

# At@Speed

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

April 2011

[SJRAtSpeed@comcast.net](mailto:SJRAtSpeed@comcast.net)

## Take Up The Challenge

The email began:

*"Tom need all the flagging help we can get for the 12hr. 14 stations = minimum 52 + people for flagging. This event is earlier in the year and it will include more racing in the dark. All help will be appreciated. you seem to be the man of words, so get the word out to 'bring a friend and bring a team ... Dan'*

Inside, South Jersey Region SCCA Race Planning Committee Chair Brian Heun details what it takes to conduct a race, and asks for your help.

As Chief of Flagging and Communications (F&C) Dan Zane points out in his email above, in F&C alone there are 14 stations to be staffed, and for a 12- hour race, such as our The Devil In The Dark April 29-30, over 50 folks are needed for those stations.

And that's a really conservative request from Dan.

The more hands, the lighter the load. Our core group of dedicated volunteers have done heavy lifting indeed thus far.

And their hard work has paid off in a big way.

In mid-2008, New Jersey Motorsports Park opened, giving us two world-class circuits in our backyard to enjoy. In just 2½ seasons, our events have earned a great reputation for being fun and well-run.

More and more racers have at least two trips to NJMP on their season's 'must run' list.

And we have the privilege of putting on these races, being part of the action, enjoying all that is incredible about motorsport, each in our own way.

So take up the challenge: get involved, get others involved, let's make the most of this opportunity.

Contact any specialty chief or board member listed inside to learn more, or email me at [SJRAtSpeed@comcast.net](mailto:SJRAtSpeed@comcast.net).

After all, one rarely wakes up and thinks 'Oh, bother, I wish I didn't have to hang out at the race track today ..."

Just to shake the cobwebs out, we are starting the season with an easy little 12-hour endurance race. I wouldn't miss it for the world and hope to see you there.

We have a lot for you to enjoy inside. There's an amazing amount of stuff going on in South Jersey for car enthusiasts and the people who are caught up in it with them.

And if you can, come out to the General Membership meeting on Wednesday April 13<sup>th</sup> at Uno Chicago Grill, Route 73, Mount Laurel.

*Your Humble Scribe,  
Tom Smith  
[SJRAtSpeed@comcast.net](mailto:SJRAtSpeed@comcast.net)*



*Getting ready to come out and play ...*

## Who We Are

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South Jersey Region website: [www.sjr-scca.org](http://www.sjr-scca.org)

New Jersey Road Racing Series: [www.njrns.com](http://www.njrns.com)

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

# DO YOU KNOW YOUR CONTACT PATCHES?

By Joe Pilato

Do you know your contact patches? Well I thought I knew them. That was until I decided to run a track event at Thunderbolt with a set of mismatched tires.

As I packed the night before the event, I noticed that the cord was beginning to show through on 2 of my Kumho track tires. What to do? What to do? Well, I decided to use my Bridgestone street tires on the rear and the two good Kumhos on the front, where most of the punishment would be dealt and most grip required...or so I thought.

This turned out to be a curse and a blessing.

It was a curse because, on the first run of the day, on a green track (the blue/white run group getting the honors of warming the track for the black/red folks), I could tell my front and rear tires had very little in common and, what's more, had no interest in getting to know or socialize with each other. Kumho: "Let's turn." Bridgestone: "Let's slide!" Kumho: "I have lots of grip!" Bridgestone: "I don't know what grip is." And so the conversation went throughout the day. The result was a bad case of oversteer that I am not used to dealing with on my normally well-balanced Porsche 944 Turbo. Where I would typically roll on the power early to allow for turbo lag, I now had to be more judicious with the gas. My steady application of throttle around the carousel had to be steadier. Braking behavior was a challenge as well and resulted in an "Off Track Excursion." I was pressing too hard entering turn 1 with a faster car bearing down on me and destabilized the car under trail-braking (which I can normally get away with). I went spinning off into the dirt on the inside of the turn. I'm sure the guy behind me thought I was a real bozo. This is, I thought, what it must be like to drive an early Porsche 911.

So, how could this be a blessing? It taught me a lot about car control. It kept me aware of the physics of a 3,000 LB object traveling at high speeds with

only my control of 4 small rubber patches determining if I was clean and fast or in the dirt.

It forced me to be smoother with all my inputs. If the 944T had tolerated my ham-fisted technique in the past, it certainly was not going to on this day! My car was, instead, like a less severe version of the "slide cars" and wet skid pads that are used in driver training.

In the face of all this, I began to look around at the modern vehicles of some of my fellow drivers and wondered if any of them had ever had to make the adjustments I was making. My 944T is a 24 year old vehicle, with no anti-lock brakes or stability control of any kind (save for a limited slip differential). Today's modern wondercars all come standard with stability programs, antilock braking, computer controlled differentials, etc that adjust power and brake each wheel individually to automatically counter the stability demons that I was battling all afternoon. Add to this the rapid disappearance of manual transmissions and it is fair to ask the question: Are we driving the car or is the car driving us?

At Lightning for a July event, I was with a participant's father, camped at the "bridge" turn at Lightning. His son had a newer 911 and had been relatively fast all day. His father had persuaded him to turn off the stability management (PSM in Porsche-speak) so he could get a better feel for the car. As soon as he was up to speed, he spun under power at the corner, obviously unaware of the extent of the PSM's intervention.

Considering that these electronic safety nets are now standard on almost every vehicle, perhaps I should change the title of this article to: "DO YOU NEED TO KNOW YOUR CONTACT PATCHES?" Maybe not, but it's probably a good idea to turn these systems off occasionally to get a feel for vehicle dynamics.



# *An Invitation from our Race Planning Committee*

By Brian Heun

I am the Chairman of the South Jersey Region SCCA's Race Planning Committee. As you may be aware, our Region, together with the Northern New Jersey Region, have been conducting races and a drivers' school/track day event for the past three seasons at New Jersey Motorsports Park in Millville. We are now about to launch into our fourth year.

You may also be aware that we have received significant praise for our efforts and our events. Simply put, we have had some fantastic events that have drawn praise from drivers, crews, attendees, and the SCCA itself.

However, there has been one consistent concern that we must address. And that is where our invitation, and plea, to you comes in.

SCCA events cannot run without one very vital component. Our volunteers. While we have a wonderful group of dedicated, hard working people who attend our races and work hard to make them happen, given the magnitude of the task of running races, we always need more. In fact, it's amazing how well our current volunteer corps does. While the job gets done, and done well, as reported by every SCCA Official Observer reports we receive, these Observers have also noted our lack of sufficient workers. At future events there is the possibility we will not be able to put on the event due to lack of sufficient volunteers.

That is why I am putting out a plea for your help. You are reading this message because you have an interest in motorsports. Therefore, I can guarantee you that if you volunteer to work an SCCA event you will enjoy yourself and have a chance to right in the action.

We have numerous ways for you to become involved.

It starts with Registration when you meet the drivers and crews as they arrive.

Working in Timing and Scoring is also a great way to be part of the action by following the race as it progresses and assuring that results are accurate and complete.

There is also Tech Inspection where you can use your knowledge of cars to make sure everyone hits the track in a safe and legal car.

You can work Grid where you help the drivers and crews line up and get the cars to the course. We also need Pit Marshals who patrol pit lane during the event to help with cars coming in to the pits

to address any number of issues.

You can also work Start where you monitor the laps as they progress and get the chance to wave the green flag to start the races and the checkered flag to bring them home.

There is Emergency Services where you work directly with the professional staff of Millville Rescue to respond to drivers and cars in trouble on course. While we hope we don't need you to take action, your role is obviously vital.

Finally, but by no means least, there is Flagging and Communications. These are the folks right on the race track performing the invaluable duties of watching for trouble, advising control of issues and using the various flags to alert the drivers of issues on the track.

If you would like more information on the various specialties, detailed information can be found at [www.sjr-scca.org/membership/openlettertomembers.pdf](http://www.sjr-scca.org/membership/openlettertomembers.pdf)

Believe me, no matter what you might think, you can do this and be literally part of the action. But what will you get for doing this, other than being a part of putting on great races while having a blast?

Well, first and foremost, you will have free access to all the SCCA races. Each day you work, we'll supply lunch. We also supply dinner Friday and Saturday night of a race weekend in a fun, party atmosphere where workers, crews, and drivers all mingle to talk about the day's events. You will also get a t-shirt commemorating the weekend.

Additionally, if you become a licensed flagger after attending our training program and decide you want to apply for work at New Jersey Motorsports Park as an employee flagger, you'll get increased pay for being SCCA trained and licensed.

You don't even need to be a regular SCCA member to work an event, but you will need to be made a Weekend Member. However, we'll pay that fee for you and, if you decide to join as a regular member, you can use your Weekend Membership as a \$15.00 credit toward your regular membership.

Also, for those of you already regular SCCA members, don't forget that you obtain credits toward your annual membership dues for days that you work any of the specialties.

So, how do you get started? Basically, you show up!

## *Regarding Race Planning, continued ...*

Our next event will be our Devil in the Dark 12 Hour race the evening of Friday, April 29 and Saturday, April 30. Believe me, this event is fantastic to be a part of. Also, we need a LOT of volunteers to put the event on so you will be very much needed and appreciated.

After the 12-Hour, we have a National Race June 4-5, followed by Regional races in June, August, and October. These too are a blast to be a part of and need a great number of workers.

All our events are at New Jersey Motorsports Park but if you find you enjoy volunteering and want to do even more, you can also work SCCA events at Pocono, Watkins Glen, Summit Point, and Lime Rock, and other tracks where SCCA events are held.

To sign up to volunteer your services, go to [www.dlbracing.com](http://www.dlbracing.com) and look for any of our events. You can sign up for any or all of the events for the year. You will also be able to sign up for the particular specialty you want. If you have problems using the web site to register, contact me at [bheun@ridgwaylegal.com](mailto:bheun@ridgwaylegal.com).

You don't need to sign up before the events and of course you should feel free to just come, but we do encourage you signing up as it will help us assure you get into the track free and will also let the chiefs of each specialty know they have you on the team.

Also, if you want more information on what we do and the different worker specialties or on the races themselves, go to [www.scca.com](http://www.scca.com) or our website at [www.sjr-scca.org](http://www.sjr-scca.org). For more information on New Jersey Motorsports Park, check out [www.njmp.com](http://www.njmp.com).

It is not an exaggeration to say that SCCA events don't happen without the volunteers. It's the truth. We need you. But also provide you with a fun-filled weekend where we do our utmost to make sure you realize how much we appreciate you.

These events are very family friendly so spouses, siblings, parents and children can come along and volunteer with you. Minor children will need to stay out of the 'hot' areas (track side, pit, grid) but can help with Tech, Timing and Scoring, and Registration. Please don't hesitate to share this with any of your family and friends who might be interested.

We sincerely hope to see you at the races!

Brian D. Heun  
South Jersey Region SCCA Race Planning  
Committee Chair

## *Shirts for Injured Troops*

Matt Wojtkowiak provided an interesting update on our donation of our race event shirts to troops overseas.

When a brave member of our armed forces is injured in the course of service and needs to be evacuated for medical care, as you can imagine this is not a situation he or she has expected and packed a bag.

We sent boxes of our race event shirts to be given to soldiers in hospital.

For many reasons, the military doesn't disclose names or locations of the field units receiving the clothes, nor were we looking for any particular acknowledgement of such a small contribution relative to the service of our brave men and women in uniform.

Matt reported that, much to his pleasant surprise, nine months after the shirts shipped overseas, he received this anonymous 'thank you'.



Our 2011 Driver School was held March 25-27 on NJMP's Lightning circuit. The road racing driver's school was held alongside a PDX for street cars and drivers to enjoy the circuit. While entries were low this year, everyone participating had a lot of fun. Road racing chief instructors shared the following reports:

*Closed wheel group chief Matt Rooke:*

This year's closed wheel group was a bit smaller than previous years however there was plenty of great racing action and impressive driving to keep everyone entertained. This year saw a healthy mix of cars including an old MGB, variety of IT machines, and some big horsepower guys including a T1 vette and Porsche GT3 Cup car. The instructors were overly impressed with the students driving ability right out of the box and we were thrilled to see every student pass the school successfully along with several sign offs. Despite less than optimal weather conditions and a very green track, the students were successful in learning the ins and outs of the Lightning circuit and showed great progress over the course of the weekend. The students also managed themselves very well considering the high speed differentials amongst the vehicles which made for some exciting racing at the end of the weekend. If there was one benefit to having a smaller group this year it was the individual attention we were able to give every student which really paid off in the end. Most would agree that this was our most comprehensive and successful school to date and I can't wait till next year!

*Open wheel group chief JD King:*

The weather was a bit chilly but sunny both days, with Sunday starting out cloudy and I actually saw 2 or 3 snowflakes fall around 7:45am, but the sun prevailed.

While the turnout was light, the event was presented to them in the usual first rate manner which we've made a tradition of doing.

The open wheel group saw the addition of 4 new licensed competitors. One student held a competition license already but wanted more instruction, which he received. Look for him near the pointy end of the SRF field soon.

There were no incidences that ended anyone's weekend, which does typically occur at least once at a driver school. The only issues were a couple of mechanical troubles which were sorted as they arose, seeing all drivers make it to the end. The practice starts and race were entertaining for the instructors, as we watched with pride those students who were so much greener just the day before.

30<sup>th</sup> Presentation of the  
Spring Fling Car Rally  
Sunday April 17, 2011

Two TSD rallies in one: Course Rally with two classes of Combined Equipped / Limited Class and Stock Class. The COURSE rally will feature traps from the first 29 years of this Rally. Touring Rally with combined Equipped and Limited Class, Stock Class, and Novice SOP Class. Trophies will be presented in each of the five classes in the two rallies. Year End Awards will be presented in the four Course rally classes and the two Touring Rally Classes. 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.

Rally Headquarters: Registration and Start will be held at The Shoppes At Town Center, Route 202, New Britain PA. Registration Opens 10:00 am. First car off 11:16am.

Directions can be found in the General Instructions or via e-mail to [jwakemen43@aol.com](mailto:jwakemen43@aol.com) or 856-228-9249.

Go to [www.sjr-scca.org](http://www.sjr-scca.org) and click on the Rally Link for the full flyer, entry form, and detailed Rally information.

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 and surrounding areas. 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.

# Rally Results!

## Oldies but Goodies Road Rally 2011

### Tour Rally

### SJR-SCCA

Position	Car #	Driver	Navigator	CP1	CP2	CP3	CP4	CP5	CP6	CP7	CP8	CP9	CP 10	TOTAL
<b>Equiped Class</b>														
1	12	Dave Teter	Dave Head	1	1	0	0	1	1	1	0	1	0	6
2	10	John Emmons	Lois Van Vleit	2	0	0	1	0	0	2	1	1	0	7
3	9	Fred Cochran	Pete Schneider	1	0	1	3	1	1	0	0	0	1	8
<b>Limited Class</b>														
1	17	Ted Horoschak	Dave Horoschak	8	10	4	4	2	2	2	1	4	64	101
<b>Stock Class</b>														
1	14	Pete Chezik	Frank Bochanski	1	1	1	3	1	2	2	2	1	0	14
2	11	Mackenzie Kosut	Dan Finley	0	1	2	72	1	3	2	1	1	2	85
3	8	Shirley Maxwell	Jill Bachman	119	55	200	58	122	160	65	98	168	110	1155
<b>SOP Class</b>														
1	19	Chris Nelsom	Daniel Dragin	48	8	200	46	26	12	32	8	29	8	417
2	13	Mark Tisdell	Larry Foraker	173	5	200	18	200	87	200	78	200	2	1163
3	16	Stephen Joseph	Kyle Joseph	24	50	121	64	180	92	200	200	200	200	1331
4	18	Phillip Vitale	Rebecca Smith	200	104	200	200	32	81	17	200	200	140	1374
<b>Course Rally</b>														
<b>Equiped Class</b>														
1	3	Steve Gaddy	Chris Bean	1	0	2	3	200	1	1	1	0	2	211
2	5	Chuch Laurie	Bob Morseburg	1	0	4	1	1	2	200	1	200	112	522
3	7	Jeff Wakemen	Jim Wakemen Jr	2	1	200	4	0	200	200	76	5	2	690
4	6	Jack von Kaenel	Jim Friedman	2	1	200	200	200	2	1	0	200	0	806
5	2	Mike Thompson	Fred Rosevear	2	1	200	200	200	1	200	1	199	1	1005
<b>Limited Class</b>														
1	4	Jim Crittenden	Bruce Gezon	2	2	200	6	1	152	1	2	200	2	568
<b>Stock Class</b>														
1	1	Jim Miner	Clyde Heckler	4	1	1	0	200	8	9	2	39	2	266

From Jim Wakemen, Sr.:

Thank you for running our Oldies but Goodies road rally last Sunday. I said at the pre rally meeting that I wanted everyone to have a good time. Judging by the laughter of the people at the controls most of you did have a good time.

Thanks again to Rose, Mark and Josh for working the controls and Clyde and Jim for doing the scoring.

## Rally Results continued ...

Results Tour Rally Driver/Navigator	March Lamb XIV March 26, 2011											Total
	Brandywine Motorsport Club South Jersey Region SCCA											
	Leg #											
Class E	1	2	3	4	5	6	7	8	9	10	11	
Lois Van Vleet/John Emmons*	0	0	2	2	1	0	0	0	1	1		7
Dave Head/Ginney Bergey	0	0	29	3	2	2	1	2	2	0		41
<b>Class L</b>												
Ted Horoschak/David Horoschak	0	12	0	0	0	7	13	5	18	5		60
<b>Class S</b>												
Peter Chezik/Frank Bochanski*	0	18	33	1	11	1	3	1	11	4		83
Dan Finley/Mackenzie Kosut	0	1	200	6	6	11	3	15	1	5		248
<b>Class SOP</b>												
Jim Irons/Dave Dabell*	0	34	144	28	25	67	19	15	37	200		569
S. Dewey/P. Alderman*	0	24	61	200	152	45	79	30	199	5		795
Don Butler/Brandon Butler	0	49	114	82	200	13	134	130	152	8		882
Willis Weldin/George Alderman	0	47	174	82	14	67	103	170	145	200		1002
Martha Weldin/Marilyn Alderman	100	63	46	166	200	113	200	129	12	36		1065
Rogers/Rogers	200	39	103	166	54	46	200	63	200	3		1074
Picton/Picton	200	2	200	182	23	87	168	200	200	14		1276
Logan/Logan	110	200	127	148	142	200	47	200	200	200		1574
<b>Class Novice</b>												
Gupta/Estersohn*	0	200	22	29	3	8	22	52	7	8		351
Tisdell/Foraker*	84	33	200	174	66	102	95	35	6	200		995
Banning/Cornelia	200	15	136	200	178	62	15	200	5	6		1017
Scott Clabaugh/Judi Clabaugh	200	39	103	166	54	46	200	63	200	3		1074
Gray/Gray	200	107	200	17	16	88	80	200	69	200		1177
Phil Worrell/Kathe Worrell	50	102	200	122	191	200	0	50	200	200		1315
Garry/Olson	60	200	200	200	30	187	57	137	200	200		1471
Ed Trahan/Tony Laboy	200	54	86	200	159	113	200	200	138	200		1550
Love/Love	200	200	200	200	200	200	200	200	200	200		2000

\* Indicates Trophy Awarded

Results  
Course Rally  
Driver/Navigator

MARCH LAMB XIV March 26, 2011

Brandywine Motor Sport (Club  
South Jersey Region SCCA

Leg #

Class E	1	2	3	4	5	6	7	8	9	10	11	Total
C. Larouere/B. Morseburg*	0	2	2	2	1	2	3	0	0	2		14
J. Von Kaenel/J. Friedman	0	174	34	32	0	1	2	2	1	1		247
S. Gaddy/C. Bean	0	1	181	1	1	200	200	1	1	1		587
M. Thompson/F. Rosevear	0	19	200	10	200	200	200	2	47	1		879
<b>Class L</b>												
J. Crittenden/B. Gezon*	0	2	17	2	0	0	4	2	1	1		29
<b>Class S</b>												
Jim Miner/Clyde Heckler	0	0	114	9	6	2	8	6	7	3		155
J. Wakemen, Sr/Mark Haas	0	1	7	194	93	6	0	4	4	6		315

*Mark Haas' 30th  
Spring Fling Road Rally  
April 17, 2011*



*South Jersey Region  
Sports Car Club of America  
Rally Championship Series*





# Jersey Racing Board



presents the

## The *Devil* in the Dark



### 12 Hour Endurance Race

29-30 April 2011  
New Jersey Motorsports Park  
Thunderbolt Course

## Thunderbolts

Laps to Conquer M.S. were spotted at the March Driver's school and PDX on Lightning the last weekend of March. Well, it's usually easy to spot LCMS, aka Fay and David Teal, since their motorhome is always parked perched overlooking the track. While spotting them may not have been the most incredible piece of detective work ever, rumor had it that one rather 'breathed on' Audi A4 station wagon was out on the track for the PDX in the very capable hands of David Teal in preparation for, you guessed it, their 2011 One Lap of America effort. Check this space for updates from LCMS as they prepare for, and compete in, this prestigious event.

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At Speed April 2011

At Speed April 2011



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

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

Member meeting: April 13th @ Uno Chicago Grill, Route 73 Maple Shade.

Spring Fling Road Rally April 17th

The Devil in the Dark 12-Hour Endurance race, NJMP April 29-30.

[www.thedevilinthedark.com](http://www.thedevilinthedark.com)

Pocono Double Regional and ProIT May 7-8.

ARCA at NJMP May 21-22



**SOUTH JERSEY REGION SCCA**  
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