

- Mike Harley Representin'
- SCCA Unloads Rally
- JD King Wins Club Ford
- Peter Doane @ Summit
- 2005 National Convention

Mike Hartley, Representing SJR in Speed GT

- Interview by: David Hess

" Early on as a teenager Mike raced high performance drag racing cars. For many years he raced Camaro's and Chevy Nova's. When the Dodge Viper was built, the passion for racing began to take foothold. In 1999 he began doing high speed driving

events in a street Viper. That continued in 2000 and then onto several racing schools including Skip Barber, the Panoz School and the Mid-Ohio Sports car course School."

In 2001 and into 2002, Mike and the MJH Racing began building, developing and testing the # 53 MJH Racing Viper. Numerous tracks were used to test the car and Mike. The # 53 Viper competed in the Viper Racing League (VRL) series in 2001 and then the Team moved on to racing in SCCA Regional events in 2002. The MJH Racing Viper driven by Mike took 3 straight Podium finishes at the last 3 events of the year. Mike also drove in the 2001 "Longest Night" 24 Enduro event at Moroso Park Florida, in a fully prepared Porsche. He helped the 4 driver Team take 2nd Place in Class along with setting one of the fastest race laps for the team."

- Source: www.mjhracing.com

Currently, Mike Hartley is closing out his second year in the Speed World Challenge GT Series. If you remember Mike was honored a couple years ago SJR's rookie of the year

Continued on page 4



2004 Challenge Series Wrap-Up.

The second season of the New England Challenge series for Formula Ford came to a successful close at Watkins Glen. (page 9)



Doane at Summit Point. Despite having many stumbling blocks, car maintenance and registration issues, Peter made a good show. (page 6)



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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

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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

New England Club/Formula Ford, p.8 | Club/Road Racing, p.9 | Mini Con, p.10



SCCA TO DISCONTINUE PRORALLY, CLUBRALLY PROGRAMS IN 2005

TOPEKA, Kan. (Oct. 5, 2004) – Sports Car Club of America's Board of Directors voted Monday to discontinue the sanction of its current stage-based rally format, including the ProRally and ClubRally Championships, beginning January 1, 2005 due to increasing risk exposure.

"This was a difficult and unfortunate decision to make," SCCA Board of Directors Chairman Gary Pitts said... However, from an insurance standpoint, the stage rally format has gotten to the point where it puts the entire Club, its activities and entities under an undue risk."

"We have many SCCA members whose interests lie in rally," SCCA President and CEO Steve Johnson said. "It is my intent to allow these members the opportunity to rally in the future and continue to access the sport. I am confident we can accomplish this task."

"We are in negotiations to transition SCCA's elements of the stage-based rally activity to Rally America, a longtime partner and participant in the sport of rally."

Unaffected by the decision are SCCA's RallyCross and RoadRally programs.

SCCA began its special stage-format ProRally Championship in 1973. Since then, the ProRally Championship

Presented by Hot Wheels has been regarded as the top domestic rally series. The 2004 Championship has one round remaining, Lake Superior ProRally (LSPR), which will run as scheduled Oct. 22 in Houghton, Mich.

- Eric Prill, Director of Communications, Sports Car Club of America



Image by Morgan Segal.

2004 Autocross Dates

x October 24th (rescheduled to...)
October 31st (new date)
Nov. 21st

Atco Raceway, 1000 Jackson Road, Atco, NJ 08004

Sponsored by:



<http://www.hankooktireusa.com>



<http://www.monsterplates.com>

*** Autocross Note ***

We have been in contact with Joe Sway (of Atco) and there is a possibility that inclement weather on Saturday Oct 23, could get us bumped from the 24th to the 31st. Thus the reason for the rescheduled date.

Online store:

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



http://www.cafeshops.com/sjr_scca

Slight Editorial: The newest member of the family, Amelia Marie Hess, was born on September 2, 2004 @ 2 lbs., 14 oz. After being at Cooper Hospital's NICU for a month, Amelia came home with Mom and Dad. Since "Mimi" was born so premature Gayle and I were pretty stressed, so we especially appreciate your thoughts and prayers. A little story and some photos are online @ http://www.nerdsracing.com/NN_Amelia_093004.htm

JD King wins 2004 NEC Challenge

The 2004 NEC Challenge for Formula Fords is complete, and our own RE (JD) won in NCF! For details about the NEC Challenge see p. 8.

NeDiv Mini-con info - Info if you would like to attend the 2004 NeDiv mini-con on Long Island (hosted by the New York Region) Details on p. 10.

Solo I & Hillclimb Event

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 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.nerdsracing.com>

Mike Hartley, Representing

Local to route for in Speed GT



Cover Story, Continued from page 1

- Interview by: David Hess



Mike Hartley's #53 Viper in the midst of receiving new performance goodies.

ENTIRE car. Last year after entering WCGt and finding out the car was too heavy and too slow, in fact we were the slowest car in the field, we have now found, that in straight line speed we now have the fastest car in the entire field. Thats a good thing considering we are still overweight!

In Canada the new trans blew in practice and that hurt us as we had no time for setup work as we blew it on replacing the trans. We qualified 19th. In the race on lap one we think we were hit from behind on turn two, sliding me sideways and again in the back of the field. Slowly we worked our way back and finished 19th. Sundays race, we started having trans problems, and at one point were up to 14th spot. We had a good shot at finishing in the top ten, until the trans started up again. The trans wouldn't shift at Turn 2, I couldn't get the power down as I came over the hill, lost concentration and stuck it in the wall....SUCKS, but it was my mistake.

status. I had not heard much about Mike recently so I emailed him to see how his racing career was coming along. Here's what he wrote:

Hi Dave,
Definitely long time no chat. Well it was an interesting year developing the car. As you know since I went thru a divorce, (sadly after 27 years) It took some time to rethink what we needed to do to be competitive in WCGT. I guess what I needed first was to get my butt in the seat and drive more, but without the car being done, that was a tough one.

We completed the car and had no test time and went straight to Mid Ohio for the GT race there. Having no testing or seat time hurt us, but we did ok, even though we got jammed on the start and was dead last of 34 cars. We finished 19th. Considering we blew a trans on the last lap and lost 5th gear, that was not too bad.

From Mid Ohio the car went straight to CA. for some more work and tuning. We picked it up and drove straight to Canada for the next races. Again, no testing or seat time.

Well, after a long time of no racing, almost 9 months, we did MAJOR revisions to the



Brake Upgrades



Completely new dash and wiring



Mike Hartley, Representing

Improving the Viper



- Interview by: David Hess



Motor built to WCGT specs, by John Horton, owner of West Coast Viper of California. www.westcoastviper.com

The car [came back with] the minor body damage done (luckily) and will be at the carbon shop for some more ideas we have for improvements. The car then heads back to my shop for a new Motec Data system and will be put in by my Data engineer around the 18th of this month.

When asking Mike about visiting his shop as a group, he responded...

Feel free if you want to setup some weekend around then for a get together of some guys. Let me know and we can plan a little luncheon for everyone at my shop. That sounds like a fun idea!!!

...I also inquired about his shop's capabilities, specifically about corner weighting...

I can have my crew chief do the corner weighting and scaling on any car, just let me know.

We decided that since we know we now have the fastest car in the field, I am still in Rookie status in WCGT to send the car back to CA in October

and get the rest of the weight out and then fly to Ca every 2 weeks until next years WCGT starts and be ready then. It gives me the seat time, both my engine builder and my Data Engineer live there in CA. We think we can run for Rookie of the year and have a good shot at 10 ten finishes every race (my fingers crossed) for 2005.

For someone who's racing in one of the premier racing series' in the US, Mike Hartley is one of the most down-to-earth guys I've met. Mike also has a great crew: Joe Kallas, John Kerwin and most recently, John Horton and Marshall Pruett, are an essential part of Mike's ever increasing success in the Speed GT Series.

Joe is the Crew Chief for the Team. He's been involved with the SCCA since 1983. In 1993-1994, he learned a great deal about suspension tuning in NASCAR's American Street Stock Series. Most importantly, Joe is a Master Viper Tech and Dodge mechanic for one of the area's largest Dodge dealerships.

John Kerwin is a certified Dodge Viper technician as well, and provides the team with basic car maintenance. John is also the lead on racing data analysis for MJH Racing.

Owner of West Coast Viper of California, John Horton is one of the two newest members of MJH Racing and was tasked with building up the #53's motor to World Challenge Specs. John continues to offer support with development.

Marshall Pruett is the lead data engineer and driving coach. Marshall was also an IRL crew data engineer and is a welcome addition as the Viper is now fitted with a complete Motec data system.



New cooler pumps on the rear and the trans.

Whether you attend any of the Speed World GT races or simply watch the action on Speed Channel, hopefully with this more personal look into one of your local racers, you'll be more inclined to root for a home-team hero. Mike will also be posting some in-car video footage of the Mid Ohio race and the second race at Mosport. For more information about Mike Hartley, and his race team visit: <http://www.mjhracing.com> For info about MJH's newest team members visit: www.westcoastviper.com and www.raceengineering.com

SJR wishes you success in 2005!



Peter Doane @ Summit

October 8-10, 2004



Photos by: Jim Sykes - Written by: Peter Doane

THE MERRITT'S CITGO MR2 at SUMMIT POINT, WV 8-10 Oct 2004

Tuesday 7 Sept - Thursday 7 Oct:

Post-race inspection of the left front wheel bearing revealed that it was bad, not just loose. The left rear wheel bearing had a little too much play in it also, so I decided to replace both of them. Then I realized that it had been quite a while since the right side wheel bearings had been replaced, so I did that too. Since I had the suspensions apart to do the wheel bearings, I went ahead and replaced the factory rubber bushings with a set of urethane bushings I had bought earlier in the season. The epoxy paint I had used when I last tore apart/cleaned up all four suspensions (before the start of the 1998 season) was in bad shape so I also stripped all the pieces down to bare metal and powdercoated them. I didn't finish all that until late Wed night before we were to leave for Summit Point. A trip to the alignment shop was the first thing on the agenda for early Thurs morning (I tried some new camber settings; -3 deg for the front and -2.5 deg for the back), but we were still packed and on the road by 1:30 PM.

Friday 8 Oct: In order to take better advantage of the new motor's power band (5000-6500 rpm), I spent the entire Test and Tune day getting used to different shift points around the track. Turns 3 and 10 used to involve a brush of the brakes while downshifting from 4th gear into 3rd and then flooring the gas pedal again, but that had the motor hitting redline (7250 rpm) at the exit of the corner. After a few sessions getting used to just braking (w/o downshifting) I was exiting those corners at 5000 (Turn 3) and

5200-5300 (Turn 10) rpms and had it down OK. If I went to pass anyone in those corners, I just reverted to third gear again. I also used to run up the engine to around 6800 rpm in 4th gear before braking at the end of the main/front straight. This time, I started to upshift into 5th gear when the revs hit 6500 rpm a little ways passed the start finish line. The exit of the first corner and the second corner at Summit Point are too busy to be looking at the tachometer, but I tried to shift up to 3rd gear earlier than I was used to (when I occasionally bumped into the rev limiter). Rather than hit redline at the exit of Corner #8 (or between the apex and the exit), I started to shift just before turning in and still managed to exit at 5000 rpm. I didn't have Dawn put the stopwatch on any of those laps, but wristwatch-timing efforts from a friend/fellow MR2 competitor had me in the 1:33 lap time range. Since the tires I was running were pretty well used up, I had hopes of significant improvements on the newer tires, but the chances of repeating my 1:31.7 lap time from the April race seemed pretty slim. I was more than slightly annoyed that the temporary DC Region registrar said she never got the entry form I faxed in on 8 Sept, especially since I wound up waiting in the registration line twice and paying an extra \$50 late entry fee Fri night.

Saturday 9 Oct: The late entry hassles continued the next day when I was gridded for the first qualifying session at the very back of our race group (#6 of 9). Normally, the first session is gridded by the fastest qualifying time at any of the previous MARRS races that season. Timing and Scoring doesn't have time to look that information up for

Late Entry folks, so we get stuck in the back. Not surprisingly, finding some clear track to get in a fast lap was pretty tough the first session. I wound up 23rd overall and 15th in class with a 1:34.49 lap time. The afternoon qualifying session was gridded by the morning session times, so things went a little better. I was 22nd overall and 14th in class with a 1:33.52 lap time. The one car I did manage to get ahead of with the second qualifying effort was my friend/fellow MR2 racer, Art Jaso (AJ).

Sunday 10 Oct: Doing the normal pre-race nut and bolt check Sunday morning revealed that the dust cover on the left front wheel bearing had fallen off sometime over the previous 2 days, but I had another one that fit tighter/properly. I also discovered a couple of washers that were in the wrong order at the top of the right front strut. Otherwise everything else was fine. I made a pretty good start and had good momentum on the cars ahead, but they suddenly slowed/braked and I had to check-up and almost took to the dirt.

<http://www.thunderpawracing.com/pdoane/Oct04clip1.WMV>

AJ fared better on the left side of the track and pulled ahead on the run down to Turn 1, even though the white ITA class RX-7 ahead of him locked up his brakes big time. I was almost passed by the red 240SX behind AJ, but I held him off. The first time we all got to Turn 3, the white (with blue stripes) ITS class RX-7 almost turned into AJ, who was alongside, but it checked up at the last second. This gave me the momentum I needed to pass the ITS RX-7 on the outside of Turn 5. It's hard enough going around

Peter Doane @ Summit

Underdog car placed 8th in MARRS ITA



Photos by: Jim Sykes - Written by: Peter Doane



the outside in a tight corner, but my tires were still cold and it took all the car control I could muster to keep it on the black stuff.

<http://www.thunderpawracing.com/pdoane/Oct04clip2.WMV>

Going down the front straight to start Lap 2, I missed the upshift to 5th gear and that let the ITS RX-7 catch me again (as if the power difference wasn't enough) and get by going into the third corner. He held me up a bit until we cleared Corner #8 and then he motored off into the distance again in the run up to Turn 10 and down the main straight. As we went thru Turn 5, there was a Miata (the overall winner from the wet Labor Day race) parked at the edge of the track waiting to rejoin the fray after what I assume was a quick spin. Going into the first corner for Lap 3, the ITS RX-7 slowed down AJ and the ITA RX-7 enough that I caught right back up again. I feinted a pass on the ITA RX-7 between Turns 2 and 3, but didn't have enough of a run to make it stick.

<http://www.thunderpawracing.com/pdoane/Oct04clip3.WMV>

It was also about this time that I noticed a Red/White ITS class BMW that started to loom large in my mirrors down the straights and then fall way back again in the corners. I caught the ITA RX-7 again under braking for Turn 5 later that same lap. We went

side-by-side thru the next few corners, but I let him slide in front again in Turn 8.

<http://www.thunderpawracing.com/pdoane/Oct04clip4.WMV>

The gap grew slightly as we negotiated the next two turns and flew down the main straight to start Lap 4. AJ had some kind of problem braking for Turn 1 and that let the ITA RX-7 and I slide by him. At the same time, the ITS RX-7 must have slid off the edge of the track coming out of Turn 1, because he wound up spinning back onto the middle of the track right in front of us. Even though I got off the throttle (because I wasn't sure the ITS RX-7 wouldn't keep coming across the track), it must have been less than the ITA RX-7 did because I got a bit of a run into Turn 3. Not enough to pass him again though. In my mirrors, I could see that the spinning car had allowed the BMW to almost pull alongside me (while I'm thinking about passing the RX-7), but a Blue RX-7 spooked him and he backed off.

<http://www.thunderpawracing.com/pdoane/Oct04clip5.WMV>

I got real close to the ITA RX-7 through the Carousel. I didn't try any side-by-side action again though. The Blue RX-7 blew by me coming out of Turn 8.

<http://www.thunderpawracing.com/pdoane/Oct04clip6.WMV>

The BMW was finally close enough to power by me on the front straight at the beginning of Lap 5. The Blue RX-7 had been passing the White RX-7 and that slowed him down enough that the BMW got by in Turn 3 and I

caught up to both of them. The BMW was so slow in Turn 5, 6, and 6A, that the white RX-7 nipped by him again. I knew if I didn't follow that he'd get away, so I jumped through at the last second too.

<http://www.thunderpawracing.com/pdoane/Oct04clip7.WMV>

The Miata that had been at the edge of the track before, caught me up going into Turn 1 the next lap. He feinted a pass under braking, but waited until coming out of the corner to blast by me. The White RX-7 ran wide at the exit of Turn 3. This let the Miata by and I got a good run on the RX-7, but couldn't get alongside before backing off for Turn 4. We were nose-to-tail again through the Carousel.

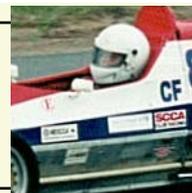
<http://www.thunderpawracing.com/pdoane/Oct04clip8.WMV>

I ran a bit wide in Turn 1 on Lap 7 so the BMW tried (and failed) to get by me before we got to Turn 3. That was enough of a mistake and distraction that the White RX-7 pulled out a bit of a gap. I was pushing as hard as I knew how to close that gap again, but the BMW motored by on the front straight again and held me up so badly for the rest of Lap 8 that the RX-7 was way ahead by the time we got to the main straight again. When the BMW did the same thing to the RX-7 the next lap, I almost closed the gap again. I basically ran by myself for Laps 10-15. The only other cars I saw were another MR2 that I lapped and the three ITS leaders lapping me. 21st overall and 15th in class was the end result.



New England Challenge

For Formula and Club Ford



- Announcement

2004 New England Challenge Series Wrap-Up

The second season of the New England Challenge (NEC) series for Formula Ford came to a successful close at Watkins Glen in September. The series is designed to attract a significant field of Formula Fords at each of the tracks throughout the Northeast Division (NEDiv) of the Sports Car Club of America (SCCA), offering close competition and the chance for social interactions. To increase the attraction, the series offered over \$13,000 in contingency awards from series sponsors. The series, run in conjunction with scheduled SCCA Regional race weekends, featured three classes: FF, CF (Club Ford with no tire specification) and NCF (Club Ford with the NARRC tire rule). The three class format has been adopted to encourage fuller participation because the Club Ford tire rule varies from track to track in NEDiv.

Sixty-one Formula Ford drivers took part in one or more events in the series with 32 in FF, 21 in NCF and 9 in CF. The average entry for an NEC event was 16 cars, compared to less than 10 cars for non-NEC Regional events in NEDiv. The largest field was 32 cars at the May 31st "RACER Magazine 35 years of Formula Ford presented by RedMist" at Lime Rock Park, which was part of the Mohegan Sun Grand Prix weekend there. The season finale at Watkins Glen in September also had a large 19 car field. Only the event at BeaveRun, which is at the extreme western boundary of NEDiv drew less than 10 entries for an NEC event.

The NEC opened at the Summit Point Regional in April with Tom Raber (FF), and Chuck Van

Nostrand (NCF) taking home checkered flags. The second stop of the series was the Pocono Regional in May where Davey D'Addario (FF) and J. D. King (NCF) were victorious. The next stop in the series was the Formula Ford 35th Anniversary event at Lime Rock where the rains intervened and aided Mike Rand (FF), Rob Weiner (NCF), and Steve Roux (CF) in gaining victories. The fourth stop was again at Lime Rock in June where Arthur Foster (FF), Steve Roux and Rich Droller prevailed for victories. At NHIS in July, Don Drislane (FF) and Rod Kendall (NCF) were the winners. The August event at BeaverRun saw Dan Pyanowski (CF) and Bob Lutz (FF) bringing home checkered flags. The NEC finale at Watkins Glen in September just escaped hurricane Ivan's wrath for the Saturday race where David Petzko (FF), Dan Pyanowski (CF), and J. D. King (NCF) were victorious. The Sunday event on the NASCAR short course saw the same three drivers, Petzko, Pyanowski and King, as winners again.

All of the 2003 NEC series Champions, Bob Lutz (FF), J. D. King (NCF), and Steve Roux (CF), successfully defended their titles for 2004. Ray Boyer (FF), Rod Kendall (NCF) and Dan Pyanowski (CF) earned series runner-up awards while Davey D'Addario (FF), Rich Droller (NCF) and Don Costa (CF) were third place series finishers.

The NEC continues to accomplish its goals of attracting significant fields of Formula Fords at different tracks throughout NEDiv, which led to close competition for all of the competitors, and social interactions that led to new relationships in the NEDiv FF community. The series

has received high marks from a number of the competitors who not only enjoyed the spirited competition and the chance to travel to new tracks, but also for the chance to meet and race with FF drivers from all over NEDiv.

The series sponsors (in alphabetical order) deserve a huge note of appreciation: Justice Racing Engines, Moroso Performance, Quicksilver RacEngines, Racing Flow Development, "Roz" Rosintoski Motorsports Photography, Snapdragon Engineering, and SRP Engineering. Twenty of the twenty-six drivers registered for the NEC series earned at least one award from the series sponsors.

Planning for the 2005 version of the NEC has already begun. Some



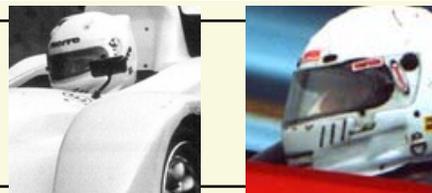
changes to the format will be made for 2005 based on competitor feedback and lessons learned in the first two seasons. The 2005 version should offer even greater racing rewards than 2003 or 2004.

Contact Info:
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srx7racer@alltel.net

John Merriman, 203-866-9221; merrace@optline.net

National Convention

2005 SCCA National Convention Dates Revised



- Announcements

The schedule has been designed to take into consideration the needs of our members and your tight schedules. And of course the budget will be a little less affected by eliminating a night of lodging. The schedule details are far from final, but for all of the REs on the list, you will be pleased to know that we DO NOT have a 7:30 a.m. meeting for 50 minutes. We actually get a full hour right after lunch on Friday. So instead of sleeping through my seminar in the early morning hours, you get to take a power nap during my seminar after lunch (shades of college days and early afternoon classes.) Special awards will be given to those who still have the skills to sleep with their eyes open.

Best Regards,

Michael E. Dickerson

TOPEKA, Kan. (May 7, 2004) -- Sports Car Club of America, Inc. announced today revised dates for the 2005 SCCA Annual National Convention, moving the event to Jan. 27-30, 2005.

The 2005 Convention will be held at the Westin Crown Center Hotel in downtown Kansas City, Mo. The date was changed to the final week-end of January in order to conflict with as few industry events as possible.

Another change will be the schedule of the event, including a later overall start time on Thursday, Jan. 27. The event will be kicked-off with the annual Leadership Luncheon at noon. Additionally, the "Secrets of Speed" seminars have been moved to Sunday, Jan. 30 to avoid Saturday seminar scheduling conflicts.

"After receiving considerable feedback regarding the last several Conventions, we believe that moving the initial start time from Thursday morning to Thursday afternoon will help cut costs for many members," SCCA VP of

Program Development Howard Duncan said. "While some individuals will still travel on Wednesday, many members can use Thursday morning to travel, thus removing one night of hotel expense."

Highlighting the 2005 Convention will be the induction of the inaugural SCCA Hall of Fame class Jan. 29 at the annual banquet. Also, even more safety information will be provided and discussed as a follow-up to last year's eye-popping safety symposium, which assembled many of the world's leading motorsports safety experts.

Look for more information about the 2005 SCCA National Convention to be released throughout the year.

Eric Prill
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Northeast Club Racing Dates for the 2004 Season

Date(s)	Venue	Region	Phone	Email
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

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

2004 NEDIV Mini Convention

2004 NEDIV Mini Convention at the Long Island Marriot Hotel & Conference Center , November 12 – 14, 2004

101 James Doolittle Blvd. , Uniondale , NY 11553

Hotel Reservations (516) 229-5084

Room Rate are \$125.00 per room Single, Double, Triple or Quads plus taxes

Mention the NEDIV 2004 Mini Convention

Full Registration \$65.00 (hotel room not included)

Tentative Schedule

Friday: 4:00pm Closed Scheduling Meeting. Registration 6:00pm – 10:00pm . Welcome Reception 7:00pm – 10pm . Just like the New York Region's worker parties, don't miss this one.

Saturday: Registration and Continental Breakfast, Seminars, Lunch & Awards, Seminars, Cocktail Party, Dinner and Awards.

Sunday: Continental Breakfast, Directors Meeting and NEDiv Council Meeting.

SPECIAL: FREE SOLO EVENT FOR ATTENDEES ON SATURDAY

RACE TIL YOU DROP

To register for the 2004 NEDIV MINI Convention please complete the attached form and return with your check made payable to "NYRSCCA" .

Mail to: Christopher Morales 31 McCouns Lane , Glen Head, NY 11545

Call (516) 674-9106 only between 7pm – 9:30pm with questions

Name: _____ Office Held: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Region: _____ Specialty: _____

Guest Name if any: _____ E-Mail: _____

Full Registration # _____ @ \$65 Seminars and Lunch # _____ @ \$55

Seminars Only # _____ @ \$35 Lunch Only # _____ @ \$30

Banquet Only # _____ @ \$50

Please plan to have registration arrive no later than November 8, 2004. We DO NOT accept credit cards to register.



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:

1975 Cosworth Vega, s/n 1606 of 3508 produced; 49k original miles. older bare metal respray on rust free, bondo free body. original interior and drive train super condition. 2nd owner. I show it, autocross it, and drive it regularly. This Rare Auto Looks and Drives Super! This is a turn key auto. If you have been to a SJSCCA Autocross, you know how sharp this car looks in person! The "U" joints are starting to show their age and should be replaced in the near future, and the horn just stopped working?!?! Other than those items, the car is great! Just pull the cover off, twist the key, and drive it! I have no reason for selling this car, other than I want a change. Price is \$8500.00 or best offer, or trade for a nice Triumph TR6. Call or EMAIL Jim Tornetta 609-893-5701 or jptornetta@hotmail.com (10/04)

1986 Turbo Thunderbird Coupe; Good condition. Straight, no rusty body or floor pan. Paint weak, interior very good, power everything, auto trans, runs good. Make a great winter beater, or use the turbo engine in a killer autocross car!

\$750.00 or best offer. Jim Tornetta 609-893-5701 or jptornetta@hotmail.com

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

Wanted:

Workers for 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 Yenke (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.

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

As we receive more ads, those who have "rippedened" 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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2/04

S.J. Region Solo 2

X - October 24th (moved to...)
October 31st (Halloween)
November 21st

Atco Raceway
1000 Jackson Road
Atco, NJ 08004



<http://www.monsterplates.com>

At@Speed

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

Trying to get folks out to autocross? A promotional flyer has been created. Newbies can receive five dollars off their first SJR autocross. Prints are circulating, but you can download and print the file yourself too:
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