



South Jersey Region SCCA
50th Anniversary

*The Official Newsletter
of the South Jersey SCCA*

August 2009

New Heights

There has never been a better time to be part of the South Jersey Racing community.

July 2009 truly set a new high-water mark in our history, and, friends, the tide is still rising.

We hosted the 2nd annual Lightning Challenge, and enjoyed a huge field with something on the order of 225 cars as the Mid-Atlantic Road Racing Series (MARRS) and North-Atlantic Road Racing Championship (NARRC) brought their competitors to New Jersey Motorsports Park's Lightning circuit to join our New Jersey Road Racing Series drivers in an inter-series challenge, which included a Dash for Cash endurance race to end the weekend.

Our South Jersey Region drivers and officials not only showed their talents at our local track in Millville, NJ, but also during the July National at Watkins Glen, the July Sprints Regional and ProIT at the Glen, the Formula Ford festival at Road America in Elkhart Lake, WI, and even overseas in Spa (Belgium) for possibly the most interesting and bizarre endurance race I have ever read about. Appetite whetted? Read more inside!

If you're sitting on the sidelines interested in becoming more involved, in whatever capacity, all you need to do is contact a member of the Board or a Specialty chief, listed inside. You will not regret it, this is the coolest stuff on the planet.

2009 Road Racing Driver Results

Club Racing drivers should send brief updates on their results during the 2009 season to SJRAtSpeed@comcast.net for recognition in At Speed and consideration for 2009 awards. I expect our 2009 driver honors to be hotly contested. Please be sure we have your information!

Email Sign-up

Sign up to receive your newsletter via email. You'll get the newsletter faster and in full color. SJRAtSpeed@comcast.net with the subject line 'Subscribe' to enroll and your name in the body of the note.

Enjoy New Jersey Motorsports Park with the South Jersey Region all season long

Mid-Atlantic Road Racing Series and North Atlantic Road Racing Championships join our regional August 22-23 on NJMP's Thunderbolt Circuit. Come join us!

ProIT with ARCA Remax September 11-13 Pro-IT in support of ARCA??!! A must-see ...

Jersey Road Racing Classic October 17-18.

*Your Humble
Scribe,*

Tom Smith



Who We Are

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South Jersey Region website: www.sjr-scca.org

New Jersey Road Racing Series: www.njrrs.com

25-Hour Spa – VW Fun Cup

Jim and Pat Briody

[Editors Note: Having competed in everything from IMSA GTP and GTO to Trans-Am to A-Sedan Divisional Champion to factory Peugeot showroom stock endurance racing to Spec Racer Ford and Touring Cars, our Briody Racing family has searched for even more diverse pastures and files the following report.]

Bizarre is not a word normally associated with racing, yet it is the first word that comes to mind when I think of this race. 165 VW Beetles on a 4 mile track- 43 diesels, 34 2-person cars and the rest of us. Yes, they really ran passengers AT SPEED!!!

Radios were forbidden and the 6 gas pumps were not in the pits, but a station just off the track. Drivers had to get out of the car and do their own refueling!!! Then strap themselves back in and come to the pits for a driver change. If the pumps were busy, too bad, wait your turn.

My co-drivers were another American, Hal Prewitt, (we drove together at this year's Nuerburgring and will drive together at Barcelona) and 3 Brits. The Brits were quite slow at first, but with some coaching, their times came down respectably. Fortunately, neither Hal nor I had any clue that 2 of the 3 had NEVER raced before! Never raced in traffic, never raced in the rain, and never raced at night!! Ye Gads! Let the fun begin!!

Knowing that the Brits needed more track time, I set fastest lap on my 6th lap of qualifying and turned over the car to them. That put us 82nd on the grid with all 43 diesels in front, so it wasn't awful. I knew where our pit window was, but did not know that 5 teams were using the same window and pitted for fuel just after the 1 hour mark when 1 of the 5 gave their driver the fuel sign. I was up to 65th at the time. It was quite fortunate as 164 cars wanted fuel at the 1 hour and 40min mark. This put us out of sequence with the masses...a wonderful thing as not 1 of our drivers had to wait for fuel pumps. Hal was next and brought the car in 60th (43 Diesels...we were bookin'). Shortly after Rupert got in, he was nudged into the Armco by another car, and the officials decided to leave us there til they had 4 dead cars to pick up. 25minutes later we were finally dragged in and after the 20 min repair we reemerged in 142nd place. YEE HA!!

There were no further incidents and we clawed our way back to 78th place by the end of the 25-hours. We ran out of gas on the cool off lap. With 165 relatively equal cars on a track the size of Road America, there was always traffic.

I have never worked so hard both mentally and physically, for so little. I was quite pleasantly surprised that the Brits did as well as they did. And they renamed me "Jim, The Legend, Briody."

Next up, Barcelona 24-hour (my 49th 24 hour and 79th new track) Labor Day weekend.

Pictures from the Podium at the Lightning Challenge



At Speed August 2009



Formula Ford 40th Anniversary Festival

J. D. King

With the much-anticipated 40th anniversary of Formula Ford celebration at Road America in Elkhart Lake, WI July 23-26 2009, my week started out at NJMP with a new motor to break in during the test day prior to our 2nd annual Lightning Challenge on July 17. Long story short, that motor had cam trouble and I switched it out for an older wheezing lump [Editors note: That was my old wheezing FF1600 lump he put in after the A motor failed, and yes it is old, wheezing, and more of a boat anchor than a motor, but at least it worked when needed, eh? Seriously, though, no one defines 'commitment' more than JD, who did 4 motor installs in 10 days).

No worries, we're going to make the biggest Formula Ford gathering ever at Road America's 40th Anniversary of Formula Fords in America. It's worth the sweat and bruises and lack of sleep. So into a transporter it goes with some spares and my gear along with the shortblock with the bad cam.

As luck would have it Elite Engines is on the way and the short block is dropped off on Tuesday to be checked over and have a new cam and lifters installed. It is delivered Road America on Wednesday night.....okay, this is a once in a lifetime event, let's get the fresh motor installed and get testing on Thursday. We get it done by 11:30pm and hope for the best.

Thursday dawns and we get timing done and bleed brakes and warm engine. Off to the test sessions and my first ever laps of Road America. We run high 30's that session, engine feels great, breaking in new tires and motor and in the high 30's, "is that good?" I ask a local and was told "that isn't bad for your first go" so I smile and feel good. The rest of the day goes great, on the track with more Formula Fords than I've ever seen in my life at arguably the greatest track in North America, awesome!!!! Last session on test day, driving laps, pushing harder, let's go for mid 35's. Lots of traffic, great cooperation and some museum quality cars out here, beautiful man, just beautiful.

Friday morning practice session, we are motoring and cars feels great, coming out of 8 and shifting into 2nd.....what's this? Red light flashing on dash!!! A quick look to oil pressure gauge confirms "zero" pressure. Cut it off quick!!!! I coast around the carousel and pull off driver's right wondering what happened.

Ok, let's pull the oil pump and have a look. Damn it!!!! Stripped gear, pump must've seized. I shine a light into the shaft hole, "%#*" pump drive gear on brand new cam is toast!!

You guessed it, out with the new engine, in with the old...ugh. Does anyone have a pump? Short of taking a day to ask each of the hundreds of competitors personally Mr. Lampkin from California hears I'm looking and offers up his spare. Thank you thank you! The rest of Friday and early Saturday we get the swap done but miss both qualifying sessions for the CF race as we change everything.

We get the car done and buttoned up in time for the FF70 and Vintage FF race. We get a 23rd starting spot due to the split grid. I've never had so much fun, the race goes on without much drama and at the end I made it to 5th. Great, car at least runs well enough to climb through the field.

Sunday comes and off we go to start the CF/FF race dead last in 108th starting position. From this far back you can't even see the front of this enormous field due to the curvature of the earth. Some cars don't make the race so we actually start 99th, great, inside the 50th row.

We get the green and the traffic jam is severe, but everyone uses good judgment and we all get through and I'm able to start gaining positions right away. With all of the cars on track something's gotta happen and sure enough 3 cars tangle in turn 1 and 2 in turn 5, full course caution followed by a black-flag-all. The mess gets cleaned up and the cars realigned on the grid, it seems like forever until we are off again to start single file, I think I'm about 1.2 miles behind the overall leader in that line. Headed towards Canada corner the double yellows drop and we're off. Some epic battling ensues, typical FF racing stuff, 2 and 3 wide, 3, 4 & 5 car drafts the norm, yes, heavenly. One instance headed into 5 I draft and pull inside of Ian Lenhart as we race into the braking zone, Ian's car locks rears for an instant under hard braking and his left rear smacks my right front so hard it knocks the wheel out of my hand, but I grab it and do quite the "tank-slapper" save and we all make it around the corner, but I lose 4 spots...argh. The right front feels ok after 2 corners so I start to push, but as you move up passing gets harder. I manage to clip off a few more positions and made my way to a 51st overall finish and 27th in class with a best lap of 2:37.208. Some cars dropped out so they were easy to pass, but every other position was fought for and I had the best of fun driving to get it done. I'm sure in my mind that given some clear track and a healthy motor 2:33's or better are attainable.

Formula Ford Turns 40, continued

Okay, one last race, the FF70 and Vintage FF final race. I'm gridded 6th but it is raining, some guys choose not to chance hurting their sublime and perfect cars. I can't blame them, but I don't feel my old crap-wagon deserves any special treatment so we're racing. The rain stops, but having never been here and being on the grid, what do we do? Will the track dry quickly? Will those rain clouds turn and come back? I roll the dice and we go with slicks, siped with a razor knife to give a little more heat, let's go for it.

We start 4th and enter into a 4 way battle for the lead, two cars on slicks, two on rains. In the end rains were the way to go, but I did run 2nd for a bit and narrowly lost out to Rich Leslie for the final trophy position as his slicks kept him on a slightly drier line out of the last corner and he motored by to snatch the 3rd podium spot.

Overall, this event was a dream come true. A big thanks go out to all who made it to the event, to those who helped me make it, but most of all to Steve Beeler and Mike Rand and the whole Milwaukee Region's race committee for putting it all together.

Even though I would've liked a better overall result for the racer in me, the man in me is so satisfied with the experience that if I was unable to race ever again, the mere memory of such an event would be enough to sooth my racer's heart.

[Final editors note: Kudos, JD. Ours is the Greatest Sport.]



At Speed August 2009

Thunderbolts

Please welcome our newest members:



Frank Lettieri
John and Janice Hainsworth
Justin Barker
Mark Minter
Scott Granacher
Jennifer Prentice
George Tapley

Upcoming Autocross Events

South Jersey Region will be returning to its home at Camden County College's Blackwood Campus for its regular summer series. Remaining events are as follows (all are Sundays):



- August 16
- September 27
- October 25.

Check out the South Jersey website for more details: www.sjr-scca.org

Rally On



We have two fantastic rallies upcoming. The Read The Fantastic Manual rally takes place on August 9th and the Summers End rally is September 19th. Go to: <http://www.sjr-scca.org/rally.html> for more information.

DiRenzo Racing

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Lightning Up

Lightning Challenge

Sam Wilkinson described our July Lightning Challenge as 'an absolute success' with large fields particularly in the Miata classes. 'There was some excellent racing and my results included a respectable 13th in a 37 car Spec Miata field. I am a mid-pack driver but still I felt as though I was competing for the win with the pack I was racing with. Now I have memories and highlight film! I also finished 8th in the Dash for Cash 1 hour endurance race.' Well done, Sam.

At the Lightning Challenge, South Jersey Region's newest drivers represented us well and delivered fantastic results. In Improved Touring S (ITS), John Hainsworth and John Redden picked up where they left off in our drivers' school and finished first and second in the ITS race. 16-year-old Forrest Hull won Formula Ford and the un-winged field overall after recovering from an early spin in the DiRenzo Racing prepared Swift. Brian Heun sat on pole and won in F500. Our small region has some incredibly talented new drivers following in the footsteps of our veteran competitors. Your humble scribe, neither young nor new to racing, won the small 'wings and things' formula and sports racer field overall in the #14 FB car prepared by DiRenzo Racing, JD finished extremely well in Club Ford despite running the old boat anchor motor, and many other South Jersey Region drivers had real good drives which will be included in future At Speed's pending the posting of the results and input sent to SJRAtSpeed@comcast.net!

I'm happy to report that our own Frank Sanchez is fine following a big crash at the Lightning Challenge. Frank suffered a 'comprehensive and catastrophic' failure in the left front suspension as he went for the brakes at over 160mph at the end of the front straight. After hitting the wall hard, Frank was shaken but largely unharmed and the car held up surprisingly well despite the impact. Frank had words of advice for all drivers --- a late start to the grid meant he did not have his HANS installed, and after the crash he reminded all drivers to take the time to ensure that all safety equipment is used properly.

July National at Watkins Glen

Matthew DiRenzo sat on pole, won, and set a new lap record in Sports 2000 at the National at Watkins Glen. That's his second National win of the year, and next up for him is the Double National at Pocono in August.

Jim Boggs had an exceptional run in his GT2 Panoz. He finished 7th in GT2, second among the Panoz cars, but more importantly he set a smokin' best lap time comparable with the GT2 leaders and way ahead of any other Panoz. I bet there's more to this story and hopefully Jim will write to us about it.

July Sprints and ProT at Watkins Glen

With rookie stripes just removed following his win at the Lightning Challenge, John Hainsworth took his #95 Ridgespeed Racing/FlatOut Motorsports ITS RX-7 to Watkins Glen for the regional Sprints and ProT race, his first visit to the legendary road racing circuit which sits above Lake Seneca in the Finger Lakes area of New York. In the 52 car ProIT field, John finished 4th in ITS and 7th overall. In the SCCA Regional race, he finished 2nd to Northern New Jersey's hotshoe Matt Rooke in another Ridgespeed Racing RX-7.

Your humble scribe finished 4th in the 18 car 'wings and things' field in the Stig White Racing Formula B car, setting a new personal best of 1:58/lap around the 3.4 mile 15 turn circuit.

At@Speed

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Web site: www.sjr-scca.org

Member meeting: Wednesday August 12,
Uno Chicago Grill, Route 73 Maple Shade.

MARRS/NARRC Championship races at NJMP
August 21-23.

Read This Fantastic Manual Rally August 9 ---
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Autocross – Camden County College –
August 16.



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