

At @ Speed



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The Lost Edition

The Official Newsletter of the South Jersey Region SCCA

June 2003



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Pennsylvania Hillclimb Assn. (PHA) Reps:
Sue Salsberg, Dave Arron, Dan Cassino

Solo I: Fred Thum

Anthracite Race Assn (ARA): Terry Hanushek

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Editorial copy and ad contacts should be submitted to the editor, David Paul Hess 296 West Orchard St. West, Hammonton, NJ 08037, or emwavey@yahoo.com - by the twentieth of the month prior to 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 856.321.130.

Board of Directors (BoD) meeting locations vary each month and are listed in the Calendar section. All members are welcome to attend any BoD meeting.

Events & Announcements

Race Photos Online:

EventPhotoNow! Photographer Terry Zorich has been making it out to quite a few events this year. Not only has he taken photos of a few South Jersey Region Solo 2 events, but also a few Road Racing events. Terry is very familiar with road racing, only his experience is with two wheels. After a scary "hi-side" during a track day event, "TAZ" decided to take a break and try something a little more safe. By doing so he's creating quite a name for himself around racing venues as an excellent action photographer. This adds a special element to those who race. Even if they do not purchase a photo from him online, they can at least see preview photos of themselves.

Because Terry is shooting digital images, he's able to print out photos or create CDs on site.

Most of the photos in this publication is courtesy of Terry.

Visit: <http://www.eventphotonow.com>



DiRenzo, Lap Record

Matt DiRenzo shattered the Summit Point D Sports Racer lap record by nearly 2 seconds at the Summit Point National.

2003 Events

Aug 16 - 17# Carolina Mtr Pk SCar 803-714-9797 ccecil@scr-scca.com

Aug 30 - 31#v Sebring CFla 407-884-7889 JoyceHSCCA@aol.com

Aug 30 - Sep1* Rd Atlanta Atl/Ala 1-800-863-4744 cluboffice@atl-scca.org

Sep 13 - 14Tv Roebling Rd Bucc 803-714-9797 ccecil@scr-scca.com

Sep 13 - 14#v Homestead Fla 561-775-3686 registrar@floridaregionscca.com

Sep 27-28v Daytona CFla 407-884-7889 registrar@floridaregionscca.com

Oct 4 - 5 Roebling Rd SEDIV 407-884-7889 JoyceHSCCA@aol.com

Oct 18 - 19 Sebring CFla 407-884-7889 JoyceHSCCA@aol.com

Oct 25 - 26# VIR NCar 800-342-7390 ginnycondrey@hotmail.com

Nov 7-8-9# Rd Atlanta Atl 1-800-863-4744 cluboffice@atl-scca.org

Nov 22 - 23# Homestead Fla 561-775-3686 registrar@floridaregionscca.com

Nov 29 - 30v Sebring CFla 407-884-7889 JoyceHSCCA@aol.com

South Jersey Solo II The Subaru Challenge Continues

Sunday, August 17th

Sunday, September 21st

Sunday, October 12th

Sunday, November 9th

<http://www.autox4u.com/sjersy.htm>

Call: 732-422-6557 or 609-387-0576

Pennsylvania Hillclimb Assn. (PHA) Schedule - Solo I

8/16-17 - Duryea H.C.

Rick: rukehs@aol.com

8/30-31 - Fall Jefferson (East Coast Solo I Champ.)

Dan: clipper@microserve.com

9/27-28 - Fall Weatherly H.C.

Dan: clipper@microserve.com

11/1-2 - VIR, Contact TBA

SJR On-line (meeting minutes)

<http://www.sjr-scca.org/>

Written minutes can be sent to those without internet connections.

Contact JD King @ 856-694-5012

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<http://www.sjr-scca.org/>

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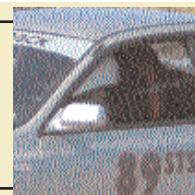
<http://www.nerdsracing.com/>



Solo 2

Photos provided by Terry 'TAZ' Zorich
EventPhotoNow.PhotoReflect.com

Subaru Challenge Event #4 (Sunday, June 15th)



- Written by Kurt Schenk & David Hess

This Sunday was one of the first auto events that didn't have a wet spot. It was a nice change not to change tires, work or drive in the rain. However this event did not go-off without those "first-time-at-a-new-lot" glitches. The morning heat was constantly interrupted by either late arrivals, or by paint-ballers who were organized behind SJ's event location. However once the morning session was over, the event ran very smoothly. In the afternoon, **Steve Ashcraft** visibly sent cars a bit closer together, and as a result each competitor ran **Jim Blanton's** course eight times. Upon complimenting Jim, he expressed to me that he wasn't happy with his course design. Considering that this was SJR's first event @ Atco Raceway and considering Mr. Blanton had about 1/3 of the space he was used to working with, I think he did considerably well.

Looking from the paddock area to Jackson Rd. the course started from the left. Folks were seen jockeying their cars at the start for the straight-

entering the first left turn. This led into a slight right turn that set up a four cone slalom. The slalom could be taken almost full gas-on, since the two turns previous were somewhat tight. The first real braking zone was after the slalom. Then competitors were treated to a clockwise oval skid pad. After one and a half times around, cars dashed straight to a tight-looking box leading to a very satisfying esse turn. This warranted a full mashing of the accelerator. Yes, it was fun! After the finish, times were displayed on a digital display positioned to the right. This was extra useful, since the drag racing exposed folk's ears to some open exhaust. In fact, it was so loud that one competitor left the event early.

The Nuts and Bolts:

The top five PAX finishers were, **Jeff Hurst** (STS), **Tad Kaminski** (STS) driving a Honda Civic Hatchback, **Jim Blanton** (CS) in a blue Miata, **Steve Ashcraft** (CSP) driving his street prepared Miata, and **Steve Close** (FS) rounding out the top five in his Ford Mustang GT.

Four NERDs All Dressed In Black



Sam Resnick, 1st in class (STX) and 6th in PAX.; Sam co-drove Arren Asuncion's Black Integra Type-R. Arren finished 12th in PAX



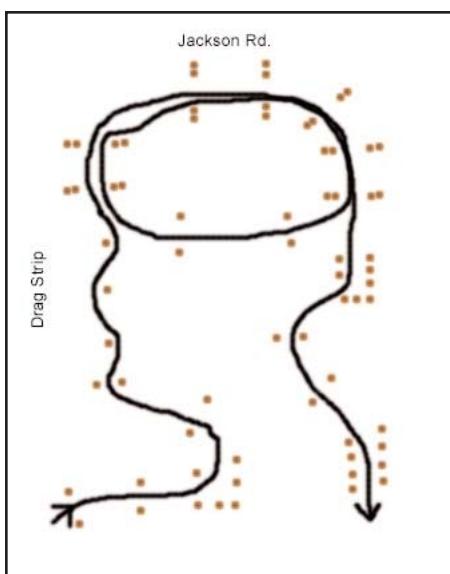
Mark Yeck, 2nd in (DS) and 15th in PAX; Mark drove his Black Mitsubishi GSX.



David Hess, 2nd in (CSP) and 17th in PAX; Dave drove his Black CRX Si, and shared it with Ray Cheslock during the afternoon.



Grace Huntzinger, alone (DSP) and 32nd in PAX; left the ITR home and drove her Black, VW Scirocco.



est possible run towards the first left-hand turn. The course started heading across the lot, toward the right. Then a quick blip on the brakes before



Road Racing

On the Inside of the Lexus World Challenge Team



- Written by: Peter Doane

I had a tryout as a fly-in crew member for a Lexus World Challenge team at Road Atlanta this weekend. [written: Tue, 17 Jun 2003] There was an ad posted on the RaceSite.com message board and since I can't afford to run my own car more than the one weekend this summer, I thought I might make some contacts and learn a bit from the "pros".

The crew is Franz Blam Racing (<http://www.franzblamracing.com>) and the man/driver with the money behind it all is Tim Pappas from TransSport racing transportation services (<http://www.transportonline.com/>) Other drivers include a paying customer by the last name of Van Sicklen and their "hired gun" professional driver is Mike Fitzgerald. They are backed (a bit) by the factory and Toyota Racing Development (TRD) does their motors for them (provides support at some of the events). The cars are IS300's powered by a straight six stroked from 3.0 liters to 2.8. Still using a wet sump/oil pan though. They are running Motec engine management and dash units with full data logging capabilities (even if the crew isn't using all the available data channels). Weight was 2650 lbs and I thought I heard that HP was around 260. Brakes were pretty big 4 piston Alcon units on huge floating rotors with dual master cylinders Front and rear) and balance adjustment. Tranny was stock except for the hydraulic throwout bearing and the racing (but still only single disc) clutch.

I was supposed to be met by one of the crew Fri afternoon at Atlanta airport, but the weather played havoc with all the flights (mine was cancelled outright) and I didn't get in until 3.5 hours after my scheduled arrival. They didn't give me any phone/cell numbers to call or info about the hotel we were to be staying in, so after 1.5 hours of wandering about the baggage claim areas I rented my own car, drove to the two hotels closest to the track, and got my own room (after discerning that the team was not at either one).

Met up with the crew at the track the next morning. One poor guy had gone to the airport at 2AM because USAir told them that was the flight I was on.

The awning was already up so the morning was spent taking down most of the awning wall panels, unloading the rest of the trailer, setting up the scales/alignment platform, 55 gal fuel drum (with pneumatic pump), etc. We tried to haul the huge roll-away toolbox/timing platform down to the pits with the quadrunner for the first session, but the Porsche Club (the team was piggy backing on a PCA Driver's Education event) wouldn't let us. We also had to run up the pits to get tire pressures/temperatures after the session because we were set up past the CAR IN opening in the pitwall.

Only 2 of the 3 cars were running and they were in different PCA groups. I helped them take a few tire pressures and fixed the Motec timing beacon (photocell on a tripod with a car battery power source) so the seniors in the cars could see it. The morning sessions were dry, but then the showers came and went most of the rest of the day so we were flip-flopping dry tires/wet tires and suspension settings all day. The pay driver (Van Sicklen) just sort of did his laps and we didn't do much for his car other than bleeding the brakes and keeping it fueled. Most of the attention was spent on the "hired gun". They downloaded the data and spent hours going over it with two freelance English motor-sport engineers who had been brought in to help the team sort the cars. I stayed and ate with the team Sat night, but don't know why they picked a hotel 30 minutes away and all the restaurants had 1-2 hour waiting times.

Luckily Sun. was dry all day. We kept chasing a soft/spongey brake pedal problem on the Van Sicklen car (bled the whole system twice), but they finally got some good data on Fitzgerald's car and were tweaking the suspension pick-up geometry, ride heights, spring rates, and align-

ment settings all day (until I had to leave for my flight). I did get to ride in the rental car with one of the english engineers and Fitzgerald during the lunchtime street car drive arounds. I must say TV doesn't do justice to the elevation changes at Road Atlanta. Pretty impressive. I drove back in to Atlanta/the airport with another guy who was brought in to observe the team's operations and report back to Pappas. He said Tim wasn't happy with the results they were getting for all his money being spent and they really needed a good result at the race in Atlanta (27-29 June) in order to lock up a pretty big sponsorship deal for next season. I found out pretty quickly this week that they want me back for the race(s) and have booked my flights to Atlanta next Wed for that race. They cover airfare/ rooms/meals and pay \$100 per day so I won't be losing any money to do it.

[World Challenge] remaining schedule:

Road Atlanta, 27-29 June

Sear Point (Northern CA), 25-27 July

Mid-Ohio (with CART), 8-10 Aug

Road America (WI), 22-24 Aug

Laguna Seca (Northern CA), 5-7 Sept

Road Atlanta (Petit LeMans), 15-17 Oct

There is even a tentative race in Puerto Rico late in October and Dawn may join me for a week of vacation on one side or the other of one of the CA trips.

[Signed] Peter

I found out on www.TheRaceSite.com that Peter Doane started the the Sports Touring II, Mont Tremblant Race in September 2002. Sharing the #42 King Integra with Michiel Schuitemaker they took the last podium spot. This is what the article said about Doane, "Doane was new to the series, and turned in a very strong performance at the start, qualifying and running third throughout his stint."



Rally

2003 Susquehannock Trial Pro Rally



- Written by: Jim Wakemen

The 2003 Susquehannock Trail Pro Rally (STPR) was my first performance rally. My brother and I have competed in road rallies in the past, but a performance rally is a completely different beast. There was a bunch of speculation about the rally's organization before hand, since this was the first rally after the tragedy at the Sawmill rally. As this was my first experience at a performance rally, I do not have any perspective on the changes that were made.

The STPR was based in Wellsboro, PA. Wellsboro is up in the northern center of PA (Tioga County). The STPR virtually takes over the center of town for the weekend. Hotel space is also scarce for the rally weekend, so if you want a room, you should book early. My brother and I camped out in a tent at the Leonard Harrison State Park, which is on the East Rim of the Pine Creek Gorge (Pennsylvania's Grand Canyon). The park and the gorge are a beautiful place to be. My brother commented that this area has the best hiking east of the Mississippi that he has done. It is a scenic wonder. If you ever travel to the area, be sure to stop at one of the two parks at the top of the canyon.

When we arrived in Wellsboro on Friday, we searched for the worker registration. Once we found it, we were able to check in and get our assignments, and tickets to the three social events. After getting checked in, we drove out to the park and set up the tent, and generally got settled in for the weekend. Late Friday night we went to the pre-rally worker party where we hung out with what seemed to be most of the volunteers.

Late that night it started to rain. We had to be at our worker meeting at 7:45am to make arrangements to get to the stage, this way we could go and watch at the water crossing. The first stage was canceled and replaced with a stage that did not include the water crossing since there was just too much water at the stream. Jeff and I went to the center of town to check out the rally cars. Near the start line by the courthouse all the cars were on dis-

play. There was a huge crowd even though it rained a steady, heavy rain until noontime. Needless to say, after spending all morning in the town looking at the cars, we were soaked. Since we didn't have to be at our departure point until 1 pm, we went for lunch. We ate in a little pizza shop that was warm, and we were able to dry out a little before heading back out in the rain. After meeting with the rest of the stage crew we drove out to the stage roads. On the way out, my brother said that even though he had not seen a car at speed, he was very glad to have gone, and that the trip was worth it. Couple that statement with the fact that it was still raining, and you can see how much we enjoyed the trip. After driving out to the canyon, we came across several rally cars in a transit zone heading to the next stage. My brother who is a big Mitsubishi fan took a picture of one of the Lancers as we drove past each other. Who would know that at this point it would be the only picture of the factory Lancers he would get, except for the service area pictures he took earlier in the day.

When we arrived at our station, we had to close off one of the roads. We also helped set up the table and canopy for the radio gear. Then for the next couple of hours or so, we sat in the forest, keeping traffic away and warning spectators that it could be dangerous to stay outside the designated spectator areas. We also had to encourage them to stay in the safer areas of the forest. Then finally the stage was opened and the cars came by. We got to watch the entire time stage 5 was running. The gravel at our intersection was loose and fairly wet. As the cars blasted through the forest, they pushed the gravel around forming "ruts" and sprayed the far side of the road. One or two of the competitors came close to taking out the local stop sign which was at the outside of the exit of the turn. We could see the brake rotors of some competitors glowing in the overcast/shadowy light. Once stage 5 was complete we had a break and had to wait for the running of stage 8. We then double-checked the intersection and the gravel had turned into a soupy mess. It was like walking on thick oatmeal. This is when

we had most of the spectators abandon the forest, since stage 8 is run after dark.

Stage 8 was even better. After dark the headlights from the rally cars lit up the trees in an eerie fashion as they came through. Sometimes the inside of the car was lit up brightly, other times it was hard to see inside. The glowing brake rotors were even more pronounced after dark. The cars drove through at what was a slower pace, but they were much smoother and flowed better. The stage times showed much less difference than I expected. Then it happened, one car came down the hill and was much wider than the others at the corner. By the time we blinked, the car was way over in front of the stop sign. I don't know how the sign survived, but it was still standing. After that excitement, the rest of the field didn't have any trouble through the corner. After the sweep car came through, we had to go look to see if there was any paint left on the stop sign. There was this small trench just to the inside of the sign that crossed in front of it. The car must have just missed by millimeters. I was amazed that the sign was so close to being wiped out, but was unscathed except for the gravel blasting it had been taking all day.

Then we cleaned up and waited for the stage co-captain to come by. After a while he did and we followed him to help clean up the rest of the signs and caution tape back along the stage route. After we got back, we went to the post event pizza and beer party. This was for competitors and workers, so it was much more crowded. Afterwards, we headed to camp and crashed. In the morning, we skipped the awards ceremony and packed up, since we wanted to be driving past the Pocono exits while the circle track guys had their race.

All in all it was a good weekend, and we will be doing it again. I just hope to get to see the water splash next time, since it is the "signature" portion of the rally. And perhaps next year it won't rain so badly.



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