

At@Speed

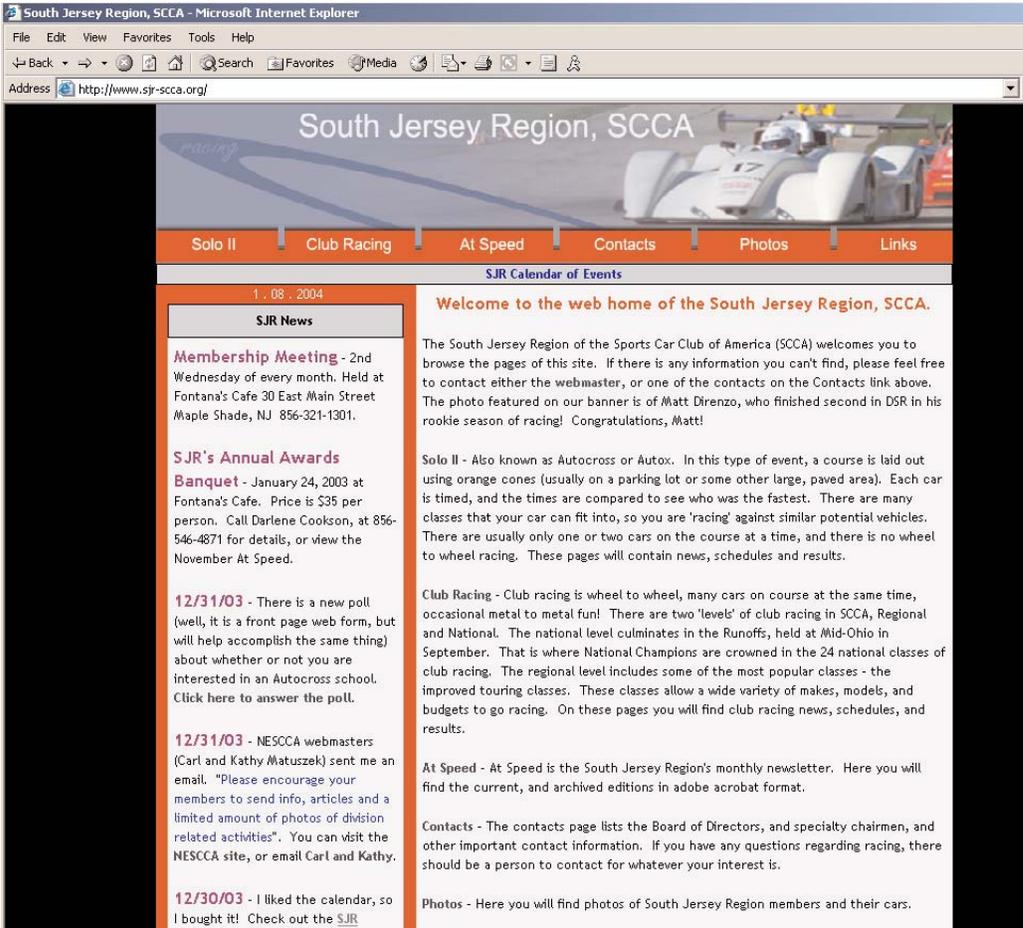


What's Inside:

Brock Yates Jr. Visit
Peter Doane @ the Point
You know, Joe?
Pine Barrens Express
Awards Banquet

The Official Newsletter of the South Jersey Region SCCA

January 2004



South Jersey's New Website!

The South Jersey's website has been completely redesigned. Take a look to the left. Amongst being a local road racer (ITC) and sitting on the Board of Directors, **Meg Meyer** is also our region's web master.

Recently Meg redesigned the entire site, giving it a fresh, contemporary look, as well as making the information easy to read. One of the new features is a calendar of events that is laid out exactly like a wall calendar, and with the click of a mouse also be displayed in a list format. Electronic versions of At Speed are also archived, and are now easier to view.

<http://www.sjr-scca.org/Calendar/sjr-calendar.html>

So if you do not have an internet connection yet, here is one more reason to get hooked up.



Want to get close to the Action?
Ask about how to help with Road Racing events! It's the best way to see racing... for FREE! Contact JD King @ 856-694-5012

Send your pictures to dear ol'...
Jack Oliver sent a few pictures, this is one of them, to be included in At Speed... if you have a photo you'd like to share, send it. **Page 10.**

Awards Banquet: Page 7
January 24th @ Fontana's Cafe'
Don't be square man, get your rear in gear and send your payment.

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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

12/8/03 - Special Guest Speaker for January Membership meeting!

Come and meet South Jersey Region member Brock Yates, Jr. Brock is the Organizer of the Cannonball One Lap of America. Brock also has a SCCA competition license and has been racing in regionals and enduros for the last three years. He is also a member of the Shelby car club of America.

Son of the founder of the original Cannonball Sea to Shining Sea Memorial Trophy Dash, the One Lap of America, Author and Senior Editor of Car & Driver Brock Yates, Brock Jr. has now taken over administrative control of the One Lap. Having participated in the very first Cannonball, as a teenager and backseat bear lookout, and being a competitor and organizer of the One Lap, he has intimate knowledge and just a "few" stories of what the "Cannonballs" were all about.

He has accepted our invitation to speak about some of these experiences at the January 14th meeting. Come on out and find out what the "Cannonballs" were and are all about. Bring your questions as Brock sometimes need a little prompting.

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.

Solo I & Hillclimb Events

May 29-30 Jefferson Circuit, WV BMR

June 12-13 Weatherly Hillclimb, PA NEPA

June 26-27 Pagoda Hillclimb, PA BMR

July 10-11 Giants Despair Hillclimb, PA NEPA

July 24-25 Rose Valley, PA SSCC

August 14-15 Duryea Hillclimb, PA BMR

September 4-5 Jefferson Circuit, WV BMR & NEPA

September 25-26 Weatherly Hillclimb, PA NEPA

November 20 Banquet TBA PHA

www.NESCCA.com

Northeast Division Sports Car Club of America's webmasters are requesting your articles and photos. Also visit this site for information regarding SCCA racing events.

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

South Jersey's New and Improved Website

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

Online store @

http://www.cafeshops.com/sjr_scca

Visit the S. Jersey AutoX Forum:

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

Autocross / Solo2 info:

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

NERDS Racing 2nd B'day

SJ Region member David Hess hosts a website called NERDS Racing. In celebration of its two year birthday, Dave is hosting a party on January 17, 2004.

First an informal drive departing from 296 West Orchard Street for Mack and Manco's Pizza, Ocean City, NJ @ 10:30 am.

Arrive back to the house by 2:00 pm. for Bench Racing.

For more information call: 609.704.1996 or visit:

http://www.nerdsracing.com/gran_turismo_3.htm

Awards Banquet - January 24, 2004

For details about the 2003 Season Awards Banquet **see page 7** 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.

Road Racing - Summit Point, WV

Merritt's Citgo MR2; August 29th - September 1st '03



- Written by: Peter Doane

Peter Doane supplied this publication with many articles about his experience as a crew member for the Lexus World Challenge Team, however Peter also had an opportunity to race, at least once, this year in his Mk1, MR2.



...Other than trying not to run over my step-son Chris (who was following us on his Ducati motorcycle), the drive down to WV was uneventful. We arrived at the track around 1:30 PM in order to get a good place in line for the gate opening at 5:30. Other rigs, that arrived later, set up parallel lines (not enough room for one long continuous line), but then barged their way ahead of others when the "landrush" began. When we got into the paddock, 85% of it was already roped off with signs reserving spots for drivers that weren't there (even though the rules state that you can only reserve one other spot for someone else). Some folks had walked in with tape/rope and reserved spots before the gates opened. Two people taped off 8-10 spots (where I usually park) for the Spec Miata crowd. With upwards of 300 entrants expected, otherwise decent/nice/generous people turn into selfish demons about getting enough space for their racecars. Thanks to some good friends from the Southern New Jersey region, we got a reasonably good spot and even managed to save one for another MR2 coming down from CT (Jake) and his Prelude buddy to share.

Friday 28 Aug: The test day was also uneventful. I ran 4 of the 5 available sessions (using the older set of dry tires) because I hadn't driven/raced in so long. The Phantom Grip seemed to be giving lots of bite in the slower/twistier sections of the track, but I had no lap times to confirm that with. There was a mild amount of understeer, but not enough to warrant changing out to the stiffer rear sway bar.

One short rain shower drenched everything while I was changing the brake pads and rotors. I used the last session (track was already dry again) to bed them in. Afterwards, I also switched to the newer set of dry/slick tires for the 2 qualifying sessions that would be run the next day. Jake arrived later than night and unloaded his MR2 before dropping off his trailer outside the track and heading to their hotel.



Saturday 29 Aug: My class was running in Race Group 7 (of 9), so getting up bright and early was not planned. A couple of friends (Bill and Norm) from the MR2 message board on the internet (who were coming to watch for the day) arrived early and signaled this event by running over our little barbecue grill with their SUV. Since Norm had come all the way from Arkansas on an MR2 part/car buying trip and offered me the use of a "special" Engine Control Unit (ECU) from the old (back when my car was new) Firehawk Showroom Stock professional racing series, I wasn't too upset about losing the sleep, or the barbecue. The car felt even livelier with the new ECU during the first qualifying session. Having no rev limiter also meant I could pull an extra 500-600 rpms and that allowed me to abstain from upshifting just before corner #3 and well past the exits of corner #8 and #10 (rather than just before) where it had been awkward to do so before. Despite how much better the car felt, my times in the morning qualifying session were still a few tenths slower than my best ever at this track and that put me in 15th place (out of 34 total) for the start of Sunday's race. I let another

MR2 driver (David) try the Firehawk ECU for the second qualifying session. He couldn't get used to not having a rev limit and was a second slower. I set a lap time within 0.001 sec of my first session time (even w/o the special ECU and with an engine stumble in corner #1), but that was only good for a 21st (out of 32 total) starting place for Monday's race. Norm and Bill took tire pressures and temperatures for me after each session. The first readings were messed up by the slow in-lap, but the second set was pretty good. I put the Firehawk ECU back in my car.

Sunday 30 Aug: My normal nut and bolt check Sunday morning revealed that one part of the new front sway bar end links was too long and had been contacting the frame. This bent/split the strut tube bracket, but that was easily fixed by welding on a washer to beef up the bracket hole area and cutting off some of the threaded shank (after removing the jam nut).

There were 2 pace laps before the race because our group had so many cars in it. Luckily, the RX-7 right ahead of me pulled off at the end of the 1st pace lap. This left me a nice big gap to fill in the row ahead of me. I passed the other RX-7 (remaining in the row ahead of me) in the run up to the first corner, but the white MR2 (AJ) that started next to me also got a good start and nosed ahead slightly. Someone was really slowing down the outside lane in corner #1 because I managed to get ahead of AJ and the CRX and Golf that were ahead of him by staying to the inside. The Golf snuck by me on the inside of the third corner, but I got him back in corner #4.

On the second lap, a blue CRX and a 240SX passed me going into corner #1. Another CRX (black/white/red) got a run on me down the main straight at the start of lap 4, but moving to the middle of the track spooked him enough to keep him from passing. It worked again the next lap, but when we got to corner #5, the

Road Racing - Summit Point

Merritt's Citgo MR2



- Written by: Peter Doane

CRX had become too impatient. He tagged me in the left rear corner and sent me into a quick ¼ spin. 5-7 cars went by before I got going again.



While my tires were still clearing the crap/dirt they picked up off the track, an Integra got a run on me that let him go past into corner #10. A Showroom Stock Civic SI follow the Integra past coming out of corner #10. The battery on the video camera went dead at this point, so the rest of the race is blurred a bit by my failing memory. Either I caught up again with/passed those 2 cars, or fell back into the clutches of 2 others, but when I spun in corner #6A a few laps later (of my own accord) the car right behind me managed to get by on the inside, but the other just clipped me trying to go around the outside. I continued pretty much on my own and finished in 19th place. The car that hit me after my second spin had bent back about 10" of the right part of the rear bumper and deranged the exhaust that I had just moved to the right side (because the sound meter had moved across the track). With the help of my wife Dawn and my old workmate Gregg (who came to watch with his wife and kids), we were able to peel away the plastic bumper cover, remove some of the foam, beat the steel part reasonably back into place, and then reattach the bumper cover with tape/wire/bungee cord. Luckily the exhaust wasn't damaged so just reattaching it was required. The CRX driver also came by to apologize for nudging me off course, so I didn't hold a grudge or blame

the damage on him. It was on the wrong side of the car anyway.

When AJ was ready to pack up his MR2 and go home because his clutch had started slipping so badly in the race, I grabbed my used spare clutch and several of us jumped on/under his car (AJ is not a mechanic) to pull out the transmission, but his clutch was not worn. I explained that I had had similar slipping problems from overheating because the step in the flywheel was cut too tall. AJ and one of the others drove 4 hours round trip Sun night (returning at 1:30AM Mon) to get another flywheel (with a lower step) and we all installed it early the next day.

Monday 1 Sept: For the first time since Fri afternoon, the skies started to look like they might let loose with some of the precipitation that had been forecast for the whole weekend. That meant a very nervous bunch of drivers trying to decide which tires to go with for Race Group 7. Especially since I had not yet had the new rain tires mounted yet. In the end we all kept our dry/slicks tires on, but a few drops falling while we sat on the grid didn't make us any more certain about that choice. AJ qualified 19th for this race, so he was right in front of me for the start. Someone in front of him really bogged down right at the green flag so I had a lot of momentum built up on them. I either had to back down and lose all that momentum, or take advantage of what little track there was to the right side. Because I could keep 2 wheels on the track and because the dirt only lasted a bit before pit-out gave me lots of pavement for all 4 tires and because I could tell there was a gap to slide into once pit-out ended, I made the move to the right of AJ. Without all of those factors in my favor, I



would NOT have tried such a wild move. Luckily it all work out very well, for me. Unfortunately, when I got into the clear and looked into my mirrors on the way down to turn #1, all hell was breaking loose behind me. AJ's MR2 was spinning around like a top and there was a huge dust cloud behind him with other cars spinning in and out of view. Not surprisingly, they called out the pace car and threw the double yellow flags. I was a little afraid I had caused that entire ruckus with my run through the dirt, but no one pointed a black flag my way. I could barely make out that the lights on the pace car had gone out after only one full course caution lap so I got a good jump on the Golf behind me, but didn't make up any ground to the CRX (same one who punted me off the day before) ahead of me. The rest of the race was pretty lonely except for Jake's MR2 that stayed about 7-8 car lengths behind me the whole time. 4 cars passed Jake and me one by one and usually at the end of the straight (I hate not having the power to keep my hard won start places). One of them fell off the track in turn 6A during the last lap so I got to go by again and there wasn't enough time for him to get it back. I wound up finishing in 16th place.

I was expecting horrible traffic on the drive home (because we raced so late in the day), but there really wasn't any at all.



Awards Banquet

Good Food, Good Friends...



South Jersey Region 2003 Season **Awards Banquet**

January 24, 2004
6:00 - 10:00 pm

Fontana's Cafe'
30 East Main Street
Maple Shade, NJ 08052
(856) 321-1301
In the Main Street Ballroom (upstairs)

Maple Leaf Buffet:
Tossed Garden Salad, Homemade Cole Slaw,
Carved Top Round Beef, Au Jus & Horseradish Sauce,
Stuffed Shells Marinara, Chicken Marsala,
Seasonal Vegetable Medley,
Red Bliss Garlic Roasted Potatoes,
Assorted Miniature Pastries and Cookies
Includes, Rolls and Butter, Dessert, Coffee (Decaf and Regular), and Tea

Four Hour Open Bar (Beer, Wine and Soda)

Cost: \$35.00 per person

For more information call Darlene Cookson at 856-546-4871

Detach below and mail with payment

SJR Awards Banquet

Number of Guests: _____

Total Amount Enclosed: (\$35.00 per person) \$ _____ .00

Name(s): _____

Address: _____

Phone: (_____) - _____ - _____

Mail this stub with payment

Send check payable to:
SJR SCCA

Mail payment to:
Darlene Cookson
26-B S. White Horse Pike,
Audubon, NJ 08106

Road Rally

2003 Pine Barrens Express (PBX)



- Written by: Jim Wakemen

This November, my brother and I competed in the Pine Barrens Express (PBX) road rally for the second time. This year we entered my brother's Eagle Talon. We also skipped the Novice Class even though we could have stayed in. When we received the general instructions, there was one big change, closed controls. This meant that we would not be stopping at the check points, and the check point workers would be timing the cars at speed in the Pine Barrens at night. The smaller changes would be a seat swap, my brother Jeff was driving and I was the navigator. We purchased an Alfa rally clock at the last minute for this event. We also mounted the Hella driving lights we won last year to a homemade bracket attached to Jeff's front bumper and license plate frame.

This would be my first rally as a navigator, so I was fairly nervous. So this year, we arrived early and had a more complete plan to go after the always-elusive zeros. After check in and registration, we found a place to sit in the fire hall. I took out the calculator I found at Wal-Mart for \$8 or so, since it had large buttons, a 12 digit display and is simple to use it is now the primary rally calculator. Jeff went off to set our clock as soon as I started calculating the perfect times to be at each turn. The calculations are fairly simple, but there were a ton of them. The instructions included some mileage reference, I think one of the instructions had a missing mileage delta, but they are easy to calculate if you have the overall mileage for all the instructions. So there I was punching away at the calculator for just about the entire time before the rally start. I had almost finished, but fatigue was taking its toll. I had all but a small section of the second half to go, and I would finish it at the break. We had the perfect time to each control down to the thousandth of a minute for most of the rally. We were set, now all we needed to do is follow the instructions perfectly.

At the start of the odometer leg, we missed the second turn (the first one after leaving the parking lot). It was a hard to see turn off the road into what looked like a driveway or yard. We were warned about it being hard to see, so we took the

turn early and ended up having to drive the car down off a curb and into a parking lot, so we went back and started over. Luckily the odometer check is not timed and we started over. The second time though, we turned at the proper spot, and it felt as though we were driving through someone's backyard at first, but it quickly became a real road. This is the same road we used at the very end of last year's PBX and in the daylight I can see why I felt as though we had to be very wrong.

The first section of the rally was fairly straightforward. Mostly fading daylight and the easy to understand route instructions were a big help. The first four legs were great, we scored 3, 11, 2 and 9 at the first four check points. For reference our 11 was 0.11 minutes (6.6 seconds) early. So at this point my confidence is up, at the check points we are close enough to know that we are very close and that we are doing well, although we don't know exactly how well, since we are just flying by and not stopping. Then all of a sudden I make a big mistake; I misread the clock and believe that we are way too early. I tell Jeff to slow down, and then finally stop. Then my brain finds the right digits on the clock and route instructions. We are way late. My confidence is shot, my ego bruised and we are moving quickly through the pines. We get to the checkpoint and run through for 184 (1:50.4 late). Oh well we suck it up and continue and since we are pushing hard we take another turn a little too early and end up off course. We meet some other rallyists who made the same mistake, and caravan back to the last spot we knew we were on course. This set us back about 22 minutes or so. I grabbed the time allowance (TA) paperwork and took the max TA (19.5 minutes). We ended the first half with an 18 and a 4.

At the break I completed the calculations as we ate. The second half started well. We had a fun time scoring a 4 and a 6 on the first two legs. Then we met "Lake Fred". "Lake Fred" is a pair of large waterholes that were roughly circular and about 25 feet in diameter. The emergency sign had us cross on the right of the first hole and the left of the second. This did not go well for us. My brother's car's engine got

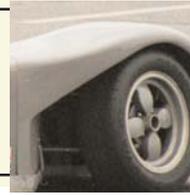
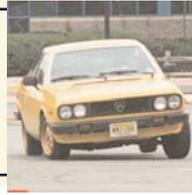
drenched good. Jeff limped the car out of the second part of the lake and down the road about 100 yards. This is where we sat. Jeff tried to keep the car running. I was directing traffic to pass us by. I kept checking to see how things were with Jeff, and letting the other rallyists know we were OK. After running on only 2 cylinders out of 4 for a while, enough unburnt fuel passed into the exhaust and ignited so that the exhaust was glowing hot. I told Jeff and he got out and let the engine stall to see for himself. While directing yet another car by, Jeff yells to me "See if they have a fire extinguisher. The car is on fire." So I asked the next car by. Of course it isn't something everyone carries, and the next car didn't have one. I ran back to Jeff after this and we try to put out the fire. It was one of the rubber exhaust hangers. It had overheated and started to burn. We tried to get it with sand from both sides of the car, but weren't having much luck. Then Jeff grabbed on of the bottles of cranberry juice and splashed out the fire. After this Jeff restarts the car, and we try to drive a little, we want airflow over the hot exhaust. So we are limping down the road with everyone else passing us by. Then it happens, the engine dries out and we nearly get whiplash from the sudden boost of speed. Jeff backs off since there are a couple of cars that just passed us. He backed away and hit it hard again and we go racing by the pair of cars in front of us. I fill out the TA form again, we are about half an hour late, take 19.5 minutes and still we are down at least 10 minutes. Jeff is driving as fast as he thinks is safe, and then checkpoint, and another. Two maxes in a row (200 points each). Then one more and we are way late still (128 points). We finally are getting close to on time and we miss a turn by a few feet. Unfortunately the car directly behind us passed us and we couldn't get by. I knew we were about 30 late and we got a 31 on the final leg.

We finished the rally with an 800. 10th place overall and 8th in our class. Not bad for the adventure we had. Next year we are going for a top 5 overall finish. I think we can pull it off.



Solo 2

It's all about timing & B-Stock Champ



It's all about timing, planning for next year

- Write-up by: David Hess

As many of you already know, **Jim Blanton** has moved to Idaho, and **Steve Ashcraft** has announced that he will be leaving us sometime this upcoming Spring. Both Jim and Steve were extremely instrumental in keeping South Jersey's Solo 2 program running smoothly. One other person whom has been missing from our Solo 2 program toward the end of the 2003 season, **Kurt Schenk**, has recently informed me of his intentions to return in '04. Kurt is also one of the volunteers to lend assistance to our Solo 2 efforts.

New to the South Jersey's Board of Directors (BoD), **Grace Huntzinger**, will be taking over for Steve as timing guru-dude. (Yeah it's ok, dudes can be ladies too.) I was present at the timing meeting held at PF Chang's in Voorhees, NJ., where Grace, **Keith Huntzinger**, Grace's husband, and Steve hashed out the specific hardware details and brainstormed on how to improve upon the system Steve developed. Keith's "bag" is hardware development, so he is working

out that part of the system. Grace, on-the-other-hand, will be sifting through lines of code on the software side. When talking to Grace about the idea of starting fresh, she expressed that she didn't want to throw away anything until she had a chance to look at what Steve had created. Grace seemed confident that Steve's system was robust and stable enough to accommodate everything she hoped to enhance.

A few other volunteers have stepped forward. **Brian Heun** and his wife have been regulars at the Camden and Atco sites for the past two years. Brian seemed interested in helping any way he could, and I'm sure his services will be used fully during the 2004 season. Incidentally, the Heun's share a burundy colored M-edition Mazda Miata.

Subaru of America will not be a sponsor for the 2004 year. Subaru plans on becoming more involved with Club and Pro Rally events next year. We are extremely fortunate to have such a great

company give our club generous prize money for two years straight. Sure this may be a disappointment to many planning on placing in the top 5 PAX times in '04, but be of good cheer, we might have another sponsor for the 2004 Solo 2 season. Regional Executive (RE), JD King has informed the members during the meetings that he's working on a few things. We might not see a "Subaru Challenge" next year, but we may see a new, (fill in the blank) _____ Challenge.

The South Jersey Region, Sports Car Club of America is open to all people and businesses willing to lend a helping hand, or giving a sponsorship dollar, to our autocross program. If you're interested contact:

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

B-Stock Champion, Joe Pilato

- Write-up by: David Hess

Joe Pilato is the 2003 B-Stock Solo 2 champion. I had the opportunity to share a few emails with Joe and asked him what motivated him to start racing in solo racing.



Joe also owns a 2002 Camaro SS that he occasionally drag races.

"In 1997, when my sister-in-law lived in Ohio, my wife and I visited her and her husband and I roped them into attending the Runoffs at Mid-Ohio. Absolutely the tightest road racing I have ever seen. That experience is what prompted me to join the SCCA in the first place. Since then, I always mark Speed Channel's broadcasts of the runoff on my calendar..."

One of the best things about running Solo II is being able to spend time with other people who are also car and driving fanatics. Most likely everyone at an autocross daydreamed at some point

(like I did) about power-sliding through a turn under full power with perfect control. I automatically feel common ground with everyone out there on a Sunday morning even before speaking with them." 



Joe's B-Stock winning, Porsche 944.

Driving Stuff

Drifting / Polls



- Written by: David Hess

Drifting Event - July 2003



Whether you love the idea or hate it, the fact of the matter is the SCCA will sponsor a professional series of drifting referred to as D1. Professional drivers, some from the US, and others from Japan will converge this year to show off their car control and compete, not against the clock, but instead to attract a panel of judges.



Gayle and I went to an event in July at Summit Point, where a drifting school was in session. Before hitting the track students spent a great deal of time learning in both a classroom session



and at the skid pad to get the "hang" of it. Then, in between some normal racing events, students took to the track starting at Turn 4 and finishing through turn 9. If nothing else the event attracted onlookers. Some verbally critical, others just oooohed and aaaahed.

Mostly impressive was watching a driver in a Honda Civic. As you well know, Civics are front wheel drive and unless you're driving back-

wards, almost impossible to do donuts in. However there were some rear wheel drive cars that could not match the amount of slip angle this guy was achieving.

If you're like me, when it snows, you seek out unplowed parking lots and start drifting around. Lower speed perhaps, but I'm sure the smile is the same on your face as it is on the driver's who drift. Whether Drifting is in fact a sport does not really matter, what matters though is making sure these legal motorsports events are kept open for business and we keep the real fun off the street and on the track.

Polls about Drivers Education Events

Two different polls were conducted on two different websites regarding two different driving events.

One poll conducted on the sjr_autox yahoo group gained information about how many folks would be interested in a local school held by this region. Of the twelve people who responded so far to the autocross school, all of them were interested in attending if and when SJR decides to host one. The proposed date would most likely be in March or April, and the cost would be around twenty-five to thirty-five dollars.
http://groups.yahoo.com/group/sjr_autox/

A parallel web poll is being conducted at the following address for those whom aren't members of the autocross message board.
<http://www.sjr-scca.org/autoxpoll.html>

The other poll conducted on "phax", Philly's autoX yahoo group, gathered information regarding interest in the SCCA hosting a Driver's Education, a.k.a. track day, at Pocono Raceway. To date thirty-nine people voted. Twenty-two Voted "Yes" they were interested in attending, zero voted "no", one voted, "I attend other HPDEs/track days so I don't care", fourteen voted, "Maybe if I learned

more about it.", and two voted "Yes and as a licenced competition driver, I wish to instruct. This poll was concluded on January 13, 2004.
<http://groups.yahoo.com/group/phax/>

In speaking with Ed Jenks, newly elected tri-region President, he mentioned that a group called Performance Driver's



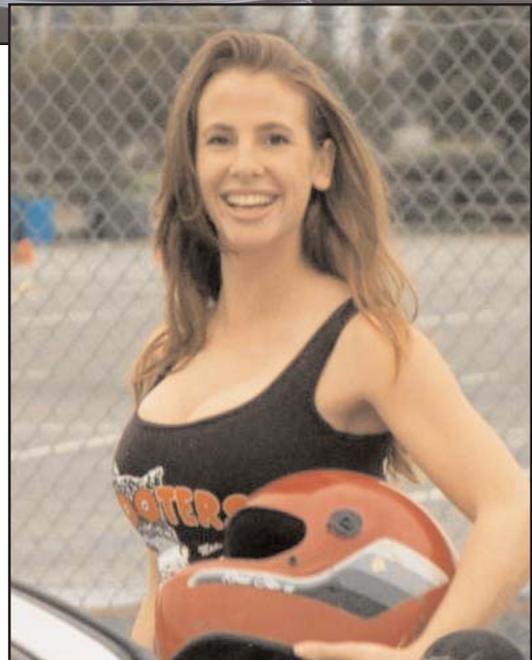
Education (PDA) will be co-sponsoring an event at Pocono. This will help PDA fill all the slots and help the SCCA learn about hosting track day events.

Send Your Pictures

Miscellaneous Photos



- Sent by: Jack Oliver



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:

Dodge GLH, one FP, one Street Also, EP & IT engines. Lots of spares. Won MARRS 5 times & gone to Run Off twice. \$3K. Contact Walter @ 540-977-5866 or wgm44@aol.com Pictures: <http://tinyurl.com/w1eo> (12)

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. Call: 302.378.9481 Email: dadsonracing@snip.net (9)

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)

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 at atcdoerge@bellatlantic.net or phone 732-928-2864.

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

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S.J. Region Awards Banquet

Jan. 24, 2003, 6:00pm - 10:00pm

Fontana's Cafe'

30 East Main Street
Maple Shade, NJ 08052
(856) 321-1301

In the Main Street Ballroom (upstairs)

Cost: \$35.00 per person



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