



AT SPEED

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

September 2002

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Sam Resnick(top) and Dave Hess at the 9/22 Solo II in Camden
(Perry Aidelbaum photos)

Board of Directors:

Regional Executive

Jim Tornetta
13 S. Carolina Tr.
Browns Mills,
NJ 08015
609-893-5701
jimtornetta@hotmail.com

Asst. Regional Executive

J. D. King
954 Stanton Ave
Franklinville, NJ
08322
856-694-5012
king@snip.net

Secretary

Sue King
1643 Bluebell Rd.
Williamstown,
NJ 08094
856-629-4966
sue@dominiontitle
services.com

Treasurer

Jack Oliver
7 Old Salem Rd
Cherry Hill,
NJ 08034
856-667-2858
jackoliver@juno.com

Membership

John Borden
62 Riverbank Rd.
Beverly, NJ 08010
856-779-8521
jcbiii@rcn.com

Activities

Kurt Schenk
226 Morgan Ave
Haddon Township, NJ
08108
856-858-8544
unboundracing
@msn.com

At Large

Fred Thum
229 Fenimore Ln.
Delanco,
NJ 08075
856-461-0062(H)
856-829-4500(W)
fredt@aaceng.com

At Large

Nick DiMeo
13 Horseshoe Ln.
Mullica Hill, NJ
08062
856-223-1420
njdimeo@aol.com

At Large

Ed Jenks
9 Duncan Lane
Lincoln University, PA
19352
610-255-5244
ed.jenks@prodigy.net

Chairpersons & Specialties:

Competition- J.D. King 856-694-5012
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Merchandise- Jim Tornetta 609-893-5701
Race- Maryann Worrell 856-779-9548
Rally- Clyde Heckler 856-228-3319
hecklec@towers.com
Solo II - John Borden 856-387-0576
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Editorial copy and ad contacts should be submitted to the editor, JD King, 954 Stanton Ave., Franklinville, NJ 08322, or king@snip.net - by the twentieth of the month for consideration for the next issue. It is preferred that all editorial copy be submitted in an IBM compatible format (ASCII, Word, Word Perfect, etc), on any size/density diskette. Fax submission can be arranged by contacting the editor. See classified section for advertising rates/policies.

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 Region Results 9/22/02

A big congratulations to the top five finishers at the first . These folks took home a total of \$400 based on their PAX'd results. (See the pax results for who won.) And an even bigger thanks to the regional office of Subaru which provided the prize money. It is really great to see a major car manufacturer get involved at the real grassroots of the SCCA Solo II program. We are all looking forward to Oct 12 for the next round. As you check out the results you will notice that any of the top 15 drivers at today's event could have moved into the money if they'd been just a little bit faster.

It was yet another great day in Camden. Warm and sunny with just enough breeze to keep the Subaru banners fluttering and the competitors from roasting. The 73 competitors each got 7 runs on a challenging and fun course that truly emphasized the importance of the adage, "Go fast in the fast places and slow in the slow places."

As you check out the results you might think we had lots of AMod cars but we actually didn't have any. When the registrations were entered, anyone who didn't declare a class was put into AMod.

Once again it was really gratifying to see all of the folks help out and make the event happen. Thanks to all. We'll see you at the next SJR Subaru Challenge event in October.

Corrections, contact Steve Ashcraft steveneashcraft@yahoo.com

CLASS	NUM	LASTNAME	FIRSTNAME	PAXTIME	BESTTIME	PERCENTAGE	Subaru Prize
BS	18	Aidelbaum	Perry	31.191	37.716	0.00	\$150
BS	118	Connors	Brian	31.782	38.430	1.89	\$100
STS	38	Louie	Mike	31.799	40.560	1.95	\$75
CSP	30	Ashcraft	Steve	31.974	37.974	2.51	\$50
HS	119	Snyder	Mike	32.010	41.091	2.63	\$25
CS	36	Blanton	Jim	32.027	39.442	2.68	
STS	319	Buckley	Thomas	32.065	40.899	2.80	
STS	8	Crea	Anthony	32.083	40.922	2.86	
STS	174	Kaminski	Tad	32.226	41.105	3.32	
AP	111	Wallace	Kevin	32.640	37.345	4.65	
DS	35	Bucher	Gil	32.655	40.921	4.69	
STX	70	Mcmichael	Bill	32.800	40.949	5.16	
SM	58	Macdougall	Dave	32.880	39.425	5.42	
HS	19	Sparling	Carrie	32.968	42.321	5.70	
STS	66	Crocker2	Mike	33.358	42.549	6.95	
STX	79	Roche	Kevin	33.409	41.709	7.11	
DS	9	Schenk	Kurt	33.427	41.889	7.17	
STS	6	Crocker	Mike	33.482	42.707	7.35	
BS	28	Wong	Lawrence	33.493	40.499	7.38	
DS	60	Herman	Mike	33.838	42.403	8.49	
STX	172	Visick	Mike	34.213	42.713	9.69	
CSP	161	Wojtkowiakjr	Matt	34.670	41.176	11.15	
SM	93	Drabowski	Chris	34.686	41.590	11.21	
SM2	7	Metzger	Todd	35.093	40.996	12.51	
ES	31	Borden	John	35.129	43.802	12.63	
BS	82	Pilato	Joe	35.249	42.623	13.01	
STS	737	Nam	Phil	35.349	45.088	13.33	
FSP	26	Royds	David	35.641	43.624	14.27	
CSP	77	Hess	David	35.759	42.469	14.65	
BSP	173	Zimmerman	Adam	35.781	42.597	14.72	
STX	76	Yeck	Mark	35.823	44.723	14.85	
CS	101	Oliver	Jack	36.231	44.620	16.16	
DS	90	Heffernan	John	36.465	45.696	16.91	
STX	133	Mccarthy	Kelly	36.500	45.568	17.02	
SM2	69	Dougall	Greg	36.598	42.755	17.34	
GS	4	Alberto	Chris	36.612	46.640	17.38	
SMN	72	Cleeg	Paul	36.727	44.037	17.75	
DSP	23	Resnick	Sam	36.777	44.850	17.91	
FSP	86	Royds	John	36.848	45.102	18.14	
SM	78	Banghert	Drew	36.882	44.223	18.25	



cont'd

CSP	116	Wojtkowiaksr	Matt	37.026	43.974	18.71
HS	65	Burg	Mike	37.426	48.044	19.99
BSP	64	Herman	Dan	37.488	44.628	20.19
GS	61	Hess	Gayle	37.524	47.801	20.30
CS	113	Stevens	Martha	37.903	46.679	21.52
CS	42	Heuh	Brian	37.955	46.743	21.69
BSP	84	Royds	John P. Sr.	38.033	45.277	21.94
HSN	67	Estos	Ryan	38.035	48.825	21.94
DS	135	Boyle	Jordan	38.166	47.827	22.36
SS	75	Marks	Robert	38.186	45.677	22.43
FS	50	Miller	Ron	38.432	47.505	23.22
ASP	131	Lees	Ryan	38.540	45.555	23.56
HS	63	Friedman	Sara	38.542	49.476	23.57
GS	59	Ashton	Greg	38.546	49.103	23.58
EP	52	Watson	Jana	39.438	45.436	26.44
FSN	68	Wibie	David	39.523	48.854	26.71
BSP	713	Iannello	John	39.992	47.610	28.22
STS	45	Dionisio	Doyle	40.134	51.191	28.67
AM	47	Wentz	Ted	45.813	45.813	46.88
AMN	40	Price	M	46.909	46.909	50.39
AM	29	Marzan	Patrick	48.224	48.224	54.61
AMN	97	Norton	Neal	48.433	48.433	55.28
AM	49	Pfeffer	Mike	48.515	48.515	55.54
AMN	89	Scawright	Dennis	48.602	48.602	55.82
AM	15	Marzan	Gian	50.027	50.027	60.39
AM	14	Mark	Unknown	51.205	51.205	64.17
AMN	96	Turchi	Anthony	51.244	51.244	64.29
AM	91	Graham	William	52.640	52.640	68.77



Hess photos

GRAND AM CUP at LE CIRCUIT, QUEBEC 12-14 SEPT, 2002

Thursday 12 September: This was a test day with about five, 30-minute sessions. Peter used his portion of the first one to try and familiarize himself with the track again and get comfortable with the car. The track owners had done a lot of repaving, grooming/extending run-off areas, and upgrading/expanding the pit area and pit entrance/exit. The short track (which he had raced many times with the school Formula Fords, but twenty years ago) corners came back to him very quickly, but the long track extension was all new to him. The car was an Integra Type R with a VTEC 4 cylinder motor that had about twice the horsepower of Peter's MR2 and weighed 10 lbs less. It was an STI class Grand Am Cup car. Other than the obvious differences like; radio hook-up, microphone button, and having the lap belts permanently connected to the shoulder belts (for faster driver changes), this car had all the driver devices that he was used to. The passenger area was filled with a DataCam unit (which records video while overlaying data like speed, rpm, brakes, throttle) and a box for securing weight/ballast. Other than a few of the slower corners, Peter's style of being slow(er) into the corner, so as to get on the gas sooner (often before the apex of the corner) did not clash with the front wheel drive configuration of this race car. For those slower corners, he just used trail braking a bit



Peter Doane (left) takes Podium



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more to get the car to rotate somewhat and not power-understeer so much. Unfortunately the VTEC motor developed a problem very early in the day. Since they rev to 9000 rpm, VTEC motors reportedly use more oil than other race motors because of the crankshaft spinning in the oil so fast that the oil vaporizes much more and is burned via the PCV valve. This motor was burning oil even faster than normal for a race motor and would loose the VTEC system (driven by oil pressure) after 20-30 minutes on the track. An Accusump accumulator (activated by the driver) helped stretch that to

cont'd

50-60 minutes, but not 1.5 hours (half of the three hour race) worth. The team checked everything they could, but decided that it must be the piston oil rings, or the pistons themselves and they couldn't do anything about that at the track. Rather than race the VTEC and make extra stops for oil, Peter and Michiel (his co-driver) switched to one of the team's non-VTEC Integras that race in the other/slower STII class.

Friday 13 September: The black cloud of bad luck followed them to the non-VTEC STII car. At the end of Peter's stint in the first practice session, an engine misfire developed and didn't really get resolved until just before the qualifying session that afternoon. It turned out to be a corroded wire connector, but both of the morning practice sessions were affected by it. Since Peter had generally been running 1-2 seconds/lap slower than his co-driver and was bigger than his co-driver, it was decided that he would qualify the car. The driver that qualifies the car has to start the race. The start doesn't really matter much in a 3 hour race. It's better to finish the race with the faster driver. Tightening the lap belts in a hurry (during the driver change) or while driving (the first few laps after the driver exchange) is easier than loosening them. Michiel was also more comfortable with/used to getting into the car in a hurry because he had raced it several times before. Most of the sessions, until qualifying, had been with all four street touring classes on the track at the same time. Only the STI and STII class cars were out for Peter's qualifying session so he had many more clear laps without having to watch his mirrors. Between that and the lack of an engine misfire, Peter managed his best lap times yet and qualified the car third in class.

Saturday 14 September: Michiel drove the entire practice session in the morning because he had missed more track time (due to the car problems) than Peter (who also drove the entire qualifying session). They split the second practice session just before lunch. Based on fuel consumption figures from the earlier track sessions, making the whole race on one fuel stop would be very tight if it remained green the whole entire distance. With that (and the difference in lap times) in mind, the following strategy was set out for the race. If a full course caution were called before the 45-minute mark, Peter would stay in the car. If a full course caution were called after the 1-hour mark, Peter would definitely come in for the driver change. If a full course caution were called between the 45-minute and 1-hour mark, the decision to switch drivers, or not, would be based on whether Peter's lap times had gotten closer to Michiel's. If there were no full course caution, then Peter would stay out until the fuel started to cut out and might be ordered to short shift to save fuel.

As expected, the start was very tame. All the cars ahead (in the faster classes) behaved themselves very well and there were no incidents. It probably helped that the start line was closer to the very fast first corner than the finish line. This meant the speed of the whole field into the first corner was lower. Peter took it a little too easy on the first lap and was passed by two STII cars. One of them was one of the other team cars that had started right behind him (5th in class). On the second lap, the team car just ahead lost control in the very fast first corner and hit the guardrail hard, bouncing back onto the track and almost collecting Peter and another car that were following close behind. This brought out the first full course caution. On the restart, the green flew (for the leader at Start/Finish) while Peter was going into the last corner, so he passed the other STII car back into the last corner (on the outside). One of the Miatas (also an STII car) was passing the same car on the inside, so it was three abreast at one point. Peter backed off and let the Miata get ahead. On the next lap he passed the Miata on the back straight. The 2nd place Integra was within view at that point, but the faster cars started coming up to lap them and Peter fell back a bit. Other than watching his mirrors and keeping out of the faster cars way, the rest of his stint was very incident free.

One of the Corvettes pulled off the track at the exit to the bridge turn so they threw another full course caution to get it out of harms way. The crew called up on the radio to say that it was 50 minutes into the race and asked if Peter wanted to switch drivers. Since the times that they had been calling off every lap were not significantly closer to his co-driver's lap times, he agreed to switch. As Peter was arriving at the last corner, he asked over the radio if the crew was ready (because he had come in once during a practice session and his co-driver wasn't ready). When he didn't get an answer, he went on by the pit entrance. Then the crew radioed that they were/had been ready and Peter should come in. The one lap until green signal was given as Peter pulled into the pits, but they went ahead with the driver change anyway. It wasn't the quickest/smoothest driver exchange Peter and Michiel had pulled off that weekend, but the full course caution pace of the field meant that didn't matter as much. As it turned out, another full course caution was thrown at the 1 hour 10 minute mark when the second place Integra broke a hub and crashed into the guardrail on the main/pit straight. Peter could have driven for another 20 minutes w/ohaving to pit under green flag conditions.

Michiel did a great job overhauling the Miata that inherited 2nd place after the Integra crashed. When the last of the pit stops (the Miatas to refuel and change drivers, Michiel just to refuel) were complete, Michiel was still in 2nd place with the 3rd place Miata right behind him. They battled mightily over the last hour of the race exchanging positions a few times. With about five minutes remaining, Michiel called in to say the oil pressure gauge just dropped to zero/nothing, but the crew told him to stay out and keep going. With just a couple laps left, the motor started missing and the Miata got by again. On the last/white flag lap, the motor stopped and Michiel pulled off the track. Luckily the fourth place car was 3 laps down by then, so Michiel and Peter hung onto 3rd place and the last position on the podium.

Mike Hartley takes 2 Thirds at NHIS

At our first time at the New Hampshire Speedway 1.5 mile course at Loudon NH, the # 53 Viper and Mike Hartley took 3rd place on Saturday and again on Sunday at the SCCA "Cheap Date" regional double races. This track is a tight, challenging track.

Crew Chief Joe Kallas, Viper Tech from Gary Barbera Dodgeland, worked hard both days trying to solve a rear brake caliper problem, to keep the Viper in the hunt for a podium finish. On Saturday, only five laps into qualifying, the Snake came limping in with a right rear caliper locking up. Figuring we had a poor qualifying run and being our first time at Loudon ever, we were surprised our 1.14 second time grabbed us a second place spot. After Joe, worked hard to free the caliper and get us out on grid, we made a hard charge in the race to pass the leader, Mike Giglio in his 550 HP Mustang. He is the reigning second place points leader and last year points champion at Loudon. We had a good run on him but a spin from an oil spill took us out of looking for the win and also gave the points leader, Peter Bush in his Turbo Porsche enough time to pass and grab second place. Still all in all, a 3rd place in our first visit , not bad.

On Sunday, the brake gremlin appeared again and in lap 6 of qualifying we limped in again. Crew Chief Joe again worked hard to get us back on the grid, in 3rd place and we were able to hold that spot and finish the race. We did get a great pass in turn 3 and passed both cars on the up hill and for that lap had the lead. Unfortunately, their experience showed, and Pete Bush took the win and Mike Giglio second place. We finished a respectable 3rd again.

The team will be replacing calipers, prepping for this week and will be at the legendary Watkins Glen Scca double 3.5 mile road course.



The first round of the SJR-Subaru Challenge paid off to these winning drivers (right), l-r Steve Ashcraft, Mike Louie, Mike Snyder, Brian Connors and Perry Aidelbaum



Anxious to go? You bet !

David Royds (right lower) shows well in his VW.



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.

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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 or phone 732-928-2864.

WANTED:

Your old helmets for our Solo II program. Heres 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

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EVENTS:

National Races

Watch the Runoffs on SPEED

Regional Races

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

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

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South Jersey Region S.C.C.A.**