

The Checker

Official Publication of the
Central Florida Region
Sports Car Club of America
Volume 52, Issue 7
October 2010

RACE RECAPS

RallyCross Program

CFR Regional Points
Championship



CFR Annual Meeting



Hosted by
District 4

Paramount Plaza
Hotel & Conference Center
Gainesville, FL

December 10-12, 2010

The facility hosting the 2010 Annual Meeting is the
Paramount Plaza Hotel and Conference Center
in Gainesville.

2900 SW 13 Street
Gainesville, FL 32608
Telephone (877) 992-9229
www.paramountplaza.com

To reserve a room for the Annual Meeting for our discounted
rate of **\$79/night**, you **MUST USE** the following link:
<https://reservations.paramountplaza.com/IQReservations/?promo=CFSCC2>.

Members may call the facility to make reservations, but **MUST**
mention the Central Florida Region SCCA to get **our rate**.

Weekend Highlights:

Friday Evening Hospitality Suite
Saturday Morning . . . General Membership Meeting
Saturday Noon Worker Appreciation Lunch
Saturday Evening Annual Banquet
Sunday Morning Board of Governors Meeting

***Join your friends
in all the fun times,
good company and,
of course, great
“bench racin’.”***

All are welcome!

***I look forward to seeing
everyone in Gainesville ...
you'll see ... North Central Florida just ain't so bad ... :)***

For more information: email: LynARW@cfl.rr.com; Telephone: (352) 625-2540 – home; (352) 286-7756 – cell



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The Checker

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Advertising Rates:

Full Page - \$150/month
Half Page - \$115/month
Quarter Page - \$85/month

AVAILABLE TO CFR MEMBERS ONLY:

CFR Business Exchange - \$50/year
Classified Ads- Personal, non-commercial, classified ads are free to CFR/SCCA members for two (2) issues.

ALL ADS MUST BE PREPAID.

We prefer to receive ads by e-mail at TheChecker@OsceolaPress.com, if you cannot send the ad by e-mail please type or print it clearly and mail it to The Checker.

Deadline and Other Information:

ADS AND ARTICLES MUST ARRIVE
AT THE CHECKER ON OR BEFORE THE
15TH OF THE MONTH PRIOR TO
THE DESIRED PUBLICATION DATE.
Send ads, articles and photographs to
TheChecker@OsceolaPress.com.
Articles may also be mailed to

The Checker at:

PO Box 450245, Kissimmee, FL 34745
Printed Photographs will not be returned unless specifically requested. Include a self-addressed return envelope with sufficient postage.
Allow 6 to 8 weeks for return.

Address Changes:

Make your changes online at www.scca.com. You will need your member number (and password if you have already created one) to log on. 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.
DO NOT SEND ADDRESS CHANGES
TO THE CHECKER.

Cover Photos By: Bill Martin & Lou Galanos



When & Where

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. **RJ Wings and Things**, 5025 East Fowler Ave, Tampa FL.

District 3 -- 2nd Tuesday 8:00 PM **Rossi's Pizza & Pasta** 5919 South Orange Blossom Trail, Orlando.

District 4 -- Contact Governor for details.

District 5 -- District 5 Meeting 2nd Monday of the month Dinner 6:30 Meeting 7:30. For Meeting Location contact Jerry Larson District 5 Governor - sunnyday@infionline.net

District 6 -- 3rd Wednesday, Dinner at 7:00 PM, Meeting at 7:45 **Beef O'Brady's**, 2940 US Hwy 27 N., Sebring.

District 7 -- 2nd Tuesday, Dinner at 6:00 PM, Meeting at 7:00 PM. **Wong's 8th Wonder Kitchen**, 54 S. Hwy. 17-92 (at Hibiscus), DeBary, FL.

District 8 -- 2nd Wednesday 6:00 PM **MacDaddy's**, 8951 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: Alacucha, Bradford, Citrus, Dixie, Gilchrist, Hamilton, Hernando, Jefferson, Lafayette, Levy, Madison, Marion, Sumter, Suwanee, Taylor and Union Counties.

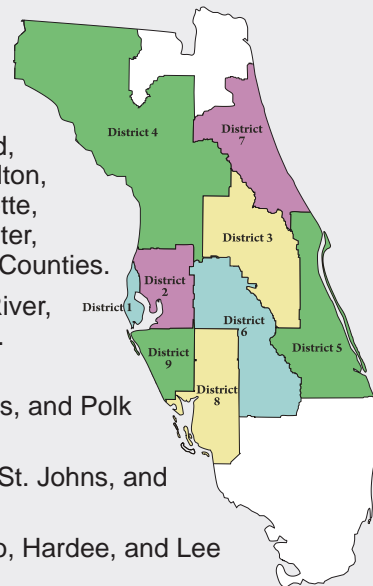
District 5: Brevard, Indian River, Martin, Okeechobee, and St. Lucie Counties.

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.



2010 Event Schedule for CFR and Surrounding Regions (Updated)

October- 2010		
9-10	SARRC Invitational Challenge Roebeling Road	SEDIV
16-17	2011 SARRC/Rest'd Reg'l/Vintage Sebring - Short Course	CFR
30	Regional Fla P.B.I.R.	
November- 2010		
13-14	Track Trials/ECR Roebeling Road	Bucc
13-14	Palm Beach Classic/2011 SARRC P.B.I.R.	Fla
27-28	Restricted Regional Sebring - Long Course	CFR
December- 2010		
8-11	PRI-Orange County Convention Center	Fla
10-12	CFR Annual Meeting Paramount Plaza Hotel, Gainesville Hosted by District 4	CFR





Club News

Welcome New Members *Joyce Hayward*

DISTRICT 1

James D Buckheim Oldsmar
Eva Chang Oldsmar

DISTRICT 2

Anthony Alessi Tampa
Robert Stanley Brown, Jr Land O Lakes
Thomas Edward Carr Wesley Chapel
Ann Marie Cott Lithia
Eric Frantz Lutz
Dominic Frantz Lutz
Hannah Frantz Lutz
Pam Jones Lutz
Marshall M Kimble Valrico
Rory A Rinkevage Tampa

DISTRICT 3

Robert W Belvoir Orlando
Tyler F Booth Orlando
Ron E Branom Jr. Winter Park
David Allen Cronk, II Altamonte Springs
Hayden Gill Eustis
John B Gill Eustis
Gary Hillyer Orlando
Mary Ann Isaacs Clermont
Henry Kowalski Leesburg
Gary Lashinsky Winter Park
Douglas Miller Orlando
Vincent Peterson Leesburg

Darrell Scott Stokes Apopka
Kyle Stoodt Orlando
Richard Uhlman Winter Garden
Richard Gregory Zahn Lake Mary

DISTRICT 4

Connor Leeward Ocala
Kent Leeward Ocala
Kyle Leeward Ocala
Stephani Leeward Ocala

DISTRICT 5

Brett Braddock Melbourne
Devin Braddock Melbourne
Tricia Braddock Melbourne
Tatjana Corthell Cape Canaveral
Alexis Flores Melbourne
Michael Alan Marks Indialantic
William Denson Price Cocoa

DISTRICT 6

Kelley Wayne Collier Lakeland
Justin P Salinder Sebring
Kelsey Tucker Sebring

DISTRICT 7

Desmond Au Port Orange
Ashley Lewandowski Port Orange
Kyle Joseph Longchamps South Daytona

Peter H Schroeder Flagler Beach
Christian Wilder Daytona Beach
Alex Yuen Daytona Beach

DISTRICT 8

Lawrence Guilhempe Cape Coral
Denise Kirk Cape Coral
E. J. Trivette N. Fort Myers
Mark Wentzel Fort Myers

DISTRICT 9

Bradley Charles Hagerman Sarasota
Mark C Pellman Jr Sarasota
Alan Riza Sarasota

OUT OF REGION

Mark Canup Tallahassee, FL
Melinda Kay Earnheart Pineville, NC
Kez Ford Lake City, FL
Oliver Howell, II Tamarac
Walter C Kenley, Jr. Mooresville, NC
Robert Kraus Parrish, FL
John Metros Jacksonville
Gregory A Sproul Greenacres, FL
Lain Vendittelli St Catherines, Ontario, Ca

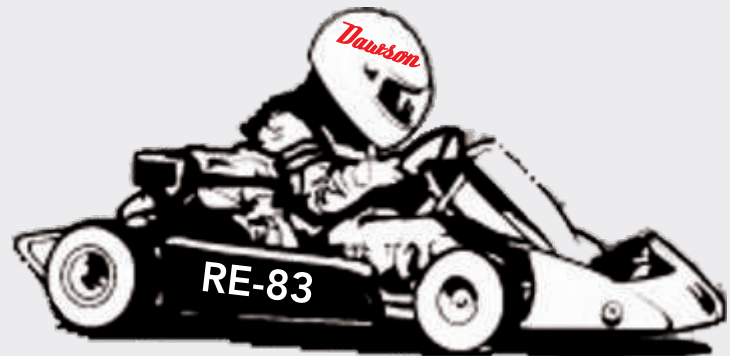
Regional Executive Report *Chuck Dawson*

Well, the September Board of Governors meeting is over and the Governors selected Lee Hill as Assistant RE from the 3 candidates available. Lee is also staying on as CFR's Webmaster – tough jobs, but I'm sure he's up to it.

I would also like to thank Rose Bartl and Jim Zirkel for applying for the position. I'm sure we can find some way to make use of their talents and desire to help the club. It's a good feeling knowing that so many are interested pitching in.

We are facing a tough couple of months financially because of the loss of our summer Daytona events due to track repaving. This should just be temporary, but we're going to have to watch our pennies until we get to January and the Sebring Double National.

And don't forget the Annual Membership Meeting in Gainesville on December 11. This is your chance to speak your mind to the Board and other region officials. So register soon and reserve your rooms. Details are in the Checker and on the website.





District News

District 2

Jerry Hicks

The District 2 August meeting saw 23 great members present for the usual food, drink, and racing-related news. D2 Governor Dana DeShong and Mark Montero drove in a recent Chump Car event at Roebing Road where Dana won the "Agricultural Racing Award" for time spent racing in the grass, off-track. He came to the meeting wearing his best OshKosh bib overalls and a FarmAll cap! Mark and Dana both said that since the car they were driving was a front-wheel-drive, they had to pretty much unlearn everything they knew about performance driving since their usual cars were rear-wheelers. There were 31 drivers in the event with 4 drivers per car for the two 7-hour Enduros. Dana mentioned he did win the only individual trophy of the meet, and they came in 3rd on Sunday.

One thing they did talk about quite a bit was the use/need for cool shirts to stay cooler in the cars-not only in an Enduro but for "regular" racing as well. During the recent Sebring Enduro, I noticed the use of same quite often and even saw several home-made units utilized as well. Many drivers apparently buy the shirt and build the rest!

Dana spoke about the upcoming BOG meeting which was followed by conversation on the then-upcoming Labor Day meet and the need for help on the course. We also talked about the coming governor elections and the process and status of same as well as that of lieutenant governor.

The meeting officially adjourned at 7:30 p.m., and the REAL racing began

District 3

Fran Martin



District Three held our September meeting at Rossi's on S. Orange Blossom Trail in Orlando. Again, we had an excellent turnout.

Gov. Bill Martin reported on the third quarter BOG meeting. Some of the actions include discussion on a statewide championship named the Tropical Enduro Series (TES) for 2011 to be held in conjunction with the Florida Region. Work is all preliminary at this point but given the lower number of entries we are experiencing in our current racing programs, it is hoped the series will generate additional activity for both regions. The BOG elected Lee Hill as Assistant RE.

Our Treasurer reported that the Region's income was down significantly from the same time last year. This is primarily due to the loss of Daytona for our events and the expenditure on electricity in Green Park at Sebring. We will also lose the income from the pro events we usually support in the fall. In order to address this short fall, the BOG voted to raise the entry fee cap on a single national race to \$400 and on a regional, to \$250. Also, for this year only, the region won't purchase worker awards. TEMPORARILY - for the last two events only - the governors directed the Race Board to draw for ten \$25 gas cards and two vouchers to reimburse for hotel rooms for the weekend (up to \$75 per night or a total of \$300) at the social.

This will save the Region close to \$8,000. We will continue to award comp hotel rooms, provide lunches and hold the socials.

Looking forward to next year, it was proposed to publish **The Checker** monthly on the web but only print the magazine quarterly. Our attendees voted that they would support this change. This could save the region around \$32,000.

Other activity at our meeting included the nomination of Paul McLester as Lt. Governor. As there were no other nominees - Congratulations Paul!

Doug McCabe is formulating a Rally/RallyX program for CFR working with Florida Region and using their equipment. CFR hasn't had a active Rally program for a long time. He's looking for sites so check the web and **The Checker** for his contact information. We will have several members from District 3 attending the Runoffs at Road America - Robin Langlotz, Jack Ragaglia, Paul McLester and Barbara and Rick Henschel to name a few.

Rose Bartl just returned from the Solo Runoffs in Lincoln, Nebraska and reported that there were a record 1168 cars. CFR had a good representation and brought home some trophies - check the web for updated information.

We continue to hold solo events at Brooksville and Deland. November 14, Buccaneer will hold a Florida State solo event in Gainesville.

Having concluded reporting on the club's business, we moved on to door prizes and bench racing!

See you at the Races!

Fran

District 7

Art Trier

District 7 had our monthly meeting at our new meeting restaurant, Wong's 8th Wonder Kitchen in DeBary. With the quarterly BOG meeting only a few days before, there was quite a lot of discussion on the contents of that meeting.

The BOG received 3 resumes for the Asst. RE's position with Lee Hill ultimately being elected by the Board. The CFR election process brought about an accepted proposal and a new addition to the Policy Manual which will guarantee that the membership will notified of all plans for yearly elections of the officers of the club. Members will be notified of such elections at least 60 days prior to those elections and if they are interested in being an officer of the region, they must send their resume to the BOG Chair no later then 45 days prior to that election. No more "quickie" day-of-election decisions by the Board as they will all now know who is running and what their qualifications are.

Members of the district also discussed the alliance with Florida Region of new race programs. One, a new race series known as the "Tropical Endurance Series" replaces the current Enduro Series and offers more races and two, a Florida State

District News Cont.

racing championship with details still being worked on. We may also have a Rally Cross program in the near future as two members requested permission to research and then form a program.

And speaking of new programs, the establishment of PDX program and a future Track Trials program has begun with plans for the first PDX to be run with the April 2011 Race Drivers School at Daytona. Initial plans are modest with probably a 30 car maximum offering four 20 minute sessions on the Saturday schedule. More information will become available as we get closer to the scheduled date.

However, the 800 pound gorilla in the room was the news that the region has to go into an austerity mode for the near term. With the loss of Daytona income in the last half of this year, we are experiencing a cash flow problem. We have to reduce our expenditures immediately in order to get beyond this year and into the next. The Board therefore has proposed a temporary, and the word "temporary" is stressed, cuts in expenditures. To that end, the distribution of gas cards and motel rooms will be reduced substantially for the next two races and the yearly goodies CFR gives to our volunteers and distributed at the Annual Meeting will have to be put aside this year.

The Board is also requesting input concerning **The Checker** and our ability to cut expenses there also. What is proposed is that we publish a hard copy of four times a year (quarterly) with a monthly Checker posted on the web site in all other months. It has been suggested that this will save \$32,000 per year. The Board is looking for other means to reduce expenditures and requests member suggestions.

Plans for the Annual Meeting is ongoing and Lyn Watts of District 4 is doing a great job with plans that will make this meeting an enjoyable way to close out the year. Check out **The Checker** for registration information.

Until next month.....

District 8

Ron Camacho

Gosh, we have such a great time each month as we gather at MacDaddys for our monthly meeting. Brian Beasley celebrated his birthday (#42) and got his choice of dessert from the MacDaddy's staff.

Starting next month we will feature a District 8 member's car in the monthly meeting notes along with a short bio so all of CFR can get to know our members. Also, the photo will be featured in a framed announcement that is placed on the reservation desk of MacDaddys letting customers know that we meet here!

We have added another Spec Miata driver to our list as newcomer Matt Juengel showed up from work. Had to tell him that suit and tie are not required but he just came from work so we'll let him slide!

Notes from the Sept. 11th BOG Meeting:

- The Daytona paving is on schedule.
- In partnership with Florida Region 2011 will see the Tropical Endurance Series make it's appearance. Right now it will feature 3 CFR and 2 FL Region events.
- Desperate times call for desperate measures; the board voted not to give out worker awards this year. Also, only 10 gas cards will be given out in the form of a raffle at the Saturday night social. The Board of Governors was not happy doing this but with an expected loss in revenues, it was necessary.

Next District 8 meeting will be at the usual place (MacDaddys) on the 2nd Wednesday of October (the 13th). followed by a race on the short course at Sebring (Oct. 16&17).

CFR Positions To Be Selected In December

Our Bylaws and Policy Manual designate that the positions of Race Board Chairman, Solo Board Chairman and Financial Manager are to be appointed by the BOG at the December BOG meeting. If you are interested in one of these positions, please submit a short resume including your experience with the Club, prior business experience and a statement of why you would like the position.

Please send your information to the BOG Chairman no later than October 26, 2010. If you are an incumbent for one of the offices above and would like to continue in your position, please send the BOG Chairman a statement to that effect.

LATE BREAKING NEWS

Your BOG has reinstated gas cards for all workers for the next two events.

We will hold socials at both events; however, we will NOT be holding a sit down dinner at the Turkey Trot event.

Any questions, please contact your Governor.



... FROM THE BOG CHAIR

by Fran Martin



The third quarter meeting of CFR's BOG was held Saturday, September 11 at the Holiday Inn Express (I4/U.S.27) in Davenport, Florida. All Districts were represented and reported that they continue to hold regular monthly meetings.

Our Treasurer reported that CFR's income compared to August 2009 shows a \$48,000 loss. Lower car counts and the loss of our Daytona race and Pro Events as well as the expenditure for electric improvement in the Green Park have negatively impacted our bottom line. Several recommendations to reduce expenses and assist in raising income were discussed. The BOG responded as follows:

Recommendation by the RE to raise the cap on entry fees to \$400 for a single national race and \$250 for a regional race. Approved.

For 2010 only:

Eliminate purchase of year end worker awards. Approved.

TEMPORARILY FOR THE NEXT TWO EVENTS - 2010

Reduce the number of \$25 gas cards given to the workers for each event to 10 – to be drawn for at the social. Approved.

Reduce the number of hotel rooms given away to the workers to 2 vouchers valued at \$300 (max. of \$75/night for 2 nights) – to be drawn for at the social. Approved.

What Won't Change?

CFR will continue to award comp hotel rooms, provide lunches and socials at both events as well as hold our annual sit down Thanksgiving dinner.

The Board realizes these changes may make it more difficult for our volunteers. But as responsible leaders of your Region, feel they are necessary to properly manage the Region's resources. It is hoped that everyone understands these choices were not made lightly or without consideration for our volunteers' time and efforts in supporting our club and that they are considered as temporary measures only.

Policy Manual

The BOG approved a change to the Policy Manual requiring applicants for major positions within CFR (RE, Asst. RE, Secretary, Treasurer,) to submit resumes 45 days before the mid year meeting in order that all Governors have an opportunity to review their qualifications.

District Elections – Governors / Lt. Governors for even numbered districts (2, 4, 6, 8) are due this year. Send nomination forms to Richard Bittmann no later than October 25.

Other Items of Interest:

Competition Coordinator - Bill Martin – Paving at Daytona is proceeding normally. There have been changes in personnel

at Daytona – we do not know if there will be any impact to CFR.

Regional Executive – Chuck Dawson – We are working with Florida Region to put on a five race statewide championship series called the Tropical Endurance Series (2 CFR events and 3 FL events). Plans are in development for 2011. We are also looking at promoting the Quad Nationals as a "Winter Championship."

Financial - Jim Magero, Financial Advisor, reported that CFR's portfolio is down but has still outperformed the S & P 500 for the last 12 months. Our Treasurer, Robin Ragaglia, suggested that since the Checker is one of our major expenses, we should consider reducing the times the magazine is printed to quarterly while continuing to publish it monthly on our Web site. Governors were asked for feedback from their Districts.

Race Board/Area 3 Director - Robin Langlotz – Nationwide, the number of National events and participants is down from 2009. SEDIV leads the nation in number of races and participants. CFR is the leader in SEDIV. He will be attending the Runoffs at Road America in September.

Solo – Tim Reardon – Our car counts range from 80-100 per event. He would like to continue to have a solo event at Daytona in May and at Sebring in June; planning on a PDX event in April. CFR will host a Tire Rack Street Survival School in October. Contact Art Trier for information.

2010 Annual Meeting: Scheduled for December 10-12 at the Paramount Plaza in Gainesville. Lyn is looking for Hot Wheels / Matchbox cars – 1/64th scale as well as any goodie bag and door prize items. Please contact her. Hotel and Meeting registration forms are on line and in the Checker. Make your plans now to attend.

OTHER

CFR's membership is at 2,300 – down from previous counts; requests for novice permits have increased. Lee Hill was elected Assistant RE. Congratulations Lee! The Checker would welcome reports on what is happening at our tracks and in the actual races to accompany the pictures.

CFR ANNUAL AWARDS

Send your nominations by October 29th to your Chief, Chairman (Race, Solo), Governor or BOG Chairman for Worker of the Year (Admin, Race, Solo), Distinguished Service and Hall of Fame. Listings of prior winners are on the web.

OPEN POSITIONS:

We are in need of a Business Manager for the Checker and a BOG Secretary. Please contact Chuck Dawson or me if you are interested.

Next BOG meeting is Sunday, December 12, Gainesville (Paramount Plaza).

CFR Regional Points Championship

Racing Year 2010
Current as of Sept 29, 2010

Class	Last name	First	Total	Class	Last name	First	Total	Class	Last name	First	Total
AS	WILKIN	ANDREW	81	FE	ATKINSON	BRIAN	66	GT3	MCGAVIC	BILL	36
AS	WALTHER	MARK	26	FE	OSINGA	WALLY	44	GT3	COLLINS	SID	24
AS	REICHARD	BRUCE	19	FE	JACOBSEN	KERRY	24				
AS	SEIFREIT	SCOTT	18	FE	INGE	RONALD	18	GTA	MINNEAR	WILLIAM	63
AS	DAWSON	CHUCK	15	FE	WEBB	ROBERT	18	GTA	ROBERTSON	HALL	27
AS	RYAN	SEAN	7	FE	EATON	MARK	6	GTA	GRAHAM	TOM	40
AS	EVELAND SR	WILLIAM	6	FE	TAPIA	FELIPE	6	GTA	MARSHALL	JAY	6
								GTA	LUTICH	GEORGE	5
ASR	ARMELLINI	AUSTIN	24	FF	WITHAM	ROBERT	75				
ASR	BUELL	LEROY	16	FF	KRUPA	STEPHEN	64	GTL	BUTLER	WAYNE	71
ASR	DUNN	JACK	16	FF	SCHIMENTI	ANNA	30	GTL	MEVOLI	PAUL	57
				FF	POPE	DAVID	29	GTL	STERRETT	TOM	54
CF	RILEY	JOSEPH	51	FF	BENSON	JOHN	24	GTL	MCDONALD	VAN	21
CF	SMITH	MARK	36	FF	SCHIMENTI	JOHN	22	GTL	LEONARD	CHARLES	21
CF	BURKHARDT	MIKE	36	FF	OPPEL	ALAN	22	GTL	ZIRKEL	JAMES	19
CF	SMITH	BRIAN	24	FF	SWANSON	JON	15	GTL	BOLES	DAVID	18
CF	FALLOCK	STANLEY	21	FF	ROBINSON II	JOHN	12	GTL	BROWN	STEVEN	11
CF	FUCINI	NORMAN	16	FF	SCHANDL	JOE	6	GTL	PUCKETT	DOUGLAS	7
								GTL	SWITZER	JOHN	7
CSR	MUCHA	JACEK	24	FM	WEEDER	CARSON	71	GTL	RIVARD	RICHARD	7
				FM	EVANSON	RYAN	33				
DSR	BONANNO	ROBIN	66	FM	BORDERS	BEAU	24	H2	ESTES	JEREMY	12
DSR	DYKHUISEN	JERRY	39								
DSR	DOWLING	SHERRY	38	FP	YOUNG	PERRY	62	H4	GONZALES	RICHIE	48
DSR	DEMPSEY	CHARLES	24	FP	STEIN	W JEFFRY	42				
DSR	HADDOCK	RALPH	9	FP	ROSE	TRICIA	40	HP	LOFTIS	DONALD	93
				FP	HULSE II	ALAN	36	HP	BOYLAN	TERRY	54
EP	EELLS	PETER	96	FP	KULLMAN	PAUL	31	HP	HUTTO	LOUIS	42
EP	CLARK	JIM	32	FP	ROSE	BILL	21	HP	HOLLIS SR	CHARLIE	27
EP	MEADOWS	EDDIE	28	FP	ALFORD	TUCKER	21	HP	GRIFFIN	JAY	24
EP	CARSON	JOHN	24	FP	PEARCE	CRAIG	21	HP	FOOTE	KERRY	16
EP	KOSTOPOULOS	PAUL	18	FP	AHRENS	DON	18	HP	KANZLER	DAVE	14
EP	BAKER	PATRICK	17	FP	DESHONG	DANA	12	HP	SLATER	TIM	14
EP	CORBITT	WELDON	6	FP	WEBER	BRETT	12	HP	MILLER	LELAND	12
EP	RIVARD	RICK	6	FP	TAYLOR	KENNETH	12	HP	HESS	BOB	12
EP	CARSON	WILLIAM	5	FP	BRILLINGER	BRIAN	9	HP	HOLLIS JR	CHUCK	11
EP	PIERCE	PHILLIP	5								
				FS	FALATICK	WILLIAM	54	IT7	BLANTON	ELLIS	113
F5	THOMSON	CHARLES	57	FS	MUCHA	JACEK	24	IT7	WALTERS	KENNETH O	79
F5	MANALIO	THOMAS	21					IT7	WELZ	JAMES	66
F5	FILGUEIRAS	ERIC	21	FV	FUCHS	JOHN	112	IT7	CAREY	LON	48
F5	MOENCH	JEFF	6	FV	SCHIFFER	MIKE	70	IT7	MCCAULEY	DAVID	43
				FV	DASSINGER	CARL	42	IT7	SMITH	CHUCK	41
FA	BOUGHAN	DONALD	136	FV	SCHNEIDER	HARRY	35	IT7	BURGOON	DRAKE	33
FA	OETTER	BOB	69	FV	ENNIS	MICHAEL	18	IT7	EATON	BOB	29
FA	CAMPANELLI	MIKE	23	FV	WALDROP	DUKE	15	IT7	SANEY	STEVE	24
FA	NISHIOKA	HIRO	15	FV	BURFORD	RAY	14	IT7	COTT	MARSHALL	15
FA	JORDAN	BOB	14	FV	MATTOX	SHAWN	14				
FA	NOGUEIRA	LUIZ	6	FV	MATTOX	JOHN	4	ITA	PRITCHETT	DARRYL	81
								ITA	SIECK	BOB	47
FB	BEATTIE	TOM	54	GT1	BAILEY	JEFF	38	ITA	MASSE	JOHN	30
FB	WALD	BILL	48	GT1	WICHT	CHARLES	33	ITA	VAN STEENBURG	MIKE	24
FB	LEE	JAMES	12	GT1	WEBB	RAYMOND	21	ITA	HUNT	BRUCE	23
FB	CLARKE	DAVID	9	GT1	CIRONE	MARCO	18	ITA	MONTERO	MARK	22
FB			0	GT1	KELEHER	TOM	18	ITA	ATKINSON	CAREY	19
				GT1	BORDERS	ROBERT	11	ITA	HANCE JR	ADREN	18
FC	MONTPELIER	TIM	86	GT1	HENDRICKS	BUDDY	7	ITA	HANCE III	ADREN	18
FC	MCQUAIG	JAMES	45	GT1	MALIN	THOMAS	6	ITA	LECHTNER	SAM	16
FC	WELD	KENNETH	21					ITA	FREE	THOMAS	15
FC	WATERS	KEN	16	GT2	SMITH	MARK	57	ITA	FRIERSON	GARY	15
FC	SMITH	DAVID	12	GT2	TAYLOR	TERRY	57	ITA	MCMAMARA	PAUL	12
FC	HERSCHER	JOHN	9	GT2	WILDING	ERNIE	48	ITA	ISAACS	GREENE	12
FC	JENSEN	BRUCE	9	GT2	DIEHL	ED	30	ITA	KATHERINE	MARY	10
FC	LANGLEY	DONALD	6					ITA	REHKOPF	KEVIN	9
				GT3	CARSON	WILLIAM	48	ITA	PYBAS	BARRY	9

CFR Regional Points Championship

Racing Year 2010
Current as of Sept 29, 2010

Class	Last name	First	Total	Class	Last name	First	Total	Class	Last name	First	Total
ITA	ANSPACH	BILL	7	ITS	AKARJALIAN	MENAS	55	SMT	MARTINDALE	PAMELA	12
ITA	ELICATI	STEVE	7	ITS	CHARBONNEAU	ANDREW	36	SPO	BREEHNE	PAUL	88
ITA	BOYLAN	LARRY	7	ITS	WANSLEY	ROB	32	SPO	ARNOLD	LEE	13
ITA	DAVIDSON	DOUGLAS	7	ITS	GOLDIN	STEVE	32	SPO	KENNEDY	MARK	7
ITA	KING	DOUG	7	ITS	SECK	SCOTT	30				
ITA	HUFF	CLIFFORD	7	ITS	WITHAM	ALLEN	24	SPU	STANLEY	RON	72
ITA	MILCENT	RUSSELL	5	ITS	FLYNN	MICHAEL	24	SPU	MCTUREOUS	JOHN	49
ITA	COYNE	JAMES	4	ITS	GOLDIN	KEITH	24	SPU	ADLER	JAMES	25
ITA	DYKES	RODNEY	4	ITS	FINLAY	SCOTT	24	SPU	SEAY	MICHAEL	24
ITA	HENDERSON	BEN	4	ITS	GALLUP	RICHARD	23	SPU	SEAY	TERRY	18
ITA	BOGDONSKY	JOHN	3	ITS	NELSON	GREGORY	22	SPU	HIGGS	G.M.	12
ITA	BOSHOF	GRANT	3	ITS	WEST	KENNETH	16				
ITA	BOWLING	TAD	2	ITS	BLANCHARD	CLIFF	13	SRF	HILL	LEE	94
ITA	CALDERONE	MICHAEL	1	ITS	DESHONG	DWAYNE	12	SRF	LADONICZKI	BILL	65
				ITS	POTTER	TIM	11	SRF	LUND	H NEIL	40
ITB	MCCORMICK	MIKE	59	ITS	LOWDERMILK	GREG	10	SRF	GALLOWAY	CHAD	38
ITB	YATES	WILLIAM	49	ITS	SIMODES	MANNY	10	SRF	LADONICZKI	STEVE	29
ITB	TAYLOR	STEVE	49	ITS	CZAARNY	JONATHAN	9	SRF	HELMICK III	DAVID	25
ITB	TILL	DAVID	35	ITS	MULLEN	IAN	8	SRF	EATON	MARK	21
ITB	ELLIS-BROWN	DAVID	33	ITS	RICHARDS	SCOTT	7	SRF	PANAGGIO	TOM	21
ITB	MCCORMICK	GEORGE	27	ITS	MORSE	KEEP	6	SRF	SCHOFIELD	DEREK	21
ITB	MCCORMICK	PAUL	25	ITS	MULLEN	STEPHEN	6	SRF	SEVERINO	BUDD	16
ITB	PRADO	PEDRO	16	ITS	CAREY	CHRISTOPHER	5	SRF	CHARBONNEAU	ANDREW	16
ITB	CARROLL	ED	14	ITS	O'DONSKI	RHETT	4	SRF	STANLEY	RICHIE	15
ITB	YATES	CHRIS	13	ITS	LANGLEY	DONALD	4	SRF	SEVERINO	FRANK	14
ITB	KEANE	DEUCE	12	ITS	DESHONG	SANDRA	4	SRF	LERNER	ROBERT	12
ITB	OGREN	MIKE	12	ITS	LANGLEY	ROB	1	SRF	MARKS	J MICHAEL	11
ITB	WILCOX	GERALD	12					SRF	ANNIS	JOHN	8
ITB	BALDWIN	JOSH	7	SM	TUCKER	JAMIE	65	SRF	OLSEN	ERIC	7
ITB	GRIFFIN	JAY	7	SM	LABOUNTY	JEFF	55	SRF	BLEDSE	J. RONNIE	5
ITB	ULBRIK	MICHAEL	7	SM	BLANCHARD	CLIFF	33	SRF	CULLEN	BILL	4
ITB	ULBRIK	STEVEN	4	SM	LOWRANCE	CHARLIE	29	SRF	PLEISCHL	ROBERT	4
ITB	ALANDER	STEVE	3	SM	FRIERSON	GARY	28	SRF	LADONICZKI	JOEL	4
ITB	FINKEL	SIDNEY	3	SM	HARRELL	DENNY	19	SRF	LABOUNTY	JEFFREY	4
ITB	PERSONETTE	CAROLINE	1	SM	CHARBONNEAU	ANDREW	18	SRF	ROBINSON	MICK	4
				SM	KIROUAC	STEVE	17	SRF	BAUMAN	BOB	3
ITC	MCCOIN	BILL	109	SM	SERRALLES	FELIX	15	SRF	MARINO	KEN	2
ITC	MOERWALD	MIKI	78	SM	FULTON	CHRIS	14	SRF	ROSA	JIM	2
ITC	TAYLOR	ERNEST	62	SM	WIRGIN	ERIC	12	SRF	WILSON	REED	2
ITC	KOSTEWICZ	STAN	25	SM	BURAS	TODD	12	SRF	COGGINS	WILLIAM	1
ITC	HUTTO	LOUIS	24	SM	GENTRY	ROBERT	11	SRF	MALIN	THOMAS	1
ITC	WAECHTER	JIM	24	SM	KIROUAC	SCOTT	11				
ITC	LARSON	SCOTT	21	SM	CZAARNY	JONATHAN	9	SSB	SANDARGAS	VICKY	42
ITC	MARTIN	TIM	18	SM	MUNSON	GEORGE	9	SSB	OLEWINSKI	RON	48
ITC	STEFFEN	GARY	14	SM	BEASLEY	BRIAN	8	SSB	SANDARGAS	DON	12
ITC	BOUSTANI	LOUIS	12	SM	BOLANOS	ALEX	7				
ITC	MORSE	RAULIE	11	SM	RHOADES	CLIFFORD	7	SSC	LIRA	CARLOS	48
ITC	HARRISON	THOMAS	7	SM	HUCKER	JOSEPH	6	SSC	KENNEDY	ROBERT	42
ITC	MEVOLI	PAUL	7	SM	PELAK	MARK	5	SSC	LOGSDON	ROBERT	12
ITC	STEPHENS	PHILLIP	5	SM	MASON	CHRIS	4				
ITC	BATCHIN	B.H.	4	SM	MENDEZ	L.D.	4	STO	PUCKETT	DOUGLAS	24
				SM	HENDERSON	ROBERT	4				
ITO	WICHT	AL	18	SM	MCCALLISTER	MARK	4	STU	VANSTEENBURG	KIP	24
ITO	LAGASSE	DALE	18	SM	O'DONSKI	RHETT	3	STU	MARCHAND	CHRIS	24
ITO	NEEDS	PHILIP	12	SM	BADIA	RENE JR	2	STU	FLYNN	MIKE	12
				SM	WILDING	JOHN	2				
ITR	GUENTHER	MIKE	75	SM	WIRGIN	LUCIE	2	T2	LIRA	CARLOS	45
ITR	KARABLY	DAVE	36	SM	BARBEN	JOHN	1	T2	NUSSBAUM	CHRIS	24
ITR	WEEDER	MARK	31	SM	DOUGLASS	CHARLES	1				
ITR	SHAFFER	BRUCE	28	SM	EVANS	JOE	1				
ITR	SERRALLOS	FELIX	24	SM	KIMBLE	GREG	1				
ITR	CATTERFIELD	DEREK	22								
ITR	NASH	AARON	13	SMT	ATKINSON	CAREY	24				
ITR	CRIFE	JEFFREY	12	SMT	KISH	JOHN	18				
ITR	RUFFINO	GERARD	12	SMT	KAPCIN	LOU ANN	14				

SPECIAL AWARDS... SPECIAL AWARDS

Here's your chance to recognize outstanding volunteers who give so much to our Region all year long. There are several categories of Year End Awards for our workers.

WORKER OF THE YEAR

WHAT: Awarded at the Annual Meeting. One person may be selected in each category of Administration, Club Racing and SOLO.

WHO: This person should be someone who has been especially effective in handling their individual responsibilities and supporting CFR during the year.

HOW:

For Administration - Submit names to the Regional Executive or Chairman of the BOG

For Club Racing - Submit names the Race Board Chairman Robin Langlotz or Robin Ragaglia

For SOLO - submit names to the SOLO Chief

DISTINGUISHED SERVICE AWARD

WHAT: Awarded at the Annual Meeting. One person is selected.

WHO: This person should be someone who has gone over and above the usual activities to support our Region. They may hold multiple positions or simply do their voluntary job with expertise, extra care and enthusiasm.

HOW: Submit your nominee to a District Governor or Chairman of the BOG.

HALL OF FAME

WHAT: Awarded at the Annual Meeting. Up to 4 may be selected each year.

WHO: Recognizes members who have provided dedicated service to CFR for a long duration.

HOW: Submit your nominee's name and a short write-up of their CFR service to a District Governor, Sammi Ronshausen, Bob Sieck or Chairman of the BOG.

HOW TO:

Send your candidates' name(s) by email, phone or talk with your Chief, Governor or an Officer. Give a brief statement as to why you think your nominee deserves the award. Include your member number and PLEASE - only one name per category per member.

DEADLINE: October 29, 2010.



Central Florida Region Celebrates 2010

December 11 & 12, 2010



Paramount Plaza Hotel & Conference Center
2900 SW 13 Street
Gainesville, FL 32608
(877) 992-9229

CFR Online Group Reservations

<https://reservations.paramountplaza.com/IQReservations/?promo=CFSCC2>

Join your friends in all the fun times, good company and, of course, great "bench racin".

All are welcome!

Official "Event" Registration Form

Make your reservations early and save money. Make checks payable to: Central Florida Region – SCCA.

⌘ ⌘ ⌘ ⌘ ⌘ ⌘ ⌘ ⌘ (Please return the form below.) ⌘ ⌘ ⌘ ⌘ ⌘ ⌘ ⌘ ⌘

Entry fee per person: ("advance" means funds received no later than December 5, 2010):

	# of Tickets		# of Tickets	Amount Due	
Full Weekend	_____	\$50.00 advance	_____	\$75.00 at the door	_____ Total
Banquet Only	_____	\$30.00 advance	_____	\$35.00 at the door	_____ Total
Luncheon Only	_____	\$20.00 advance	_____	\$25.00 at the door	_____ Total
Saturday Breakfast Only	_____	\$10.00 advance	_____	\$15.00 at the door	_____ Total
Sunday Breakfast Only	_____	\$10.00 advance	_____	\$15.00 at the door	_____ Total
Luncheon/Banquet Combo	_____	\$45.00 advance	_____	\$50.00 at the door	_____ Total
(Check desired selection(s))			Event Total	_____	

Your Name(s): _____

Email Address: _____ Telephone: _____

Please let us know if we may not contact you via email.

Please complete this form and mail to:

Lyn Watts
 17155 NE 37 Street
 Silver Springs, FL 34488

For more information: email: LynARW@cfl.rr.com; Telephone: (352) 625-2540 – home; (352) 286-7756 – cell

Remember When...

Pictures

Submitted by Louis Galanos

louisgalanos@gmail.com



Martini & Rossi 917K at Daytona 1971



Dr. Wilbur Pickett driving a Porsche at the Daytona 24.



Nino Vaccarella & Miss Universe Daytona 70.



Guido Levetto (in car) and
Ara Dube (standing) at the Daytona Speedway.



Winning Brumos Porsche Daytona 1973.



Bill Bean (on left) and Dr. Wilbur Pickett
with their Alfa Zagato at the 1966 24 Hours of Daytona.



Labor Day Members Memorial Event

Photos by Bill Martin



Bobby Kennedy pushing hard in Turn 15.



The Winner of the Enduro - Scott Finlay.



A Spec Miata rounds Turn 17A.



Steve Kirouac under the bridge.



Close racing around the 17s.



Cohen/Dana Mazda in Turn 17A.

Labor Day Members Memorial Event

Photos by Bill Martin



A nice tight gaggle of Miatas.



Charlie Lowrance leads this group in Turn 15.



The Cohen/Dana Mazda cruising to a 3rd Place finish.



Miki Moerwald leading in Turn 15.



The Waechter/Magero gets it a bit wide in 15.



Greg Nelson finished 4th.



Labor Day Members Memorial Event

Photos by Bill Martin



Robin Bonanno and her Radical Clubsport 2000.



Wing-N-Things screaming toward Start/Finish.



Formula car into the Pits.



Tight group into the Pit Straight.



Jim Morgan pits his Swift.



Charles Wicht finished 4th on Saturday in his Gt1.

Flag Ravings

by Sally Larson

LABOR DAY RACES: Officially a hot time was had by all ... and, as usual, some really good racing. All specialties were kept more than busy and the weekend was officially 'A Labor of Love.' Congratulations to the winners and all participants with very few infractions and required 'face time' with the Stewards.

A SPECIAL THANKS: Although he wasn't able to attend the Labor Day Event, many thanks and our appreciation go out to Whitey, who provides great photos of all the participants and events and posts them on his web site as well as contributes them to *The Checker*. Hot, Cold, rain or snow, he's there to catch us in our best... and sometimes worst moments. Thanks also to the many members who submit photos for *The Checker* - they're much appreciated as well.

COST CUTTING. These are tough economic times for all of us - as individuals, as companies and as organizations such as CFR. CFR is presently faced with having to create temporary cost cuts as expenses currently exceed income. At the September BOG meeting, Worker perks such as gas cards, hotel rooms, and end of year Worker gifts had to be trimmed. Rather than giving out gas cards to all 100 workers, 10 will be selected at random in a drawing at the Social. Same for free rooms where names will be drawn for available rooms. Since cuts will affect all CFR members, Drivers race fees will also be increased to help get us back on our feet financially. These temporary changes will be in effect until the BOG readdresses the issues at the Annual Meeting in December.

As Workers, we work to support our sport and members. Many of us remember when we had no perks at all - now is the time for all of us to do the best we can, as often as we can.

AND TO DRIVERS: we invite you to help us out - you've always been generous in your support. Now, when times are tight financially, we ask for your support by donating your time. Come join us on the Corners to fill in when the Worker count is down. If your car or your budget is 'broke' on a weekend, come join the Worker team. You supply the time and we supply the training... with our thanks.

This helps us by adding eyes, ears, hands and fleet feet to staff the Worker team. We learn from you how to anticipate possible problems, how to recognize drivers or cars having problems; we'll be able to see things from your point of view.

And, Drivers will benefit too. Watching fellow Drivers negotiate the track just might add to your Driver's skills as well. It'll also help you to see how we work, the importance of recognizing and responding to flags and signals. This will enable all of us to better help one another. We'll welcome

you to our Worker family and will look forward to seeing you when you're able to join us. Through all of this, I think the saying goes "when the going gets tough.... the tough get going."

WELCOME NEW MEMBERS: Our ranks are growing. From June to date, a total of 235 new members have joined CFR. We look forward to seeing you all at District monthly meetings and at our CFR events. Whether your interest is in driving, road racing or Solo, working in one of the specialties or enjoying yourself as a spectator, you're now one of the family. Obviously lots of folks have been doing some great recruiting - congratulations! Be sure to introduce your new members at monthly and worker meetings and make them feel at home.

JOINT VENTURE: Plans are afoot to include Solo events with some of our races next year - a great time to meet and greet the Solo drivers; many of whom get their experience in Solo, go on to our Drivers' School and join us on track.

IN THE KNOW: SCCA is now initiating the universal SCCA hard card readers. All hard cards have a magnetic strip with all your information. When the new system is in place, all regions and tracks will have a card reader. Swipe your card and you're automatically registered. No muss, no fuss. Right now, to get a hard card, you have to sign a blanket waiver signed by our Registrar or send in a notarized waiver to National. Hopefully, they may let you sign a blanket waiver online when you renew your membership. Note: Workers, also remember to log in your hours worked online (eliminates having to have a log card). If they're up-to-date when you renew your membership, you'll automatically get the appropriate discount. Gotta' love any discount available!

FOR A HOT TIME: We are still officially in the Dog Days of Summer, but this year the dog is a Pit Bull - 90+ is a brain burner. We are reminded every race to stay hydrated. But don't go for too much of a good thing - that could be a bad thing. Gatorade is listed as a sports drink but here's a caution.- full strength, it can do you under. Don't be lulled into a false sense of security when the weather is cooler and cloudy - dehydration can and does occur then as well.

Can't resist ... not to compete with CC's Mike and Dennis and their closing comments but... Remember that while money talks, CHOCOLATE ICE CREAM SINGS!





2011 Central Florida Region-SCCA Consolidated Racing Calendar

As of Presstime...

January 7,8,9	Double National Races	Sebring	Long Course
January 27-30	24 Hours At Daytona	Daytona	
February 12,13	Regional Races	Sebring	Long Course
March 16-19	12 Hours At Sebring	Sebring	
April 16, 17	Driver School	Daytona	School Course
May 7,8	Regional Races	Daytona	Full Road Course
June 4,5	Regional Races/Solo	Sebring	Full Course Usage
July 1-2	Brumos Porsche 250	Daytona	
July 16, 17	Driver School/Vintage	Sebring	Short Course
August 6,7	Regional Races	Daytona	Full Road Course
September 3,4	Regional Races	Sebring	Long Course
September 24,25	Regional Races	Daytona	Full Road Course
October 7-9	Porsche Club of America	Daytona	
October 15,16	Regional Races	Sebring	Short Course
November 10-13	Historic Sportscar Racing	Daytona	
November 26,27	Regional Races	Sebring	Long Course
December 2-3	Audi Club	Daytona	

Rally Times

by Doug McCabe

The Board Of Governors of the Region gave the go ahead to explore the possibility of starting a Rally Cross/ Rally Program in Central Florida Region. I will be working with the National Rally Cross Steward, Bob Ricker to explore sites that might be good for such events. Anyone who has an idea for a Rally Cross site or an area to hold a Road Rally, please contact me at my email, big.wrench.1@gmail.com or call at 407 405 8438.

Following is a brief deception of the two programs from SCCA.com.

RALLYCROSS

RallyCross is the most widespread and readily accessible form of extreme dirt motorsport in the Sports Car Club of America, and the perfect place to see if you have what it takes to powerslide your way to victory. Imagine a scaled down version of a rally stage laid out on a non-paved plot of land where the course is delineated by traffic cones instead of trees or rocks. The entry fees and equipment requirements are considerably less than those necessary to enter any other forms of performance rally, so in most locations one need only arrive at event registration with a sound, hardtop vehicle and the entry fee. Many SCCA Regions have helmets to loan and will assist the first time competitor with entering the appropriate class, making their way through technical inspection and finding their way around the course. Best of all, it's great fun!

Rally, on A Budget

RallyCross is the most cost effective way to gauge a driver's interest and aptitude for "doing it in the dirt." RallyCross classes are tailored for local entrants but usually categorize cars according to number of driven wheels, engine capability and the style of tires mounted. Unlike Solo, a similar competition staged on paved surfaces, where an entrant's ranking is based on the single fastest run, RallyCross competitions are usually judged on the total of multiple runs.

Be sure to find a RallyCross near you and try your hand at the most exciting entry-level autosport on the planet!

ROAD RALLY

Two people (a driver and a navigator) in ordinary cars make up a rally team.

A RoadRally is traversed over public roads within the legal speed limit. The challenge is to drive on time, arriving at points along the route neither early nor late (it's NOT a race). Each team needs a simple watch which can be synchronized to match official time, as well as something to write on and with. Interior lighting (map lights, a flashlight, etc) is also a good idea for night rallies.

After receiving and browsing the route instructions, cars start at one minute intervals. The first section, a short 10-15 mile route, is called the "Odometer Calibration Zone," and is used to calibrate the rally car's odometer to the official mileage used to measure the course by the rallymaster. After this section, the competition really begins, as you must follow the course using the instructions in the route book, as well

as the general instructions that govern the rally. Meanwhile, you must also stay on time, based on the average speeds given in the instructions at various points through the routes.

A Contest of Precision

At various points, unknown to the competitors, timing controls (checkpoints) will be encountered. Since the rallymaster knows the exact distance and speeds you should have traveled to reach the checkpoint, the "perfect time" of arrival can be calculated. You are timed at the moment you reach the control, and will receive penalty points for arriving either early OR late. You are then given information about the last leg, as well as a time to start the next leg, and a clean start to challenge the clock. This is a contest of precision, not a race, and each leg is scored separately. If you are early or late at one control, you cannot make up for it by being late or early at the next. At the conclusion, scores for all legs are totaled, and the lowest score wins (just like golf). Sound easy? Well, just as in golf, it takes practice to get very good scores.

Regardless of how well you score, rallying is a lot of fun if you like to spend time in your car, see some scenery and spend time with congenial people. Rallies usually end at a location where munchies and beverages are available. You can join the rest of the crowd in discussing how the event went and how you did, while waiting for the final scores to be calculated and trophies to be awarded.

Events For All Levels of Experience

A Touring rally is a time-speed-distance contest with straight-forward course following. There is never a deliberate attempt to lead the contestant off course, and typically redundant/confirming instructions are provided if there is an apparent opportunity to get lost. Since there is less challenge in staying on course, the competition usually either tests the driver with challenging roads, and/or tests the navigator with precise calculations. A typical National Tour rally with a minimum of 24 controls is won with an average of less than one point per control, and often with less than 10 points total (or a total error for the day of under 6 seconds!).

A Course rally is also a time-speed-distance event, but requires logic to determine where the course goes, as well as the skills to remain at the assigned average speed. These contests emphasize mental agility as much as on the road skills. The ability to think quickly is necessary, often described as "Chess on wheels." If you are a "puzzle" person, then Course rallying is for you. Scores are generally higher as navigating the course correctly by solving the "traps" laid by the rallymaster plays a much bigger role in final scores than very accurate timekeeping.

A GTA rally is not a time-speed-distance event, but following the course may be as challenging as a Course rally. Or it may be simple, but finding certain signs and landmarks may be the challenge. From knowing Santa's reindeer on a Christmas rally to finding the oldest gravestone in an old cemetery at night on a Halloween rally, GTA rallies have a wide range of formats and challenges.



Letters to The Checker

An overdue story about what SCCA Regional Racing is all about:

During the second day of the July 17/18 school, one of my students lost the engine in his race car. He missed all but one of the morning sessions and there was no chance of fixing the car. He was primed to get his license but needed the required three starts to meet school requirements, something we all agreed was real hard to do without a car.

Head Instructor David Boles and Chief Steward Leland Miller recognized the talent of my student and waived the race but could not waive the three starts. About an hour before the start/race session, I started hounding anyone with a race car to try to find a car to rent for the session. Fortunately, the SM contingent was there for the Enduro and I talked to at least half of them before I hit the jackpot.

Thirty minutes before the start of the session, Paul McLester, white SM #3, agreed to rent his car to my student for the three starts so long as he had it right back to run the Enduro. We coordinated with the friendly ladies in Timing and Scoring for driver/car information and agreed on adding a 1 to Paul's car to make a 13 (my number by the way) and turned my student loose to accomplish what would eventually get him his SCCA competition license.

That, folks, is the best example of what SCCA CFR is all about! Thanks to David, Leland and especially to Paul for helping start my student's racing career.

Bob Hess CFR 165947, HP 13

The Sunday 8:00 a.m. June 6th Sebring race had an unfortunate start as the green flew. I was the transported driver of the black Crossle Club Formula Ford.

I have several things to say. I must first say an important "THANK YOU" to the Corner Worker who first arrived at my car. You probably saved my life. I'm guessing you were from the station just after the hairpin. After the car came to rest I could not breathe in or out. From video construction, [thanks Rob Belvoir] I'm estimating this lasted a full minute.

I was distracted after impact by a fellow driver, who of course was only trying to help, so I harbor no animosity. The driver came over and made an attempt to remove my helmet. I did my best to wave him off. I hope by now he has learned that this is something only done at the right time by the right people, an alternative is paralysis. It was explained later the intense spine pain was responsible for the lack of diaphragm innervation. An unbuckling of my belts, which I don't remember doing, (so I must thank the Worker) relieved the fractured vertebrae compression. This probably lowered the pain level enough to begin very shallow respiration.

I've been a Driver for maybe 15 years and a Corner Worker occasionally for the last few years. Thank you and God Bless Gail. After having worked races, I admit I have a lot to learn to become the equal of a skilled Corner Worker; in response, on the radio or with a flag in hand. One thing that is quite my fault is lack of remembering all hand signals used in the corners. While any SCCA member may study these hand signals at any time, my impression is that most

Drivers are of limited vocabulary on this topic. Indeed, most Drivers know the sign for flat tow. Upon review, I should have used alternating pats with the palm of my hands on the top of my helmet, meaning "need lots of help." Then I should have followed with my hands raised above my head with fingers extended up [almost as if in Prayer] which means, "ambulance."

I ask the Chief Stewards to begin demonstrating a couple of hand signals and having Drivers show the signs back at Driver's Meetings. By the end of a season the vocabulary might be known. After all, as most Drivers Meetings become somewhat repetitive after quite a while, this extra review at these meetings might help in the emergency moment. I argue that lately Regional Drivers Meetings have become so repetitive and routine that they are done via a published paper. Is this a sign even the Chief Steward is occasionally jaded?

I wish to thank Tom Beattie for advice which he learned the hard way. This is something any injured SCCA member must know. It took Tom two years to straighten out the "insurance cluster" encountered following an incident because ignorant office people billed his claim incorrectly. It is imperative that any Hospital, Doctor or other Provider have the understanding the SCCA member's regular auto insurance policy is NOT involved. They should bill as "accident other" and not "auto accident." The wrong billing category could result in demands on the member to pay bills they do not owe, possible ruined credit ratings, the distraction of many unnecessary letters and other pressures at a time when, by virtue of being "out-of-action," injured or hospitalized, they are least able to manage such affairs. Personal health care is primary. Thereafter, the SCCA policy - even covering the primary's deductible and copays. The SCCA insurance even includes a \$100 per week disability policy with no waiting period if one is laid up for some time.

I must comment on the start of this specific race. I know someone asked, because the track was cold and it had rained overnight, for two pace laps. The response from the various Stewards in the T&S building just before 8:00 that morning was this must be asked of the Chief Steward - who was not there. The requesting person had to leave as other duties demanded it. What I'll never know is, if out of concern for the Drivers, did any of those Stewards pursue the idea of that second pace lap to the chief Steward on their own? How much would it have hurt these Stewards to ask the Chief Steward on the radio about the extra pace lap while the asking party was at the trailer? Indeed, less than I endured.

There was water on the inside of the last turn right before the Starter's stand. No Driver would have seen that with only one pace lap. I ask the Starter if they looked over the rolling grid that morning and considered a wave off. Some on the start sideline thought to wave it off due to the increase of speed from the pace car's and lack of grid organization. I ask some of my fellow "Wings & Things" drivers if they know the difference between rolling on the power or flooring it when the green appears. To me the rule disallowing limited slip differentials in Formula cars no longer makes sense. The construction of a Formula Ford no longer has a rule limiting cost like 40 years ago. A safer start is insured if a car's rear end is less likely to step out as power is applied.

I comment about short and long course Start/Finish lines at Sebring.

Letters to the Checker Cont.

The huge area of Sebring logo paint on the 12 hour S/F looks great for the few minutes it shows on TV for the 12 hour race. The rest of the year, if damp, it constitutes a danger. The Sebring front stretch puddles in the wet. It would be an intensive undertaking to fix it - this is not what I'm addressing. The idea may be to maintain or lift a little as one goes over the paint but that large an area of paint is unsafe even with rain tires...and nothing's being done about it. I know of cars written off because of this paint. The other year I think Bob Hayward had two separate long course S/F paint incidents the same day with four or five cars wrecked. His time writing up the incidents causes down time for Drivers too.

As to the short course S/F, considering how often that course is used, I ask that the area well before and along the Starter's stand zone on both sides be lined with tire stacks inside the guard rails. It may take time but it sure would have helped me. I underwent spinal fusion surgery of four vertebrae on June 8th and have no idea if this will keep me from ever racing again. I shattered my right heel bone and will not walk until December. I am taking a personal hit of about \$50,000 for lack of tire walls - this is not the insurance figure. The insurance number totals are nearing \$250,000. So far I have nothing but compliments for the SCCA insurance.

I note that some Vintage organizations understand time marches on. Why not the SCCA? If some post 1972 cars are so fast they endanger a Vintage grid...simple...ban those specific cars. Who knows what shape I or my car might be in today if I had treaded Dunlops and a "V" on my 1978 car instead of being out there with a

more aggressive grid.

Over the years there have been other personal incidents. Near top speed I had a FM hit my Ford amidsthips at the end of the Daytona backstretch. Not only did we both walk away, when the Corner Worker told me the Checker was out, I got back in my car and drove to take the Checker. About nine years ago I had all four corners torn off in that unfortunate start of the Sebring January National in which roughly 20 cars piled up or over each other and we all walked away. Incidents happen, that's part of racing and Drivers accept this...but we do ask that risks be minimized.

These comments above are made for consideration by any and all who think and/or are in positions to change things. If the topics above are not addressed, I believe someone else in time will be eliminated from competition status. This would not only be a shame and tragedy but a monument to ignorance and indifference. I was wearing a HANS and believe it saved me too. The nature of that era Crossle is that the main front structure is two rails coming off the bottom of the chassis which tragically fit under the space of the guard rail from the ground, so the front bulkhead just in front of my feet took the main impact. Some may read this, not react and dismiss it as my 'rant' and ultimately a personal catharsis. It is intended to reach minds that are mature, intelligent and in positions to react positively and improve the future.

Stan Hallock

From the Editor...

September's issue of **The Checker** represented the first ever full-color, cover to cover printing. I hope that everyone enjoyed it. I know that driver Gary Burnette did as he requested some additional copies upon seeing that his I SWEAR Racing #13 made the cover.

We've been getting a lot more of these types of request since adding the color, especially since adding the "Remember When" section, which has sparked quite a bit of interest from the "old timers." :-)

This stuff excites me as it means that people actually enjoy receiving **The Checker** each month and it's not a task of futility.

The September BOG meeting revealed a drop in revenue, mostly due to the events temporarily lost at Daytona, and a call to action to conserve so CFR will not have to dip into the reserves. Makes perfect sense. In tough times, we all must make moves to stay within our budgets.

The Checker, the voice of the CFR, has been in some discussions as an undue drain on the club's finances and some big numbers are being thrown out to support the argument. Potential \$32,000 in annual savings!

Consider this: **The Checker** represents about \$22 per member per year, or about \$1.85 per member per month. Of

course this number will flux a bit as membership increases/decreases. Although recently, I've seen quite a few new members being listed, so perhaps it's a little less. In considering the cost in this light, one must simply decide, "Is receiving **The Checker** each month worth \$1.85 to you? If it is, let your governor know as this will be addressed in December's Annual Meeting, which you're going to, right?"

We've been working hard to make this magazine a premium publication that not only makes an attractive newsletter, but also serves as a great recruitment tool to attract racing enthusiasts into CFR membership. On that note, we're working on some new features, focusing on worker's stories, driver features and other newsworthy events.

As we are also adjusting to the budget crunch, this issue has a little less color in it. However, **you** can help keep future issues in full color. I'm looking for advertisers, companies that might like to pass their message along to dedicated club racing enthusiasts such as you. If you may have a contact or an idea of someone who might benefit from getting their message out to 2,500 or more each month, please let me know. You can call M-F 8 am-5 pm at 407-933-1820 or send me their info via email: TheChecker@osceolapress.com and I'll take it from there!

Your Editor, Kevin Crain



News From The Pits

by Pits Co-Chief Pamela MacGregor

First let me thank everyone that came out to play this past Labor Day weekend. I think we all had a great time and adjusted to the newly enforced OLD rules for access to the Pit area at Sebring with very little frustration. I know how changes can be confusing so I just wanted to help clarify for future races what credentials will be required in the hot pit area..

1. In accordance with the 2010 SCCA Club Racing GCR, section 6.3.4, personnel in the hot pits must be event credentialed SCCA Licensed members.

2. Please note that the hot pits at CFR events are defined as the area over the wall where the competition vehicles park for service during their sessions.

3. What does that mean at CFR events?

a. Credentials – Defined- as Acceptable to access the Hot Pit area

1. SCCA issued photo ID with event hot credential sticker affixed to it.

2. Temporary membership i.e. Weekend pass that can be purchased at registration.

b. Credentials – Defined as NOT Acceptable to access the Hot Pit area

1. Participant - paper pass.

2. No Credentials at all.

Be advised that credentials must be displayed at all times while in the hot pit area. ATTENTION Drivers it is your responsibility to make sure your crew members know these rules and that they are properly credentialed.

4. Dress in the Pits –

a. Any properly credentialed individual going over the wall to the hot pit lane must be wearing CLOSED TOED SHOES. No Flip Flops, sandals, etc.

b. However, certain events, such as Enduros, have specific rules regarding clothing attire in the pits, be sure to read those rules carefully so that you are properly prepared for such events.

5. You may park support vehicles, such as golf carts and ATVs behind the hot pit wall while your car is on track as long as the designated fire lane remains clear. Trucks, semis, etc., are not permitted to remain behind the hot pit wall. Thanks again for doing this for us.

Also, Drivers are doing a fantastic job when coming out of the grid to the splitter. I was very happy with the way you handled it this past weekend. GOOD JOB! Also thanks to all the many drivers that came out for the social Saturday night. We had more drivers come out than we have seen over the last year. It is always great to see you out of the helmets and to be able to hear what you are saying. Thank you again.

I hope everyone understands that limited access to the hot pits is for the safety of all participants, and in accordance with the GCR. Pit Marshall's will have authority to correct unsafe behavior in the pits with the support of the Stewards. We appreciate your cooperation and want to be consistent in our application of these rules.

Thanks again, and we look forward to seeing everyone next month.





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1969 Lotus Europa Vintage Project. 1550 engine, 4 speed trans, open rear. Car reportedly in good condition when rebuild started. No manifolds or carbs, gear reduction starter. Good stock seats, dash, instruments, steering wheel, glass, lights and bumpers. Chassis rebuilt (body off): New coilovers, front/rear sway bars, Brembo rotors, rear drums incomplete (planned discs). Body stripped down to fiberglass. Paint originally mid range Lotus blue, pan under fuel tank and engine lid need minor glass work. Intended to be Vintage car but good enough to restore. Factory service and parts manuals. Clear title. Will throw in 4 American Libre 5.5 wheels in excellent condition. \$3,200. Also have Vintage '64 Sprite rolling chassis with many goodies possible for sale. "Andy" or Bob. 305-872-0430 (1)

1974 Formula Super Vee Royale RP-18 #3 Solo car. LINK = <http://drive.to/TeamFRD> See photos and 2008 results for autocross videos. VW Type IV (Porsche 914) engine taken apart in February 2010. Needs rebuilt and assembled. \$4500 near Jacksonville FL David 904-215-8862 (1)

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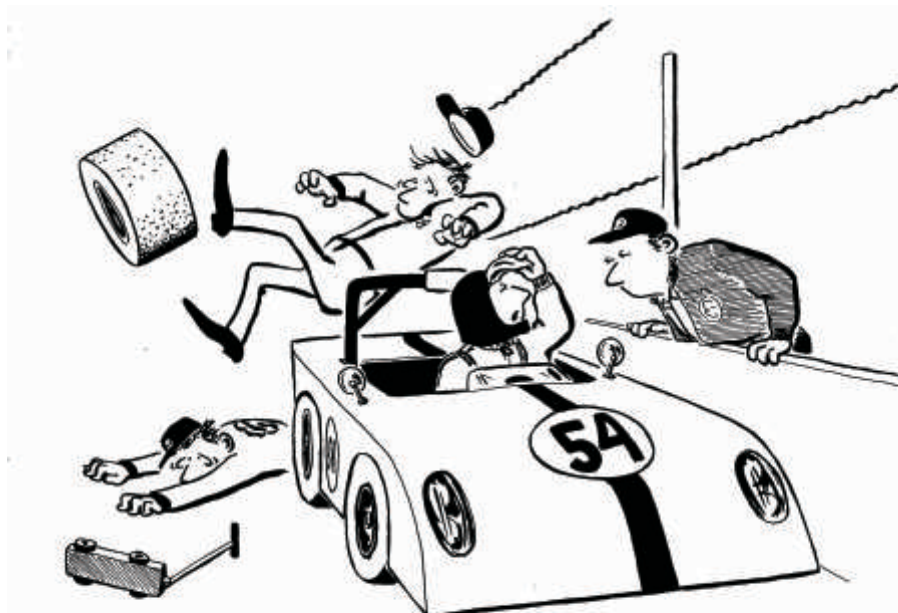
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Wanted 240Z parts, primarily engine and interior, but any would be welcome. Call Bob at 863 243-3448 and leave message. (1)



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The BMW CCA Foundation Board of Trustees recognize that it's **you** -our volunteers- that have made the Tire Rack Street Survival the best teen driver program available. We would like to offer some rewards to thank you for your hard work, and to use as incentives to help you recruit and retain in-car, classroom coaches and staff workers.

Since there is a direct correlation between the number of students we can train and the number of coaches available, the original thought of this incentive program was to reward the driving coaches for their unique skill set. The gift of the M school was designated for that. While it is rare for a school to have too many volunteers, we are trying to reward and retain our driving coaches for their time and talents, hence the coaches/registrars rewards program. Additionally, we have expanded the rewards program to include gifts for other key non-coaching members of your team.

Here's what we have planned for the coaches:

Local registrars can submit the name(s) of coaches after the completion of a school and the coaches will be entered in a drawing for a chance to win the following:

- 1 day 'M-school', driving school at the BMW Performance Center in Greer, S.C. including airfare and hotel. (see <http://tinyurl.com/mffz2j> for description of school)
- A gift certificate from the Tire Rack

Here's what we have planned for the non-coaching staff:

- 1 set of Michelin tires, any size up to 24"
Total Value – up to \$2000
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- *Certificate for subscription to Grassroots Motorsports Magazine*

How the TRSS Reward (Incentive) Program will work

By the end of this 2010 season we would like to have a list of your coaches and a list of your non-coaching staff. We would like to have names and phone numbers and e-mails if possible.

On December 15th 2010 we will draw names for all the prizes available for both the coaching (in-car and classroom) and non-coaching volunteers. These winners will be contacted and we'll let you know (if you didn't win yourself) so you can help us thank them on behalf of the Foundation Trustees and the hundreds of teens they have helped with their efforts.

Now let's go out there and do everything possible to make the 2010 season the best in TR-SS history!

On behalf of the Board of Trustees of the BMW CCA foundation, we want to sincerely thank you for all your efforts.

You ARE making a difference in people lives.



PO Box 450245
Kissimmee, FL 34745

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Join the Club!

Central Florida Region
Sports Car Club of America, Inc.

- ☐ \$85 **Regular Membership**
Includes \$65 National dues.
- ☐ \$45 **First Gear (under age 25)**
Includes \$25 National dues.
Includes ability to hold Club
Racing, PRO Rally or Solo1
Competition licenses.
- ☐ \$105 **Family Membership**
For regular member, spouse
and children under age 21.
Includes \$85 National Dues.
- ☐ \$30 **Subscription to *The Checker*
only.**

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

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

407-884-7889
SCCAOne@aol.com



PLEASE TYPE OR PRINT:

Name _____

Address _____

City, State _____ Zip _____ County _____

Phone (_____) _____

E-Mail _____

First Gear birth date _____

Spouse Name, if joining Club _____

Children's names and birth dates if Family membership

Member's Name who referred you _____ Their Membership # _____

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

I am interested in the following SCCA activities:

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

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

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

(check one) ☐ Visa ☐ MasterCard

Card No. _____ Exp. Date _____

Signature _____ Date _____