

At@Speed



What's Inside:

Announcements

Bye Jim (sniff)

SJR-Subaru Challenge

Team Lexus Insider

Solo 2 Standings

Diary of a Madman

The Official Newsletter of the South Jersey Region SCCA

July/August 2003



Subaru Challenge Event #5 (Sunday, July 13th): Top five in PAX were (from left to right): Steve Ashcraft, Hohn Epstein, Jim Blanton, Kurt Schenk, and Fitzgerald Pollard.



Subaru Challenge @ Atco
July and August Updates on South Jersey's Solo 2 Program.

Peter Doane Crews for Lexus Team
What's it like to crew for one of the top teams in road racing? Two new stories from Mid-Ohio and Road America. p. 5

WANTED: Workers for upcoming Road Racing events! A great way to see racing... for FREE! Contact JD King @ 856-694-5012

Board of Directors

Regional Executive

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

Asst. Regional Executive

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

Secretary

Sue King
1643 Bluebell Rd.
Williamstown,
NJ 08094
856-629-4966
1arunit@snip.net

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

Competition

Meg Meyer
10 Normandy Lane
Willingboro, NJ
08046
609-835-4450
megmeyer@comcast.net

Activities

David Hess
296 Orchard St. West
Hammonton, NJ
08037
609-704-1996
emwavey@yahoo.com

At Large

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

At Large

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

Chairpersons & Specialties:

Competition - J.D. King856-694-5012
Membership- John Borden856-779-8521
Merchandise- Jim Tornetta609-893-5701
Race- Maryann Worrell856-779-9548
Rally- Clyde Heckler856-228-3319
hecklec@towers.com
Scrutineer - Ed Jenks610-255-5244
Solo II - John Borden856-387-0576
Steve Ashcraft856-297-8894
Mini GP- Mike Sokalsky609-822-8417
Flag & Comm - David Teal610-566-4795
Starter - David Teal610-566-4795
Grid - Open to Volunteersxxx-xxx-xxxx
Pit, Paddock & Sound- Alex Collins856-753-9660
Registration - Open to Volunteersxxx-xxx-xxxx
Timing & Scoring - Jack Oliver856-667-2858

Tri-Region Reps

David Teal, Ed Jenks, JD King

Alternates

Terry Hanushek, Fay Teal, Jack Oliver

Pennsylvania Hillclimb Assn. (PHA) Reps:

Sue Salsberg, Dave Arron, Dan Cassino

Solo I: Fred Thum

Anthracite Race Assn (ARA): Terry Hanushek

At Speed is published monthly as the official publication of the South Jersey Region, SCCA, Inc. The subscription price is \$12.00 per year and is included in the membership dues with non-member subscriptions available at \$15.00. The opinions expressed herein are those of the editor or authors and not necessarily those of the South Jersey Region. Acceptance of any advertising does not constitute endorsement of the products or services being advertised. Permission to reprint material in other SCCA publications is granted providing credit is give to the author and At Speed editor. Please send change of address information to the membership chairperson.

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

Jim "Boise Boy" Blanton

Just when I was starting to get to know him, **Jim Blanton** is leaving South Jersey and moving to **Boise, Idaho** to follow a career opportunity.

Some of the Solo 2 people will know Jim by his course humor, others will know him by his course



design, and still others know him simply as a friend. I got to know Jim as a "ham" while taking photos. He was quick to make a funny face... quite a natural in front of the camera. 8)

Jim has been "axing 5 years" and, working with SJR for 4 years. Just like the situation we have now, SJR needed help so he "jumped in". First Jim attended safety Stewart school then he started course designing and co-chairing events. His departure leaves a hole in our Solo 2 program. - Good Luck Jim!



Road Racing

Sep 6-7* NHIS NER
413-566-2830; brod55@earthlink.net

Sep 13-14* Watkins Glen FLR
585-872-1503;
gdennis2@rochester.rr.com

Sep 26-27 Lime Rock NYR
802-785-4521; jertalemail@msn.com

Oct 4-5 CANCELLED!
Rausch Creek ARA 856-223-0807;
t_hanushek@compuserve.com

Oct 10-11 Lime Rock NER
802-785-4521; brod55@earthlink.net

Oct 11-12 Watkins Glen
Glen 607-734-1321;
barbaraluther@infoblvd.net

Oct 11-12 Summit Point WDC
804-798-9777; cluboffice@wdcr-scca.org

Oct 18-19* Nelson Ledges MVR
330-854-4889; kryderacing@aol.com

Oct 25-26 Nelson Ledges WNY
716-833-1467; kmfrieder@aol.com

South Jersey Solo II The Subaru Challenge Continues

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

8/30-31 - 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

Online store @

http://www.cafeshops.com/sjr_scca

Visit the S. Jersey Website:

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

Visit the S. Jersey AutoX Forum:

http://groups.yahoo.com/group/sjr_autox/

Autocross / Solo2 info:

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

Northeast Driving Events:

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

Basement Bar Racing (aka GT3 i.link battle):

On Saturday, September 20th, from 1:00 - 8:00pm, David and Gayle Hess are hosting a little get-together. Good conversation, food and beverage, as well as "arcade-style" racing, a board game called "Formula DE", and Speed Channel's Coverage Touring/GT Racing @ 2:00 pm will be the entertainment. Bring your favorite dish and/or beverage.

For directions and more info. Call 609.704.1996 or visit: <http://www.nerdracing.com> (RSVP)

Solo 2

Photos provided by David Hess

Subaru Challenge Event #5 (Sunday, July 13th)



- Written by Steve Ashcraft

Another round of the Subaru/SJR Challenge is in the book. Subaru has really come through for SCCA autocrossing this year. Between being a national sponsor, an SJR sponsor and producing some awesome autocross cars we couldn't ask for more.

One of the coolest cars at this event was a black with gold flake Subaru WRX with 300 bhp. I'm thinking AWD and lots of horsepower is a great combination of street car and autocross car. Now if I can just convince Lynn (Steve's wife) :-)

Forty-two drivers braved the noise of Atco to enjoy a perfect Jersey summer day. There is something about a sunny day in the 80's in conjunction with a fast course, some great people, background noise of a few funny cars, etc. that is really magical. The smile factor was definitely up. It's amazing when you can stuff a 40+ second 2nd gear course into a rather small lot. And this is just the second course our CourseMaster Jim Blanton (pictured, right) has set here. Expect longer and better in the future (No pressure;-).

The best part (from my point of view) were the two volunteers (Julie Hoffman and Grace Huntzinger) who are going to be taking over most of the timing chores in the future. Fortunately, the trials and tribulations of timing didn't dampen their ability to drive. Check out their times. This was Julie's first autocross and is definitely going to keep the GS folks busy trying to stay ahead of her (Cooper) Mini. Grace finished in the top half of the PAX list which is not too shabby when you check out the PAX factor for DSP.

We'll be back on Aug. 3 -- check www.autox4u.com to confirm and if you want to send autox4u@yahoo.com a note thanking Perry for not coming on Sunday so I

could collect some of the Subaru Challenge money.

Solo 2 Standings see page 8

Online: writeup and results can also be found here: <http://tinyurl.com/le4c>
More photos can be seen online: <http://tinyurl.com/le2i>



Top five in PAX were (from left to right): Steve Ashcraft, Hohn Epstein, Jim Blanton, Kurt Schenk, and Fitzgerald Pollard.



While awaiting the results and trophy presentation, the autocross course became a con-course and social gathering.

Solo 2

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

Subaru Challenge Event #6 (Sunday, August 3rd)



- Written by David Hess

A couple of drops fell from the sky, my eyes finally opened after stopping for coffee, and Mark Yeck and I swapped intentions of running Falken Azenis at today's autocross.

Today was a bitter-sweet day. I learned that one of my very first friends in the SJ Region, Kurt Schenk, is leaving the sport to pursue other goals. I also learned that regional and national great, Jim Blanton, will be moving to Idaho. Both of these fine men lent their talents and dedication the the South Jersey Region autocross events. They leave a gap not only in the sport, but in the hearts of those who knew them.

The day was liquid-sweet, with variable clouds, but boasting high humidity, my stint as driving instructor continued, both driving and riding along, and the course kicked major ass, with one of the three 180s giving opportunity for trail-braking and a long sweeper leading into a cheek-sucker chicane. Though a few times during the day it seemed like it could rain, it never really did. This made the decision for me to run the Victroracers a good one. I had just purchased a set of Falken Azenis that I'd considered running, but since this was a double points event for me I wanted every edge I could get. Mark on the other-hand was treated to the true nature of his Azenis, since his lug key was mysteriously missing, he could not use his usual race tires. We think the guys who installed his clutch have it.



I also had the opportunity to ride along with some new drivers who displayed a great deal of potential. Fred and Sean were my students and I had the privilege watching them each improve throughout the day. Fred drove in D-Street Prepared, while Sean drove his Honda Civic in H-Stock. I also had the chance to take Fred and Sean out in the CRX for a run and give them a glimpse of the course at a higher rate of speed. I stressed looking ahead and being smooth. Hopefully I led by example as well as in word. I also tried to establish good driving habits primarily seating position and hand position.

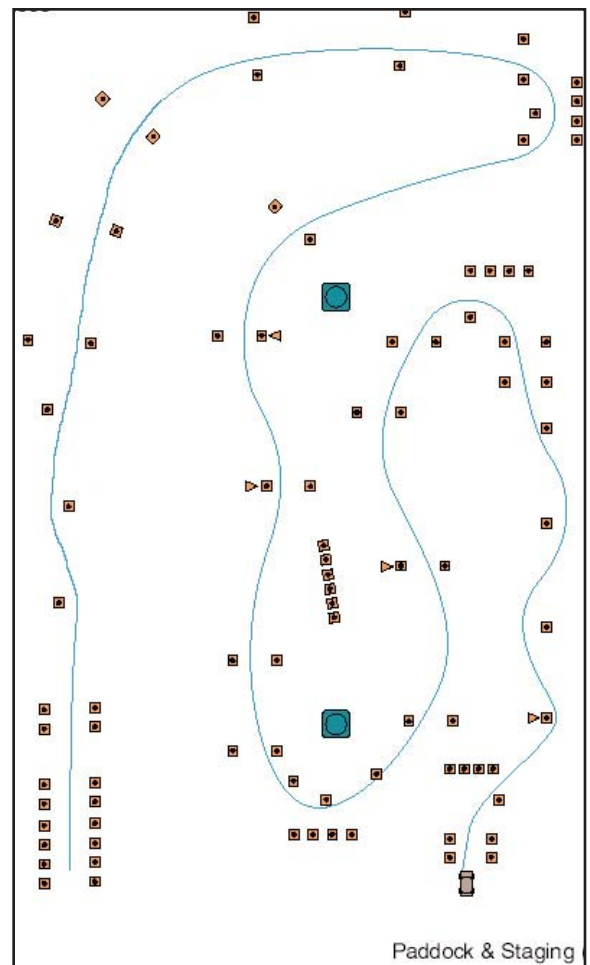
Course Designer, Jim Blanton, designed an incredibly satisfying course. Three tight one-hundred and eighty hairpins were joined together by lengthy slightly bendy turns all leading up to a large diameter sweeping left curve. The punctuation mark at the end of the sweeper was a faith laced chicane before the finish. The dynamics played well off each other with the slow leading into the fast giving a real sense of speed to each of the forty-nine drivers.

Subaru Challenge PAX winners were: Jeff Hurst (STS), Tad Kaminski (STS), Arren Asuncion (STX), John Epstein (AS), and Jim Blanton (CS).

What good neighbors! South Jersey Region SCCA allowed the Delaware based club, Brandywine Motor Sports Club, BMC, to run with them @ Atco until BMC has a new lot.

This Sunday SJR also held an exhibition Remote Controlled Car Autocross, with cars sponsored by sixfoottiger R/C racing team. A few folks stuck around to wind up these 1/10th scale race cars. Were they fast? Uhm, heck yeah and very hard to control! A large reason for this event was to allow a few of us autocrossers a chance at R/C racing. A very special thank you to Mark Gollihur, John Ceci and the rest of the sixfoottiger crew for bringing out their R/C cars.

Solo 2 Standings see page 8



Road Racing - Mid-Ohio

Lexus World Challenge Team Insider



- Written by: Peter Doane

I didn't arrive (in my own rental car) at the track until late Wed. The crew had already set everything up and prepared the cars for the Thurs practice day. Since we were one of 4 different support races for the CART weekend (and the only tin tops/non-formula cars), our paddock spot was way out in the boonies on the grass. Sheets of plywood were being used to help stabilize the cars when they were up on jack stands. After trying several different configurations, Dieter and I settled on a longitudinal arrangement with one sheet between each wheel supporting both jack stands and the jacking point. The only good thing about being on the grass was that the set-up platform/scales could be leveled by digging in, rather than stacking up. Being so far from the pits also meant that the owner agreed to rent a gasoline golf cart (that had the power to haul everything we needed to get back-and-forth) rather than walk or limp along in the weak electric one.

Of the three practice sessions run on Thurs, only the last one was noteworthy. It started out wet (late PM cloudburst) and all three cars went out on wet tires, but we switched 2 of them back over to dry tires because the track dried very quickly. Other than switching to slightly stiffer rear springs, the biggest changes we were making to the cars all weekend was adding lots of camber. We wound up with 5.5 degrees in the front and 4 degrees in the back and the cars just kept getting faster with every increase. Without track-side catering to handle the food, the team wound up at a very nice restaurant for dinner, with CART driver Jimmy Vasser eating at the next table.

The busy track schedule only gave us one official timed practice session on Fri, but the hard work was paying off because our cars wound up 6th, 8th, and 21st (out of 41 cars). Unfortunately we ran into some more front splitter/spoiler profile problems when we took the cars to be inspected at Tech. Even though nothing about the

mounting configuration had been changed, 2 of them wound up being out too far from the front edge of the bumper. To make it even more frustrating, different parts of the splitter were deemed "out of spec" each time we went through, and only by the slimmest of margins (1/64"). The SCCA did give two of our cars a 50 lb weight decrease (as part of their program to penalize cars that win regularly and reward cars that seem to be struggling). Since we were already 50lbs over the limit and had no significant things/items with which to remove weight, it wasn't really great news.

Even though our cars kept getting faster, so did the other's. In the last timed practice session mid-day Sat, we wound up 4th, 12th, and 20th. The whole team was really looking forward to the late PM qualifying session until another cloudburst hit the area. Being overweight and very stiffly sprung makes the cars a real handful in these kind of sudden wet conditions that don't leave time for converting to real rain set-ups. Luckily the heavens seemed to be clearing, so we sent all 3 cars out with dry tires. Even though the skies never quite stopped spitting intermittent drops of rain, the track did dry out as the session wore on. The few cars that went out on wet tires topped the time sheets for the beginning of the session. Since the last laps were the driest, places changed dramatically as everyone got their last flying lap in. Our 2 fastest cars (running nose-to-tail) were held up badly by a spinning car in the last corner of their last/driest lap. Reviewing the data afterward showed they probably would have qualified on the 2nd and/or 3rd row. As it was, the Lexi wound up 18th, 20th, and 22nd. Van Sicklen (the paying/rental driver) was uncharacteristically faster than the other two simply because he didn't get blocked on his last/driest/fastest lap. The good news was that all three cars survived the late-PM qualifying session intact (which could not be said of some of our competitors) and that meant an easy job getting

the cars ready for the early Sun race.

All weekend we had been working actually in the pit lane, just beyond the pit wall, because the CART teams had all their equipment in the "normal" pit area. That left one lane for stopping the car in and one lane (instead of 2) for cars to drive on. This turned out to be a great advantage for us during the race. Our team was right in front of the Newman-Haas CART pits and they had their TV and timing-scoring monitors turned on already when our race started. We got to see all the data and live TV footage. Since our fastest car (Mike Fitzgerald, the pro driver, with SPEED-CHANNEL in-car camera) was quickly working his way to the front, this was both exciting and strategically useful. A few cars dropped out, but our hopes for a full course caution didn't come true. Fitzgerald not only made it from 20th all the way up the 4th, he took the fastest lap of the race and the new World Challenge Touring Car track record in the process. The other two drivers finished in 12th and 13th so it was a really good outcome all around. Now all we have to do is match a good/lucky qualifying effort to a good/lucky race effort. We are also hoping that the 2nd copy of the "hot motor" set-up (already in the owner's car) will be available for Fitzgerald by the next round at Road America.

Everything was torn down and the truck was loaded by noon. Since I had deliberately booked a late afternoon/early evening flight home, I got to watch the pre-race festivities and the 1st hour of the CART race from the pits and several of the really interesting corners, respectively. Luckily, I had just that day gotten my "hard card" picture ID, so I think that made it easier to get into areas that I (as a World Challenge team member) was probably not really entitled to go. The security folks seemed to take it for granted that a photo ID on a string/lanyard was OK.



Road Racing - Road America

Lexus World Challenge Team Insider



- Written by: Peter Doane

Road America Lexus race Once again, I didn't arrive at the track until late afternoon on Wed. The crew had already set everything up and was finishing the prep for the Thurs practice day so I joined in for the last of it. Instead of CART, Formula Atlantic, Barber Dodge, and Formula 2000 (like at Mid-Ohio), this weekend we were sharing the "stage" with ALMS, Trans Am, Star Formula Mazda, and something I can only describe as NASCAR Wisconsin (a combination of Winston Cup cars and Craftsman trucks). There were even some demo laps with 2 racing semis/tractors/trucks. All that company in the paddock meant we were on the grass and using plywood again, but were located very close to the false grid entrance and the World Challenge tech trailer so it wasn't too bad. The team had also rented 2 golf carts this time, so there were even fewer folks that had to walk back and forth.

The three practice sessions run on Thurs were uneventful. We added a bit more camber and slightly stiffer rear springs. I was still #2 mechanic on the owner's (Tim's) car and taking tire temperatures on all three cars, but was also given the second radio for the pro driver (Fitzgerald) because the regular mechanic for his car wasn't able to make it. The tires were pretty used up from Mid-Ohio, so the lap times weren't really significant. The same hospitality company that was at Sears Point handled all three meals each day.

There were two timed practice sessions on Fri. With new tires, our cars managed to place 6th, 8th, and 17th (out of 39 cars) in the combined results/times. Other than chasing down a leak on the differential cooler plumbing and changing front rotors on Tim's car, the work was routine. We had wanted to completely fill all 3 cars again for the second session so as to get fuel mileage readings. When the Sunoco (spec fuel) truck guys weren't to be found anywhere, we had to scrounge 15 gallons from another team just to make the second session at all.

The fuel woes continued Sat morning. I spent several hours (and missed the early AM qualifying session) waiting at the truck for the Sunoco guys to show up. We

bought some 100 Octane Unleaded fuel from the self-service pump, at the last minute, just to run qualifying with. The motors were tuned for 104 Octane and any detonation/knock could be deadly on the long straights, so we all crossed our fingers. All the Trans Am teams were hanging around too because they needed the 112 Octane Leaded gas from the truck. They had been told the truck would be "open" at 9AM. World Challenge teams had been told 8AM. The Sunoco guys arrived at 9:30 to an angry mob, but we were 3rd in line for the 104 and luckily they had two filler hoses. When I finally got back to the trailer, I found out our cars had qualified 4th, 8th, and 16th. Tim beat out Fitzgerald this time, but considering that he had the "hot" new spec motor and Fitz had a tired older spec motor, it wasn't too surprising for a track with as many/as long straights as Road America.

The race was late in the afternoon on Saturday, so we went about our normal prep work in the many hours in-between. There was some confusion because the team manager (Thomas) was also managing an ALMS Ferrari team and was gone a lot. Since Thomas was also listed as one of the mechanics on Fitzgerald's car, it was always the last one to get any attention. This would become very painfully obvious during the race. One very bright note before the race was that Thomas was able to use his ALMS connections to get 3 of the very lovely Hazardous girls (go to <http://www.hazardous-sports.com/flash/index.html> and click on Team and Femme Fatales for more about/pictures of them) to act as our Lexus Flag Girls for the standing start.

When the starting lights went out, Tim dropped one slot to 5th and Fitz moved up two to 6th, so they were nose-to-tail right away. Van Sicklen (the rental driver) moved up all the way to 8th on the start with the help of a first lap crash. During the ensuing full course caution/pace car laps, Fitzgerald radioed in that he had a bad vibration in the left front and a soft brake pedal. We prepared everything (bleeder bottles, brake fluid, new wheel/tire, etc.) for a pit stop, but in these sprint races that is pretty deadly to any chance of finishing well, so the decision

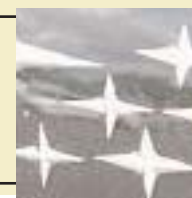
was made to leave him out hoping it was just another cracked rotor (had happened at Sebring) and that Fitz could pump up the pedal before each braking zone. On lap 9, Fitzgerald ran out of brake pedal (didn't have enough track between corners to pump it up) and crashed lightly in turn 8 so he was done. After making sure he was OK via radio, and after the car was towed out of danger, I had him switch to Tim's frequency in case he could offer any advice from his vantage point. Tim slowly worked his way up to second place behind the new Nissan Sentra driven by long time World Challenge champion Peter Cunningham. The gap was as small as 0.5 sec for a few laps, but then fell to 1.5 seconds and stayed there for most of the rest of the race. Van Sicklen fell back to 10th at the end, but his terrific start earned him the Hole Shot Award from B&M Shifters (a series sponsor).

Even if 2 of the 3 results were really good, the post-mortem was pretty bad. Fitzgerald's left front was just loose because no one had torqued the wheel nuts! The brake pedal was soft because the wheel/rotor movement kept pushing the pads away from the rotor. Tim lost that second to the Nissan when his rollcage padding fell into the footwell/under the pedals and he had to loosen his belts to get it out of there. This led to a lot of finger pointing and bad feelings. To really get everyone in a really ugly mood, the truck driver (Kenny) insisted we pack up Sat night (instead of Sunday morning) because he had to go back to the shop in Atlanta (to repair crash damage) instead of right out to California (for the Laguna Seca race in 2 weeks). Trying to move Fitzgerald's car blew out one of the tires. When it happened again (after changing it) we just left it flat. Amongst all the rumbling and bitching, we also managed to drop the inner elevator (with a car on top of it) down onto the car below it and buckled the walls of the trailer (bottoming out on the elevator stops) when someone accidentally leaned on the switch. All of this taking place while the drivers and team manager were celebrating Tim's result at the Hazardous Sports trailer. Not a lot of team harmony right now.



Solo 2 - 2003 Standings

Subaru Challenge



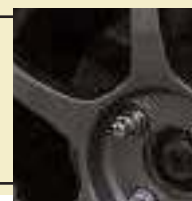
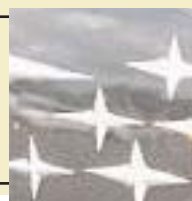
- Stats by: Steve Ashcraft

LASTNAME	FIRSTNAME	CLASS	EV1	EV2	EV3	EV4	EV5	EV6	EV7	TOTAL
Asuncion	Arren	STX	0	10	8	8	10	10	10	56
Poyraz	Cem	STX	10	0	6	0	0	0	0	16
Kantor	Craig	STX	0	0	0	0	8	0	6	14
Trahan	Edward	SM2	0	0	0	0	0	0	10	10
Price	Kent	SM	0	0	6	10	10	0	0	26
Forbes	Greg	SM	0	0	4	8	8	0	0	20
Van Sciver	Jay	SM	0	0	0	0	6	0	8	14
Kaminski	Tad	STS	0	10	6	8	0	8	10	42
Ridgick	Corey	STS	10	6	10	0	0	0	0	26
Buckley	Thomas	STS	8	8	8	0	0	0	0	24
Hurst	Jeff	STS	0	0	0	10	0	10	0	20
Klucsarits	Andrew	STS	0	0	4	0	10	0	0	14
Brown	Ashley	STXL	0	0	0	0	0	0	10	10
Golla	Bonnie	GSL	0	10	0	0	0	0	0	10
Snyder	Mike	EM	10	10	0	0	0	0	0	20
Sparling	Carrie	EM	8	8	0	0	0	0	0	16
Raymond	Josh	EP	0	0	8	0	10	10	10	38
Watson	Jana	EP	0	0	6	10	0	8	8	32
Clemons	Richard	EP	0	0	5	5	0	6	6	22
Vreeland	Jim	EP	0	0	10	0	0	0	0	10
Granato	Rich	FSP	0	0	10	10	8	10	10	48
Weissman	Carl	FSP	8	10	0	0	0	0	0	18
Levari	Richard	FSP	0	0	0	0	0	8	8	16
Fickes	Richard	ESP	10	10	0	0	0	0	0	20
Palma	Karl	ESP	0	0	0	0	0	10	0	10
Huntzinger	Grace	DSP	8	8	10	10	10	10	10	66
Mozes	Emanuel	DSP	0	10	8	0	0	0	0	18
Chang	Fred	DSP	0	0	0	0	0	8	8	16
Price	Carrie	DSP	0	0	0	0	0	0	6	6
Hess	David	CSP	0	8	8	8	8	8	10	50
Ashcraft	Steve	CSP	6	10	0	10	10	10	0	46
Wojtkowiakjr	Matt	CSP	0	6	10	5	6	6	8	41
Wojtkowiaksr	Matt	CSP	0	4	4	4	5	4	6	27
Cheslock	Ray	CSP	0	0	6	6	0	0	0	12
Wayman	Pat	ASP	10	8	10	0	0	0	0	28
Miller	Ryan	ASP	0	0	0	0	0	10	10	20
Epstein	John	ASP	8	0	8	0	0	0	0	16
Harron	Bill	ASP	0	0	6	0	10	0	0	16
Mascieri	Anthony	ASP	0	0	0	0	0	8	6	14
Miller	Jonathan	ASP	0	0	0	0	0	6	8	14



Solo 2 - 2003 Standings

Subaru Challenge



- Stats by: Steve Ashcraft

LASTNAME	FIRSTNAME	CLASS	EV1	EV2	EV3	EV4	EV5	EV6	EV7	TOTAL
Austin	Joe	HS	0	6	10	0	0	10	0	26
Saunders	Troy	HS	10	10	0	0	0	0	0	20
Mankouski	Andrel	HS	0	0	0	10	8	0	0	18
Perry	Michael	HS	0	0	0	0	10	0	0	10
Mankouski	Andrez	HS	0	8	0	0	0	0	0	8
Schenk	Kurt	GS	10	10	8	0	10	0	0	38
Ashton	Greg	GS	0	5	0	10	0	0	0	15
Hunsinger	Bill	GS	3	0	0	6	5	0	0	14
Cilurso	Edward	GS	0	4	0	0	8	0	0	12
Simmons	Eric	GS	0	0	10	0	0	0	0	10
Levine	Jeff	FS	0	0	5	5	10	10	0	30
Close	Steve	FS	0	0	10	10	0	0	0	20
Downey	Andre	DS	0	8	5	10	0	10	10	43
Pozner	Alan	DS	6	10	8	0	0	0	0	24
Yeck	Mark	DS	0	0	6	8	0	8	0	22
Akinrilar	Necai	DS	3	6	4	0	0	0	0	13
Wakemen Jr	James	DS	0	0	0	0	0	6	6	12
Blanton	Jim	CS	0	10	0	10	10	10	10	50
Borden	John	CS	0	8	0	8	8	8	0	32
Oliver	Jack	CS	4	6	6	5	4	0	0	25
Heuh	Brian	CS	5	4	4	2	0	3	0	18
Heun	Brian	CS	0	0	0	4	5	0	8	17
Keefe	Shawn	CS	0	0	0	6	3	5	0	14
Stevens	Martha	CS	0	0	8	0	0	6	0	14
Pilato	Joe	BS	6	8	3	0	0	6	0	23
Pollard	Fitzgerald	BS	0	0	0	10	10	0	0	20
Odell	Chad	BS	0	0	0	0	8	0	10	18
Wong	Lawrence	BS	0	10	6	0	0	0	0	16
Strahorn	Larry	BS	0	0	5	0	0	10	0	15
Epstein	John	AS	0	0	0	0	10	10	10	30
Brennam	John	AS	0	10	0	0	0	8	0	18
Frazer	Ari	AS	10	0	0	0	0	0	0	10
Defilippis	Joe	SS	0	0	0	0	0	0	10	10
Sanders	Dave	SS	0	0	0	0	0	10	0	10
Depaul	Eric	SS	0	0	0	0	0	8	0	8

This is not a complete list. Preference was given to the first five drivers in each class, as well as the driver with the most recent appearance.

For a complete listing of '03 Subaru Challenge Standings visit:
http://www.nerdracing.com/SJ/yearstandings_081703.htm



Diary of a Madman

Labor Day Weekend Autocrossing



- Written by: David Hess

It is becoming more important for me to autocross, not just for the driving, but also for the friendships. Sure the thrill of jumping on the gas and tightly weaving through cones is a great source of inspiration to get up early, but it's the relationships that are proving more eye opening. I caught up with Perry Aidelbaum from autox4u.com. It's cool to see someone and have it seem like no time has past. Perry gave me an envelope full of autox4u.com stickers for the GT3 event. I also met up with Alan Pozner whom I haven't seen in about a month. Albert, Mark, Steve, who agreed to put nerdracing.com stickers on his Miata for the Nationals, Patrick, and both Rich and Rich who followed Gayle and I to Englishtown. They both drive highly modified trucks.

Gayle and I put the Spec-V through a workout this weekend by driving with both Northern New Jersey (Englishtown) on Saturday, and in Philly on Sunday. The Nissan was slightly slow to react to inputs, but the decent torque and limited slip were interesting features to play with. Nothing like stepping on the gas and having the car actually turn.

The Englishtown course design (Perry Aidelbaum) was fast and obviously designed for those who needed practice for the "Nationals" (Topeka, Kansas). Philly Region did a good job in a tight lot this Sunday. I still had the thrill of speed despite the three very tight turns, but I enjoyed that challenge as well. It gave me a chance to practice patience - something I learned in the Evolution Driving School. The prescription for tight turns is indeed patience. Tight turns can be likened to the Price Is Right, where fast enough without going too fast is like bidding on showcases at the end of the show. I learned to be fast and tight on the cones in the slow parts and to be patient with the gas.

The Englishtown event was excellent, however the fourth heat was plagued with timing issues and rain. As safety steward,

Alan Pozner kept things lively with sarcastic humor while we waited for issues to be resolved. At one point he encouraged me to advertise the GT3 event over the walkie-talkie. However it was slightly bad timing, no pun intended, after I let go of the "talk button" I heard one of the NNJ guys say, "Stop Talking!". Whoops! Luckily I don't think they knew who I was. Rain also killed any hope of a comfortable meeting with Alan near Englishtown, so we parted ways and followed Mark to his house. His residence was a better spring board for the Nazareth event with the Philly Region.

That evening at Mark's place we changed/showered and headed for food and to see the "Italian Job". I think bedtime was a bit late cause we also watched "Office Space" when we got back to Mark's. Four hours later I was up and in the shower. Shortly thereafter we stopped at Dunkin' Donuts then headed to Sunday's autocross.

Once there I did not ride with Gayle - or her with me - in NNJ, but at the Nazareth event, at the last second, Gayle asked if I could find an instructor for her. It was a little too close to her run time for me to find someone so I offered myself. She accepted. This turned out to be one of the best times I've had autocrossing, and no, it wasn't because I got to yell at my wife. Though I have to admit telling her what to do at the top of my voice was kind of therapeutic. ;)

We each had four runs, but we each rode along with each other, so we saw the course eight times. Since we weren't in danger of running for a trophy, I figured this was a learning experience and it really was. If we actually beat anyone in D-Stock and they protested I'd gladly give up our position.

The Philly event course started with a 90 degree left into an optional four cone slalom. We would pass back through the

slalom, again optional, after going around what was affectly a heart-shaped 360 skid pad. "The heart" featuring very tight entry and exit turns so the rest of the "heart" covered 180 degrees. The two tight turns was where I got to yell at Gayle the most. "Brake, brake, brake!" "Wait to gas!, wait, wait wait!" Then back through the slalom to a 40 degree right then into a speed favored and friendly Chicago Box. The "box" led to a 90 degree turn, then up the hill, a sweeper that led into a turn that looked like the top half of a figure "8". Gayle said it looked like the top of a mushroom. Gayle's last run was her best. She was patient and tight on the slow turns except for the last "figure eight" turn at the end. I had her on the gas up the hill and through the sweeper... "don't lift", I said. By the time I said brake, it was too late and I failed, once again to account for the time delay of me saying something to the time it took Gayle to process the info. and actually execute the move. We completely over-cooked that turn so this wasn't her best timed run.

I was happy to learn that Gayle has learned to enjoy driving for the sake of driving and not worry about competing so much. I too have mellowed out with the whole "competition" thing. I was even more happy that she wanted my help and encouraged me to instruct her. We both learned a ton while on the course and more important we weren't competing against each other, but competing against the course.

After the Nazareth event Gayle, Mark Grace and I followed a new NERD, Nicole, to a brew pub about 10 minutes away from the track. Nicole it seems is very active. We learned that she scuba dives, skis, white-water rafts, and drives really fast on on/off ramps. We spent about 3 hours bullshitting and probably another 1/2 hour in the parking lot..

Gayle and I spent Labor Day lounging on the couch in and out of sleep.



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 word a 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:

1972 Datsun 240-Z; Very good condition, paint poor. Body and frame rails solid. Interior nice, good tires. Runs good, but needs gas tank and clutch flex line (it seeps fluid). Gas tank is breaking down inside. I have the title. Extras include Complete steering column, gauges. 4 alum. wheels, engine. Take the whole package for \$750.00.

Contact: Jim Tornetta 609-893-5701 or jptornetta@hotmail.com photos can be seen at: <http://tinyurl.com/jemy>

1986 Volkswagen, Scirocco. 16 Valve Engine, Kirk Rollcage, lightened flywheel, Quaiffe, adjustable cam sprocket, Baffled oil pan, complete Shine IT suspension, header with 2 1/4' exhaust, mounted Kumhos, mounted rains, 8 spare alum. wheels. Car Guys instructor car. Never raced. \$3,500.

Contact: dadsonracing@snip.net - or - call 302.378.948

'93 Nissan NX2000. While with gray and black interior, t-tops, A/C, newer upgraded stereo, tilt wheel, manual locks, and win-

dows, cruise control. \$2200 obo. Contact Gayle Hess 609-704-1996. Photos: <http://tinyurl.com/hwsh>

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,

Wanted:

Workers for upcoming Road Racing events! A great way to see racing... for FREE! Contact JD King @ 856-694-5012

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 also want to fill out my collections. Have many extra to swap. Email Charlie atcdoerge@bellatlantic.net or phone 732-928-2864.

Used helmets for Solo II program. Call Jim Tornetta 609-893-5701.

Any working 19" + Color TVs. Contact David Hess 609-704-1996, emwavey@yahoo.com

Ad. Space For Sale:

Display Ad Space in At Speed:

Full Page	\$250/yr
Half Page	\$175/yr
Quarter Page	\$100/yr
Buiness Card	\$60/yr

Call for info David Hess @ 609.704.1996 or send electronic ad to emwavey@yahoo.com

COLDER THAN HELL & TWICE AS TOUGH!!



We don't make the parts...

We make them Tougher...

A WHOLE LOT TOUGHER!!

Brake rotors to engine blocks... The benefits are Incredible! And... Very affordable! Brakes that run cooler and last up to three times as long, gears that stand up to hard racing use, blocks are totally stress relieved and absolutely dimensionally stable.

It's easy to see how we can help you get more Power, Performance and Reliability !!

Give us a call, toll free, at (888) 447-4458 and visit us on the web at www.Cryo-Sports.com

Cryo-Treatment Specialists, LLC Vincentown, NJ



If you sold your home today

What price would you ask?

My **Competitive Market Analysis** can tell you what your home is worth in today's marketplace.

Looking for your dream home? Call me! Most homes today are sold even before the "For Sale" sign is setup. We have an extensive home inventory and I am sure we have what you're looking for.

Emanuel Mozes

"Your fellow SCCA REALTOR®"

Call me, or visit me on the Web at www.emozes.com where you can search the MLS for your dream home.

856.768.3000 Ext 4596 **main office**
856.719.4596
emanuel@emozes.com **email**
www.emozes.com **web**

Prudential is a service mark of the Prudential Insurance Company of America. Equal Housing Opportunity.

South Jersey Solo II / Subaru Challenge

Sunday, September 21st

Sunday, October 12th

Sunday, November 9th

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

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



The ORIGINAL Synthetic Racing Motor Oil
Better than Red Line...

At a more competitive price!

Special SCCA Racer's price \$ 6.50 / Qt.

Contact Dan Cassino 856-854-5809



The Official Newsletter
Of The South Jersey Region S.C.C.A.



**SOUTH JERSEY REGION SCCA
C/O JD KING
954 STANTON AVE.
FRANKLINVILLE, NJ 08322**