

At@Speed



www.sjr-scca.org

October 2010

SJRAtSpeed@comcast.net

Winding Down

It's hard to believe that our third season of racing at New Jersey Motorsports Park is winding down. It still seems as though the track opened yesterday, and that the 2010 season began, well, I guess if the track opened just yesterday the 2010 season must have begun around 2:30 this afternoon.

Inside you'll see a letter from Brian Heun speaking to the great working relationship we experience with NJMP. This is important stuff. Some of us waited our entire racing careers to have a track in our backyard. The fact that it is a great track --- no, two great tracks --- is a bonus. On every level, the connections and working relationships need to be effective and seamless and mutually supportive to create the quality of events that we enjoy. And the individual heroics of those too numerous to mention here fill in all the gaps when it comes to making a race weekend happen.

And fitting with the theme of compressing time, the Jerk is upon us! That's the Jersey Road Racing Classic (JRRC, or 'Jerk'), where you get three races in 2 days. It all happens fast, and it all happens on NJMP's Lightning circuit. Enter, volunteer, or spectate for the October 23-24 weekend and help make this event a proper close to a great season.

October also offers another chance to Autocross October 17, and rally-master supreme Clyde Heckler's double rally creation 'Witch Way is Under The Limit' road rally October 16 and 17.

And in the department of seriously compressing time, read about Matthew DiRenzo's Sports 2000 National Championship race. I watched the race green to checker live on speedcasttv.com. Matthew absolutely drove the wheels off that car, there was no doubt who was the best driver on this day in this race. After bitter disappointment while leading for

the championship in previous years, this was a well-deserved victory and National Championship for a talented young driver from our region.

In the sad area of our winding down and compressing time theme, we lost Brian Holtz to his mercifully short battle with cancer.

We lost Brian Holtz.

Time will show what a big loss this was to racing. 55 years young. I first met Brian when we were both younger men, young men in fact, racing together in IT. I was a newbie, but he was already a legend, he was a great front-running driver back then, and he had also contributed a lot to the racing community as a race official, technical architect of IT rules and competition spec's, and a key shaper of popular regional racing series.

Brian achieved big things in his contributions to the SCCA but never forgot that it was based on doing the small things well. RIP Brian.

Your Humble Scribe,

Tom Smith

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

New Jersey Road Racing Series: www.njr-rs.com

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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 October 17th. 29 cars and drivers took part in the last event in September and got at least 10 runs each!

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 and the email is solochair@sjr-scca.org.

Rally On

Witch Way is Under The Limit double rally weekend coming October 16 and 17! Registration at 10am both days at JG Cooks Carolina Blue Restaurant in Pitman. Read below ...

Are you a car enthusiast? Do you enjoy driving your car? Do you like to drive on back country roads? Do you like to meet people? Do you hate driving in traffic? Then a car rally is for you. A car rally is a car contest that is legally held on public roads that are the roads least traveled. You will be surprised at how many back roads still exist in South Jersey. Any two people can enter as a team made up of a driver and a navigator. At the start each rally team is given a set of route instructions to follow. Average speeds that are slightly below the speed limits will be in the instructions. Rally cars are spaced in one minute intervals. Along the way you will find secretly located checkpoints. The rally teams that find the checkpoints and arrive most closely to the perfect time will be the winners.

The South Jersey Region (SJR) holds Time-Speed-Distance (TSD) rallies. Long before rally day, the rallymaster (RM) goes out into the country to select the roads to be used and the instructions to be followed. He then measures the mileage with a special odometer that is accurate to the .001 mile. He calculates the official time for each secret checkpoint. There are two types of TSD rallies. The first type is called a Tour Rally. On Tour rallies the route instructions are very straight forward and easy to follow. The biggest challenge of a Tour Rally is to stay on time. The second type is called a Course Rally. Do you like to play games? ...solve puzzles?...watch action mystery movies? Then you might prefer a Course Rally. Course rallies have an additional challenge. Course Rallies have some tricky instructions known as Traps. These instructions need to be interpreted correctly in order to arrive at the checkpoints on time. These Trap instructions add a second challenge to the event while still needing to stay on time.

Most of SJRs rallies offer dual events containing both Tour Rally instructions and Course Rally instructions. Newcomers to rallying should either enter the Tour rally in Stock Class or the Course rally in Course Light Class. Course Light Class is an easier version of the regular Course Rally. Course Light Class is a great option for contestants transitioning from Tour Rallies to Course Rallies. The rally starts and finishes at JG Cooks Carolina Blue Restaurant, 692 Lambs Rd, Pitman, NJ 08071. The requirements to enter are only having a current drivers license and a street legal car or light truck. Cost \$35 per car with a \$5 discount for prepaying and another \$5 discount if both competitors are SCCA members. Note: Fee is \$35 or \$30 or \$25. At the conclusion of the rally everyone is invited to come into JG Cooks and join us as we enjoy the food and drink while swapping "war stories" and "outright lies" about the day's event. Awards will be presented as soon as the scores are totaled. If you want to join us in a great day of motor sports or if you want more information contact Jim Wakemen Sr at e-mail: jwakemen43@aol.com or Phone: 856-228-9249.

Special note: make your own class and award! *Special Awards* Form your own competition group such as Best Chevy Entrant, Best John's Sunoco Employee, Best Friends, Best NE Rally Club Member, Best Smith Family Member, or any common bond that you have. We only require 2 prepaid entries at least one week before the rally. Then we will get the set of trophies and have them for you at the rally. Special Awards are in addition to the other awards. Call for more information.

Brian Holtz 1955-2010

Last month in *At Speed* the news was shared that Brian Holtz was very ill. As that issue reached you, he was down at Summit Point for the Labor Day Double, visiting with friends, as if nothing was wrong. Just days later, he was gone, his brief battle with cancer over. Brian was a class act --- a very good ITA driver in the 1980's and 1990's, and a race official and member who contributed a lot to create and manage the racing we enjoy today. Here is the SCCA press release.

SCCA Pro Board of Directors Chairman Holtz Passes Away

TOPEKA, Kan. (September 14, 2010) – SCCA Pro Racing and the Sports Car Club of America, Inc., and its members were saddened to learn today that Brian Holtz, Chairman of the SCCA Pro Racing Board, passed away after a battle with cancer on Monday. He was 55 years old.

In addition to his current role on the SCCA Pro Racing board, Holtz, of Bethlehem, Pa., had previously served as a member of the SCCA Board of Directors and Club Racing Board. Holtz was an SCCA member for 35 years, active as a race driver and steward in the Philadelphia, Washington, D.C., and South Jersey Regions.

“Brian has been Chairman of SCCA Pro Racing since I came to Pro in 2007, but he was much more than the Chairman of Pro Racing to me,” SCCA Pro Racing President and CEO Bob Wildberger said. “He was a best friend to me, to the company, its people, and the entire racing community. Heaven has gotten a truly great new resident today.”

Holtz didn't limit his involvement in SCCA to his official responsibilities, with his enthusiasm spreading throughout the organization.

“Brian was on the Board when I first came to SCCA in 2004,” SCCA, Inc., President and CEO Jeff Dahnert said. “He was a wealth of information and guidance from my first day here, and ever since. He was one of those guys that you naturally liked and respected even if you were on different sides of an issue. You would be hard pressed to find someone that put more of their life and energy into the SCCA. I will miss him greatly.”

Brian is survived by his wife of 25 years, Ellen, and one son, Joseph B. Holtz and his wife, Kimberly of Horsham, Pa.; his mother, Barbara (Stone) Holtz of Potomac, Md.; and sisters, Jane Holtz Cranska and her husband Allen of Glenwood, Md., and Karen Muttimer and her husband Paul of Ashburn, Va.



Matthew DiRenzo is 2010 Sports 2000 National Champion

ELKHART LAKE, Wis. (Sept. 25, 2010) – Matthew DiRenzo, of Medford, N.J., earned his very first SCCA National Championship at Road America, taking the S2000 win at the 2010 SCCA National Championship Runoffs Presented by Subway. Corey Fergus and his father John Fergus, both of Powell, Ohio, completed the podium.

As the green flag waved, the elder Fergus moved his No. 00 Hoosier Tires/Carbotech Brakes Carbir CS2 from third to second behind son Corey. He could only play the protective father for so long, as DiRenzo slipped his No. 17 Goodyear/DiRenzo Racing JRE SR71F by and into second on lap two.

Shortly thereafter, a full-course caution was issued to clean up The Kink, where the No. 88 mdc Carbir c2-2 of Joseph Moran, of Laguna Hills, Calif., made contact with the wall.

Corey Fergus was able to maintain his lead in the No. 07 Hoosier Tires/Carbotech Brakes Carbir CS2 on the lap seven restart, but only until lap eight, when DiRenzo made his move for the lead.

"I got a good launch out of the last corner," DiRenzo said. "I was really close and I seemed to have a good draft off of him. He defended to the inside down the front straightaway and I was able to go by on the outside. I went pretty deep on the brakes into Turn One. It was tough. I got a little sideways, but thankfully I didn't lose it."

His lead was anything but comfortable for the remaining tours of the 13-lap, 52-mile race, as Corey Fergus stayed in his shadow. The younger Fergus looked to be setting DiRenzo up for a pass on the final lap, but it never materialized.

"I was hopeful that something maybe would happen, but I definitely couldn't make the move anywhere," Fergus said. "I couldn't keep up with him on the straightaway, so there was no place to out-brake him or anything because I wasn't close enough."

"I was pushing hard the whole race. I didn't want [DiRenzo] to get away from me. I was driving the wheels off that car. That's as fast as it was going to go today. I think the second-to-last lap effort was a little bit better than the last lap. I made a little mistake on the last lap and that cost me a little."

DiRenzo crossed the finish line 0.595-second ahead of Corey Fergus and averaged 82.311 mph in the race, slowed by the five-lap caution period. En route to the win, DiRenzo set the fastest lap of the race, a new Runoffs S2000 race lap record at 2:16.359 (105.604 mph). It was DiRenzo's first SCCA National Championship.

"I'm very relieved," DiRenzo said. "I've come to a number of these and I've finished second, third, fourth, anything but winning. I think I even had the pole once. So, I'm really happy to have finally won. Not just for myself, but for everyone who's helped me."

Photo credit: SCCA/Mark Weber



Of Healthy, Happy Relationships

What follows is an important letter published in the last issue of *SportsCar*. I for one am grateful that we have a fantastic racing facility in our backyard, for the mutually beneficial relationships we enjoy, and for Brian and all the members of the Race Planning Committee for their amazing work.

To the Editor:

RELATIONSHIPS WITH TRACK MANAGEMENT

As always, when I received the August edition of *SportsCar* one of the first things I did was read G.W. Henderson's "Knee Deep in NEDIV" column. I was particularly interested in G.W.'s concerns about the possible loss of "favored son" status at some of the NEDIV tracks (a concern that I suspect is present in other Divisions as well). I also wanted to pick up on his expressed hope that the opening of New Jersey Motorsports Park (NJMP) will help change things for the better.

The Northern New Jersey Region and the South Jersey Region, and our jointly formed Jersey Racing Board, are currently in our third season of sanctioning races at NJMP. While from what I can tell, NJMP treats all organizations that run there quite well, I have to say we certainly feel we have favored son status at the track.

Whenever we deal with the track we receive outstanding treatment. Problems, if they even arise, are quickly and positively dealt with by the track. Our competitors, workers, crew and guests are treated great. The track has allowed us to use the lunch breaks (when technically we don't have the track) to conduct paced drive arounds to raise money for Laps to Conquer MS, a charity operated by our long time members Fay and David Teal, and the Susan G. Koman Race for the Cure supporting breast cancer research. NJMP's director of Motorsports Activities and its chiefs of flagging and control even attend our Race Planning Committee meetings.

The relationship is one of mutual trust, respect and cooperation. The track has asked us to help train their flaggers. Thanks to that program, not only have we helped the track develop its flagger program, but we have gained numerous members for the Club from the ranks of NJMP's employees. NJMP had our members help run its winter autocross program (part of the proceeds of which were donated by NJMP to Laps to Conquer MS). The track also partnered with us to organize the highly successful inaugural running of "The Devil in the Dark" 12 hour endurance race as an SCCA sanctioned event

While I cannot speak to the relationship with other NEDIV tracks having only attended races there as a competitor or crew member, I can say that the relationship with NJMP is outstanding and we feel that we have a favored son status at the track.

Brian D. Heun
South Jersey Region Race Planning Committee Chairman

Lightning Up

When Frank Sanchez has a garage sale, it means something. This car is for sale. As is the GT-1 car under wraps in the background. Both are awesome machines. You need to contact Frank at fsanchez20@comcast.net to learn more about these great buys. Have no fear – Frank will still be racing with us in his Daytona. It's just that, well, now that he has the two cars perfect, you know, you sell them and start something else ... it's all part of our racing disease!



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Web site: www.sjr-scca.org

Autocross October 17

Member meeting: October 13, Uno Chicago
Grill, Route 73 Maple Shade.

Witch Way Is Under The Limit Road Rally
October 16 and 17

Jersey Road Racing Classic at NJMP October
23-24



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