

# At @ Speed

[www.sjr-scca.org](http://www.sjr-scca.org)

September 2010

## *In Control*

"Grid, this is Control." "Copy Control." "Grid, 5 minutes." "Copy. 5 Minutes."

On the grid, a whistle blows and the drivers prepare to take to the track. The Grid workers begin their final checks of the drivers, safety equipment, and cars.

In the control tower, a course check is being completed, with each corner station in turn calling in their readiness and track condition. Timing and Scoring, Start, Emergency, all in place and ready.

The clock ticks down. All the checks completed, the one minute mark reached: "Grid, this is Control." "Copy Control." "1 and Go." "Copy Control. 1 and Go."

The hand-off to the grid chief is in place. Absent any exceptional circumstance, the cars will take to the track when the minute ends under the direction of the grid chief.

The cars pull out and the splitter on pit road points them right, left, right, left, indicating their positions for the start of the race. The pace car slowly starts down pit road as the field assembles behind.

"Control, this is Pace Car." "Copy Pace Car".  
"Let me know when we have the field." "Copy Pace Car."

As the Pace Car proceeds slowly onto the track, picking up speed as the full field follows, the last car in the field reaches the end of pit road. "Pace Car, you have the field." "Copy Control."

The hand-off is complete. The Pace Car and Starter now control the field.

The pace car wends its way around the track as the field scrubs tires, then lines up side by side for an orderly start.

As the pace car peels off onto pit road, the Starter stares down the field, not flinching until everyone is in line and positioned for a fair start.

And then with a sudden burst of energy, the green flag is waved, the cars accelerate flat-out, drivers already seeking the next position. "Control to all stations, we have green."

As the race unfolds, the radio calls to and from corner stations and among all the functional specialties proceed with military precision. Every call is logged (drivers, take note: they see EVERYTHING and write down everything, kinda like Santa Claus there's a pretty well documented case for whether you've been naughty or nice), every lap is timed, every position is scored, every issue or problem occurring around the track during the race is resolved quickly according to operational protocols. Problems are even anticipated IN ADVANCE --- calls about potential problems with a car allow a watchful eye to be put on a car whose driver may not realize that he is leaking fluid or has a tire rub; calls about a driver struggling to maintain control who may put himself or the field in harm's way.

This is how we roll. Be part of it. You may have no idea how cool it is to be part of the well-oiled team that makes races possible.

*Your Humble  
Scribe,*

*Tom Smith*



## Who We Are

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New Jersey Road Racing Series: [www.njr-rs.com](http://www.njr-rs.com)

At Speed: [SJRAtSpeed@comcast.net](mailto:SJRAtSpeed@comcast.net) editor Tom Smith

## Autocross Corner

Note the new location for our SJR SCCA Solo II events: 1155 S Black Horse Pike, Williamstown NJ 08094 --- the lot is behind a CVS. The next event is September 12th. 53 cars and drivers took part in the last even on August 15th.

What is great about autocross is that it is fast, fun, safe, and able to be enjoyed in almost any vehicle! Of course, there are sports cars and hot hatchbacks, but what will really bring a smile to your face is seeing a Volvo wagon or a diesel Dualie being driven hard against the clock! This is priceless stuff. Which brings us to this month's puzzler: looking carefully at the photos below, see if you can spot which one is a sports car, which a Volvo wagon, and which a diesel Dualie. Think you've got it? Check next month's newsletter for the answers! Photos courtesy of Ahren Ciotti. Check out his galleries at [www.ciottiindustries.com/gallery/](http://www.ciottiindustries.com/gallery/)



All Autocross information --- schedule, location, registration, results, great pictures and video, and all the information needed for new participants, are available at [www.sjr-scca.org/solo](http://www.sjr-scca.org/solo) and the email is [solochair@sjr-scca.org](mailto:solochair@sjr-scca.org).

## Rally On

August 7<sup>th</sup> and 8<sup>th</sup> saw our double-rally weekend kick off with The Road Runner Rally on the 7<sup>th</sup> and the Read the Fantastic Manual Rally on the 8<sup>th</sup>. In the Road Runner, Peter Chezik and Frank Bochanski scored a tremendous win with just 29 points, in the Stock class! In the Read the Fantastic Manual rally, Dave Teter and Dave Head were nearly perfect in Equipped with just 7 points. Fantastic performances, and lots of fun for all participants. Unlike golf, you don't need to get a low score to have fun Rallying.

The Summer's End Road Rally will be held Saturday, September 18<sup>th</sup> at 5:30 pm for registration with the first car off at 6:31pm. The rally cars should be finished by approximately 10pm. The start and finish will be held at J. G. Cook's Carolina Blue, 692 Lambs Road in Pitman NJ, 08071.

For more information on rallying, about our events, and to see news and results, check out [www.sjr-scca.org/rally](http://www.sjr-scca.org/rally).

For more information about The Summer's End Road Rally, or to register, contact Jim Wakemen at [jwakemen43@aol.com](mailto:jwakemen43@aol.com) or 856 228 9249.

Rallying is a great way to enjoy a nice drive on scenic back roads while trying to find the secret checkpoints and scored by how precisely the driver and navigator can follow the route instructions for the rally.

# Are You Superstitious?

by John Redden

Well, are you?

The younger half of Dual Red Racing definitely is.

The father / son team of John Redden and John Redden III <ed note: affectionately known as 'Johnny three sticks', except when he's on duty as a Millville detective carrying his gun, in which case use less affection and call him 'Sir, yes sir'> wanted the experience of competing together in the August 14-15 double ProIT event run as the support races for NJMP's big ARCA ReMax Series weekend. So we entered the #98 Mazda RX7 driven by John III and the #99 Mazda RX7 driven by me, dad.

As we were setting up on Friday the 13<sup>th</sup>, John III remarked about how he was so glad we were not going to be on the track this day as he is very superstitious.

Dad, who is not so superstitious, laughed it off.

While setting up, John III jumped into dad's car to move it and hit his head on the convex mirror shattering it in pieces. He immediately got upset as dad said 'don't worry about it, I have other mirrors' and John Part 3 explained that he wasn't worried about the mirror, but the omen of breaking a mirror on Friday 13<sup>th</sup>. Again dad laughed it off.

Later that night he called dad and expressed his concern about the Saturday event as he felt like this bad luck omen was haunting him. Dad again laughed it off and told him to stop being silly.

Race day began Saturday morning with the first session of the day as practice and let me assure you the omen continued. On the first session, third lap (1,3) the #99 car blew the transmission shifting on turn #13. As he limped the car to a safe place, the chicane before turn #3, car #98 spun off turn #3 for a hard impact into the tire wall. As we both sat idly through the session awaiting a cold track and tow services, neither knew of the other's mishaps. Back at the paddock as we assessed the damage and strategized a way to get one workable car out of two broken cars, and began piecing together the series of mishaps.

Hours later with the help of pry bars, duct tape, and wire ties, the #98 car was ready to race in the ProIT from the 40<sup>th</sup> position (did not qualify). However, John III refused to carry his omen back onto the track. He played off the broken finger he had from the previous impact as his excuse, but dad knows it is the superstitious omen that kept him out of the racecar.

So in the end the #98 car was re-numbered to #99 and dad took the wheel. After successfully moving through traffic and advancing 15 positions in the first 20 minutes of the race, two spinouts on Turn 1 brought the aggressive efforts back to reality. Dad admits that the spins were pure rookie driver errors, but John III maintains a different perspective. Since the #13 seemed to negatively impact this event, we plan to work all week to get both cars ready for the Summer Thunder Regional.

This time, we hope that the numbers 1 and 3 will hover over them with a goal of finishing 1<sup>st</sup> and 3<sup>rd</sup>!

<Ed note: You'll read in the results for Summer Thunder that father and son finished 7<sup>th</sup> and 8<sup>th</sup>. In the interest of family peace, we won't discuss whether it was father and son on top, and we won't mention which one met the inside tire wall in Turn 3 at this event! The father / son team of John Redden part 2 and John Redden part 3, and their friends and family, are just some of the great people you get to know at our race weekends.>

# *Of Left Foot Braking, What Makes a Good Race, and Sportsmanship*

*by Frank Sanchez*

*<Ed note: Frank and Tina Sanchez ([www.sanchezmotorsports.com](http://www.sanchezmotorsports.com)) and their crew bring some wonderful cars to NJMP for Frank to drive and for us to enjoy watching. I always enjoy hearing Frank talk about his weekend's adventures because he represents what's best about our sport --- dedication, drive, sportsmanship, respect, passion, and a never-ending desire to go fast! So I asked Frank to write me an email describing his Summer Thunder race weekend>*

The weekend did not start well. We lost our clutch Friday morning and in the twilight of my race career I am not too motivated to pull a motor out at the track to replace the clutch so we persevered sans clutch.

Usually this would not be a huge obstacle to success since I always upshift without the clutch, but I do use the clutch to down shift to insure everyone around me is safe. As you know the assumption of a driver behind you is that we all know enough not to end up between gears, and downshifting without the clutch does not always ensure that, at least not with me at the helm. And the bigger problem was that the brake and throttle pedals are not physically placed to allow the precise heel and toe technique required to handle this situation of clutchless downshifts, so I had to relearn left foot braking. Not easy for someone so set in their ways as a driver as I am. But we soldiered on.

We all know how unpredictable auto racing is, so it is for this very reason that weekends like this one are so rewarding.

Although the car lost its clutch, during Saturday's qualifying race we were able to persevere and qualify the H100 Dodge Daytona second for the race on Sunday. However, we then choose to start the race from last place because of the potential incident that the damaged clutch could create in front of the field. Tina and I simply did not want to put us or any of the competitors at risk.

Yet, at the end of the day our H100 Dodge delivered.

Three laps in, we were behind the SPU Radial Tire sponsored ACURA GT R of Paul Marcoones by, well, let's just say a lot. Yet, by the end of the race the H100 machine had won by about half a lap, and broke the existing track record by over a full second. It just goes to show that it is not the size of the field that counts, it's the quality of the entries and Paul has a great current car, he is a seasoned veteran, and he drives his ACURA very well. It would not have been any dishonor to have lost to him. As you and I have discussed one of the best races I have ever witnessed was yours and the Pro F2000 FC car last year. *<Ed note: Frank is making me blush --- he's referring to the really fun one-on-one shootout AJ Glassberg and I had last year at Lightning>*

Slim field, great race.

As Tina said on the last lap, "That's how its done clutch or no clutch. What a race !!!!"

## *Race Results*

Round 6 and 7 of the ProIT series were the support races for the ARCA ReMax Series pro weekend at NJMP August 14-15. This two-race weekend in front of thousands of spectators ended the 2010 ProIT series, and there were championships and bragging rights on the line. Our region was represented by John Hainsworth who had a pair of 4<sup>th</sup> place finishes in ITS, Robert Marx who had a pair of 4<sup>th</sup>s in ITA, John Redden who had a 6<sup>th</sup> and 5<sup>th</sup> in ITS, Bert Struble who had a 7<sup>th</sup> in ITS, Jason Marx who had an 8<sup>th</sup> and a 6<sup>th</sup> in ITS, and Valerie Heun who was the lone ITC entrant but who was pushing hard to try to set a new ITC record for Thunderbolt. Poor weather for Sunday's race meant her drive for a new record had to wait --- only for a week!

The Pocono National was also on the weekend of August 14-15, and Forrest Hull, one of our fine young drivers and a high school student (!) won Formula Ford at the National! Congratulations to Forrest. Robert Benson had his vintage racer Plymouth Barracuda up there for the Historic Racing Group race, but he must have had mechanical problems as he was listed as a DNF.

Summer Thunder at NJMP! A fantastic race weekend. All of our organizers and officials do a fantastic job running a good fun, fair, safe show. It just keeps getting better. Impressive.

As recorded elsewhere in this newsletter, Frank Sanchez had a challenging but fun weekend in SPU and set a new track record.

John Hainsworth won in ITS and was followed by region members John Redden, John Redden III, and Pete Padley who finished 7, 8, and 9 respectively. Mark Abel rejoined us in SCCA club racing, and finished 3<sup>rd</sup> in STU.

In the big bore race, Brian Bates finished first in T1, Guy Lamon 3<sup>rd</sup> in GT1, Benny Sorbello 4<sup>th</sup> in SPO and Robert Blough 1<sup>st</sup> in ITE.

In the very competitive SSM class, Mike Lamaina brought home a 4<sup>th</sup>, Pete Maerz an 8<sup>th</sup>, and Don Colanero a very respectable 11<sup>th</sup> in his first race ever!

JD King won in Club Ford and finished 2<sup>nd</sup> overall in the traditional open wheel group, while running the whole race with only 2 gears due to a shifter problem. The guy's unstoppable. Mike Allenbaugh, Brian Heun, and Jay Beckley put on their usual great show and fun race in F500, finishing 2<sup>nd</sup>, 3<sup>rd</sup>, and 5<sup>th</sup>.

And Valerie Heun did it! She completed her unfinished business from the weekend prior and set a new track record in ITC. Congratulations Val.

In the Wings and Things group, Pete Seabrook took a well-earned and hard-fought first race win, taking the FB victory (and 4<sup>th</sup> overall!) with your humble scribe finishing 2<sup>nd</sup>. Ivin Seabrook finished 3<sup>rd</sup> in FB.

In the highly competitive Spec Racer Ford field, Viren Kapadia finished 9<sup>th</sup>, Pete Lamaina 12<sup>th</sup>, Steve and Mike Thomas 16<sup>th</sup> and 20<sup>th</sup>, and unfortunately Jim Boggs and Jim Rouse did not complete the race.

The last race group of the day was the ever-entertaining Spec Miatas, where Tosh Desai finished 5<sup>th</sup> and Mike Lamaina 15<sup>th</sup>.

The results are great but, as you read elsewhere in this newsletter, it's the stories and experiences that really add the depth and color to a race weekend. Don't be shy about telling yours ... email your story to [SJRAtSpeed@comcast.net](mailto:SJRAtSpeed@comcast.net).

## Lightning Up

- Check out Geoffrey Hall's pictures at [www.hotlapphoto.zenfolio.com](http://www.hotlapphoto.zenfolio.com). Geoffrey is at all our events shooting pictures and helping everyone out wherever he can. If you see a picture you like, support him with a purchase, and say Hi when you see him at the next event.
- Our region membership stands at 400, and we are the fastest growing region in the country as the new New Jersey Motorsports Park rejuvenates the South Jersey racing community! Invite your friends and colleagues to join, and please come out to the track. Welcome to Stephen McBride, William Hudek, Jeff Tramontano, David Klotz, Mark Rounds, Geraldine Laterza, Anita Sorbello, Brandon DeFeo, and Sol Weinstein who all joined our ranks in the past month.
- On a serious note, the thoughts and prayers of the racing community here, up and down the East Coast, and indeed all over the country are with Brian Holtz, who is battling a serious illness. Brian created the Improved Touring category: the original IT classes and all their offshoots which exist today fundamentally reinvented regional club racing. A talented driver, a dedicated sportsman, a race official, a leader in our club nationally, and a big smile to share at the race track, Brian was among the first people and competitors your humble scribe got to know at the racetrack, going out of his way to make me feel welcome and encouraging me in racing more years ago than I care to admit. Everyone wishes Brian well and hopes to see him again at the track with us.



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# At@Speed

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

Web site: [www.sjr-scca.org](http://www.sjr-scca.org)

Autocross September 12 (see inside)

Member meeting: September 8, Uno Chicago Grill, Route 73 Maple Shade.

The Summer's End Road Rally September 18<sup>th</sup> (see inside)



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