



# **AT SPEED**

**The Official Newsletter of the South Jersey Region  
SCCA**

*July/Aug 2002*

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## ***In This Months Issue***

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***Bits &  
Stuff  
Page 3***

---

***Subaru  
Challenge  
Page 4***

---

***Doane  
all over  
Page 5 - 8***

---

***Minutes  
Page  
9-10***

---



**Hey, you coming out or what?  
The Solo II Fall 4 event season gets  
underway on Sunday, September 22nd  
at Camden.  
Subaru will be sponsoring our Fall Series,  
so look inside for details about that.**

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The South Jersey Region of the Sports Car Club of America, Inc. meets at 8 PM on the second Wednesday of each month at Fontana's Restaurant at 30 E. Main St, Maple Shade, NJ 856.321.1301 . Board of Directors meeting locations vary each month and are listed in the Calendar section. All members are welcome to attend any BoD meeting

## **South Jersey members do us Proud at Divisional Solo II**

The Northeast Divisional Solo 2 Championships were held in Ayer, Mass last weekend. One hundred and Sixty-one drivers from the Northeast took part. Although the South Jersey region only had two competitors in attendance on a percentage basis they did fairly well.

Andre Downey in a WRX took 2nd place in D stock having only one clean run on Sunday's course. Jim Blanton took first in C stock over Philly's Rob Leone by a slim .028 seconds. Jim also had problems on Sunday, with only his last run being clean.



***Andre Downey in his WRX***

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## **Nick DiMeo puts in a great drive**

At the August 11th MidAtlanticRoadRacingSeries event at Summit Point Raceway in West Virginia, Nick drove his ITA Mazda RX3 from 20th starting position to 6th overall, setting the 4th quickest lap of the race in the process. Anyone watching the race was treated to a spectacular drive and it made for some of the most excited racing I've witnessed outside of the cockpit. After struggling with the Mazda for the first few outings, his recent engine rebuild proved to be the catalyst to a great drive and some much deserved good results for him. Nice job Nick!!



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## THE MERRITT'S CITGO MR2 at MOSPORT, ONTARIO 30 AUG- 1 SEPT, 2002

**Monday 12 - Thursday 29 August:** The routine between-race maintenance was replaced with an exhaustive search for the cause of the engine misfire. Since Peter had only run 8 laps at the last race weekend, foregoing the routine maintenance wasn't too risky. Finding the cause for the misfire proved to be ultra frustrating. Rather than appearing only at high temperature, it had progressed to a constant condition that should have made it easier to trace. One by one, Peter changed every component in the ignition and EFI systems with either brand new pieces or ones from the parts car. Nothing showed up on the ECU diagnostics or any of the circuit checks that he tried. He also checked for cracks/leaks in the exhaust headers and even pulled the cylinder head to visually check for bent valves, broken valve springs, or sticky valve stems/lifter shim buckets. Nothing seemed to have any affect and the motor wouldn't even start again after he reassembled the cylinder head, so Peter gave up and took it to Merritt's CITGO for help.

Simply by resetting (remove, align, re-install) the distributor, they got it running just fine, even after reaching full racing temperatures. Since the distributor hadn't been touched at/before the last race, this couldn't have been the original cause of the misfire. Peter may have cured the original problem by replacing the distributor and just gotten it installed wrong then (and again when he re-installed the head). With fingers crossed (hoping the misfire wouldn't appear again), he and Dawn set out on the long drive to Mosport, just east of Toronto. Two different trailer tire blowouts made the trip even longer with time spent switching to the spare and time spent buying/mounting a new spare. Armed with a letter from the track officials and an inventory of all the items in the trailer, Canadian customs was very easy/painless.

**Friday 30 August:** Since he had never driven at this track before, Peter signed up for the Test Day. This would also serve as a more severe test of whatever fix had cured the misfire prior to the actual race. The car ran just fine for four of the five sessions (30-40 minutes each) as Peter slowly picked up speed and learned the very challenging/fast track. The only problem that was encountered was a melted distributor cap. Peter had left the heat shield off in case he had to switch out/re-align the distributor again. A new distributor cap and rotor was all it took for the car to run fine again. He also re-installed the heat shield and timing belt cover (also left off in case of repairs/adjustments)

**Saturday 31 August:** The engine continued to run fine for the 20 minute practice session and the 30 minute qualifying session. Peter managed to drop a second off his best practice lap time and while this placed him 22nd overall, he was 1st in his class. The lowly overall placing was due to the large number of high-powered cars (Corvettes, Trans Ams, BMWs, Supras, etc.) running this mixed/varied class endurance race. The high placing in class was due to the fact that there were only 2 ITA cars entered.

**Sunday 1 September:** The enduro race was the first to be run (after a couple of quick hardship practice sessions). Unfortunately, the engine misfire appeared again when Peter fired up the motor on the 3 minute warning signal. He ran about five laps hoping it would clear itself out, but it never did. Peter had been lapped twice already by the faster cars, so he just pulled in and stopped.

## THE MERRITT'S CITGO MR2 at SUMMIT POINT, WV 15-16 JUNE, 2002

**Monday 20 May - Thursday 14 June:** Peter immediately scheduled an alignment for the Saturday before the next race. The corner weights were checked before the alignment and found to be off by just 0.5%. A few turns on the two left side spring perches brought the cross weight percentage back into its 50% +/- 0.5 specification. The alignment was found to be a little off, but was brought back into spec. The last door (driver's) from the parts car was removed and modified for the rollcage bars that extend out into that area. A used/slightly damaged left front fender was purchased for \$35. Neither one could be painted and installed before the June race. Peter also discovered that the lower door hinge mount had been shoved into the door jam a bit. The new door may not fit properly until the hinge mount/door jam is straightened or repaired. The front of the new aluminum air dam was slightly bent from hitting a pylon (after getting smacked by the Miata) and moderately bent from drifting off the edge of the track once. A jig as made out of a 2 X 4 using a table saw and the air dam was beat back into something that resembled being straight. Since Peter had forgotten the engine lid pins twice already this season and did not want Dawn to have run to the trailer for them at the last moment again, he safety wired them onto the engine cover. The thunderstorms made for some excitement (locking up all the brakes for traffic stopped in the middle of an on-ramp) and delays (detour for a fatal accident ahead) driving down Thurs afternoon/evening.

**Friday 14 June:** The rain was off and on all day so Peter decided not to run/drive in the practice day.

**Saturday 15 June:** The weather cleared out with the last big rain shower overnight. Peter used the first qualifying session to scrub in a new set of slick/dry tires so they could "cure" overnight. This time randomly selected grid positions were used to line up for the first/AM qualifying session. The hot tire pressures were off by as much as 5 psi so 13th place was the best Peter could do. In the second/PM qualifying session, the 11th and 12th place cars (PM session gridded by AM times) pulled away a bit in the beginning. Peter used that urge to catch them and dropped over 1 second off his morning time. His final grid position wound up being 12th, but another MR2 had qualified 7th with a time almost exactly 1 second faster than Peter. The post-qualifying/pre-race check revealed that the right front shock had blown its seal and sprayed fluid all over the wheel well. For the second time in two races, Peter wound up changing a shock before the Sunday race.

**Sunday 16 June:** The pace to the green flag was a bit slower than normal, but the start was pretty clean (at least in front of Peter). He tried going three wide into the first corner and was pushed off onto the rumble strips, which allowed an RX-7 to get by.

[http://www.thunderpawracing.com/pdoane/June02\\_clip1.WMV](http://www.thunderpawracing.com/pdoane/June02_clip1.WMV)

That same RX-7 tried a move on the car ahead in the Carousel, but Peter couldn't take advantage of the momentum it lost in the process. He did get by on the second lap between corners 1 and 3. Peter passed the red/yellow MR2 (who had qualified 7th) in the same place the following lap. For the next four laps, it was three MR2s in a row. A white MR2 (who had qualified 18th) passed Peter into the first corner on lap 4. The red/yellow MR2 did the same thing, in the same place on lap 5. Those two got side-by-side a little later on the same lap, so Peter got a good run on the red/yellow MR2 and pulled alongside into corner #10. There was a little rubbing under braking, but Peter made it by.

The white MR2 had pulled out a bit of a gap (while Peter and the red/yellow MR2 were scrapping) and he passed a Show-room Stock class V6 Camaro on lap 7. The gap from Peter to the Camaro accorded back and forth for the next three laps. On lap 10, Peter feinted a pass into the first corner and missed his shift into corner #3. The Camaro missed a shift in the Carousel so Peter moved alongside between corners 7 and 8. There was dirt thrown all over the track coming out of corner #8, so the Camaro backed off and fell behind.

[http://www.thunderpawracing.com/pdoane/June02\\_clip3.WMV](http://www.thunderpawracing.com/pdoane/June02_clip3.WMV)

It got a good run on him down the front straight, so Peter stayed in the middle of the track and left the outside (under braking for corner #1) for the Camaro, but it couldn't get alongside/around. There was a big puff of smoke from the left side of Peter's car as he went through corner #3, but other than a little grinding (almost like running on the rim) in the very hard right hand corners, nothing else was wrong. For two laps Peter closed in on the white MR2 that was in his sights again. Once he got a good run out of corner #10, but the white MR2 used the middle of the track under braking into corner 1 and it was Peter's turn to back off on the outside. The next lap (#14), Peter got another run out of corner 10 and pulled alongside/inside the white MR2 just before the braking zone at the end of the straight. An RX-7 that they were lapping acted as a wonderful pick/block and saved Peter from a braking duel into the first corner.

[http://www.thunderpawracing.com/pdoane/June02\\_clip4.WMV](http://www.thunderpawracing.com/pdoane/June02_clip4.WMV)

Peter missed another shift going into the third corner and allowed the white MR2 to close back up again. On the 15th lap, the white MR2 drafted alongside down the main/front straight. They went through corner #1 side-by-side, but Peter fell in behind on the exit. He was too close, when they braked for corner #3 and Peter almost lost control. It took the rest of that lap and the front straight for Peter to catch up again on the last lap. Over the second part of the race, the engine had been stumbling a bit when trying to accelerate in corner #1. This time it was a huge stumble and the white MR2 pulled out a small gap that Peter couldn't overcome in the one remaining lap. He wound up 9th overall (and in class) in a 32-car field. The cause of the smoke and grinding noise was immediately obvious when CV joint grease was found all over the left rear wheel.

*Note: put those internet links into your browser to see Pete's in car camera action*

## THE MERRITT'S CITGO MR2 at LOUDON, NH 12-14 JULY, 2002

**Saturday 13 July:** The morning qualifying session was delayed somewhat when the automatic timing system (wire loop in the track surface and transponders in each car) went down. Volunteers were called to time cars manually and their reliance on visually identifying each car as it passed caused the stewards to stop Peter after the session was over. The class designation didn't stand out enough from the rest of the wild paint scheme. They also didn't feel covering up part of the numeral "7" to make a numeral "1" was clear enough because of the font being used for the vinyl stickers. The stewards also wanted Peter to replace the SCCA CLUB RACING sticker that had been partially mangled by the Miata at Pocono, but conceded that it could wait until the next event. By the time that discussion and the Impound All/driver's meeting was over, any chance of getting useful hot tire pressures was gone. Peter still managed to equal his best lap time at NHIS, which was good enough for 9th place (overall and in class) after all the protests about manually taken lap times settled down. There were 28 cars

total and 24 in class. Even though the automatic timing system was fixed before the lunch break, Peter did add some big yellow duct tape class letters and convinced Timing & Scoring to let him use/return to the number 47 (no other car in the group/class was using it anyway) before the race.

Other than the start, Saturday's race was very uneventful. Peter moved all the way down to the pit wall going into NASCAR 1 the first time and the cars were 3-4 wide at that point. He managed to take one CRX under braking into Corner 3, but it passed him back before Corner 5.

<http://www.thunderpawracing.com/pdoane/July02clip1.WMV>

The same CRX spun in NASCAR 1 on the third lap. That left an RX-7 about 10 car lengths ahead of Peter. Just close enough for him to be able to see it for most of the lap, but no matter how hard Peter pushed, he couldn't put a dent in that gap. They both passed a Civic hatchback (that was having some kind of difficulty) on lap 12 without changing the gap. Two lapped cars slowed down the RX-7 on lap 15. Peter got a bit closer until the second lapped car held him up and the gap grew back to even more than it had been before. Other than lapping an Integra, nothing else happened until the checkered flag flew at the end. Peter finished 7th overall and in class. The hot tire pressures were about 2-3 psi high on a very hot day.

**Sunday 14 July:** No off-track issues with the morning qualifying session, but plenty of action on-track. Peter pushed a little too hard in Turn 3 and did a half-spin without hitting anything. He had to wait a few seconds for a clear spot in traffic before pulling out again behind three cars that were scrapping mightily amongst themselves. Rather than try to force his way past all of them, Peter pulled into the pits, drove through slowly w/o stopping, and came out again in a nice traffic gap. Unfortunately, another car dumped oil all over the track in Corner 5 before going straight off into the tire wall. Not only was it slower moving just off line to avoid the oil, but also the safety truck came out to pull the car out of the tires and that really slowed things down for a few laps. 10th place overall (and in class) was the result of such a "busy" qualifying session.

The start to Sunday's race was certainly calmer/less crowded than Saturday's, but that could not be said for the rest of the race. Peter moved inside a two door Accord (driven with all hand controls by a paraplegic driver) into NASCAR 1 at the start. He thought about trying the outside of an Integra into Turn 3, but noticed an RX-7 (the same one from Saturday's race) in his mirrors at the last second and made room for it. He followed it around the outside of a very crowded Corner 3. Peter, the RX-7, and the Accord, were in a big scramble between Turns 3 and 5. This let the Accord get ahead of Peter, but Peter got by the RX-7 after going through Corner 5 side-by-side.

<http://www.thunderpawracing.com/pdoane/July02clip2.WMV>

On the second lap, both the Accord and Peter passed a Rabbit on the front straight and then got side-by-side into NASCAR 1. Not only did the Accord stay ahead, but the Rabbit also passed him into Turn 3. Peter got him back again in the run to Corner 5, but not without being pushed to the very edge of the track.

<http://www.thunderpawracing.com/pdoane/July02clip3.WMV>

The Civic hatchback (which had fallen out on Saturday) that was only a bit ahead of the Accord, starting belching blue smoke intermittently. The Accord passed the Civic in Turn 3. This let Peter join another three car scramble in the run between Turn 3 and 5 (he even had to lift off the throttle a bit to keep from hitting them), and also allowed the RX-7 to close right up on Peter's rear end.

<http://www.thunderpawracing.com/pdoane/July02clip4.WMV>

As they crossed the line to start lap 4, Peter motioned for the starter to black flag the Civic that was still issuing a prodigious amount of smoke and lord knows how much oil, but they did not respond. The Civic tried passing the Accord in NASCAR 1 and the attempt allowed Peter to pass the Civic into Corner 3, but it went by again in the run to Turn 5.

<http://www.thunderpawracing.com/pdoane/July02clip5.WMV>

The Civic passed the Accord on the next lap (5). On the same lap, the RX-7 got a run on Peter through NASCAR 1 and 2 so he stayed on the inside/defensive line for Turn 3. When Peter drifted to the outside for Turn 4, the RX-7 late apexed Turn 3 in order to get inside for Turn 4 and a side-by-side drag race to Turn 5 ensued. Luckily this put Peter on the inside for Turn 5 and the RX-7 backed off/fell behind there. On lap 6, the RX-7 looked/feinted to the inside of Corner 3, but didn't really attempt a pass. The Accord (ahead of Peter) got very wide out of Turn 5 on that same lap and let him close the gap. At the last corner, the Accord really got crossed up and both Peter and the RX-7 went by on the main straight. Once again, Peter took the inside/defensive line through Turn 3 when the RX-7 threatened. It late apexed to get alongside on the inside for Corner 4,

### **cont'd from 7**

but that left Peter the inside for Turn 5 again. Instead of falling in behind Peter, the RX-7 stuck his nose underneath for Turn 6 and they touched. Since it slowed down the RX-7 more than it did Peter, he wasn't mad/upset about it at all.

<http://www.thunderpawracing.com/pdoane/July02clip6.WMV>

This now familiar pattern repeated itself for Turns 3-5 again the next lap (8), but the RX-7 didn't try anything at Turn 6 this time. On lap 9, the RX-7 just stayed behind for the whole lap, but Peter got loose down the hill into the infield and that let the RX-7 close right up again. The next time they came into Turn 3, Peter took the inside/defensive line again, but the RX-7 got alongside on the outside and stayed there. That forced Peter to the inside for Corner 4 and gave the RX-7 the inside for Turn 5, which allowed him to get by.

<http://www.thunderpawracing.com/pdoane/July02clip9.WMV>

Once the RX-7 was ahead, it pulled away slowly and Peter couldn't keep up or threaten again, at least immediately. The Accord was threatening out of NASCAR 2 on lap 11, so Peter took the inside/defensive line into Turn 3 again and successfully kept him behind, but that opened the gap to the RX-7 a bit more. There was no one threatening him into Corner 3 the next lap (12), so Peter went to take the "normal" line on the very outside. A little miscue on the downshift, pressure to catch the RX-7, and the fact that it had been several laps since he had been on the normal line, caused Peter to spin in Turn 3. Luckily, the two cars immediately behind managed to miss him, but four more cars got by before there was a safe gap for him to rejoin the track.

<http://www.thunderpawracing.com/pdoane/July02clip10.WMV>

Over the next two laps, he managed to close the gap on the car ahead, but the other MR2 (Peter's paddock and internet buddy), who was behind him when he rejoined, stayed 1-2 car lengths behind him the whole time. On lap 15, Peter got by two cars, but nearly lost it again in Turn 5 and the other MR2 (who had followed him through) got right on his rear bumper.

<http://www.thunderpawracing.com/pdoane/July02clip11.WMV>

The rest of the race was pretty uneventful other than passing a third car and almost catching a fourth. Peter wound up finishing 12th overall and 11th in class. He had been as high as 8th, before the spin. Contact with the RX-7 had only resulted in a tire mark on the rear bumper.

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## **THE MERRITT'S CITGO MR2 at SUMMIT POINT, WV 9-11 AUGUST, 2002**

**Monday 15 July - Thursday 8 August:** Mostly routine between-race maintenance in the four weeks after the July race. Peter did change the fuel filter, distributor cap & rotor, cleaned the spark plugs, replaced the front brake pads and mounted up freshly cut/turned rotors. A compression check of the motor showed one of the four cylinders to be newly 20 psi lower than the others. That could mean it's time to freshen the motor. The aluminum air dam took a bit of a beating from the harsh NHIS transitions as the road course moves off and back onto the oval/infield. The one part of the horizontal splitter had been worn down to almost razor sharp thinness from scraping on the track. A few whacks with a big plastic hammer using the wooden 2x4 jig got it straight enough again.

**Friday 9 August:** Even though he needed to bed in the new brake pads and scrub in the new Hoosier slick/dry tires, Peter did not run during the test day in an attempt to save brakes and tires for the upcoming 1 hour enduro at Mosport. He would come to regret this decision.

**Saturday 10 August:** Random selection of the "grid" positions for the first qualifying sessions landed Peter in 3rd spot. Since he was scrubbing tires and bedding brake pads, he pointed many cars by him in the first few laps as he slowly built up speed and temperatures. Everything was warmed up after 4 laps and the engine had started smoking a bit, so Peter came in. The smoke was from a small leak in the oil pressure sending unit line, but a few minutes with a tubing cutter and a new ferule was all it took to fix that.

As a result of his bed/scrub activities in the morning, Peter started the afternoon qualifying session in 32nd (out of 37 total) position. Traffic was pretty horrendous right from the beginning. Rather than fight his way through a gaggle of slower cars, Peter pulled through the pits slowly once and emerged amongst the faster cars that could be pointed by to pass him. After only 2-3 laps, the engine started misfiring badly so he pulled back into the paddock.

**Sunday 11 August:** After a long list of things that were checked/tried (including a leak down test for bent valves that showed little/or no cylinder leakage), the culprit seemed to have been traced to a bad coil (that was 6-7 years old) with a low resistance reading in the secondary circuit. Other potential fixes had proven to be wrong after the engine warmed up to race temperatures, but replacing the coil even passed the high temperature slow laps through the paddock check.

The motor was still running fine when Peter started it up to drive to his 26th place starting position and idled nicely while it warmed up on the false grid. Unfortunately when he started it again at the 5-minute signal, the misfire had returned. Peter drove out for the pace lap hoping the motor would clear itself, but pulled in again before the start when it didn't.



# ***BOARD MEETING***

South Jersey Region-Sports Car Club of America, Inc.  
May 2002

The May 2002 meeting of the Board of Directors for the South Jersey Region of the Sports Car Club of America, Inc. was held at the home of Jack Oliver on Wednesday evening, May 1, 2002.

The meeting was called by Secretary, Sue King, at 8:10 PM.

Present were: Kurt Schenk, Ed Jenks, Jack Oliver, Nick DiMeo and Sue King

Treasurer's Report – Jack reported that we have \$2,722.30 in the operating account-this includes revenue from the last two solo events and the purchase of the generator. Sue mentioned that Darlene Cookson and her family wanted to pay for the entire purchase price of the generator. Motion by Sue that we accept a donation from the Cookson family in the amount of \$300.00 and have a plaque engraved and placed on the generator honoring Kingsley Cookson. Second by Nick. Motion carried.

Solo II – Jack reported that we are running an event for an EPA group (alternate fuel cars) at Garden State Park on Saturday, May 16<sup>th</sup>. Jim will e-mail members about this and Jim requested that the timing equipment and the EMT gets there-Jim will make arrangements to have someone pick up the trailer from Sue's house. Kurt reported that there will be an event at Camden this Saturday, May 4<sup>th</sup>. Discussion centered on sites-Nick will follow up on Gloucester County VoTech.

Tri-Region – Jack has lights and chronomix stuff and the rest of the timing equipment is stored at Sue's house. The rent for the radios has been paid in full -J.D. is making arrangements for delivery. The timing and scoring bus has been secured and is being set up with tables and chairs to accommodate the T & S personnel-all this is for our June event at Pocono. Friday will be the drivers school (instructors are still needed) and also a test and tune day. On-line registration is still not up and running so Tri-Region will send out postcards with instructions to go to the web site to download entry and supps.

Old Business – Ed will follow up on the Philadelphia Autoshow.

New Business – Upcoming car shows – We should try and make a presence at car shows to let people know that we exist. Jack reported that Merchantville is putting on a car show July 13<sup>th</sup> and we will participate in this event.

There being no further business, meeting was adjourned at 9:00 PM.

*Respectfully submitted,*  
*Sue King, Secretary*

# ***BOARD MEETING***

South Jersey Region – Sports Car Club of America, Inc.  
June 2002

The June 2002 meeting of the Board of Directors for the South Jersey Region of the Sports Car Club of America, Inc. was held at the home of Jack Oliver on Wednesday evening, June 5, 2002.

The meeting was called to order by R.E., Jim Tornetta, at 8:10 PM.

Present were: Fred Thum, Jim Tornetta, Jack Oliver, Ed Jenks, Sue King, J.D. King, and John Borden.

Treasurer's Report – Jack reported that we have a balance of \$3,837.00 in the operating account.

Solo II – J.D. reported that he contacted Atco but got no response from the track manager. John reported that Jim Blanton and Kurt had made a visit to this site and they felt that there was sufficient room to put on an event. John still has to write a letter to the owner of the parking lot in Willingboro. Sue made a contact at Gloucester County Institute of Technology-Ron Snow an automotive instructor and she was given the go ahead to invite him to our membership meeting. Discussion centered on the possibilities of using this facility. Ed made a contact with Dan Cassidy of Subaru. He will try to meet with Cassidy sometime toward the latter part of this month.

Competition Report – J.D. reported on the upcoming event at Pocono. We will need instructors for the drivers school. Discussion centered on the chicane that was used at the Northern New Jersey event at Pocono in May. J.D. and Sue were the winners of the endurance race in May. J.D., Sue, Nick DiMeo, Pete Doane, Rob Davis, John Morris and Jim B. represented the region during the race weekend. J.D. asked Ed if he would be an instructor for the drivers school. Ed stated that he would try to be there. Jack reported on the 12 hour at Summit Point-it had only one full course yellow situation-47 starters with 36 finishers.

Tri-Region – Jack reported that the timing and scoring bus will be located at the start/finish line in front of the Richard Petty grandstand. There will be no chicane. J.D. will pick up the radios from Racing Electronics and delivery to Pocono. The drivers school will be run on the regular race course and not on the north course.

Old Business – Jim reported on the alternative fuel autocross which was run at Garden State Parkway-these vehicles started their trip in Washington, D.C. and will end it in New York. Jim and John felt it was a real learning experience for the participants and for the members of our club. The timing equipment worked okay. Discussion centered on the creative efforts of the participants vehicles.

The Merchantville car show is scheduled for July 13<sup>th</sup>. We will meet at Fontana's parking lot and proceed to Merchantville from there.

New Business – None.

There being no further business, meeting was adjourned at 9:10 PM.

Respectfully submitted,

**Sue King**  
**Secretary**

# Classifieds:

Classified ads will run for three months and can be renewed by contacting the editor Classified ads for non-members are \$3.00 per month, 25 words or less additional words are \$ 0.10 each. Name, address, and telephone number do not count in the word total. All ads must be prepaid. Classified ads for members are free.

**FOR SALE:** 1993 BUTLER BUILD 1/4 MIDGET with 5hp Briggs, 84" frame. Good, reliable car for beginner. Ready to go with some spares. \$1,400.00 OBO.  
Call John 609-268-3387 razzjam@aol.com

**FOR SALE:** 5-lug wheels for '86 Mazda RX7. Set of 4 with good Yokos, \$175. Set of 4 with Yokos Slicks, \$175. Also set of stock wheels with good BFG's, \$150.  
Also have various parts available for '86 RX7.  
Call John 609-268-3387 razzjam@aol.com

**For Rent, possible Sale,** 1995 Dodge neon SSC. Good Fast Reliable car, for Schools, regionals, nationals. The perfect car to use to get your license or keep it if your car is not ready. Reasonable rates. Call Larry DuLude, (203) 268-6574, or e-mail at ldulude@snet.net

**VW Engine:** 1800cc Type 3, Flywheel to fan pulley w/ shrouds, 600 mi on rebuild, \$500 OBO. Nick 856-223-1930, njdimeo@aol

**For Sale:** 83 Mazda RX-7 set up for CSP Solo events. Features Momo Wheel, OMP Shift Knob, Coil over shock conversion, Caster/Camber Plates, Quick front ride height adjustment, Oversized front and rear adjustable sway bars, Complete poly bushings, 4 way adjustable Tokico shocks, VDO tach with recall and shift light, Autopower roll cage with tubes to make cage, Cat Back performance exhaust, K&N air filter, Racing beat wires and coil, 1 set Revolution Light alloy wheels with Toyo R-1 DOT tires, Set of original wheels, Original Exhaust, Rear Louvers, Car Cover, Triangulate engine compartment brace, All manuals and spec sheets. \$6,000.00 OBO  
Dan 609-424-0917

**WANTED:** Old issues of "At Speed", "Competition Press/Autoweek", "Corvette News", "Grassroots Motorsports"(AKA Auto-X), "North American Pylon", "Sportscar"(SCCA magazine), "Track Record"(Lime Rock newsletter), and "Victory Lane". Still doing research for my book on Don Yenko (almost done), but want to fill out my collections also. Have many extra to swap if needed. Will be back in C/P Solo II next year after a long rest (I'm now retired!). Email Charlie at [cdoerge@bellatlantic.net](mailto:cdoerge@bellatlantic.net) or phone 732-928-2864.

**WANTED:**  
Your old helmets for our Solo II program. Here's a chance to help out the solo program without having to get up early on a Sunday morning. Contact Jim Tornetta at 609-893-5701 and thanks

**For Sale:**  
Display Ad Space in At Speed,  
Full Page.....\$250/yr  
Half Page.....\$175/yr  
Quarter Page.....\$100/yr  
Business Card.....\$60/yr  
Contact Editor for details

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**2002 Sololl**

**SCHEDULE**

<b>September 22nd</b>	<b>Sunday</b>
<b>October 12th</b>	<b>Saturday</b>
<b>October 27th</b>	<b>Sunday</b>
<b>November 3rd</b>	<b>Sunday</b>

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## **EVENTS:**

### **National Races**

Watch the Runoffs on SPEED

### **Regional Races**

Sept 27-28 LimeRock

Sept 28-29 Beaver Run

Oct 11-12 LimeRock

Oct 12-13 WatkinsGlen

Oct 12-13 SummitPoint

### **Driver Schools**

Oct 11-12 WatkinsGlen

Oct 26-27 SummitPoint

### **Membership Meeting**

Oct 9 Fontana's

Nov 13 Fontana's

### **Board Meeting**

Oct 2

Nov 6 Call a BoD member, all welcome

## **AUTO X ACTION**

Sept 22

Camden

Oct 12

Camden

Oct 27

Camden

Nov 3

Camden



**SOUTH JERSEY REGION SCCA**

**C/O JD KING**

**954 STANTON AVE.**

**FRANKLINVILLE, NJ 08322**

## **AT SPEED**

*The Official Newsletter of the  
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