday") They were not purpose built racecars. As originally intended, Improved Touring did in fact the membership with the opportunity race a low cost car, but also to race at a "low cost". This has been, and I believe still, is a primary attraction of Improved Touring.

IT also filled the gap that the club recognized was missing due to the elimination of the traditional "Low cost" sports cars that were so popular in the 50's, 60's and early 70's, which became the backbone of the "Production" car classes during the same period of time and to date.

As the class evolved, a note was added validating a change in the original philosophy, "This new statement of purpose and intent eliminates the dual purpose version which does not accurately reflect the current IT technology. In addition, it emphasizes the philosophy that we will give you a place to race your car and have fun, but not guarantee that you will be competitive".

It is past time to revise the Purpose and Intent of Improved Touring.

I believe that through normal automotive product and technological evolution, and the desire of the CRB to add newer cars that now fall within the "4 years plus 1 rule", that neither the original "Purpose nor Intent" can, or is being maintained, and as such, both the Purpose and Intent of the category needs to be revised to better reflect the reality of the Improved Touring (IT) Category as it exists in 2009.



Rationale for changes to Purpose and Intent:

The current combined "Purpose / Intent" of improved touring is to allow a variety of popular, inexpensive cars to be eligible, prepared and race in the category. " However, those (cars) determined by the Club to be outside of these parameters will not be classified". I do not believe that the current actions and subsequent rule changes of the CRB or its advisory committee, comply with the existing "P&T" definition.

I further do not believe that the current definition of "Purpose and Intent" is realistic based on the vehicles that are currently included within the 2008 version of the Improved Touring Category Specifications (ITCS). I also believe that a "Revised" purpose and intent of IT should focus on keeping the "costs low" with regard to building, maintaining and racing of an IT car by restricting and limiting modifications.

While I admit that the terms "low cost and inexpensive" are rather nebulous and undefined. Common sense does not permit the majority of current IT competitors to believe that the most recent crop of cars being added is neither "low cost nor inexpensive". I believe that with the creation of ITR along with the newer cars that have been added, and future models / engines that are being considered, only validates my claim that neither term is applicable.

Whether it is a Lexus or a Porsche, newer BMW's, or an Acura RSX, I don't believe that any of these cars, and the years that are eligible, can be considered either "low cost or inexpensive". Also the cars that are being constructed now, are purpose built racing cars. They maybe used streetcars, but they are being constructed with all of the precision and safety of a car that would normally built for a professional series.

In addition, I also believe that a "New Philosophy" for IT needs to be adapted to govern the rule making process to focus's on "cost containment" by providing rules that are supportive of the construction and the maintenance of a "cost effective" racecar. And if adapted, I further believe that new rules should be freely made that facilitate cost effectiveness and vehicle maintainability while not jeopardizing safety or disregarding the original philosophy of the category.

**Recommended New Statement of Purpose:**

Purpose: "Improved Touring classes are intended to provide the membership with the opportunity to compete in cars offered for purchase in North America with limited modifications, suitable for racing competition. They will be prepared to the manufacturer's specifications except for modifications permitted by these rules".

Recommended New Statement of Intent:

Intent: "It is the intent of these rules to restrict modifications to those useful and necessary to construct a safe racecar. It is also the intent of these rules to keep the costs of preparing, maintaining and competing a car in the Improved Touring category to a minimum. The class is intended to allow a variety of popular cars to be eligible; however, those (cars) determined by the Club to be outside of these parameters shall not be classified. Entrants shall not be guaranteed the competitiveness of any car, and competition adjustments, other than as outlined in section 9.1.3.C, will not allowed. Other than those specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle may be disabled, altered, substituted or removed for the purpose of obtaining any competitive advantage".

**Comments:**

The revised statements of purpose and intent are written to better reflect not only the current IT environment, but also to permit rule changes that facilitate lower construction and maintenance costs. This could also facilitate the life-cycle extension for those cars that are referred to in the industry as "ELV's" (End of Life Vehicles) were the manufacturer no longer supports and normal parts supply sources have begun to erode. Many of the cars currently listed and participating in IT are at least 30 years old and legally "permitted" OEM equivalents may be eroding or are no longer be available.

By reverting back to a previously documented statement within the "Intent" paragraph, i.e., "Other than those specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle may be disabled, altered, or removed for the purpose of obtaining any competitive advantage", would permit competitors a certain amount of construction latitude to make changes / modifications to the vehicle that are "non-performance" related that:

1. Should facilitate construction of the vehicle
2. Reduce cost and increase maintenance efficiency
3. And facilitate the meeting of documented weight specifications.

The removal of the aforementioned statement within the Intent only "added costs without adding any value" to the category. The current wording also requires or warrants competitors to request additional clarifications or request rule changes to make simple, non-performance related changes and further distracts the CRB and related advisory committee from more important elements of the rule making process.

**Conclusion:**

In closing, the new statements' of Purpose and Intent are to better reflect the current IT

environment and the impact of current automotive product technology. It is also the intent of Improved Touring to provide a place to race at the lowest possible cost without compromising safety. In addition, it again re-emphasizes the philosophy that we will give you a place to race your car and have fun, but not guarantee that you will be competitive.

I hope that you will think about what I am proposing to change the Purpose and Intent of IT. I am sure some will say that IT is not broken and does not need to be fixed. I can understand your rationale. But I also know that the cost of building, maintaining and racing a competitive IT car today has gotten pretty high. In 1985, I built an ITB Rabbit that could win in the CFR that I built for less than \$3500, and race for less than \$300 in a weekend. Today, a competitive ITB car will cost you \$15000+ to build. And racing will cost you approximately another \$800+ per weekend, if you are lucky. What I am proposing is revise the Purpose and Intent to better reflect reality, and to establish a focus on "Cost Containment" that could lead to rules revisions that could lower costs. Enough said.

**Your Thoughts:**

This is what I am planning on submitting to the CRB. What are your thoughts, comments? Do you agree with me or not. I would like to know your thinking on my recommendations to revise both the current wording of the Purpose and Intent of Improved Touring. Thanks; e-mail me your comments to tonianddaveid@aol.com

**Cold Air Intake System (CAIS), Part 2:**

Last month we talked about building a CAIS from the air cleaner up to the throttle body (TB). This time I will work from the TB down to the cylinder head. There are several items that we can do that will help insulate and isolate the heat from raising the air temperature inside of the intake manifold.

Now let me say this from the get go. Make sure that you read and understand what the rules say, and mean. I believe that the changes that I am recommending are compliant within the rules as currently documented.

Since "Engine Gaskets", with the exception of the head gasket, are "unrestricted", there are some new products in the market place that will insulate the heat of the cylinder head from "radiating" into the intake manifold. Many of you may work in the space program, where new products have been developed to help overcome the heat of re-entry.

Well some very inventive folks have designed and developed intake manifold gaskets that dramatically reduce the heat transfer from the cylinder head. A supplier contacted me earlier this year and asked me if I would be interested in testing his product in competition in return of providing some feedback with an on track test.



He sent us his "PowerGasket Plus™" The one piece gasket replaces the stock unit exactly. No change of mounting hardware was required. It is mounted between the intake manifold and the cylinder head. The unit is approximately (1/8" thick) twice as thick as the stock gasket. His web site states that "the gasket is made from a high performance polymer", the PowerGasket™ conducts on average less than 1/500th of the heat of the steel, composition gasket that it replaces. Your intake manifold will stay 30-50° F cooler and your incoming air will stay 20-30° F cooler. The PowerGasket does not require the application of any extra sealant."



We installed the gasket on the car and tested it on the track at the June, Sebring event. We

checked the head / manifold temperatures in two different sessions. As we came off the track, and parked in the pits, we measured the cylinder head and intake manifold temperature adjacent to the spark plug. Using an "infrared, laser pyrometer", here are the results that we recorded:

**Session 1**

Cylinder head - 194 F. Manifold - 133 F  
 Cylinder head - 220 F Manifold - 142 F  
 Cylinder head - 217 F Manifold - 152 F

**Session 2**

Cylinder head -- 192 F Manifold --135 F  
 Cylinder head -- 223 F Manifold --143 F  
 Cylinder head - 218 F Manifold --150 F

The results are fairly dramatic. Now in all fairness, we did not check the temperatures with the "stock" intake manifold gasket installed. So we do not have a "was & now" comparison to make which would have been more definitive. But I'm reasonably sure the temps were a lot higher with the stock gasket. One thing I do know for sure is that the intake plenum was significantly cooler, since I was able to put my hand on it with the new gasket, which was not possible before we changed out to the new product. There are several other manufacturers that

produce a similar product. If you are interested in getting more information on any of these products, do not hesitate to contact me and I will be happy to give you any of the data that I have on them. Checkered Flag -- Well, I have run on long enough for this month. Our next regional race will be in late February. Hopefully we have an accident free weekend. As a side note, your IT car might be eligible to run in the January National in the Prepared Class. I ran at the last 2 CFR Nationals as a DP car and it gave me

valuable track time. So give it a thought. Let me know what you think of my changes to the Purpose and Intent of Improved Touring. If you like it, then I will need your support to get it passed. If you don't like it let me know also. Or if you have some ideas to modify the wording, let me know. Anyway I want to start some dialogue. We are stronger in numbers and we also have Robin Langlotz to represent our voices. The checker flag is out so it is time to go. Keep in touch [tonianddaveb@aol.com](mailto:tonianddaveb@aol.com)



# Picture Pages

## Sebring Turkey Trot

*Bill Martin*

Nice paint job on Chris Heilman's FV.



Gail Kasson explaining Turn 1 operations to some new recruits.



From bare ground to ghetto in a half hour.



Jon Swanson leads Jim Johnson through Turn 1.



Bob Jordan and his FC in Turn 1.



A string of Group 4 cars through Turn 15.





Impounding and weighing the entire SM Group - 42 cars.



Second impound and weighing the SM Group.



Dave Hussey tried some interesting lines in Turn 15.



See what I mean - Dave Hussey again.



James Coyne in Turn 17A.



This is the weekend for our annual Turkey Trot dinner.







They came with their appetites.



The CFR Gallery wall.



Looks like we are all supposed to return to the pits.



Lee Lloyd in Turn 1 - Before.



Lee Lloyd's car after encounter with Pit Straight wall at S/F.



Neil Lund leads into the Pit Straight.





Reed Wilson and Phil Harrison in Turn 17A.



Pit Marshals at the ready.



Jim Rosa almost chased Don out of his Corner Station.



Start of the Group 1 Race - 63 entered.



After losing a wheel under the bridge, Mike Horn's day ended early.



Hanging upside down in the straps with fuel filling the roof is not pleasant.







The weather front hit approx. 2:35 PM with a wall of water. Two cars hydroplaned and went into the Turn 1 wall. They were followed by a third car.



A fuel cell ruptured and set the tire wall on fire. One car was completely destroyed by fire.



Aftermath - Monday AM clean up.



Notice it was hot enough to crack the block.



The tires did their job but they sure do burn when ignited.





## Annual Meeting

*Deanna Harry*

50th Logo.jpg - CFR's 50 Year Commemorative Logo - Thanks Marc.

Kay and Pam Kirouac with Deanna Harry - Is it the cocktail hour.



Chris Holliday and Gloria Theen take a break from Registration and the Pits.

The Lunch was great - Bill and Fran Martin.



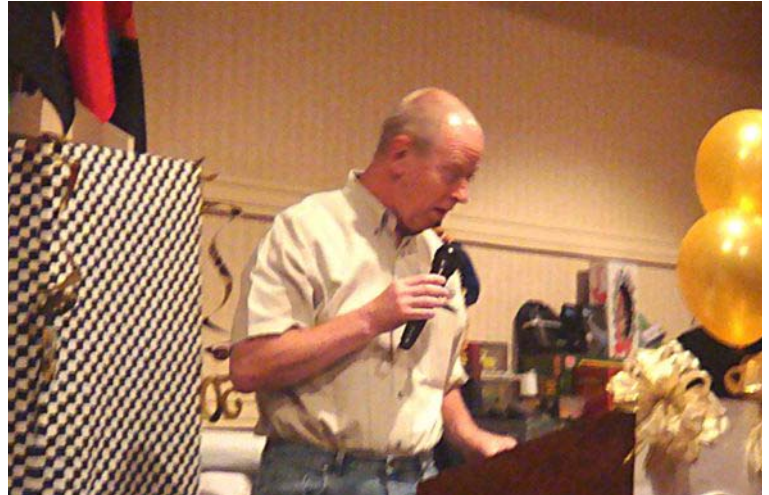




Steve and Pam Kirouac with the rest of the Kirouac Family - Steve won 1st Place in SM.



Master of Ceremonies, Ron Johnson, kept things moving.



Dorsey Schroeder amused the Group with his racing anecdotes.





*Michael Shiffer*

Harry Schneider, Mike Schiffer, and Ray Burford, the three champions have a total of 65 years of Formula Vee racing experience and just eleven points separated them at the finish of 2008!...a great year of FVee racing!

Formula Vee racers Carl and Gary Dassinger join Harry, Mike and Ray at the 2008 CFR Awards Banquet.



*Susan Young*

What a marvelous event! Celebrating 50 years in style. Dorsey's stories were a riot. And the startled look on Bob Sieck's face when they announced his induction was priceless!











# Club Racing

## CFR Regional Points Championship

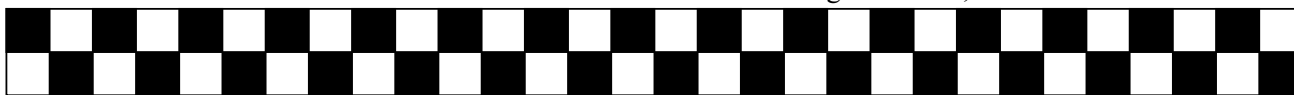
Racing Year 2009 — Current as of December 10, 2008

Class	Last name	First	Total	FV	SCHIFFER	MIKE	9				
BP	WILLIAMSON	RODNEY	12	FV	BURFORD	RAY	6	ITC	CLEMENSON	EARL	24
				FV	SCHNEIDER	HARRY	5	ITC	HUTTO	LOUIS	16
				FV	MATTOX	SHAWN	4	ITC	MARTIN	TIM	13
CSR	LAMBERT	LARRY	24					ITC	BOUSTANI	LOUIS	9
CSR	BAKER	MICHAEL	16	GT1	MC ELHENY	ROBERT	12				
CSR	FALATICK	WILLIAM	16					ITR	FLYNN	MICHAEL	24
				GT2	DIEHL	ED	12	ITR	CENTO	JOHN	9
DSR	SCHMIDT	MIKE	16	GT2	BURGESS	ALAN	9	ITR	GUENTHER	MIKE	9
DSR	DEMPSEY	CHARLES	12					ITR	SHIPP	HERBERT	7
DSR	HADDOCK	RALPH	11	GTA	TAPIA	FELIPE	12				
								ITS	CHARBONNEAU	ANDREW	24
EP	EELLS	PETER	12	GTL	MCDONALD	VAN	16	ITS	DANA	MARC	18
EP	ROSE	BILL	9	GTL	BOLES	DAVID	12	ITS	COHEN	JIM	11
EP	CARSON	WILLIAM	7	GTL	MEVOLI	PAUL	12	ITS	AKARJALIAN	MENAS	10
				GTL	MCTUREOUS	JOHN	9	ITS	GALLUP	RICHARD	9
F5	MOODY	ROBIN	9	GTL	LINFERT	JEFF	8	ITS	GOLDIN	KEITH	8
				GTL	BORELL	BRIAN	7	ITS	GOLDIN	STEVE	7
FA	BOUGHAN	DONALD	21	GTL	BORELL	ALAN	6	ITS	DESHONG	DWAYNE	3
FA	OETTER	BOB	12	GTL	BROWN	STEVEN	6	ITS	PICARD	MICHAEL	2
				GTL	ADLER	JAMES	5				
FB	WALD	BILL	21	GTL	BRANNON	BARRY	3	LEG	FUTCH	JAMES	12
FB	BEATTIE	TOM	14	GTL	LARSON	JEROLD	2				
								SM	CHARBONNEAU	ANDREW	7
FC	JENSEN	BRUCE	7	HP	GRIFFIN	JAY	21	SM	CLEMENS	KARL	5
FC	MCQUAIG	JAMES	6	HP	CRIFE	JEFFREY	12	SM	BURAS	TODD	3
FC	MONTPELIER	TIM	5	HP	HESS	BOB	11	SM	KIROUAC	STEVE	2
FC	JORDAN	BOB	4	HP	MILLER	LELAND	9				
				HP	FOOTE	KERRY	7	SPO	WICHT	CHARLES	12
FE	GREEN	THOMAS	17	HP	HOLLIS SR	CHARLIE	6	SPO	MORGAN	JOHN	7
FE	OSINGA	WALLY	11	HP	HOLLIS JR	CHUCK	5	SPO	GORDON	PAUL	6
FE	SWAIN	JIM	9								
				IT7	CAREY	LON	24	SPU	ROBERTS	ANDY	7
FF	SHAVATT	LANCE	12	IT7	WELZ	JAMES	14	SPU	STANLEY	RON	6
FF	SWANSON	JON	9	IT7	SCHIRMER	NATHAN	13	SPU	TROGLIA	DONNY	5
FF	WITHAM	ROBERT	7	IT7	MCCAULEY	DAVID	11	SPU	FUTCH	GENEVIEVE	3
FF	SCHIMENTI	JOHN	6	IT7	SMITH	CHUCK	4				
FF	POPE	DAVID	5					SRF	CHARBONNEAU	ANDREW	12
				ITA	BURAS	TODD	12	SRF	LADONICZKI	BILL	9
FM	EVANSON	RYAN	24	ITA	SIECK	BOB	5	SRF	LUND	NEIL	7
FM	WEEDER	MARK	18	ITA	STEELE JR	WILLIAM	5	SRF	ATKINSON	BRIAN	6
				ITA	TUCKER	JAMIE	4	SRF	PANAGGIO	TOM	3
FP	AHRENS	DON	9					SRF	WILSON	REED	2
FP	YOUNG	PERRY	7	ITB	KEANE	DEUCE	24	SRF	MARINO	KEN	1
FP	ALFORD	TUCKER	6	ITB	ELLIS-BROWN	DAVID	8				
FP	BUTLER	WAYNE	5	ITB	BATSON	MATTHEW	5	SSB	THEEN	DAVID	9
FP	PEARCE	CRAIG	4	ITB	HORN	MICHAEL	4	SSB	THEEN	AUSTIN	9
				ITB	YATES	WILLIAM	4				
FV	DASSINGER	CARL	12	ITB	MCCORMICK	GEORGE	3	SSC	HUEPENBECKER	JASON	24



# THE PRO-WORKER

A Publication Of The Central Florida Region-SCCA, Inc.



Volume 25, Number 1

January 2009

## Rolex 24 At Daytona

January 22-25, 2009  
(Preliminary) SCHEDULE

### Wednesday, January 21

3:00 PM - 6:00 PM Pro-Worker Registration

### Thursday, January 22

8:00 AM - 10:00 AM Pro-Worker Registration

10:00 AM - 11:30 AM Practice-Rolex Series

11:45 AM - 12:30 PM Practice-KONI Challenge

12:30 PM - 1:30 PM Lunch

1:30 PM - 2:30 PM Practice-Rolex Series

2:45 PM - 3:30 PM Practice-KONI Challenge

3:45 PM - 4:00 PM Qualifying-Rolex Daytona GT

4:15 PM - 4:30 PM Qualifying-Rolex Proto, Top 30

4:00 PM - 5:00 PM Pro-Worker Registration

5:00 PM - 5:15 PM Qualifying-KONI Challenge ST

5:30 PM - 5:45 PM Qualifying-KONI Challenge GS

6:30 PM - 8:30 PM Night Practice-Rolex Series

### Friday, January 23

8:00 AM - 10:00 AM Pro-Worker Registration

9:00 AM - 9:45 AM Practice-Rolex Series

10:00 AM - 10:45 AM Practice-KONI Challenge

11:00 AM - 11:20 AM Qualifying-Rolex Series, Final

11:20 AM - 12:20 PM Sponsor Activities

12:30 PM - 1:15 PM Practice-Rolex Series, Final

1:45 PM - **START**- KONI Challenge (3hr)

5:00 PM - 6:00 PM Annual CFR Worker Social

Pro-Worker Registration by prior arrangement

### Saturday, January 24

8:00 AM - 9:00 AM Pro-Worker Registration

11:30 AM Rolex 24 Heritage Exhibition

3:30 PM **START** 47<sup>th</sup> Annual Rolex 24 At Daytona

### Sunday, January 25

3:30 PM **FINISH** 47<sup>th</sup> Annual Rolex 24 At Daytona

### Worker Meetings, ETC:

Flagging and communications will meet, one hour prior to Green Course Times, in the canteen Area. Pit Marshals will meet there as well. Contact your Chief for details.

## CREDENTIALS

Pro-Worker Registration will be conducted at the Speedway Credentials Office located on Dunn Ave. Credentials may be obtained during the Hours listed on the Schedule at left. In order to receive Event Credentials, you must - 1. Be listed on your Chief of Specialty's official roster. 2. Present an up to date SCCA Membership Card and Specialty License. There are NO EXCEPTIONS to these policies. The Official Event Credential will be the Paper Speedway Body Pass. Except for Official Vehicles, there will be NO inside Paddock Parking

## Special Notes

If you arrive outside Official Registration Hours, are listed by your Chief and have your SCCA Cards on hand, you may call **407-257-7285** and request "Hardship Registration". Note that this service is not available prior to 7:00 AM or later than 9:00 PM. When you make this call, be prepared to leave a message and a call back number. This service is not intended for use as a substitute for Official Registration.

Movement inside the speedway will be by Shuttle Carts and Vans. Note the "Ride Hotline" phone number - **386-681-5165**. Call this number for pick-up. Worker Parking will be located outside the Speedway adjacent to NASCAR Turn 4. DIS will operate continuous Trams to drop you off at the SCCA Compound

**Meals:** Lunches will be provided on Thursday & Friday. The CFR Canteen will open Saturday at the building in the Truck Pad area. (The same location as in 2008). The Canteen will serve up food and beverages for the duration of the Event or until supplies run out (which ever comes first). The rest of the time, you are on you own.

**CFR Social:** The Annual Worker Social will be hosted at the CFR Canteen on the Truck Pad following Friday's On-Track activities.

### Your Attention Please:

If you take pictures, you are not allowed to offer them for sale. Sale requires special permission from DIS

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All blanks & questions on this form must be answered in order for you to receive a permanent number. All SEDiv drivers are urged to register a permanent number. By having a permanent number, on line registration is much easier since your number is protected. This completed form along with payment must be returned before March 15, 2009. No number will be issued after that date.

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Day Phone # \_\_\_\_\_ Evening Phone # \_\_\_\_\_

FAX # \_\_\_\_\_ SCCA Membership # \_\_\_\_\_

2008 Races Entered- Track-----Date-----Finish Position -----Class

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

4. \_\_\_\_\_

What series did you run in 2008? National \_\_\_\_\_ SARRC \_\_\_\_\_ ECR \_\_\_\_\_ Regional \_\_\_\_\_

Did you enter----- The SCCA Runoffs \_\_\_\_\_ The SARRC Invitational Challenge \_\_\_\_\_

Mark the applicable- In 2009, I will compete at- National Race only \_\_\_\_\_ Regional Race only \_\_\_\_\_ Both \_\_\_\_\_.

Regional drivers including ECR and SARRC, if you live in Florida and competed at a track outside the state Where and when? \_\_\_\_\_

Regional drivers including SARRC AND ECR, if you live outside the state of Florida & competed at a track in Florida where & when? \_\_\_\_\_.

Permanent number held in 2008 \_\_\_\_\_ Class \_\_\_\_\_ # of years with this # \_\_\_\_\_

Permanent number requested for 2009

Class in 2009 \_\_\_\_\_ 1<sup>ST</sup># CHOICE \_\_\_\_\_ 2<sup>ND</sup> # CHOICE \_\_\_\_\_ 3<sup>RD</sup> # CHOICE \_\_\_\_\_

4<sup>TH</sup> # CHOICE \_\_\_\_\_ 5<sup>TH</sup> # CHOICE \_\_\_\_\_ 6<sup>TH</sup> # CHOICE \_\_\_\_\_ 7<sup>TH</sup> # CHOICE \_\_\_\_\_

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## Competition Cars

**1990 ITA Miata:-** Great car to get started. Fresh PK motor with one race weekend. Fuel cell, aluminum radiator, oil cooler, Koni shocks with Eibach springs and bars. Set of rains. New belts and current log book. Car has never been crashed. Trailer has enclosed lockable front to store tools, spares and parts. Canopy attaches directly to trailer. Whole thing for \$7500.00 Contact George at 727-480-4130 ggavaletz@verizon.net (1)

**1986 2nd generation RX71TS Mazda** - After 45 years of racing and 79 years old, I am going to call it quits. Included with the car are: SAS engine approx. 30 hrs, Race suit, medium, up to date SPARCO, Helmet, Bell, Medium, Shoes, Medium, Belts and window nets up to date, 7x7.15 rims, plus 4 on the car, Accusump, not hooked up per SAS, Fire system up to date, Shift light, 2 engines plus gear box, Engine stand for rebuild, Camera mount in car, Front spoiler, Cool suit. 15. Needs: Windshield, CRACKED, SLIGHT BODY DAMAGE If this were replaced, it would pass tech. \$6,000.00 OBO email SissyftMyers@Embarq.com (1)

**1986 Corvette Solo car** - 383 engine, stock 4+3 trans. Car weighs 2769 lbs with full

tank of gas. Car has passed tech for SCCA solo 2, NASA HPDE, NCCC 3RP low and high speed. Comes with flatbed dual axle trailer with electric brakes plus other stuff. See all the specs <http://corvettecruisersdaytona.com/forum> then select "general discussion" or e-mail me at redvette100@hotmail.com. \$6500 Bob Compton, 386-299-4862, South Daytona, FL (2)

**1972 Caldwell D-13** - Everything fresh. Car was driven by Ray Caldwell at the 45TH birthday party. I fit in it at 243 LBS. \$7,500.00 with open trailer. 321-543-4880. FV40FV@aol.com (2)

**1990 Laser MK2** - modified for larger driver and ease of exit/entry, current tech and logbook, In-cockpit brake bias control, exhaust gas temperature gauge, 3 sets mounted slicks, 1 set mounted rains, new transponder, spare nose. \$4400 Car located in Central Florida <http://picasaweb.google.com/fvee1234/> FormulaVeeForSale, fvee1234@gmail.com Also available at or after sale: longbox drum to drum, quick lift jack, spare fv front beam, pair front spindles w/offset bushing, spare engine, Ultra-

Lap timing system, spare parts. 12' enclosed custom trailer: attached awning, internal 12v power, winch, spare tire. \$8800 for everything (2)

**1971 240z E Production** - built by Don, Ahrens Z Car Specialist Inc. Long Winning History nationally competitive, and legal. car has been to the run offs 4 times, finished top nissan 3 or 4 trips. if you can drive you can win in this car. the spares list is extensive. 2 trannys, to differentials both have quafe lsd. spare block, body molds, extra front control arms. ground control 1 wat adjustable shocks recently rebuilt. Don Ahrens 352-316-3600 cell 378-5710 work or email don@ahrenszcar.com (2)

**DSR, Prince SR5** - powered by 2003 Yamaha R1/FI Very reliable & fast. 2002 CFR regional champion. Fresh Koni shocks, lots of spares including never raced engine. three sets wheels. Car last raced Feb. 2008. Add new slicks and go racing. Photos available. \$10,500. 727-992-8219 sccaracer@tampabay.rr.com (2)

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## Trailers/Campers/ RVs

**Trailer - 48'** 1999 Pace enclosed triple axle v-nose race car trailer. Axles have torsion bar suspension with electric brakes on all three axles. Heavy duty 8" I beam frame, beavertail ramp, 36" side door, and is wired for electric Jack. Trailer will carry two cars, an ATV with room left for a large tool box. Trailer is wired for 110v con-

nection With a power strip, circuit breaker and battery charger. Has 12 D-ring tie downs in 3/4" plywood floor. Connection for load levelers and sway bars welded to frame. Paid \$7,000 in 2003, asking \$4,000 firm. Will deliver up to 200 miles. Call Charlie Hollis at 239 - 910-1250. (1)

**Trailer** - 2002 Haulmark Elite 2 Race Trailer/ car hauler. Trailer has escape door on left side and 4' door on right side with personnel door as well. Interior is plywood and wired for 120vac & 12vdc. Includes generator. Optional 12' living space. \$5999. 727-992-8219 Photos available sccaracer@tampabay.rr.com (2)

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## Parts

**Spridget Parts** - Stock ribcage transmission with recent rebuild \$350. 3 other stock trans in good condition \$250 each. Set of 4:44 gears \$200. Welded rear center section (no gears)

\$90. Ribcage cases (2) \$125 each. Spoke wheel front and rear hubs and axles \$300 set. Late hood \$100. Early windshield and frames, \$150 each. Tons of other parts. Bob

Hess, 305-872-0430, bobnandy1@bell-south.net (2)





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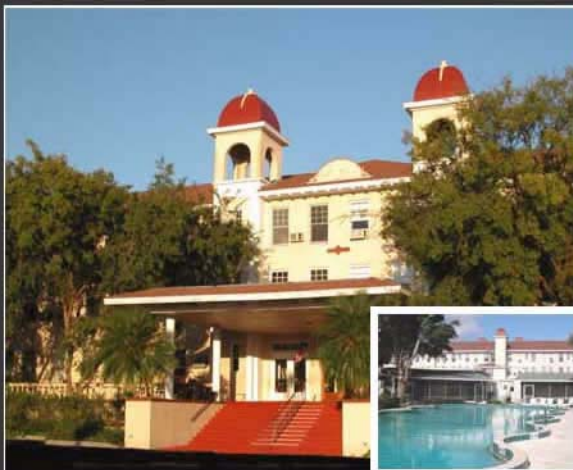
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# Join the Club!

Central Florida Region  
Sports Car Club of America, Inc.

## Membership Application

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

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First Gear birth date \_\_\_\_\_

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

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

I am interested in the following SCCA activities:  
 Pro Racing  Club Racing  Rally  Solo  Official

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

**MAIL TO: Membership Chair**  
**Joyce Hayward**  
**457 Drage Drive, Apopka FL**  
**32703**  
  
**407-884-7889**  
**joycehscca@cfl.rr.com**

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

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