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## Solo 2 Story and Standings

- Written by: David Hess

After some "gentle" prodding, I finally convinced my father to, not just come to an autocross, but actually drive in one too.

The day before, Saturday, a small group of family celebrated my daughter Amelia's first birthday. Toward the end of the party, some of the, "ahr, ahr", males were making their way outside and asked me to open the garage. A half hour passed and I realized I'd gotten caught up in a conversation. I finally decided to oblige those seeking out my ITA car. As I stepped off the back porch

I noticed the garage door was already open. My father, and two brothers-in-law were standing outside the garage just "shooting the shit".

It was after 4:00pm, Amelia was about 45 minutes into an unscheduled, but very necessary nap, and it was the appointed time for the party's end. Feeling fully justified about leaving the party to prepare the car for Sunday, I starting in on the shooting-of-the-poo while pulling the car out of the garage.

> Continued on p.9



E Prepared 1990 Yugo driven by Jim Thwaite and Matt Tornetta

## Elections!

Thinking of Running for the Board? BRILLIANT! No, really! Actively participating in the governance of SCCA by serving on your Region or on our National Board of Directors can be very rewarding and enlightening. It is also one of the highest and most noble ways of reciprocating the benefits and enjoyment you've received as a member of SCCA. If you are considering a nomination to be on the ballot for a Board position, kudos to you! As you are considering the nomination, consider as well what you will be saying "yes" to if elected: the rights, the responsibilities and the rewards of being a Board member.

The Rights: Each right we have as an elected Board member is a privilege (not entitlement) of service; service to the members that elected you. With each privilege comes a responsibility and, when executed effectively, a reward. Our Club members rely upon our elected officials to make decisions for the long-range health and stability of the organization so they can continue to enjoy the sport we all love. Making these decisions is called governance and it is your right to govern.

> Continued on p.5



### Jack Oliver Still Going Strong

Who has season trophies already and who will be in a battle until the end? see p.9



### Meg Meyer at the Glen

Meg dominates ITC at the Watkins Glen with 2 wins and 2 course records. see p.6-7



### Peter Doane Up the Hill

Dureah Hill Climb provides new entertainment for this seasoned road racer. see p.8

# Board of Directors

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## Regional Executive

J. D. King  
759 Stanton Ave.  
Franklinville, NJ 80322  
856.694.5012  
king@snip.net

## Asst. Regional Director

Jim Tornetta  
13 S. Carolina Tr.  
Browns Mills, NJ 08015  
609.893.5701  
jptornetta@hotmail.com

## Secretary

Sue King  
1643 Bluebell Rd.  
Williamstown, NJ 08094  
856.629.4966  
1arunit@snip.net

## Treasurer

\* John Borden  
62 Riverbank Rd.  
Beverly, NJ 08010  
856.779.8521  
jborden3@verizon.net

## At Large

Jack Oliver  
7 Old Salem Rd.  
Cherry Hill, NJ 08034  
856.667.2858  
jackoliver@juno.com

## At Large

\* Meg Meyer  
10 Normandy Lane  
Willingboro, NJ 08046  
609.835.4450  
megmeyer@comcast

## At Large

\* David Hess  
296 Orchard St. West  
Hammonton, NJ 08037  
609.704.1996  
cill\_wavey@yahoo.com

## At Large

Jim Wakemen  
23 Silver Birch Rd.  
Turnersville, NJ 08012  
856.228.9249  
jim@wakemen.com

## At Large

- Vacant -

## Chairpersons & Specialties

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Competition - Meg Meyer .....	609.835.4450
Membership - Meg Meyer.....	609.835.4450
Merchandise - Jim Tornetta .....	609.893.5701
Race - Mayann Worrell.....	856.779.9548
Rally - Jim Wakemen.....	856.228.9249
Scrutineer - open to volunteer .....	xxx.xxx.xxxx
Solo 2 - John Borden.....	856.387.0576
Mini GP - Mike Sokalsky.....	609.822.8417
Flag & Communication - David Teal .....	610.566.4795
Starter - David Teal .....	610.566.4795
Grid - open to volunteers .....	xxx.xxx.xxxx
Pit, Paddock & Sound - Alex Collins.....	856.753.9660
Registration - open to volunteers .....	xxx.xxx.xxxx
Timing & Scoring - Jack Oliver .....	856.667.2858
Activities - David Hess.....	609.704.1996
At Speed - David Hess .....	609.704.1996

### Tri-Region Representatives:

David Teal, J.D. King,

### Alternates:

Terry Hanushek, Fay Teal, Jack Oliver

### Pennsylvania Hillclimb Assn. (PHA) Reps:

Sue Salsberg, Dave Arron, Dan Cassino

Solo 1 - Fred Thum

### Anthracite Race Association (ARA):

Terry Hanushek

## At Speed and Meetings

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At Speed is published monthly in print and online:

[www.sjr-scca.org/atspeed.html](http://www.sjr-scca.org/atspeed.html) and is 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 (listed to the left).

Editorial copy and ad contacts should be submitted to the editor, Arvid Paul Hess, 296 Orchard Street, West, Hammonton, NJ 08037, or [cill\\_wavey@yahoo.com](mailto:cill_wavey@yahoo.com), by the twentieth (20th) of the month prior to the next issue. It is preferred that all editorial copy be submitted in a format compatible with an IBM/PC platform (ASCII "email", MS Word, rtf, etc.). See classified section for advertising rates and policies.

Membership Meetings convene at 8 p.m. on the second (2nd) Wednesday of each month at the Whistler's Inn. 901 Rt. 130 South Cinnaminson, NJ 08077. Phone number: 856.786.7427.

Board of Directors (BoD) meetings are held on the first (1st) Wednesday of each month. Locations vary each month, so contact any of the above members of the Board to learn where the next meeting will be held.

# Events & Announcements

## A Warm Welcome to Our Newest Members:

- Jonathan Allain
- Garry Garrison
- Robert Sanborn
- George Widas

## Northeast Division Mini-Convention

Philadelphia Region, host for this year's NeDiv Mini-Con, has announced that they will be including a special grouping of seminars, "Driver's Track" including:

- Car preparation for winning (within the rules) – Joe & Tom Aquilante
- Data Acquisition and Analysis – Dave Scaler
- Advanced Driving Techniques – Dennis Macchio (Bertil Roos Racing School) A session with the Northeast Division members of the Club Racing Board, the 3 National Board of Directors from the Northeast, and Club Racing staff (Terry Ozment and others) from the National Office, on the how's and why of rules and changes.

A registration form can be found on p.10 of this newsletter.

## It's Election Time!

Three positions on the Board of Directors are up for re-election and one spot is vacant. Make a direct impact on your club!

Contact Sue King if interested in running for a position.

More information can also be found on p.5 of this edition of At Speed.

## Club Racing Report

SJR drivers at the Glen - SJR sent 5 drivers to Watkins Glen this weekend, **Joe Volpe, JD King, Tom Smith, Nick DiMeo** and **Meg Meyer**.

The results were mixed. Joe Volpe went in his HRG5 Mustang. He qualified on the pole Saturday with a 2:19.109 on the long course, but crashed in the first lap with a fellow Mustang driver. No details were available at this time.

JD King qualified 1st(of 15) in NCF with a 2:08.060, and finished second (though his 2:05.827 was fastest lap for an NCF)! JD qualified 2nd (of 13) on Sunday on the short course, but broke and did not finish because of a clutch failure.

Tom Smith qualified 3rd on Saturday (in NCF), finished 4th, and qualified 3rd on Sunday, finishing 3rd.

Nick DiMeo qualified 10th(of 26 ITA cars) on Saturday, and finished 6th! Nick qualified 14th on the short course, and finished 16th, though he was not running at the finish. No further details were available at this time.

Meg Meyer qualified 1st(of 7 ITC cars) on Saturday, finished 1st, and set the new track record at 2:28.228 (1.3 seconds faster than the old record)! Meg qualified 1st(of 5) on Sunday, finished 1st, and set the new short course record at 1:37.372 (1.5 seconds faster than the old record)! Read Meg's story on p.6-7 or in the SJR Forums.

Many Philly, NePa, NNJ and DC region members were also in attendance. The Fun One results should be posted soon. Visit [www.sjr-scca.org](http://www.sjr-scca.org).



South Jersey Region T-Shirts are available at our membership meetings! See p.2 for meeting details.

## October Calendar

- \* 10/12 SJR Monthly Membership Meeting
- 10/14 Track Day - BSR\_inc. (FATT) Summit Point (Main), WV; Novice Wait List
- 10/14-15 Road Racing School Watkins Glen, NY
- 10/15-16 Road Racing (Enduro and Sprint Races) Watkins Glen, NY
- 10/15-16 Road Racing MVR 2 Regional - Nelson Ledges (KRYDER)
- 10/15-16 Track Day - Car Guys VIR
- 10/15-16 Track Day/Racing - NASA Mid-Atlantic Summit Point, WV (Main) HPDE 1-2 wait list
- 10/16 Autocross - NASA-NE - Giants Stadium, NJ
- 10/16 Autocross - Philly Summer Series Event #14; Ripken Stadium; Run Groups ABCD
- 10/16 Road Rally - BMC - Register by October 8th
- 10/16 Autocross - CART - 740 James P. Casey Road, Bristol, CT
- 10/17 Track Day - SCDA New Hampshire Int'l
- 10/21 Seat Time (no instruction - certified through FATT) Cost: \$200
- 10/21-22 Club Racing (NARRC Runoffs) @ Lime Rock Park, CT
- 10/22 Autocross - NNJR Old Bridge Raceway, NJ
- 10/22-23 Track Day - Sinergy Racing, (VIR)
- 10/23 Time Trials - EMRA Watkins Glen, NY
- 10/28 Track Day - BSR-inc. (FATT) Summit Point (Jefferson), WV; Novice Wait List
- 10/28-30 Club Racing - WNY Region Nelson Ledges (NYSRRC - KRYDER)
- 10/28-30 Club Racing (School) - DC Region Summit Point
- 10/29 Track Day - Patroon - BMW CCA Lime Rock
- 10/29 Autocross - NNJR Old Bridge Raceway, NJ
- 10/29-30 Track Day - NNJR PCA; Summit Point, WV (Shenandoah)
- 10/30 Autocross - Philly; Ripken Stadium, Groups CDAB
- 10/30 Autocross - Poughkeepsie Orange County Airport, NY
- \* 11/13 Autocross - SJR @ Atco, NJ
- \* 11/20 Autocross - SJR @ Atco, NJ

# Board / Membership Meeting - September 2005

- Submitted by: Sue King

The combined September 2005 meeting of the Board of Directors and the General Membership for the South Jersey Region of the Sports Car Club of America, Inc. was held at Whistler's Inn on Wednesday evening, September 14, 2005. The meeting was called to order by R.E., J.D. King at 8:15 PM.

Board of Directors present: J.D. King, Jim Wakeman, Jim Tornetta, John Borden, Jack Oliver, Meg Myers, and Sue King.

**Treasurers Report** – John reported a balance of \$2,086.00 in the operating account.

**Solo II** – John reported on the Labor Day event. There were 40 entrants. This was not a break even endeavor. There were some new people that showed up to run an interesting course set up by Andre. John felt that it was not heavily attended due to the holiday weekend. Our next events will be held on November 13<sup>th</sup> and November 20<sup>th</sup>. J.D. felt that, if the Labor Day date is available for next year, that maybe we should have a picnic dinner for the entrants. Just a thought. J.D. asked John if there are any other regions that put on a party after their events. John was not aware of anyone who does this, except for the National in Topeka. J.D. will try to get DeSimone to sponsor our events in conjunction with Hankook. Discussion centered on the support of Lexus of Cherry Hill. Jill will prepare a Lexus banner to be displayed at our events.

**Membership** – Meg reported that, as of the last report received from National, we have 219 paid members. Sue asked if we are going to send postcards to our newest members (not the renewed members) to welcome them to the club. Meg will follow up on this.

**Competition** – Meg reported on her winning ways at Beaver Run where she came in first in her class and her win at Watkins Glen at the MARRS event.

Meg went on to give congratulations to J.D. who was first in NCF and Tom Smith who placed second in NCF. David and Richie completed in the 4-hour at New Hampshire – they only completed 2 hours and 59 minutes, before the fuel pump gave out, but they had enough laps and time to finish first in ITC. John competed in a Friday at the Track event at Summit Point and had a 'blast'. On an off note, John reported that member Kurt Schenk's brother passed away. John will send a sympathy card to Kurt from the region. J.D. reported that Tom Smith, Nick DiMeo, Meg and himself will be running the Fun One at Watkins Glen this coming weekend.

## “Fay Teal to be inducted into the National MS Society 2005 Volunteer Hall of Fame...”

**New Business** – David Teal read a letter from the National MS Society wherein the MS Society elected Fay Teal to be inducted into the National MS Society 2005 Volunteer Hall of Fame for her outstanding efforts in fundraising. Fay will be inducted on November 11<sup>th</sup> at Atlanta at the MS Society national conference. Fay went on to thank all of her sponsors. J.D. stated that David and Fay are the biggest champions in our region promoting us at every event they attend. Sue gave Fay and David instructions to take a lot of pictures of this event in November so that we can publish them in At Speed and send them to Sports Car.

Matt W. asked Meg if she has updated the **website** recently. Meg is looking into gallery software which can be linked to our forum section. Look for updates. Matt asked if National has responded to our situation at one of our Solo II events. J.D. has not heard anything, yet. A question was raised about renewing safety steward licenses. Sue will follow up on this.

J.D. reported on the **Pocono National** – the final report was putting glowing even though we had some time/safety constraints. There were no major accidents, no major emergencies, no driver protests, no sound issues. The races went from green to checker with few dings to body work. A few flatbed pickups. Dan reported on spectators observing racing from the infield of the track. Sue reported that J.D. did an outstanding job as the race chair.

J.D. reported that we have the old D.C. region **radios** in our possession. We will use these at the next Solo event.

Jim Wakeman reported that there will be **two Midalantic regional events** – October 1st put on by the D.C. region and October 16<sup>th</sup> put on by Philadelphia region and BMC. Jim participated in the Mini Monte the week before Labor Day and took 3<sup>rd</sup> in equipped.

Meg reported that the **Mini Con** will be held on November 12<sup>th</sup> in Allentown. Meg reminded J.D. that we need to finalize a committee as we will be sponsoring the Mini Con in November 2006. Meg volunteered to be on the committee, Jim Tornetta, John Borden also volunteered.

Sue reported on the **Vintage GP** -there will be a display of vintage race cars in conjunction with the Taste of South Jersey event to be held at the Aquarium in Camden on September 19<sup>th</sup>. This event is being put on by the South Jersey Chamber of Commerce.

David asked J.D. if there was any reported on **Thunderbolt**. J.D. reported that the conceptual plan has been presented to the Planning Board for consideration. The FAA has not reported back on the paperwork that they requested. More on this at a later date.

There being no further business, meeting was adjourned at 9:20 PM.

# Elections! - Thinking of Running for the Board?

Continued from p. 1

- Written by: Barbara Lundquist

Governance encompasses many issues: establishing the Club's vision, advancing its mission and setting its direction (strategic plan). It also includes evaluating the performance of its programs for short and long-term effectiveness, establishing policy, emulating the Club's core values and ethical principles and ensuring the fair and equitable treatment of our members. The right of governance means that as a Board member you bring to the discussions and decisions your unique view of the Club and how the Club should be. It is your right to influence, to the best of your ability and for the overall benefit of its members, where the Club should be going to ensure long-term health and stability. This influence must be balanced with the directives from the members that elect you. There are times when the directives we receive from members may not be as wonderful as the members believe them to be. In these cases, you may need to do some education as members maybe unaware of all the elements that need to be considered when making a decision. However in no circumstance should you make a unilateral decision because that's the way you want it to be. Remember, the rights provided through election are privileges of service: service to others, SCCA members.

**The Responsibilities:** There are a lot of tasks within our Club that need to be accomplished (see August issue of Inside Line, pages 6/7, for details) to keep our organization going. Some tasks must be done by specific Officers, but the Board doesn't necessarily need to be (nor, in a perfect world, should they be) the doers of all tasks. They need to be sure the tasks get done appropriately and effectively, in essence delegate, so the Board individually and collectively can focus on primary Board responsibilities. Those responsibilities include but are not limited to:

- Executing vision/mission and strategic plan of SCCA and/or of the Region
- Financial accountability in accordance to Incorporation, By-laws, SCCA Charter
- Financial oversight of all programs and program boards
- Legal compliance of State Incorporation,

Bylaws, SCCA Charter

- Ensuring ethical responsibility/integrity of the Club and/or Region and its programs
- Effective organizational planning; long range goals
- Recruiting and orienting new Board members; succession planning (Region level)
- Assessing Board performance

Does this sound similar to what your Board of Directors does? The answer is probably "Yes and No". A fair amount of the responsibilities get accomplished by virtue of the tasks that get completed. And some Regions as well as our National Board have made progress in non-task elements. You may argue that getting the tasks done is enough. But is it? If you stand and march "in one place" you will find over time that the world has moved beneath your feet. The same phenomenon occurs when we accomplish only our tasks and do not focus on planning what we need to do and whom we need to become in order to secure our future. So, why do we not generally address the non-task responsibilities? All indicators are that when we don't know what or how to do something, we default into our comfort zone: doing what we know and enjoy. And since this is a member governed organization where our Board members are volunteers, we bring varying levels of knowledge and skill to the table.

We also belong to SCCA so that we can do what we love: participate in events. We generally run for a Board position out of obligation because we desire to influence change and direction from what currently exists, and that generally is how events are managed and how rules are made.

The pull to delve into these details and manage at that level is strong indeed. But remember, the Board of Directors is about governance. Governance and management are not the same. Most of our Regions operate in a world where volunteers wear many different hats and assume many different roles. If this is the case, please do yourself and the Region/Club a favor: be very clear of what role you are pursuing at any given activity or decision. This is a tall order in

most cases as the lines of distinction are frequently blurred. Do the best you can, but do it. Failing to keep roles separate will deteriorate into crossed messages, confusion and the accusation of hidden agendas. Neither you nor the Region need this kind of public opinion and hard feeling. So when multiple roles occur, it is best to keep things as clear and separate as possible.

The Board responsibilities may seem daunting, even enough for you to consider changing your mind totally: DON'T! We need you. We need you because you bring to our Boards a wealth of knowledge and experience from life, from business and from SCCA. If you find yourself in uncharted territory, there are resources available to you from the National Staff, the National Convention, Divisional Conventions, past Board members and sister SCCA Regions. Others have been where you are thinking of going, you are not and will not be alone.

**The Rewards:**

Ah, yes, saving the best for the last: the rewards. It would be insulting to tell you being a Board member is "a piece of cake". It involves meetings, phone calls, at times long hours and members lobbying you to make things their way. The right to serve will bring challenges from members. It will try and test your patience, your perseverance, and, yes, sometimes your belief in others. It will also bring rewards. It will reward you through the governance you've influenced and moved forward for the member's benefit. It will reward you through the satisfaction knowing that you gave back. It will personally reward you knowing you did your best; you put your mark on SCCA; and, most importantly, that you made a difference.

"We make a living by what we get; we make a life by what we give." --Norman MacEwan

Thinking of running for the Board? BRILLIANT! We look forward to seeing your name on the ballot.

---Barbara Lundquist, CVA  
SCCA University  
blundquist@scca.com

# Two Lap Records and Two Wins at The Glen

- Written by: Meg Meyer

Racing started pretty much on time with group 1 at 8am. I drained the oil, then realized I did not have a new filter. DOH! I walked around a little, looking for one, but decided it would be ok, since the filter probably only had about 400-500 miles on it! So, I put the new oil in, got the car off the trailer, and did tire pressures, etc.

Finally, it was time to go out! We were running the long course (3.4? miles) on Saturday, short course (2.4? miles) on Sunday. I like the long course a lot better. It is more technical, and more fun (at least in my opinion). Qualifying lasted for 18 minutes. It actually seemed pretty long. I went out behind a couple of Volvos and a BMW (all ITB) and there was an SSB and SSC pretty close behind me. I never saw any of the ITC cars. I kept the ITB and SSB and SSC cars in site. I guess I was doing pretty good, but it was hard to tell.

As I went onto the track, I noticed a nasty vibration. If I hadn't torqued my lug nuts myself, I would have sworn I had a loose wheel. After 2 laps, it was improving, and nothing fell off, so I decided to go for it! It improved the whole session, though it did not totally go away. We guessed I picked up some debris on the tires at BeaveRun, and did not get it all scrubbed off.

Anyways, I qualified on the pole (for ITC) of 7 cars, and 10th overall. I was happy. I got a 2:30.734. a full second or more faster than my fastest ever at the track. (though still .8 slower than the track record) I was pretty happy, since I had that vibration, and my brake pedal was soft.

When I got back to the paddock, I looked at the tires, they looked ok, and the brakes (also ok), so I put everything back on, torqued the wheels, put some gas in it, and after lunch, headed to timing and scoring.

I got to work groups 3-6 races. JD and Tom were in group 5. JD finished 2, Tom 4th. Congrats, guys! JD had a great race with Rodney Kendall,

who got him near the end.

Nick DiMeo was in group 7, so I couldn't work that race. I watched from the false grid, and another WNY friend (Larry Hebler) got second in ITA, Mark Connolly got 3rd in ITA, and Nick got 6th! It looked like Nick had a good run! There were 21 ITA cars, so congrats, Nick! Great job!

Then it was our turn. It was almost 6pm. There were some nasty clouds, and it was kind of dark, so I had Mary's crew (Anita) hold onto my sunglasses for me. We went out, scrubbed our tires on the pace lap, and took off after they waved the green flag.

I had a pretty clean, good race. There was a red Volvo (or BMW - I wasn't paying that much attention), and he was holding me up a little (especially in some of the turns), and a Golf behind me (RIGHT behind me!). We were coming into the left-hand turn that leads back onto the short course. I was right on bumper of the red car, when I noticed the Golf dive inside me.

I was thinking, 'don't do this, he (the red car) doesn't know you are there', when the red car went to apex the turn, and the Golf just couldn't slow down enough. The red car got turned sideways. I slowed down, and went WAY wide right (possibly even onto the nascar straight, certainly not where we normally run). The Golf was headed the same way (to try to get around the red car), but I stayed outside of him, and took off down the straight. Luckily, I avoided any contact!

I gained quite a lead on the Golf, and no one was in sight in front of me (though I eventually started seeing the brake lights of an SSC Nissan (Bob Roraback from New York Region). I slowed down quite a bit (about 3-4 seconds a lap) and the golf started to catch back up to me. There were still no ITC's in sight, and the golf was right on my bumper going into the down-hill left-



hander (into the boot). When I came out of the turn, I was looking for the golf. I did not want to cut him off to move into place for the next turn. I never did see him. When I spoke with him on Sunday, he said he went in too hot, and slid off the track.

Right near the end of the race, I was coming to the same turn where the golf tapped the red car, and I put my brakes on, and nothing happened. I thought 'what the heck is going on?'. I skidded straight, into the area where I was avoiding the two spinning cars, the tires gripped, locked momentarily, then I put it in second gear and took off down the straight. An ITC fiesta had blown his motor, and laid down either oil or radiator fluid (I don't know which). There was already one ITB Golf in the guard rail, so I was happy to avoid that fate.

Unfortunately for her, Mary was not so lucky. She hit the oil (or whatever it was), and started spinning, and just couldn't get control before she met the guard rail mostly head on. Lot's of front end damage. Probably a radiator. Possibly in need of frame straightening, thought on second look, it did not seem as bad as at first. Definitely new hood, the fenders can probably be fixed, the bumper might need replacing. Thankfully, Mary was ok. A little sore, but not too bad. She is hopeful that she can have the car ready for the driver school/endoro/regional weekend, but if not, hopefully for the Pumpkin at the end of October.

While we were in impound, I was talking with Joe (who finished 3rd in ITC), and saying that the vibration was still there, and the brakes were still soft. He thought I broke the record, I felt I was too slow in a couple of places to do that. As we were talking, Linda Louie came running over (Linda is the chief of T&S for NNJ) with a pink piece of paper in her hand, and shouting "Meg". When she got to me, she waved the piece of paper, and said "You broke the track record 4 TIMES!"

I was a little shocked (see previous paragraphs) but totally psyched! I broke the record in lap 2, then broke that in lap 5, 7, and finally in lap 8 I turned a 2:28.228! A full 1.3 seconds faster than the previous record! Very cool!

The party on Saturday night at the Fun One is one of the best anywhere. They have a pig roast (well, catered Pulled Pork). We ate dinner (in the dark), I talked to a bunch of people. A lot



# Meg Meyer at The Glen

- Written by: Meg Meyer

of the workers already knew I had broken the record, so there was a lot of congratulations, and much talk of breaking the short course record tomorrow (no pressure!).

They had the worker goodies drawings, and I won a small bottle of Frangelico Liquor. Good stuff! Mary and I, and Brian(? - I think that was his name) drank it. Then it was off to bed for the next day.

Oh, I forgot to mention. Joe Volpe (and SJR member) was there with his historic race group 5 Mustang. This is similar (at least I think) to an old AS or B or C Prod car. Pretty blue, with a nice 84 number. I did not get to see his race (I was busy chatting and eating lunch). He qualified on the pole (with a 2:19.109!) Unfortunately, he and another Mustang (a Shelby GT!) tangled on the first lap, and Joe did not finish. He also did not race on Sunday. I did not get a chance to find him, but I hope the damage is not too bad!

Sunday morning was beautiful! (Actually, Saturday night was beautiful, the moon was full (or nearly so) and VERY bright!) I decided to adjust the rear drums, so my brake pedal would not be so soft. So, we jacked up the rear end, took off the wheels, and looked. Neither my Dad nor I could find the thing that Tim (my main mechanic) turned to adjust the brakes. Finally, after getting the manual out, I found it. I adjusted the driver's side, then headed over to the passenger side. Gummy Joe came over with some brake cleaner, and sprayed the passenger side, then had me remove the driver side drum, and he sprayed that one too. I adjusted the passenger side, then went to pump the brake pedal. OOPS! I forgot to put the drum back on the driver's side. Thankfully, my dad was standing there, and said "STOP!". the cylinder did not break, but it was extended pretty far.

In trying to get it back where it belongs, I loosened the bleeder valve. Unfortunately, I loosened it a little too far, and it came out! I got it back in pretty quick, we squeezed the cylinder back in with a big set of lock-jaw pliers, put the drum back on, bled the brakes (all 4), and put some fluid in the master cylinder. Thankfully, nothing was permanently injured!

We went out for qualifying on the short course. Again, I went out with ITB and SSC cars, and never saw any of the ITC cars. It felt good, and when I got back to the paddock, Dad asked me to go get a time sheet. I said why? He said he got me a new track record. Even if he had, it only counts if you do it in a race. I went up to T&S, and sure enough, I was .3 seconds under the current record.

Tim helped me re-adjust the rears (the pedal was still soft), and we looked at the fronts. The fronts were really worn. I am ordering a new set as soon as I finish this writeup! That may be why the pedal was getting soft.

We ate lunch, and I went back up to T&S to work races 4-6. (I took a little more time to socialize)

JD was group 5. I was enjoying watching as he and Rodney were again battling for 1st in NCF. All of a sudden JD stopped coming by. Where was he? We didn't hear anything on the flag net about a crash. I did not know. At the end, I thought Tom Smith was second, but he had just gotten lapped, and was really 3rd. Congrats, Tom! JD did not finish, I talked with Sue while I was on the way home, and she said he thinks it was something in the gearbox. I guess we will find out later.

Nick qualified 10th on Saturday. As I watched from the false grid, it was hard to tell how everyone was doing. I did not get to the grid until they had been running for a little bit, so I didn't know who was where. Nick seemed to be running well, until he spun right in front of us! I don't think he hit anything, or was hit, but I did not get a chance to talk to him. It is possible somebody tapped him to get him started. Anyway, he continued, and passed back a bunch of the cars that got by him. I didn't realize until

Then, we settled in (sort of), and I was behind the orange ITB GTI, and the white/red Golf (same one from Saturday), and a volvo (possibly the one that the golf punted yesterday). They were fighting, so I kept backing off. They were going into the bus stop 3 wide! Finally, things settled a little more, and I got by the orange car by getting next to him on inside of the bus stop.

Then, Ed was in front of me. We dived for a while, and I finally made a move on the inside of the 90. Got him! Now, I just have to keep him back there!

I made the same move on the white golf, and then I had a little bit of cushion, and held on for the win! It was a fun race, and Ed and I had a blast for quite while! Thanks, Ed! (He is from New England Region)

I had asked the people in T&S to come out and let me know if I broke the record again. As I came by the back of the tower, there was Marie



the end that he was not running at the finish. He got towed in. I don't know why. He finished 16th of 24 in ITA. Congrats, Nick, and I hope it was nothing serious!

On our pace lap, there was a red GTI on the pole. He got really far behind the pace car, and was going really slow. Then, when the green flew, everyone got kind of crazy! People from the back got a really good run on those in front, and were went into turn one really bunched up. I was hoping to make it through unscathed. I did, but I had to lock up the brakes to avoid the guy in front of me (and orange GTI).

Ed Funk (in an ITC Civic) got by by going around the outside. He must have gained 10 spots in the turn! Good going, Ed!

Heacox and Lynn (I can't remember her last name to save my life!), waving a pink sheet at me. I did it again! By a little over 1 second!

It was a really good weekend for me! I will check my standings (especially in the NYSRRC overall points), and see if I want to ask my sponsor to run the 1-day regional in October at the Glen as well as the Pumpkin.

Until then, I hope everyone had as much fun this weekend as I did!

# Duryea Hillclimb - Being a Rookie Again

- Written by: Peter Doane

It's been a lot longer since my last race report than I would have liked. Optimistic plans to start a pro team with fellow South Jersey Region/ITA competitor Nick Dimeo never panned out due to sponsorship deals that started out very promising, but never came through. I didn't completely abandon the ITA car while chasing dreams of bigger/better things.

No matter how much racing experience you have, if you have never run a hillclimb before you are considered a rookie. I dutifully put the three white stripes on my car and showed up real early for what I thought would be lengthy Novice inspection, but once they saw the SCCA Logbook for the car, they signed off w/o even looking at it. I managed to find a spot for the new "rig", but there was no way I could put up the new awning.

I stayed at Jeff's house that night and we got up before the dawn (no not that Dawn, she didn't come) to bring my car down from the upper parking/paddock to the pits at the bottom. I threw the air tank and a few tools into the passenger area and didn't see the trailer or tow vehicle again that day until I put the car back in it/away that night.

The Novice Driver's meeting was the same as I remember from 1983 (when I was an SCCA Novice last) except for the hillclimb specific procedural things, but it finished with a drive of the course (all 33 of us on a flat bed tow truck) and discussion of the more important pitfalls to avoid. There are lots of those because of the cliffs/drop-offs on one sides of the road and the cable-type guardrails or stone walls on the other side. Like a street course, there is no room for an error and some of the corners carry some pretty high speeds. There are also reverse camber areas where the road is crowned for drainage and dips that also affect the "normal" racing line.

The first hour of track time Sat was made up of Touring Runs where the cars from either of the two groups go up w/o any interval to "explore" the track at "reduced" speed. When the turn around

area was full enough, they stopped the up-flow, sent everyone back down and started all over again with the next bunch of cars in line. I use the terms "explore" and "reduced" loosely because some drivers spun/wrecked their car on the Touring Runs. This was the first schedule disruption to a highly subscribed event. (Normally they limit the entry to 100 cars, but decided to try 120 cars this year because they thought they had enough pit space at the bottom for 120).

I thought I was going easy enough, but kept getting held up by the car in front of me. Other than re-acquainting (I had come up 2 weeks before for some recon runs in a street car, but civilian traffic flows prevented taking the racing line) myself with which corners came in what order, it didn't help much.

the most, but still making significant errors.

The second right-hander (of the four 180 degree turns after the infamous "Oh Shit" corner) kept screwing me up, but as soon as I got that right, I'd miss another one. I managed to drop 2-3 seconds off my time each runs, so I was happy about that, even if I couldn't get a clean one.

As with autotcrossing, it's a real challenge to get the most out of a cold car and a "cold" driver, in one short abrupt burst and then wait a while for the next run. The elevation changes (mostly up, but at least one high speed downhill turn), blind apexes, and proximity of the off course hazards make it quite a bit more of an adrenaline fix though.



After the Touring Runs Sat AM, each of the two groups got in 2 timed runs over the rest of the day and 3 timed runs the following day/Sun. They try to send cars off in intervals of 30 seconds, but any kind of "incident" on track brings out the red flags (there are no yellow flags) and those innocent drivers whose runs were interrupted, head down the hill immediately for a re-run. I took it real easy at first, concentrating on the fast corners that could get me into trouble

I deliberately tried not to pay attention to where I was in relation to the other 5 ITA cars, so I was pleasantly surprised to find out that I had placed 3rd. I only just missed 2nd place by less than a second and my time was within 1.5 seconds of the previous (until the event's winner knocked a coupled of seconds off it) class record.

# Solo 2 Story and Standings

Continued from p. 1

- Written by: David Hess



C Stock Miata driven by John Borden

It's extremely cool to have folks around while working on one's car. Not sure exactly why, but even though it can be a little distracting, it still cool to share the experience with others. I proceeded to replace the missing front, passenger-side marker light that went missing after the last trackday event. Taped the puppy up and screwed it in place. Good as new, well new for an IT car that is. A quick wash was in order, then loaded the car onto the trailer...

Sunday morning came quickly and I arrived to see a grouping of cars parked outside the Atco Raceway gate. "This can't be good", I thought to myself. After some bantering about on what we were going to do, Joe Sway arrived to open the gate shortly after 8:00am. Not only were we locked out, but some folks from the day before were locked in. The parked trailers departed rather quickly after the gate was opened.

First my brother-in-law, Dan, arrived. "Is your dad here yet?"

"Nope", I replied.

Laughing, Dan said, "He said he was going to be here early."

I kind of shrugged my shoulders as I looked at the time... 9:35am. Dad arrived about 10 minutes later. We registered, then I had Dad drive the car to and from tech, and a quick jaunt around the parking lot just to get a feel for the car.

I have to admit it was a little strange. I'm not used to "leading" in this father/son relationship, and so to a degree I tried to remain more of a son posture than that of an instructor. Walking the course I stressed looking ahead and showed where I was looking in relation to where we were. My dad passively interested in what I was saying. We were driving in the first heat and I took the opportunity to take him on an instructor run, just to show him the course with more pace than walking, obviously, and a little less pace than I'm used to driving. It's so hard not to romp on the gas in

the "straights", so it was probably still too fast for him to digest the course. I can't remember what Dad said when we crossed the finish line, but needless to say I think he was impressed, or maybe a tad overwhelmed. Not just with my driving, but with the sport in general.

Unfortunately Dad didn't get a clean run, and although he neglected to take his last 2 runs of six total, I think, no, I know he had a great time. The CRX proved difficult to get in and out of, and it's lowered, highly sprung suspension can really beat up a person if they're not used to a firm ride.

How'd I do? Well I wound up with the fourth fastest time of the day and PAXed 9th. My last run was my fastest, but I tweaked an unnecessary cone. I also wound up winning my class. Winning really was secondary to something I've been hoping for for quite some time.

On the first afternoon run I took my dad along again. This was his second ride along with me, this one with more brisk pace. Slowing to a crawl after we crossed the finish line I leaned over slightly so he could hear me clearly. I said, "You know what this is?... This is payback", slight pause, "You know for all those times I rode along with you...400bhp '67 Camaro..." He laughed. I also said to him, "This is a dream come true... having you here, racing with me". I also wound up giving Dan a ride, and I think his comment was something along the lines of "wow things happen really quickly".

Despite my lack-luster instructor role, evident with my dad's inability to receive a clean run, I think my role as a son was a bit better. We all had a great time despite a rather lengthy and somewhat complicated course for newbies, and despite a delay in getting started. Continuing to play a more family oriented guy, I decided to forgo the gathering after the autocross and instead decided to go home to wife and baby rather than go out afterwards.

Below is a listing of competitors who may have enough events and points to receive a year-end trophy. For a complete listing visit our website: <http://www.sjr-scca.org/soloi.html>

S Stock	Scott Hurley 03 Corvette	40 pts
A Stock	Jim Tornetta 94 Corvette	24 pts
B Stock	Joe Pilato 86 944 Turbo	36 pts
C Stock	John Borden 99 Miata Jack Oliver 00 MR2 Frank Graziano 00 Miata	48 pts 30 pts 25 pts
D Stock	John Eken 04 SRT-4	44 pts
E Stock	Brian Heun 95 Miata Valerie Heun 95 Miata	50 pts 40 pts
G Stock	Harry Mehlman 01 Eclipse David Teal 04 Mazda-6	27 pts 18 pts
H Stock	Patrick Weaver 83 Scirocco Kimberly Graziano 02 Protege	30 pts 26 pts
BSP	Chad Odell 03 Nissan 350Z	40 pts
CSP	Sam Resnick 01 Miata Dave Hess 89 CRX Si	34 pts 20 pts
ESP	Todd Kaelble 02 WRX	30 pts
CP	Matt Wojkowiak Jr 91 Mustang Matt Wojkowiak Sr 91 Mustang	40 pts 24 pts
EP	Matt Tornetta 90 Yugo Jim Thwaite 90 Yugo	34 pts 26 pts
F-Mod	Gary Cossaboon 75 Caldwell	26 pts
STS	Scott Boito 85 Subaru Impreza	39 pts
STS-2	Ryan Broderick 92 Miata	50 pts
STX	Jeff Craven 04 Subaru WRX Michael Donio 03 Subaru WRX Andre Downey 02 Subaru WRX Jim Wakemen 02 Subaru WRX Arren Asuncion 00 Integra Type	40 pts 29 pts 27 pts 20 pts 16 pts
STU	Kevin Smith 99 Volvo C70	24 pts
SM	Andrew DeFiglio 91 Trans Am Kyle Browne 90 Ford Festiva	26 pts 24 pts
Top 4 in PAX		
1 STX	Jeff Craven 04 WRX	36 pts
2 CS	John Borden 99 Miata	19 pts
3 STS2	Ryan Broderick 92 Miata	15 pts
4 STX	Andre Downey 02 WRX	15 pts



# The Northeast Division Mini-Convention

November 11-13, 2005

hosted by

## Philadelphia Region SCCA

Hotel Reservations are to be made directly with the Allentown Crown Plaza, 610-433-2221. Ask for "in-house reservations."

Mention the SCCA Convention and the rate of \$79/night. This rate is good through October 11.

Please let them know of any special needs. Check-in is 3:00. Van service is available from the Lehigh Valley Airport. Call when you arrive, before retrieving your baggage. Coordinate arrivals if possible – only 1 van.

The hotel is located at 904 Hamilton Street in the center of the city. A restaurant on site will open for dinner from 4:30 – 10:30.

Parking in a secure city garage across the street will be discounted to \$6 for 24 hours, \$3 for day use.

Friday: The convention will begin on Friday with the Scheduling Meeting at 4:00. The evening Welcome Party will run from 7-11 with live entertainment. Registration will be from 6:00 – 11:00 PM.

Saturday: (Registration 7:00 – 9:00 AM and 5:00 – 7:00 PM.) The program will include the following:

- A full program of SCCA-U and breakout sessions by programs/specialties
- Critical Incident Training
- A special track for drivers
- An Awards Luncheon and Recognition Dinner
- An evening worth attending

Sunday: The program will be centered on the "business" of the Northeast Division and NESCCA – a time when issues will be debated and the racing program for 2006 finalized. Anticipated completion: 12:00.

Please complete the form below and mail it with a check made out to Philadelphia Region to George & Judy Bloeser, PO Box 346, Coopersburg, PA 18036. The phone number is 610-965-0585 and email address is indy33@aol.com.

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Name \_\_\_\_\_ Region of Record \_\_\_\_\_ Member # \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Position(s) held \_\_\_\_\_

Phone number \_\_\_\_\_ Email address \_\_\_\_\_

Advanced Registration - Deadline October 20. An additional \$10 after that date.

\_\_\_\_ Full Registration (Welcome Party, Sat., Sun.) \$95 \_\_\_\_ Complete Saturday (breakfast thru dinner) \$70

\_\_\_\_ Saturday (8-5 including breakfast & lunch) \$40 \_\_\_\_ Saturday Dinner \$40

Saturday lunch choices: \_\_\_\_ Chicken Caesar Salad \_\_\_\_ Roast Beef Sub \_\_\_\_ Turkey Sub

Saturday dinner choices: \_\_\_\_ Maryland Crab Cake \_\_\_\_ Chicken Picata \_\_\_\_ Prime Rib of Beef Au Jus

(Please let us know of any special dietary restrictions.)

# Classifieds

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 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:

**Brake Pads** (For 90-91 CRX Si - may fit Civic of same years) Porterfield R4-S front and rear pads, new in box... sold car, kept the pads. These are great for autocross and track day events.

**1985 Scirocco 8v**, setup for autox. Family obligations forces sale. Suspension mods: Front KYB shocks and Neuspeed lowering springs, Rear Tokico shocks with Neuspeed lowering springs, Upper and lower front strut bars, Upper rear strut bar, New camber bolts (maxed out), Falken Azenis RT-215 (on 14" BBS)The first \$1500 or best offer. phone: 609.747.9074 or email: scoob5555@yahoo.com For details: www.sjr-scca.org [Forums]

**1986 Mazda RX7 ITS**, 1990 factory motor, aluminum hood, custom roll cage, with NASCAR door for us big guys, Coil over, camber plates, urethane bushings, Butler seat, removable steering wheel,

selfbleeders, Spare Trans (just rebuilt), 1 set new Kumho DOT racing tires , 1 set Hoosiers rains, 1 set Yokohama intermediates, 2 sets Hoosiers DOT racing tires. one time Glen long course record holder (faster driver), 2003 NESCCA ITS Enduro champ (current driver). A well balanced car that is easy to drive fast. Needs a little body work (but what IT car doesn't). \$3500. Trailer with big storage box and tire rack \$1500. Contact Ed Jenks at ed.jenks@prodigy or 484-919-1905

### Wanted:

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

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:

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Half Page \$175/yr

Quarter Page \$100/yr

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

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**Cherry Hill Lexus** has donated fundiage for the purchase of the autocross program's timing display. Please consider Cherry Hill Lexus when purchasing your next used or new car.

**Hankook Tires USA**, is donating swag after each event for top placing PAX drivers, and free tires at the end of the season. Please consider Hankook when purchasing your next set of street or performance tires.