

At@Speed



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The Official Newsletter of the South Jersey Region SCCA

November/December 2003

Jenks and DiMeo Enduring



Northeast Enduro Series at Watkins Glen saw Team RMS, **Ed Jenks**, and **Nick DiMeo**, take 3rd place in ITS. The finish solidified a first place finish for the season with a total of 38 pts.

NESCCA, i.e. our North East Division, created an Enduro Series for the first time this year. It included 6 races at 5 tracks, with races running from 1 hour to 3 hours.

Ed completed a 1½ hour Enduro at VIR a year ago and thought it was "3 times the fun" as a sprint. So he tried NNJ's 2 hour Enduro at Pocono in May. It turned out to be his most enjoyable race to date.

Ed writes:
After an hour and a half of racing I got into a dicey situation with another car. We were never more than six feet apart swapping positions for the

last half hour. Unless you have raced in a wheel to wheel situation, there's really no way to explain how exciting a "dice" like this can be. It just doesn't get any better!

So I decided to compete for the Division Enduro Championship. I need a co-driver for the longer races and Nick DiMeo was excited to join in the fun. With my invaluable teammate, we took three second places and one third place giving us a total of 38 points, 17 more points than the second place car, thus winning the ITS class NESCCA Enduro Championship.



Despite some pretty "seasoned" tires, the team managed to finish without any mishaps.

Source:
<http://www.users.fast.net/~nescca/>



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

Interview with Dave and Fay page 4-5
David and Fay Teal talk about Laps to Conquer MS

Awards Banquet: Page 8
January 24th @ Fontana's Cafe'
Don't be square man, mail your payment in my January 12th

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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.

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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 856.321.130.

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

BoD Elections

Elections to the Board of Directors was held on November 12, 2003. Only one spot has changed. You'll notice Fred Thum is no longer one of the "At Large" BoD members. Taking over that position is Grace Huntzinger.

Each year a minimum of three positions are open for SJ members to "bid" on. The term lasts for three years, and can be "bid" on again. Successive terms are unlimited except for the Regional Executive position.

Road Racers

... and the winners are...

Ed Jenks and **Nick DiMeo** finished 1st in Improved Touring S (ITS) in the NESCCA (North East Division SCCA) endurance race series.

Ed and Nick's stories -page 1 & 10

Dave Teal finished 1st in Improved Touring C (ITC) in the same series.

Matt DiRenzo** finished 1st in the NESCCA (National Race Championships) and finished 2nd at the Valvoline Runoffs in D-Sports Racer.

JD King finished 1st in the New England Challenge for Formula Fords championship in his Club Ford.

Meg Meyer - finished 1st in ITC in the NYSRRC (New York State Road Racing Championship) and 5th overall.

Volunteers Needed for Camden County College automotive clubs

The two clubs are the **Cougars Racing Club** and the **Mini Baja Club**. More necessary than the volunteers are possible donations of parts for either of the two projects.

Please contact either:

Samuel Resnick at (856) 216-1976 or **Tony Marchetti** at (856) 227-7200 (ext. 4317), the professor in charge of both projects.

Many thanks for any help offered.

Laps to Conquer MS

Laps to Conquer MS is looking for your help. To learn more **see page 4**.

Donations can be sent to:
www.lapstoconquerms.org
Laps to Conquer M.S., Inc.
P O Box 94
Lenni, PA 19052

Meetings

The December membership meeting will be held on Wednesday, 12/10/03 at 8 PM. Meetings are held on the second Wednesday of each month at:

Fontana's Restaurant at 30 E. Main St., Maple Shade, NJ 856.321.130.

This is announced on page 2 in each edition of **At Speed**.

South Jersey Solo II The Subaru Challenge

See page 8 for PAX results from the last event, and see year-end trophy winners.

Full season stats are posted:

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

Speed Channel Stuff:

Valvoline Runoffs

Coverage from noon until 2:00pm

11/22, CSR, SSC, GP

11/23, FA, T2, GT4

11/29, FM, GT2, HP

11/30, SSB, F-500, T1

12/6, GT5, AS, FF

12/7, FP, DSR**(DiRenzo), FV

12/13, S2000, GT1, EP

12/14, Spec Racer Ford, FC, GT3

Shortened link: <http://tinyurl.com/vrq0>

Speed Racer

- weeknights @ 6:00pm

- every morning @ 7:00am

- friday nights @ midnight

<http://www.speedtv.com>

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/>

Awards Banquet - January 24, 2004

For details about the 2003 Season Awards Banquet **see page 8** of this edition of **At Speed**. Don't delay, mail your check today! Keep in mind Road Racing and Autocross trophies will be presented as well as special awards. Good friends, conversation food, beverage, and give-aways are also on the agenda. This year the banquet will be held at Fontana's, the same restaurant where the membership meetings are held.

One Lap, An Inner Drive

David and Fay Teal talk about Laps to Conquer MS



- Interviewed by David Hess

Interviewer: Hi Fay and Dave, ...share with us some information about your charity and what it is like running in One Lap of America...

The charity is: **Laps to Conquer M.S., Inc.**, (LCMS), a 501 (c) 3 corporation to increase multiple sclerosis awareness through motorsports and raise funds for the National MS Society. LCMS has raised over \$100,000 for the NMSS since 1989.

Fay, I learned in one of the membership meetings that you were interested in racing, and had even went for your competition license, but during this time you found out you had multiple sclerosis. Would you mind describing how the series of events transpired?

Fay: "Interested in racing"--that's an understatement! I followed my dad around cars & motorsports from age 2 'til I could do it on my own. My dad, Stan Avis, was one of the original SJR members in 1958. My license attempt was put on hold until my kids were teenagers. When I finally got to drivers' school--1984 Tri Region at Pocono; Chief Starter, David Teal; car, a HPSpridget from Razzberry Racing; crew, my Dad-- I was having trouble walking. I had car problems but did well after the car got fixed. I fell getting to the car once and was asked if I was OK, should I drive, I said I couldn't walk I had to drive! My Dad was with me because he had raced and I knew he would be honest with me about my driving ability. I came home knowing I could race, then I needed to know why I had trouble walking. In the summer of 1985 I got the MS diagnosis, no competition license for me & I wouldn't get to use the Skip Barber School I won!

Fay, Last year you and Dave participated in The One Lap of America,

started by the infamous Brock Yates, what was that like for you?

Fay: Disappointing--I didn't win! I've run the OLOA 17 times, 15 as LCMS team leader. I was the competition driver for another SJR team in 87 & 88, liked it, saw how to win it, then started my own team to do it and a charity drive to end MS. Originally OLOA was scored like a TSD rally. In 1989 LCMS lead after the first event, in 1990 LCMS finished 4th OA. OLOA scoring & format has changed over OLOA's 20 years. In recent years we have finished as high as 2nd in class always using a stock vehicle supplied by a manufacturer against faster, prepared cars.

What vehicle did you drive and what class?

Both: LCMS used a GMC Envoy XL from GM Mobility in SUV class.

What place did you come in, and who was the competition?

Both: 1) Porsche Cayenne; 2) Chevy Blazer (on a Corvette platform!); 3) GMC Envoy; 4) Dodge Caravan. The SUV from the truck company was beat by the SUV from the sportscar company! Details of the event are available at www.onelapofamerica.com.

Who did the "racing" and who did the "driving" to each track?

Both: David & Ron Pizor share the road driving but arrange it so the driver for the next competition is resting the last leg getting to it. I navigate & manage things (I tell them where to go & how to get there!). David drives the road circuits and ovals, Ron drives drag races--unless I change it or the team overrules me.

Dave, you have been in road racing for quite a while, when did you start?

David: I had been involved with SCCA road racing since becoming a flag worker and Timing & Scoring worker in 1972. Then, in 1980, I moved over to the Starter specialty where I still work today. In the fall of 1992 Fay gave me a wonderful gift: her Skip Barber 3 day competition school. We went to the now defunct Bridgehampton Road Racing Circuit and spent 3 of the best days of my life driving around that great track. In the spring of 1993 I took my second drivers' school at Summit Point Raceway and got my competition license to race in SCCA. Since then I've been able to race 2 or 3 times a year all at Summit Point until this year.

Dave: How did you do this year and what car/class are you competing in?

David: This year changed everything. My car owner, Rich Smith, decided to compete in the 2003 NESCCA Enduro Championship Series. So with his 1977 ITC Rabbit we competed at Pocono twice, a 2 hour and a 1 hour race, and at Watkins Glen in a 3 hour race. We were lucky enough to win all 3 races which gave us the Enduro Championship in ITC for 2003.

David or Fay, in miles traveled for event the abled bodied, this seems like a grueling week, how do you guys fare?

Fay: Actually after doing twenty 24hr races crewing for the SJR enduro team Briody Racing, then 4 OLOA's of 8-10 days at 1,000 miles a day, it's easy now. I do make sure we sit down to eat at least once a day. We even get rooms most nights! I'm sure David has another opinion.

One Lap, An Inner Drive

David and Fay Teal talk about MS Drive



- Interviewed by David Hess

David: Fay is being very modest. It's a very tough grind, especially on her. But that's physical. Mentally it's a piece of cake for Fay since she just loves being in a car and traveling around the country. She is the only person I know who could spend 24 hours a day in a car driving around. It would even be better if she could drive and race the tracks. In the 17 years that Fay has been competing in the OLOA she has traveled approximately 90,000 competitive miles. And that doesn't include the travel from home to the start and back - add another 20,000 or so. We have visited and competed on over 60 tracks (road, oval & drag), hillclimbs, solo II courses, test tracks and a skid pad around the country. We have traveled thru all but 3 of the 48 contiguous United States. Notice I didn't say "seen". About half the time I had my eyes closed.

David or Fay, was their another team member?... Who was he?

Both: Jim Briody, 1989-1992, 1994; Dutch Dryden 1993, 1995; JD King 1996, 1998-1999; Rachel Hickman 1997-1998; Ron Pizor 2000-2003. All but Ron were SJR members & Rachel is my daughter. Ask JD about how we ended the '98 OLOA. (sounds like a future story to pursue...)

David or Fay, I've read stories from people who are best of friends in the beginning of the One Lap and by the end they are completely angry with each other. You both seem like you have a strong relationship. Does this event tax your relationship?

Fay: No more than our marriage does. But, seriously, It's all teamwork and knowing who's in charge and when. I lived through a 1 Lap

team blowup in '88, it wasn't pretty. The good news is that all LCMS teammates are still friends--we even still speak to my daughter.

David: And that's because in the '98 OLOA Rachel flipped the car she was driving in a track event. It wasn't her fault. There was a suspension failure. She was fine and I think JD still speaks to her.

Do you have a source of inner strength, or a belief in a higher power?

David and Fay (F&D): God the Father Almighty. Fay is Methodist. David is Roman Catholic.

Are you competing in the next One Lap of America? If so when? Has the series of tracks been decided yet, if so what are they?

F&D: LCMS is planning for the April 30-May 8 OLOA; start/finish South Bend Ind., Heartland Park, Kan., Pikes Peak Int'l, Colo., Infinion Raceway (Sears Point) Calif., Las Vegas Int'l, Nev., Pueblo Motor Sports Park, Colo., Hallett Raceway, Okla., Road America, Wisc.

Do you have a third person on the team yet?

F&D: Yes, Ron--or the highest bidder. But LCMS can be a multiple car team with multiple drivers, it depends on sponsors.

Fay: How can we help for this upcoming One Lap? Do you except donations? Has a sponsor stepped up to offer a vehicle this year yet? If so who? What other sponsorships are you seeking?

Fay: Get the word out--LCMS always needs help. Donations are always welcome. LCMS doesn't

have a vehicle for next year yet but we are working on it. Support sponsors include: Dominion Title Services, Sunoco--since 1989--and Chambres and Associates. Over the years we have had manufacture support from Oldsmobile (for 12 straight years - they were great), Volkswagen of America and GM Mobility (GMC Envoy).

Do all the donations go to MS, or is some of the money go to cover your entry fee into this activity?

F&D: Sponsors are asked to cover expenses & the vehicle wears their graphics. All donations and the excess of sponsor funds go to the National MS Society. This years donation to the NMSS should put LCMS over the \$115,000 mark.

You have a website too, what is the address so folks reading this can check it out... and make donations?

www.lapstoconquerms.org
Laps to Conquer M.S., Inc.
P O Box 94
Lenni, PA 19052

Are their any other websites that explain exactly what MS is?

www.nationalmssociety.org
The National MS Society maintains a very informative site.

Fay and Dave, thank you for giving us all some insight into your world. Your lives stand as a source of inspiration to those who have physical obstacles to conquer, lesser or not. Not only do I think your relationship offers hope to the racing community, but also to married couples. Congratulations on your accomplishments so far. Good luck in the next One Lap and your goal of finding a cure for this crippling disease. God Bless!



Road Racing - Puerto Rico

Lexus World Challenge Team Insider



- Written by: Peter Doane, Photos by Juha Lievonen

I finally got my wife to agree that merging a vacation with the final World Challenge Race in Puerto Rico would be OK and I was able to get her Frequent Flyer seats that matched up with the arrival and departure dates I wanted/needed. The team manager (Thomas Blam) even made the date and room assignment changes with the hotel (Caribe Hilton) for me. Dawn got a little nervous when she perused the Caribe Hilton website and read that room rates started at \$200/night, but I kept reminding her that both plane tickets were free (or reimbursed, in my case) and that we would only have to pay for the nights that we were there before the team arrived. When we arrived Sat night, the hotel said there was a "plumbing problem" and our room wouldn't be available until Sun. They drove us to a nearby Ramada Inn, paid that \$170 bill, and brought us back the next day. Even better news, was that our room rate at the Hilton (starting Sun) was only \$140/night because all the teams were staying there and the hotel was a sponsor of the race.

We spent Sunday walking around Old San Juan, Monday lounging around the hotel's beach and pool, Tuesday touring the rain forest called El Yunque, and Wednesday snorkeling off a deserted island from a 50' catamaran. Each of us won \$150 at blackjack in one of the casinos, but lost \$100 of that another night at another casino.

The rest of the team arrived late Wed night and all day Thursday was spent setting up the trailer, canopy, scale platform, etc. and doing bodywork on 2 of the 3 cars. The Road Atlanta race the week before (which I could not attend due to work obligations) had taken a toll on all three cars. Tim had crashed his car in one of the early Atlanta practice sessions, but that emergency bodywork survived the race unscathed. Fitzgerald and Van Sicklen had both crashed, or been crashed into, during the Fri Atlanta race (prior to the ALMS Petit LeMans enduro). Since the transporters were loaded onto

the boat going to Puerto Rico the next day, there was no time for any work on the cars before Thurs.

Three of the regular crewmembers weren't in Puerto Rico, so I was assigned with Franz (the race shop owner) to Tim's car. My regular co-worker, Deiter, was moved over to Fitzgerald's car. That also meant I was on the radio with Tim, while he was driving, but no one bothered to tell me I was primary radioperson. Tim got a little bent out of shape when I didn't answer back right away. The oil temperatures in his motor also started climbing to alarming levels (300 deg F) and his gearbox was acting up, so things weren't going well at all during the 2 Friday practice sessions. We added another oil cooler in series with the first one and that brought the oil temperatures down to a slightly more acceptable 250 deg F. Since the only gearbox we had (that wasn't already in one of the cars) was considered "bad", the only thing we could try for Tim's was changing the transmission fluid and adding a dedicated fan and a heat shield. The heat (90-100 deg F) and humidity (usually about 70%) was really getting to

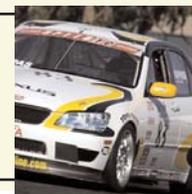
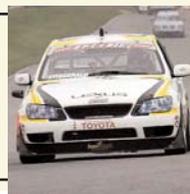
the drivers too, so we added a brake duct hose to each front window opening trying to get more air to them. Brake fade was running rampant with all three cars and bleeding the systems wasn't helping a lot. There was also a rear spring rate change made between the 2 sessions. One of the shop's Puerto Rican customers from way back arranged for his two local mechanics to help us out for the weekend, but their unfamiliarity with the cars almost made things worse. We kept checking over, and sometime re-doing, their work.

Saturday's morning practice session didn't bring any relief to Tim's transmission problems. We hoped that new front pads (they were a little thin) and rotors (they were starting to crack again) might help with the brake problems, but it didn't. Afterward I found that the brake duct attachment for the left front had broken off during the session (probably damaged/weakened during the rotor change) and had it welded up again, but Tim was still unhappy with the brakes during qualifying. We decided to change to the "bad" spare transmission, but didn't have time before qualifying Sat afternoon, so another fluid change was all



Road Racing - Road America

Lexus World Challenge Team Insider



- Written by: Peter Doane, Photos by Juha Lievonen

we could attempt. Efforts to keep the driver's cool had escalated to the point of adding cool-suit shirt systems (water is pumped through a cooler full of ice and then through small capillary tubes woven into a t-shirt under the driver's overalls), but the pump on Tim's was wired up wrong and he had to abandoned it just before



qualifying. With all his problems, Tim wound up 22nd, and the slowest of the Lexus drivers. Fitzgerald only managed 9th and Van Sicklen qualified 13th. After qualifying, while one pair of mechanics went about adding water-cooling items to the brake systems of all three cars, Paul and I went about changing the transmission on Tim's car. In the shop, this little task had previously taken 8 hours because they had pulled the whole engine/transmission assembly in order to get the transmission off. By just disconnecting a few items and lowering the engine/front suspension/transmission assembly a few inches, we were able to make the swap in about 5 hours. That still made for a 14-hour day and I had no energy for eating dinner that night. It rained very hard as we were driving back to the hotel, but it was basically over within 30 minutes of when it started.

I thought Daylight Savings Time would supply me with an extra hour of sleep Sun morning, but alas, Puerto Rico does not practice this lovely custom and I didn't even have time for breakfast in my rush to get ready. We finished up the last of the water-cooled brake systems (securing the tank of water, pump, and the hoses to the

brake ducts) and filled the cool-suit coolers with fresh ice. Because we had removed/reconnected the entire front suspension, we also did another alignment on Tim's car. A few laps around the paddock area indicated that the "bad" transmission should be OK. It had been labeled as "bad" because the 4th-to-5th gearshifts were balking and this track didn't require any of that, so we thought it would fine (or at least better).

About 20 minutes before the call for our cars to be at the false grid, the dark clouds started rolling in. We prepared the rain tires and consulted with the officials on the last opportunity for changing. Everyone on the false grid

kept looking at each other and at the dark clouds (that started spitting rain about 10 minutes before the deadline for changing). When the rain started getting harder, the dark clouds looked endless, and the RealTime Acuras started changing to their wet tires, we changed Tim's car over to wets. 5 minutes before the deadline, he asked us to change them back (because the rain started slacking off significantly) and we just made it. Tim's radio call during the one reconnaissance lap indicated that he felt the gearbox was still bad. They also gridded him in the wrong position (at least at first) for the standing start and his cool-suit shirt developed a leak (forcing him to shut it off), so he wasn't in an optimistic mood at all. On the start, several cars tangled in Corner 1 (including Van Sicklen's Lexus). When Tim slowed for this incident, one of the Puerto Rican drivers in a Honda Civic hit him in the back and sent him smashing into some of the other cars ahead. Tim limped around slowly to the pits cursing and swearing over the radio the whole time. When he pulled in, most of the crew leapt onto the two front fenders that were crunched pretty badly from the billiards-with-cars effects. There were already too many people trying to work on the front fenders and change the front

tires, so I started looking over the right rear (which was the initial point of impact) and discovered that the fender was rubbing that tire and was nearly through the sidewall. After changing three tires, prying the body panels away from the new tires, and dialing in visibly reasonable amounts of front toe, we sent Tim back out again. Normally, we might not have bothered for a 37 lap sprint race, but Tim was still leading the Rookie-Of-The-Year (ROTY) standings and every point (they are awarded all the way down to 23rd spot) might matter. Tim pulled in again after one lap and got out of the car. I never did find out why he didn't think it was worth even trying to get some points because he left before the end of the race. It did dry out and Fitzgerald finished 10th (even after slapping one of the concrete barriers) and Van Sicklen (with his crunched front fender) finished 17th. Pushing Tim's car back to the paddock was difficult because something in the front was still rubbing, so it was possible that he wouldn't have finished the race after all, but Tim lost ROTY by 3 points.

When we went to check out Mon, all there was of the bill left to pay was our meals and things that we had charged to the room. Thomas had paid the room fees for all 8 days (along with all the other team rooms). Besides the dismal thought of returning to work after 9 days off, our flight home on Monday afternoon was also plagued with a 2 hour wait for our bags in Philadelphia. So ends my Lexus saga for the 2003 racing season. Tim has had no luck securing any manufacturer support for next season and may not want to keep developing the Lexus with his own funds (even though he has started the process of having 2 new ones built up). His options for next season are still wide open, so no one on the team knows what will happen. Mine could be the shortest ever career as a part-time/fly-in race mechanic. We'll see.



Solo 2

Subaru Challenge - Wrap-up for 2003



Final Event (#10)

- Write-up and Statistics by: Steve Ashcraft

It was the final Subaru/SJR Challenge event for 2003. Subaru is a great sponsor and I hope everyone takes a minute to thank someone at Subaru. Or at least remind someone that Subaru makes one of the most competitive cars around. There has been at least one Subaru in the money at every one of our events this year.

It was a great day. It was 75 degrees. It was sunny. It had a fast fun course -- thanks Andre. It had great competition -- check the pax results. The top 3 drivers were within .15 seconds of each other. Several of the season championships were decided today. It was the last event of the year and it was my last event as one the SJR's autocross co-chairs. ... Hope to see you at the banquet.

Top five Subaru PAX finishers from Sunday, 11/2/03

Class	Num	Last Name	First Name	PAX Time	Best Time	Percentage	SJR-Subaru Challenge
GS	84	Jacobs	Jeff	25.933	33.162	0.00	\$150
DS	26	Downey	Andre	26.062	32.782	0.50	\$100
CSP	130	Ashcraft	Steve	26.082	31.087	0.57	\$75
STX	108	Crea	Anthony	26.669	33.420	2.84	\$50
CS	31	Borden	John	27.087	33.277	4.45	\$25

Year-end Trophies

Top 8 finishes are counted. Minimum of 5 events to qualify for end of year trophy. Trophies are given out at the annual banquet. If you have any questions or corrections please send them to: steveneashcraft@yahoo.com

Last Name	First Name	Class	3/9	3/23	4/27	6/15	7/13	8/3	8/17	9/21	10/12	11/02	Total Trophies	
Asuncion	Arren	STX	0	10	8	8	10	10	10	8	10	0	74	1st
Kaminski	Tad	STS	0	10	6	8	0	8	10	0	0	0	42	1st
Raymond	Josh	EP	0	0	8	0	10	10	10	10	10	0	58	1st
Watson	Jana	EP	0	0	6	10	0	8	8	0	0	0	32	2nd
Granato	Rich	FSP	0	0	10	10	8	10	10	0	0	0	48	1st
Levari	Richard	FSP	0	0	0	0	0	8	8	8	10	10	44	2nd
Huntzinger	Grace	DSP	8	8	10	10	10	10	10	10	10	0	78	1st
Ashcraft	Steve	CSP	6	10	0	10	10	10	0	10	10	10	76	1st
Hess	David	CSP	0	8	8	8	8	8	5	6	8	8	62	tie 2nd
Wojtkowiakjr	Matt	CSP	0	6	10	5	6	6	10	8	6	0	57	tie 2nd
Wojtkowiaksr	Matt	CSP	0	4	4	4	5	4	8	3	5	0	37	4th
Austin	Joe	HS	0	6	10	0	0	10	0	10	10	0	46	1st
Downey	Andre	DS	0	8	5	10	0	10	10	10	10	10	73	1st
Borden	John	CS	0	8	0	8	8	8	0	10	10	10	62	1st
Blanton	Jim	CS	0	10	0	10	10	10	10	0	0	0	50	2nd
Heun	Brian	CS	5	4	4	4	5	3	8	3	6	8	44	3rd
Oliver	Jack	CS	4	6	6	5	4	0	0	4	0	6	35	4th
Pilato	Joe	BS	6	8	3	0	0	6	0	6	0	10	39	1st

Only Trophy-finishers are listed. For a complete listing of '03 Subaru Challenge Standings visit: <http://www.sjr-scca.org/Solo2/2003FinalStandings.htm>



Awards Banquet

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South Jersey Region 2003 Season **Awards Banquet**

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6:00 - 10:00 pm

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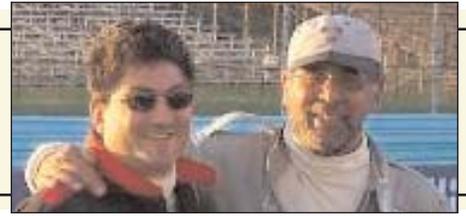
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Road Racing

New Hampshire Enduro on Aug. 23rd



- Written by: Nick DiMeo

Ed Jenks and I [Nick DiMeo] ran the 3 Hr Enduro at NHIS. I had not driven the track since 1997 and forgot a good bit of it. I had never been in Ed's RX-7 before either or any ITS car for that matter. Ed had never been to NHIS. SO we were not positioned well. We ran a test day Thursday afternoon with a bunch of "run-whatca-brung" cars. The test day did not use turns 1 and 2, but ran the inner loop instead due to a shortage of corner workers, or so we were told. I ran one session just to feel out the car and Ed ran 4 sessions to get better on the track, plus one session to heat cycle some tires. The track did come back to me in the practice session but not until I badly flat spotted an old right front tire braking into turn 3. We moved it to the back left and Ed could live with the vibration for the rest of the day. Ed did complain about having to dribble the basketball for the final 4 sessions but he kept coming back in with a smile on his face.

We had new Kuhmo's for the Saturday qualifying session and race. Ed went out on Saturday for qualifying and came in complaining about a soft brake pedal. During a quick inspection I found a 2-inch long crack in the rotor through to the rotor OD. Damn... no spare! We walked the paddock begging for a spare rotor for the 2nd gen. RX-7. No luck. We made more than a dozen phone calls to auto parts stores (good thing this was a Saturday race and everyone was open) and finally found 2 rotors in nearby Concord, NH just 10 miles away. Great piece of luck. The race was scheduled for a 2:45 pm start so we really had plenty of time and the day was starting to look OK.

With rotors on, fuel in, tires pressures checked, and drivers thoroughly fluidated everything seemed ready to go. Ed and I talked strategy and planned our pit stops. We planned on taking 2 pit stops at the 1 and 2 hour marks. We would change drivers then with Ed starting and finishing the race. We thought we were ready!

With about 30 minutes to go before the race we had all our gear at our pit stall and we were comfortable. Ed was dressed when they started calling cars to the grid.

I made a last minute pit stop myself and upon my return to our paddock I found Ed driving past me away from the false grid yelling something I could not understand. I guessed he was going to try to bed brakes against the new rotors. No so. I saw him 5 minutes later on the false grid and found out he forget to torque the wheels lugs after the rotor swap!!! He was distracted during the rotor change out by another driver and just forgot a step. I guess that happens doesn't it!!!!

Ed had qualified 33rd out of 44 cars. Not really good but not bad for someone just learning the track. NHIS is a real technical track, I think. There is no place to rest on the track except 3 seconds on the front straight. The rest of this 1.6-mile track is all work, blind corners, tight places and really there are no other places to check gages or even wiggle fingers. Ed got a great start and gained 6 positions before the end of the front straight.

After about 65 minutes Ed had moved up to 23rd overall. NHIS had printed track positions at the 1-hour (and 2 hour) mark. We did our first pit stop. It went well as we got some help from the guys next to us on both sides. The anticipation for the pit stop was much worse than the pit stop itself. We had to have someone man a fire extinguisher the whole time the car was being refueled. And the refueler had to have a fire suit and helmet with face shield down. So I started to refuel the car as Ed got out of the seat belts (legal move at this race). We switched positions before the first fuel jug was empty. The stop was at least the mandatory 3 minutes and I was off.

I had not driven turns 1 and 2 at NHIS since 1997 and they were closed Thursday, but they were open today. The first entry was uneventful but not fast. By the 5th lap I was just tapping brakes but not slowing down much and I made many entries with just a lift and turn. The word we got in the paddock before the race from the NHIS ITS lap record holder's teammate was the fast guys just lift - no brake in entry to turn 1. Well you know that is the mark to beat. I ran 65 minutes and could have gone another 65. I was

having a lot of fun. Most of my drive was uneventful. "I passed 'em where I found them" I think Dan Gurney said that once. Ed's ITS car had much more power than my ITA ride. Went 3 wide coming onto the front straight, 3 wide up the hill, 2 wide coming back across the back straight...you know, the usual white knuckle stuff that makes this sport so much fun. I got out of the car and put Ed back in it, told Ed I had slightly flat spotted another tire (braking into #3 again) and sent him off to play. Another pit stop went fine and Ed was back on the track. The guy in the next pit stall came over and congratulated me on a good drive. A largely unusual event and I wasn't sure why. I was just having fun. He handed me the 2-hour standings and we were now in 10th overall, 3rd in class.

Ed was dicing with all kinds of cars in one pack for too long, I thought. It looked like the car was running slower because he kept with the same pack for a lot of laps. However, Ed made the last hour without any issues and we finished 11th overall, 3rd in class. **Now that's a great drive from 33rd to 11th!** I asked Ed what was wrong with the car and he said nothing he was just playing with a group of ITA cars, having fun, passing and letting go by to pass them again. And damn I was worried about this guy!!! Well Ed proves again that we are all about having fun!

We had accomplished all 3 goals we set for this race: 1 - Have fun, 2 - finish ahead of the 2nd place guy in points, 3 bring it back shinny side up.

This was a great event. The track in tough and a lot of work, but the guys in this region really put on a great event. And everyone we talked to was having as much fun as us, well almost as much fun. The only issue we had is with the 2nd place ITS car being badged as a GT-2 class car. So Ed is protesting the results and we may move up to 2nd place. A podium finish either way. Team RMS is in 1st place in the NESSCA Northeast Division Enduro Series with 2 races to go.



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1989 Mitsubishi Mirage Turbo. SCCA logbooks included. Has been raced in SSB, then ITE, in SCCA Club Racing as well as EMRA. I most recently (this year) used the car for several SCCA Solo I hill-climb events. Cage, Koni coilovers, Panasports, brand new Corbeau race seat and harnesses. Pics available upon request. \$2500. email Paul: pacmd3@yahoo.com (12)

1987 Alfa Romeo Milano Platinum V6,5spd.RWD. Good condition Has rear wheel well rust. The rest of underside is solid. The interior is good except for seam split on drivers seat bottom. The engine has new cam belt and revised tensioner, new water pump tune-up, and filter. The car comes with Dunlop D60A2 205/50/15 tires on Alfa alloy wheels. Koni Shocks, and new brakes. The car runs and drives SUPER!!! I've autorossed it, and its very fast. All the electrics work except the front turn signals (ground problem?) This auto will make a great 2004 Grassroots Challenge Car, HS Autocrosser, Daily driver, or a contender for the new Drifting Competition. \$750.00 takes it home! E-mail or call Jim Tornetta at jptornetta@hotmail.com, 609-893-5701 (12)

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Old issues of At Speed, Competition Press/Autoweek, Corvette News,

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