

At @ Speed



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The Official Newsletter of the South Jersey Region SCCA

May/June 2004

Laps to Conquer MS

- Written by: Fay Teal

Getting Started – Thursday, April 29, 2004

Laps to Conquer M.S., Inc., is competing in Fay Teal's 18th Tire Rack One Lap of America. It is the 16th for LCMS and the 15th for David Teal.

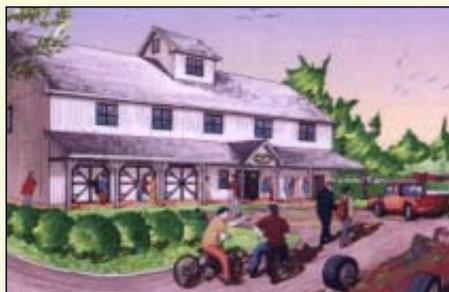
Ron Pizor, the third team member, is doing his fifth 1 Lap; he's still new at this. The 1 Lap will travel 5,600 miles in 8 days through 13 states and stop at 8 tracks for timed competitions. Daily results can be found at www.onelapofamerica.com.

LCMS is using a Buick Ranier from GM Mobility. It was delivered to us this morning at the main Tire Rack location in South Bend, Indiana. After having tires mounted, we spent the rest of the day meeting old friends and new and finding the other three South Jersey teams. We are in the SUV/Truck class with five others; some of them have had work done—like the Blazer on an LT1 platform!



Now for some sleep before tomorrow when we greet Ron, get more decals for David to put our speed demon Ranier, go thru tech inspection, have a driver's meeting, and a 4 PM start! Our first event will be a wet skid pad run three laps in each direction and then off on a 636 mile run thru the night to Heartland Park in Topeka, Kansas.

Continued on page 4



Millville Motorsports Park?

The facility, will have design features and characteristics similar to those of the legendary Virginia International Raceway (VIR).



Tour de Sol

Tour of the Sun: Alternative Fueled "cars" battled for autocross supremacy on May 24, 2004 with the help of a few SJR members.



Attend Racing Events For FREE

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

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Starter - David Teal610-566-4795
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Registration - Open to Volunteersxxx-xxx-xxxx
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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 given to the author and At Speed. A copy of the publication should be sent to the 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



Thunderbolt Motorsports Park Info... see page 11-12!

Dave Rose Scholarship

This scholarship awards the winning applicant partial reimbursement money for an SCCA Driver's School, not including Solo 2. Write a one page article as to why you would be a good candidate to receive this scholarship and send it to JD King. Please send before July 1, 2004.

12 Hours at the Point

Summit Point Raceway held a challenging endurance race on the weekend of June 4-6, 2004. A full Club Racing Schedule can be seen on p.8. AND... a detailed calendar can be seen on our website: sjr-scca.org

Solo I & Hillclimb Events

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

Online store:

Looking to grab some most excellent SJR "Swag", then visit:



http://www.cafeshops.com/sjr_scca

Suggestion: Get a group together to save on shipping.

2004 Autocross Dates

June 13th
June 27th
July 11th
August 1st
October 24th
November 21st

Atco Raceway, 1000 Jackson Road, Atco, NJ 08004

Sponsored by:



<http://www.hankooktireusa.com>



<http://www.monsterplates.com>

Sponsor Highlight:

Jill Canuso is half owner and operator of **Monster Plates** located on Rte 70 West, in Marlton, NJ. Jill's graphics company started by offering motorcycle racing number plates and has moved on to do everything from large trailer displays to race car graphics to magnetic numbers for Solo2 competitors. Our autocross situation at Atco has been blessed with the addition of Jill's help in the offering of her business trailer. If you have been to an event, you will have noticed we are no longer running operations out of a Suburban. Now our timing folks are housed in Monster Plates trailer, and with the damp weather at recent autocrosses, this shelter proved invaluable... and all the more reason we are highlighting Jill's business.

Phone: 856-596-9626
Web: www.monsterplates.com

Check out Jill's personal racing site:
www.littlejiant.com

The Furnace Run 2004:

Philly Region SCCA Sponsored TSD Rally covering approx. 130 miles on the twisty backroads of Lehigh and Derks counties in PA. Entry form on pages 13-14.

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 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/>

Free Photo and Video Hosting:

<http://www.nerdracing.com>

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

Ron, Dave and Fay's Journey and Journal



Cover Story, Continued from page 1

Getting Started – Saturday, May 1, 2004

We slept in Friday. **Ron Pizer** got up early to drive from his home near Akron, Ohio, to the South Bend, Indiana, start. From noon, when the three of us met, until we were on the road at 7 PM, things were busy. The last required decals were put on the Dominion Title Sunoco Audubon Environmental GM Mobility Buick Ranier. It passed technical inspection and **David Teal** drove the first competition, a wet skid pad at the Tire Rack headquarters. David was 63rd of the 82 cars running. His skid pad g-load computed to 0.663 gs. Then we drove 675 miles through 4 states to be at Heartland Park in Topeka, Kansas, for today's competition. Ron knew he was on the 1 Lap because it was dark, it was raining and he was driving!

The schedule today is morning and afternoon on the road course, followed by a bracket drag race--if it doesn't rain. A road course event is a recon lap from pit out to start/finish, then a timed 3 lap run from standing start to flying finish. David does the road courses, Ron does the drags. David's morning run here was 53rd overall.

LCMS... WINS! [Drag Race] – Sunday, May 2, 2004

LCMS driver Ron Pizer WON the 1 Lap Heartland Park bracket drags yesterday! Everyone is congratulating Ron. Instead of champagne, because we all had to drive on down the road, Linda and Peggy sprayed Ron with spring water! David Teal's road course finishes there were 53rd and 62nd making LCMS 65th overall. The celebration dinner was burgers and fries in the Rainier as we drove on out of Kansas. A long drive (532 miles) on a moonlit night got the team

to bed in Colorado Springs at a reasonable-by-1 Lap-standards 2 AM.

The 1 Lap is at Pikes Peak Int'l Raceway today for two road course events. LCMS is one of four South Jersey teams on this year's 1 Lap; three are also South Jersey Region, SCCA members. **J D King** and **John King** are in Luxury Sedan with an Audi S4 and are doing well. **Mike Sokalsky, Richard Kessler** and **Eliot Sokalsky** started in a Mercedes Benz 190 E, had fatal transmission trouble after leaving the start and rented a Mercury Mountaineer to follow the 1 Lap along. **Mike Demers, Richard Wells** and **Jon Martin** are in Mid-Priced Sedan with a Chevrolet Caprice that has had differential trouble. It's been fixed and they are back with us. More on how these teams are doing as we go on.



...looking out the back window of the Rainier as we are traveling west on I80 in Wyoming at 85 MPH and the view is pretty spectacular...

This is our longest leg of the One Lap this year. We will travel 1302 miles this night thru five of our western states finally, and hopefully safely, arriving in the Napa Valley of California. Our destination is Infineon Raceway, formerly known as Sears Point. The One Lap hasn't been to this track since 1989 where the newly formed team of Laps to Conquer M.S.

- Written by: Fay Teal

competed in it's very first event on the One Lap. Happy memories, since after running a regularity run we left the track in the lead that first year. It will be nice to be back to the track again and see all the changes that have been made.

Sleep, PLEASE!—Monday, May 3

Saturday at Pikes Peak Int'l Raceway, David Teal finished 58th and 63rd for his two runs. David says the Rainier doesn't hook-up as he wants. He's going to work with tire pressures to try to hook-up better. The Dominion Title Sunoco Audubon Environmental GM Mobility Rainier is now 66th overall. Then the LCMS team had a sit-down meal in Cheyenne, Wyoming, to fortify us for the long drive ahead. Then came the 1302-mile run to Infineon Raceway. Ron Pizer has now driven through three new states to him—but he didn't see any of them in daylight...

Catching Up—Thursday, May 6

...Today we're at Hallett Motorsports Park about 40 miles west of Tulsa, Oklahoma, where the track can be run in both directions. The morning runs are counter-clockwise, the afternoon runs are clockwise. This is special since most tracks can't be raced in both directions and be safe doing it. We have been here several times since 1989. The track owners enjoy us being here and all the competitors enjoy come to Hallett. The One Lap in the past has tried to run this track in the clockwise direction but this is the first time we will actually be doing it. David's looking forward to what will essentially be a brand new track for him this year. I'm staying out of the sun working on this in the cafeteria. As soon as David finishes his afternoon run we get up the road to Road America at Elkhart Lake, Wisconsin. Just a short? 866 mile run...

Laps to Conquer MS

Ron, Dave and Fay's Journey and Journal



- Written by: Fay Teal

Hot to Cold—Friday May 7

This is the next-to-last day of my 18th 1 Lap—and I'm not winning this one either! During lunch yesterday, I had a first—a doctor made a trackside call to look at my sore foot. The 1 Lap has four doctors spread over two teams this year. They all have competed many times over the life of the 1 Lap and the two that we are friendly with are in the Blazer that is beating us. I had a foot paining me, so we asked the teaching, trauma doctor if he would make a trackside-call; he did. In a cafeteria corner my foot was examined, as everyone else got and ate lunch. Neither surgery/amputation nor drugs were called for, just some padding for under the pained foot. The fine folks at Hallett Motorsports Park donated two foam stadium seat pads to the cure and a pad was made to ease the pain. It's helping.

The Finish—Saturday May 8

Everyone else hoped for good weather this year at Road America after last year's rain, fog and cold. We would have been happy with just rain to go with the Rainier's All Wheel Drive. We got bright sun, high 40+ degrees and brutal wind—almost as steadily strong as the wind that blew away my LCMS Dominion Title jacket at Pueblo. (I forgot to mention that, didn't I?—blame it on lack-of-sleep.) David Teal started his first run at Road America expect-



ing to have fun and do well. Then the brake pedal started going down too far before engaging the brakes. He finished the run 62nd overall. One of the really great things about the 1 Lap is that the competitors all very willingly help each other. Glen Dodd, builder and one of the drivers of the #82 Blazer that was beating us, bled the Rainier's front brakes between the morning and afternoon sessions. It didn't help much. David was 66th in the afternoon—our overall position coming into Road America—so we remained in 66th overall.

I treated my drivers to a proper meal after we left Road America, at what happened to be a popular, Friday night family meal place. Kids outnumbered adults 2-1, but it was good food—or maybe it was good because it wasn't eaten from our laps in the Rainier. A 236-mile, 4-hour drive got us to showers and beds in South Bend. Still, the wake-up calls felt too early this morning. The LCMS team had breakfast at the "Pancake House"—everything fresh-made—then went to Tire Rack for the last competition, the dry skid pad event. David's finish here kept us 66th overall...

The LCMS Dominion Title Sunoco Audubon Services GM Mobility Rainier ran well the whole 5,800+ miles—including track miles—that we drove it. The decals—all on magnetics—were taken off after the 1 PM



Awards Banquet. The keys were left at Tire Rack and GM Mobility will reclaim the Rainier Monday. Good byes were said to all and promises to do it all over again next year were made by everyone. All the first-time Lap Pups are now seasoned Lappers.

Thanks for following Fay's 18th 1 Lap here. LCMS plans to do her 19th next year—God willing...

These loyal sponsors make it possible for LCMS to increase multiple sclerosis awareness through motorsports:

Dominion Title Services, Inc.
Sunoco Performance Fuels and Sunoco Marcus Hook Refinery
Audubon Environmental
GM Mobility

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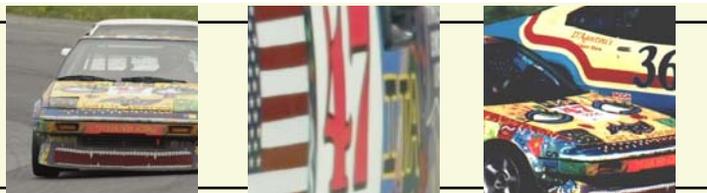
The Friends of LCMS:
Dutch Dryden, Steven Wasley and Meg Meyer—LCMS Webmaster

Portions of the LCMS online journal have shortened to make room for the photos, etc. For the full story visit: <http://www.lapstoconquerems.org>



Peter Doane @ Summit

MR-2 placed 8th in MARRS ITA



Photos by: Jim Sykes - Written by: Peter Doane

Monday 26 April - Wednesday 5

May: I did manage to perform the normal pre-race tasks/checks and dismantled the 4 "fresh" dry tires from the 14" X 6" rims. These would become the front tires for future sets with the 14" X 7" rims. I also drove down to Vienna, VA to pick up the second set of rims from the former ITA racer that arranged for me to try the one set at the last race weekend. Once again they were pretty crusty with lots old brake dust, but cleaned up nicely and had a pretty good set of dry tires on them. I tried ordering another set of brake pads to have "in reserve". They couldn't get them to me before we were due to leave.

I elected to spend what little there was of my time between these 2 events prepping the racecar. The motor home went into the shop for some "professional" maintenance and repairs prior to the long drive down to VIR. When we went to check out how old the coach batteries were, (prior to ordering new ones) we found quite a storehouse of squirrel nuts in the battery box. The trip to VIR was pleasantly uneventful and the weather (as it turned out to be all weekend) was gorgeous.

Thursday 6 May: There were five practice sessions scheduled for the day. Other than being grouped with the very large and fast cars (Trans Ams, Corvettes, Porsches, BMWs, and even a Grand Am prototype) that almost required more attention to my mirrors than the track, things went very well. Because the brake pads had been used for 3 races before this, I started to get nervous about them lasting the entire test day and a double race weekend. I checked out the store at the track, but didn't expect to find what I need-

ed because they sometimes carry more gifts/apparel than parts. Amazingly though, they not only carried the brand of race pads I use, but had the right version for my car. I skipped the 4th session to change out the pads, but found so much material still left that I decided to wait until after the qualifying sessions on Fri to do it.

Friday 7 May: The first qualifying session in the morning was for the Saturday race. My class (ITA) was grouped with the faster ITS cars and a region-specific class called IT-7 for RX-7s only. To make things even more complex, the local series (SARRC) cars were listed separately from the/our visiting series (MARRS) because points would be awarded according to your finish within your series. Everyone got an "M" or "S" sticker that went on the back of your for easy identification. They clocked my best lap time as a 2:26.4. My records indicated that was 0.4 sec faster than my best lap time from the last/only other time I had driven here before in the fall of 2000. That put in me in 26th place overall (a total of 47 cars were listed), and 7th out of the MARRS ITA cars. There was only one SARRC ITA car that was faster and four IT-7s ahead of me.

The tires were starting to get a little heat cycled/worn out (I even spun once) so Dawn's watch only clocked a best PM time (for the Sun race) at a 2:28, but apparently my transponder quit after only 2 laps. Timing and Scoring wasn't using any back-up system, so they gridded me almost dead last according to the 2:38 lap time they did get. I changed the front brake pads (planning to use the short Sat morning qualifying session to bed them in) and did another quick nut and bolt

check. Two of the recently dismantled 14 X 6 tires and a brand new pair of rear tires were mounted onto the first set of 14 X 7 rims (replacing the now worn out tires). I planned to run the second set of 14 X 7s for the rest of the weekend. There was nothing apparently wrong with the transponder that had screwed up my Sun starting position so badly, so all I did was tape down the wire in the hope that if it didn't jiggle so much, the connection would remain constant.

Saturday 8 May: Sacrificing the short AM qualifying session to bedding in the new pads was a bit of a loss. I slipped down the Saturday starting grid five places overall (31st out of 58 total) and lost four MARRS ITA positions (10th). I had stopped counting SARRC ITA or IT-7 cars by then. Three of those MARRS cars weren't there Fri and one truly went faster. Anyone who didn't make it to the track to qualify on Fri could use the time from the Sat AM qualifying session for Sunday's race too, but I was not permitted to.

While I certainly don't mind sharing the track with ITS cars, I do mind being so far back at the start. I had a really good start timed, but then thought I saw the starter waving something that looked like the checkered flag and backed off a bit in confusion. By the time I did see the waving green flag and got back on the gas, I had already lost enough momentum to give up 2 positions in the run to Corner #1. I did manage to keep my friend Jerry (in an MARRS ITA RX-7) behind me. All of a sudden (coming out of the first corner) the white 2nd generation ITS RX-7 just ahead braked hard very suddenly and a BMW appeared out of the confusion pointed the wrong way and was stopped

Peter Doane @ Summit

Underdog car placed 8th in MARRS ITA



Photos by: Jim Sykes - Written by: Peter Doane



dead. I slammed on my brakes and steered for the middle ground and somehow got thru without even so much as a scrape down the side of my car.

<http://www.thunderpawracing.com/pdoane/May04clip4.WMV>

I still don't know how. The downside was that Jerry got a run on me and went by going into Corner #3. A green IT-7 also got by me and took Jerry into the fourth corner/Left Hook. During the next/second lap, I tried taking Jerry down the inside into the first corner. After running side-by-side for a bit he pulled ahead again. We both sailed by a car pulling back onto the track just before Oak Tree corner (that leads onto the very long back straight). That gave me a little bit of a run on Jerry coming out of Oak Tree, but the momentum "stalled" when I pulled out of his slipstream to pass. We both passed an ITS RX-7 on the back straight. A MARRS ITA Honda Civic Si got a run on me down the front straight at the start of Lap 3, but I took the inside at corner 1 (feinting a pass on Jerry) and held the Honda off. The Honda and two ITS cars sailed by me on the back straight later that same lap. Another ITS car went by me on the front straight at the start of Lap 4. Once all the ITS cars got by all of us slower cars, it was Jerry/the Honda/Me/red&white RX-7 running all in a row. The Honda took Jerry into Corner

#4/Left Hook and that slowed him down enough for me to get a run thru the Climbing Esses, but I couldn't get by because I caught him too soon coming out of Corner 10/South Bend and backed off. The red&white RX-7 drafted by me, and then Jerry, down the back straight and I used that disruption to tuck inside Jerry at the top of Roller Coaster/Corner #14. We were side-by-side all the way thru until Jerry tucked in behind me at Corner #16. Jerry tried to retaliate down the front straight, but the racing line wanders left-right-left enough that I could time my moves to keep him behind me. Another friend (John in an RX-3) passed Jerry into the first corner. The next time around (Lap 6) he did the same to me. A purple CRX tried to tuck inside me going into the Climbing Esses, but I shut the door on him and took them well enough to pass John back coming out of Corner #10/South Bend. He just waited until the back straight and passed me back again though. The purple CRX tried to pass me on the outside of Corner #1 at the start of the next lap. When that didn't work, he switched to the other side later and made it stick/got by. I almost got him back when he tried to pass John going up the hill to Oak Tree. The rest of the race was uneventful, until Lap 9 when I came across a tailpipe lying right on the line over the last crest in the Climbing Esses. Being flat out in fourth gear as you crest a small hill doesn't leave time/traction to make any evasive maneuvers, so I just went over it. I backed off a bit into the next corner because I didn't know if I was leaking coolant onto my own tires or if one/several of my tires were quickly going flat. Jerry used that moment of hesitation to pass me.

<http://www.thunderpawracing.com/pdoane/May04clip5.WMV>

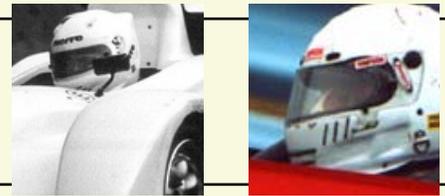
I finished 32nd overall and 12th in MARRS ITA.

Damage: The front air dam survived the impact with the exhaust pipe very well. I little tugging here and there on the lower left corner straightened it out just fine. My choice of aluminum for that item has proven to be very useful. Unfortunately the exhaust pipe I ran over (from a Miata, I found out later) grabbed the flange on the back end of my headers and bent it (and one of the bolts/springs clamping it to my exhaust pipe) severely. The flange was easily bent back into place and the bolt replaced. There was also some ticking in the exhaust note that told me the headers had a crack/leak somewhere. Turns out the headers had been bent/moved backwards from the impact. Instead of just being close to the starter, the one downpipe was touching it. I pulled the headers off, hoping to find a crack that could be welded, but only found a very slight bend in the thick uni-flange (one for all four cylinders) used to seal them to the head. Cylinder #3 was blowing by badly and #4 had a bit of a leak. Attempts to find some steel shim stock to close those two gaps were fruitless, but some folks spoke of having good results using high temp RTV/gasket material. Since the highest rated one was supposedly only good up to 650 degrees F, I was skeptical. With a lot of cleaning/degreasing and a series of tightening and RTV curing steps (that ended on Sun Morning) it did seal up. The question was whether it would survive the

Continued on page 10

Club/Road Racing

Northeast Club Racing Dates for the 2004 Season



Database Compiled by: Gayle Hess

Date(s)	Venue	Region	Phone	Email
Jun 4-5#	Summit	WDC	(804) 798-9777	cluboffice@wdcr-scca.org
Jun 19-20	Pocono	TRI	(610) 282-3932	CANCELLED
Jun 19	Lime Rock	MoHud	(518) 885-0841	www.mohud-scca.org
Jun 26-27	Summit	WDC	(804) 798-9777	cluboffice@wdcr-scca.org
Jul 17-18	Summit	WDC	(804) 798-9777	cluboffice@wdcr-scca.org
Jul 17-18*	NHIS	NER	(508) 543-6620	www.ner.org
Jul 24-25	Watkins	Glen	(607) 734-1321	www.glen-scca.org
Aug 6-7	Lime Rock	NNJ	(860) 678-8356	www.scca-nnjr.org
Aug 7-8	Nelson	FLR	(585) 872-1503	www.flr-scca.com
Aug 14-15	Adirondack	Glen	(607) 734-1321	www.glen-scca.org
Aug 14-15*	Beaverun	StCt	(412) 714-3560	www.steelcities-scca.org
Aug 28-29*	Nelson	MVR	(330) 854-4889	www.mvr-scca.org
Aug 28-29	NHIS	NER	(508) 543-6620	www.ner.org
Sep 4-6*	Summit	WDC	(804) 798-9777	cluboffice@wdcr-scca.org
Sep 11-12*	NHIS	NER	(508) 543-6620	www.ner.org
Sep 18-19*	Watkins	FLR	(585) 872-1503	www.flr-scca.com
Oct 1-2	Lime Rock	NYR	(914) 674-2481	www.nyr.com
Oct 9-10	Summit	WDC	(804) 798-9777	cluboffice@wdcr-scca.org
Oct 16-17	Watkins	Glen	(607) 734-1321	www.glen-scca.org
Oct 16-17*	Nelson	MVR	(330) 854-4889	www.mvr-scca.org
Oct 30-31	Nelson	WNY	(716) 693-7199	www.wny-scca.com

* = Double Event

= Enduro

v = Vintage Groups

For more information on this and other regional schedules visit: http://www.scca.org/amateur/club_racing/reg_schedule.html

Big Racing News!

Millville Motorsports Park: "The sprawling New Jersey Motorsports Park -- which would offer auto racing tracks, all-terrain vehicle trails, automotive schools, several hotels, restaurants, industrial space and even a country club -- is set to break ground next spring. The first phase of a three-part construction schedule will take nine months to a year to complete, officials said." ...

"We are thrilled with this project, the caliber of people involved with this project and the positive financial and employment impact it will have on our community and all of South Jersey," Mayor James Quinn said. "Bringing to Millville not only jobs, but quality jobs, is just one of the reasons for our excitement."

Source: *thedailyjournal.com*

More Info on P. 11-12

Club Ford Anniversary

Celebrated: I asked how JD King did this past weekend at Lime Rock Park... "I finished 11th after starting 21st, 2nd from 4th in Club Ford. Got a podium and sprayed champagne, pretty cool stuff. There were even diehard fans that stayed in the rain to watch us, as we were the last race of the day."

Tour de Sol

Autocross Segment with SJR



- Photos and Story by: David Hess



I took Monday off and helped the SJ Region SCCA organize an alternate fueled vehicle autocross... ala Tour de Sol in Trenton at Sovereign Bank Arena Parking Lot. The Tour, lasted a few days, May 22nd thru the 25th, and was organized by the Northeast Sustainable Energy Association (NESEA). Monday was spent partially putting the cars/other vehicles through an autocross competition.

Jim Tornetta, Jim Wakemen, Chris Bethmann and I (David Hess) arrived early and set up the course. Tornetta, VP of SJR, brought his VW Jetta so we could play before the "Tour" arrived. We took a few runs and modified the course in a few places to make it simple enough so no one would get lost. I also tried running the course backwards using only the mirrors. That didn't work out too well... getting my left and right confused by doing so and not being able to look far enough ahead via the mirrors. I finally resorted to using both the mirrors and turning my head around. I'll have to try that again sometime.

Jim Wakemen who landed FTD in his Subaru WRX, as he and Tornetta went back and fourth finally getting down into the mid 24 second range... stopwatch timed. Tornetta would post a time, and Wakemen would match it, then Tornetta would place and even better time, and again Wakemen would match it...

this went on for about 20 minutes or so. It was actually pretty fun to watch... no pun intended (timing system).

One of the other guys who rode his motorcycle gave it a try too on his cycle. He, I think, ran somewhere in the high twenty-second range. He did not push it much, but made quick work of the slalom just the same.

The "Tour" started arriving around 2:00pm-ish. Competitors saw the normal autocross-type logistics, driver's meeting, then course walk. However it was usually one of us four who were setting the cones back, roughly in the spot they were. The course was not chalked, but there were lots of cones, so placement was pretty easy since the cones formed an imaginary line.

Before the driver's meeting I gave one guy, Kurt I think was his name, some pointers about how to take the 4 or 5 cone slalom, "Hit the backsides of the cones". He and the rest of the competitors would not see the 4-8 runs we regular Solo2-types see, would only have two runs, with their best run counting, so getting a good run up front was key. Kurt thanked me for the advice.

The first man out was an organizer-dude on a fold-up bike. His time was the best for the first 6 or so runs. We saw everything from an articulating tri-cycle to a, small Pick-up with it's bed entirely covered with a solar panel, to a PVC/Carbon-fiber gas/electric hybrid car with gull-winged doors. Fitting enough, this last vehicle mentioned had a Del Sol seat... get it Tour De Sol, Del Sol. Anyway... It was a great atmosphere hearing claps and cheers when someone ran a good time, or

visually ran quickly. There was this one guy who was running a rather large diesel truck who did get that big, honkin' thing loose and somehow managed to slip through the tight turns without hitting any cones. He most deservedly received applause.



After the competitors each took their two runs, there was time for fun runs. Both Jims took some more runs in their car, but instead of continuing to flog Tornetta's V-dub, I was approached by Kurt, the guy who I gave advice to about the slalom. He offered me a drive in his car. "Sure", I said, "sounds like fun".

We talked a little, I offered him my N80 almost as a token of collateral to take some pictures of whatever he wanted as I felt a little uneasy driving a project car... you never know when something might break. He and his team-mate helped me into the car by opening the gull-winged door for me, and helped me learn where all the controls were. The car was battle-ship gray, the seat off center of the steering wheel, the seat also sat way down and the dashboard was high... instant Evo-school-looking ahead exercise, and the gas engine was not working correctly, so the electric engine acted alone. The sound of the electric engine was all too familiar, ala Jetson's.

Continued on page 10

"heat" of battle in Sunday's race. When I went to torque all the wheels Sun morning, I found that one of the left front (the most heavily loaded corner at this track) studs had broken off. Of course that is the one corner that I don't have a spare spindle/hub/bearing assembly for and attempts to press the remains out with a C-clamp were fruitless. The folks next door were running an ITS BMW and an IT-7. They were very grateful when I pointed the BMW by on Fri and that lap earned him the pole for Sat's race (which he won). I had also lent them my welder to repair their friend's strut tube with, so they jumped in and showed me the "brute force" method of removing wheel studs in the field with a big hammer and aluminum punch. I was a bit fearful for the well being of the wheel bearing/ball joint/tie rod and memories of my previous hub axle failures danced in my head, but running with only 3 studs was more disconcerting. Inserting the new stud was accomplished with the "draw it in with wheel nuts and washers" method.

Sunday 9 May: I was so far back that I didn't even see the starter when the green flag dropped for Sunday's race. I did get enough of a run on the cars directly in front of me to pass 4 of them before Turn #1. Four more succumbed to me on the rest of the first lap. The last one resisted a bit (tried to run side-by-side) in the Roller Coaster, but eventually fell behind me. I passed 2 more cars on the second lap. One into the first Corner and the other one when it locked up the brakes in a failed attempt to pass the car ahead of it.

<http://www.thunderpawracing.com/pdoane/May04clip1.WMV>

Two ITS cars passed me over the next lap and a half. I caught up to the next car (a 240SX) in Corner #3 and dutifully followed it through the Climbing Esses. He hes-

itated a moment when we both passed an ailing ITS Integra, so I tried/failed to take him up the hill to Oak Tree.

<http://www.thunderpawracing.com/pdoane/May04clip2.WMV>

That gave an IT-7 the chance to pass me at the end of the back straight, but I got him back again into Turn #1 at the beginning of Lap 5. When the 240SX driver saw that he was holding me up through the Climbing Esses that same lap, he pointed me by into Oak Tree/Corner #12. On Lap 8, a yellow CRX passed me into the first turn. We both caught up to Jerry in the next couple of turns, but Jerry slowed/pointed us both by (later I learned that he had lost 3rd gear). Coming out of the first corner on the next lap, the CRX and I find a MARRS ITA Miata just scrambling back onto the track after an encounter with Jerry's son, AJ (in another RX-7). I passed the Miata. The CRX started dicing with AJ. The Miata passed me back in the second corner on the next lap/Lap 10/last lap (after running side-by-side thru Corner #1) and pulled ahead of me a bit. That gap was very useful in giving me time to decide which side to pass on when the Miata spun going into Turn 10/South Bend. The previously ailing ITS Integra used that moment of hesitation (and failure to grab a lower gear soon enough) on my part to pass me coming out of that corner.

<http://www.thunderpawracing.com/pdoane/May04clip3.WMV>

I finished 32nd overall (again) and 8th in MARRS ITA.

To see a more extensive photo and video library visit the "W2W Gallery" @ www.nerdsracing.com



Tour de Sol

Continued from page 9

My first run I turned a 30.something-or-other, and realized that braking did nothing but slow the car down too much, so this car was all about momentum. The next run I turned a 29.something-or-other and decided to park it before I outlasted my welcome.

I took a few pictures of the all the cars/bicycles/tricycles that ran, as well as a more in depth look at the car I was offered to drive... they are posted on nerdsracing.com in the Gallery Section.

The four of us volunteered our time this past Monday to drive up to Trenton and help out the Tour De Sol. Our



reward was lots of free seat time, and the experience of seeing some very unique one-off physics-experimental vehicles put through their paces.



Thunderbolt Raceway

New Jersey Motorsports Park - Project Overview



Information Provided By: njmotorsportspark.com

The New Jersey Motorsports Park, Raceplex and Conference Center will be a multifaceted complex with a 4.1 mile road circuit raceway as its focal point. The facility, essentially a Motorsports Resort, will have design features and characteristics similar to those of the legendary Virginia International Raceway (VIR) that opened in Southern Virginia in 1957 and was revived in 1999 by Harvey Siegel.

Unlike the original VIR Raceway, the Millville, New Jersey version will be driven by an assortment of automotive industries and complementary businesses that will include, but not be limited to: high end antique or classic automotive clubs; private garages; storage warehouses and distribution and sales facilities; All Terrain Vehicle (ATV) trails; a national school for more advanced driving techniques and defensive or military evasive driving skills; specialty car gallery for the display and sale of antique or classic automobiles; hotels designed for different price points; special Motorsports country club

and clubhouse; multiple restaurants; villas or condo style guest houses and conference center designed especially to accommodate the automotive industry. It is estimated that, at completion, total project costs will exceed \$100 million.

At its completion, the New Jersey Motorsports Park will be a powerful magnet and catalyst for smart growth throughout the Millville and Cumberland County region. The goal of this concept is to provide a park-like setting geared to family entertainment and broad-based Motorsports education. It will encourage business activities for those interested in the automotive business and its ancillary industries and is projected to employ approximately 1,500 full and part-time employees when fully completed.

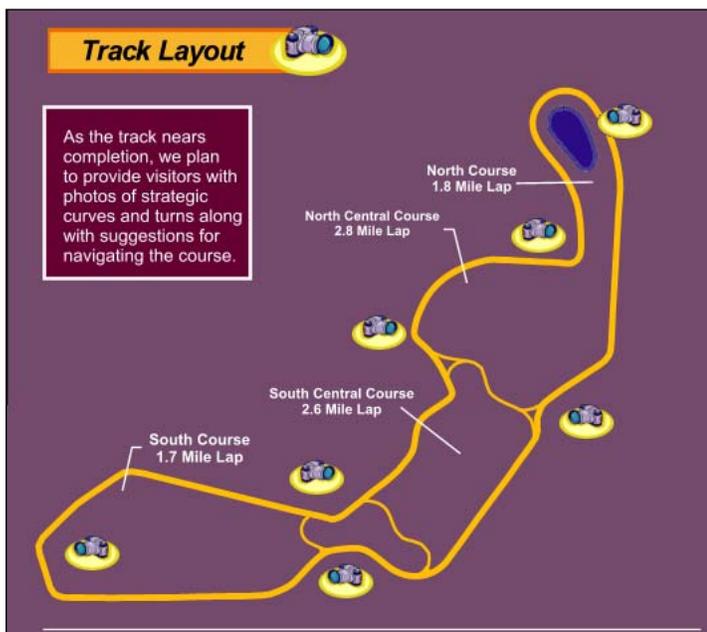
Employees will range in experience from part-time seasonal help to highly trained and specialized instructors, managers, teachers, professors and technicians.

motive mechanic, account personnel and management executives. Nowhere else in Cumberland County will there be such a concentration of so diverse a workforce.

Overall, the New Jersey Motorsports Park, Raceplex and Conference Center will be a unique development project geared to complement the surrounding environment with natural open spaces and significant natural buffers. It will employ approximately 1,500 workers with a wide range of experiences and disciplines and will provide for tourist entertainment as well as educational facilities that will enhance or support the existing scholastic infrastructure of Cumberland County. The New Jersey Motorsports Park will be a powerful catalyst for regional development and job creation.

Project Facts

New Jersey Motorsports Park (NJMP), LLC was formed to develop, own and operate the Motorsports Park resort facility. The majority principals and co-managers of the company are Harvey Siegel and Lee Brahlin. Both have experience in commercial real estate development and are New Jersey residents. Mr. Siegel is the owner of the Virginia International Raceway (VIR), the VIR Motorsport Country Club and Resort and the VIR Raceplex Industrial Park. He conducted the renovation of that historic complex which is now considered one of the nation's premier road courses. Lee Brahlin is the operating principal of Brahlin Properties, Inc., Brahlin Management Corporation and Commercial Property



General fields of employment will include, but not be limited to, maintenance, security for events, EMT and medical services, track officials, restaurant and accommodations staff, office and support staff, teachers and driving specialists, communication, marketing and public relations staff, landscapers, auto-

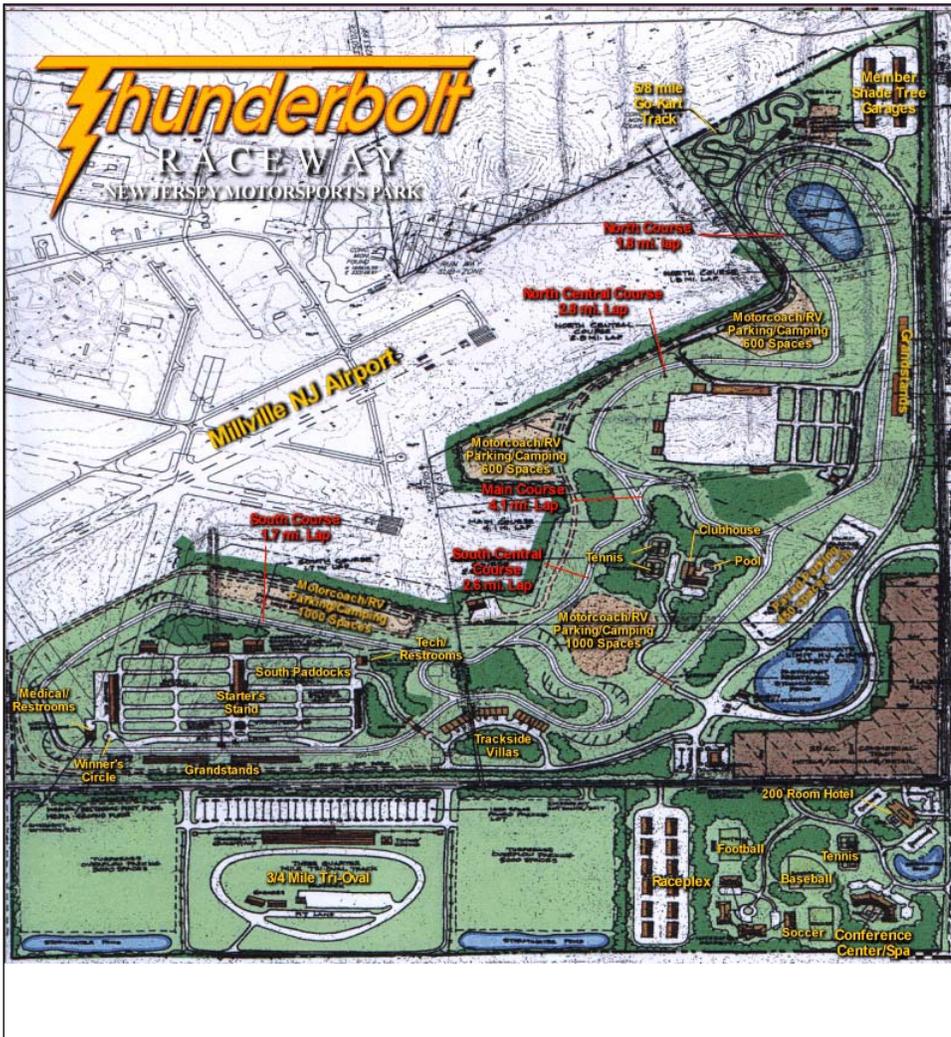
Continued on page 12

Thunderbolt Raceway

New Jersey Motorsports Park - Project Overview



Information Provided By: njmotorsportspark.com



Point)

3 Restaurant Pads
 Trackside Raceplex Industrial Center (approximately 400,000 SF)
 Phase II estimated jobs = 1,040

Phase III
 Off-Road Course/Training Facility
 1 Hotel (200 Room) with Conference Center
 College Preparatory School
 Phase III estimated jobs = 280

Total estimated jobs when completed = 1,520

(NOTE: the above employment estimates exclude construction jobs which will be created during the project's development as well as a multitude of jobs which will be created offsite as a result of the project's economic impact on the region.)

Project Time Line

Spring 2005 - Construction Ground Breaking
 Spring 2006 - Opening of Thunderbolt Raceway and Completion of Phase I
 2010 - Estimated Completion of all Phases

Marketing Strategy

Marketing efforts will be made through Philadelphia, New York, Atlantic City and Wilmington media outlets, as well as the New Jersey Tourism Bureau. Direct mailings will be distributed through the sanctioning bodies familiar in the industry to their members located throughout North America and internationally. Industry related magazines, websites and other directories will also be utilized.

Associates, Inc. The combined companies specialize in the development, management, acquisition, financing and brokerage of Commercial properties. The current Brahlin organization portfolio exceeds 2.5 million square feet and has a value in excess of \$100,000,000 with properties in six states.

Estimated Employment

Phase I
 Thunderbolt Raceway and Ancillary Facilities
 Track-related Services
 Concessions

100 Shade Tree Garages
 Country Club Clubhouse
 Classic Car Gallery
 VIP Suites
 Go-Karting Track
 3/4 Mile Oval Track
 Phase I estimated jobs = 200

Phase II
 Driving/Training School
 Commercial Corner
 1 Motel (150 Room Lower Price Point)
 1 Motel (100 Room Mid-Price Point)
 1 Extended Stay Hotel (120 Room Mid-Price Point)
 1 Hotel (200 Room Higher Price



Sports Car Club of America – Philadelphia Region
A Tri-State Championship Event
June 26, 2004

The Philadelphia Region of the SCCA presents **The Furnace Run**, a TSD RoadRally of approximately 130 miles on the twisty backroads of Lehigh and Berks counties in Pennsylvania. The area has a rich history of ironwork, and the route will take the competitors near half a dozen historical furnaces and forges. **Entry is limited to 40 teams.**

Headquarters

Comfort Inn
Route 100, Fogelsville, PA
(overnight rooms are available)
PA Turnpike to Allentown exit. Rte 78 W 4 miles to
exit 49B: Rte 100 N 1/4 mile to hotel. Address is
7625 Imperial Way, Phone is 610-391-0344.

Preliminary Schedule

Registration 3:00 pm
Drivers/Navigators Meeting 4:00 pm
First car off 4:31 pm
First car finishes 10:00 pm
Awards 11:00 pm

Classes

EQUIPPED Unlimited Equipment.
LIMITED Any mileage measuring equipment and calculating
equipment without direct odometer input.
STOCK Stock odometer in stock location and any single
memory, non-programmable calculator.
NOVICE Same equipment as STOCK. Total rallies run by driver
& navigator combined not to exceed ten (10).

Registrar

Rona Green
45 Parkridge Dr.
Bryn Mawr, PA 19010

RallyMaster

Wendel Green
45 Parkridge Dr.
Bryn Mawr, PA 19010
(610) 527-4223
wendel_green@hotmail.com

Safety Steward

John Rush
2131 Hamilton Dr
Coopersburg PA 18036
610-965-2815

Event Notes

- Average speeds will be at or below the posted speed limits.
- Approximately 20% of the roads will be unpaved. While the CAS on unpaved roads is set low enough to allow safe passage by any normal road car, extremely low profile tires and tires which are significantly worn increase the likelihood of getting a flat.
- The Route Instructions are in tulip format. The route is novice friendly, yet should pose an interesting challenge for experienced rally teams.
- This event will run from dusk into the night. Plan on the necessary interior lighting to navigate in the dark. All cars will be required to carry emergency equipment.
- There will be a short food & fuel break halfway through. Food and drink will be provided after the rally.



Registration Form

Registration Instructions

To pre-register, mail this form—including your check for the registration fee—to the event registrar: Rona Green, 45 Parkridge Dr., Bryn Mawr, PA 19010. Please make checks payable to “Philadelphia Region, SCCA”. General instructions will be mailed to all competitors whose prepaid entry is received prior to June 18. Pre-registration is highly recommended to reserve your entry.

Note for Minors

Per SCCA requirements, all minors *must* have a Minor Release Waiver signed by *both* parents/guardians. Download the waiver from http://www.scca.com/_Filelibrary/File/minorreleaseform2.pdf, print it (in color), fill it out completely, and include it with your registration.

Driver

Name _____
Street _____
CSZ _____
Phone _____
E-Mail _____

Navigator

Name _____
Street _____
CSZ _____
Phone _____
E-Mail _____

Vehicle

Make _____ Model _____
Color _____ Year _____ Tag # _____ State _____

Class

- EQUIPPED LIMITED STOCK NOVICE

Fees

- SCCA Member \$25.00
 Other Automobile Club \$25.00 Club Name: _____
 Non-member \$30.00

Affidavit of Insurance

I warrant that the above entered vehicle is on the road legally, is used by the entrant with the owner’s permission and is covered by liability insurance of not less than \$20,000/\$40,000/\$10,000 or the minimum required in the state of registry, whichever is higher.

Signature

Driver _____ Navigator _____

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:

AMB Transponder, hard wired version, brand new, never connected. \$250 obo. contact Dave @ 609-704-1996

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> (12/03)

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 (12/03)

1995 Mazda Miata: Laguna Blue with black interior/to, 74k miles and has never seen an autocross. 5-spd., am/fm cass., stock except for NGK spark plugs, Ansa exhaust, 14" American Racing alloys, Rockford Fosgate door/Infinity headrest speakers. Has pb, ps, but no a/c or pw, pdoorlocks (saves a few lbs.) Perfect dual street/autox vehicle! \$5700 obo. email (Brad) grant1@umbc.edu (6/04)

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.

Hey folks, we've got some old ads in here, and well I'd like to make an informal plea... if you've got a car or just some racing junk, your trash may be someone else's treasure.

Please email me info about your stuff: emwavey@yahoo.com

As we receive more ads, those who have "rippeden" will be removed after 2-3 months.

Ad. Space For Sale:

Display Ad Space in At Speed:

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

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

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Garage Organizers
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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
856.719.4596 office
emanuel@emozes.com email
www.emozes.com web

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

2/04

S.J. Region Solo 2

June 27th

July 11th

August 1st

October 24th

November 21st

Atco Raceway

1000 Jackson Road
Atco, NJ 08004



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



CHERRY HILL IMPORTS

JOHN KING

Sales & Leasing Consultant

2261 Route 70 West • Cherry Hill, NJ 08002
(856) 665-5370 • Toll Free: (888) 434-IMPPTS • FAX: (856) 773-4077
email: cherryhillaudi@comcast.net

2/04

Trying to get folks out to autocross? A new promotional flyer has been created. Prints are in the works, but you can download and print the file yourself too @ http://www.nerdsracing.com/SJ/tri_fold_03_both.pdf



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