

At @ Speed



January 2017



www.wvlt.com



WVLT 92.1 is the official FM radio station of the SJR-SCCA. They will be broadcasting live, on Saturday, from 2:00PM till 4:00PM at our remaining club racing events at NJMP.

They are also the home of our own radio program:

***Racing
with the
SCCA***



At the December Board meeting the **NEW** Board members received their new assignments, they are as follows.....

RE- Nick DiMeo

Assistant RE- Matt Wojtkowiak

The program is hosted by our own Bill Von Suskil and co-host Geoffrey Hall.

They will be joined by various SCCA members, talking about the different aspects and activities within the

SJR-SCCA. Listen in:

EVERY TUESDAY
7:00PM - 8:00PM

They are also looking for sponsorship for this new, expanded format. So if you have a business, and you would like some **WEEKLY** radio advertising, give Bill VonSuskil a call at:

609-805-1709

Call ins are welcome and encouraged:

1-856-696-0092

They stream live on their website at the above link, which can also be found on the region's website.



A new way to hear the show!!

If you have been having difficulty following the show on the interweb, or you can't receive the station over the airwaves, we now have a **PODCAST!!**

[Racing with the SCCA](#)

Secretary- Sue King

Treasurer- Mike Lamaina

Membership- Geoffrey Hall

At Large- J.D. King

At Large- Steve Thomas

At Large- Bill Von Suskil

At Large- Craig Zane



SJR-SCCA Awards Banquet

We will be returning to NJMP for this year's awards banquet. It will be held at the Officer's Club located at the Thunderbolt circuit on Saturday evening....

January 28, 2017

So come on down to Millville, and celebrate the achievements of our various award winners in Club Racing, Solo II and Rally.

As always we will have music, dancing and an open bar for soda, beer and wine, provided by the Region. There will also be a cash bar for the hard stuff!

The evening will start off with butler served hors

d'oeuvres at 6:00, with the buffet dinner from 7:00 till 8:30. Awards will be presented following dinner.

The cost for the evening will be \$50.00 per person, and the Trackside VIP suites are available for \$70.00 for the night. If you would like to take advantage of the suites, contact the following people at NJMP directly.

Melissa Urgo at 856-327-7256

OR

***Carolyn Watson at
856-327-8000 or 865-327-7216***



South Jersey Region
SCCA
www.sjr-scca.org

Please use the provided link below to register for the Awards Banquet. We hope to see you **ALL** there!!

[SJR-SCCA Awards Banquet](#)

If you have any questions or problems registering please contact Terri Zane Chief Registrar, and she will be happy to assist. Terri can be reached at....

tzane4399@comcast.net

609-784-5316



GO KARTING NEWS!!

Speed Raceway is now offering SCCA member discounts ***EVERY THURSDAY NIGHT!!***

Just bring your SCCA ID card, your helmet or use one of theirs, and for \$35.00 you get 3 race sessions.

So all you racers who are looking for some competition over the winter.... come on out!

[SPEED RACEWAY](#)

Any Questions Contact Matt at:

assistre@sjr-scca.org

WINTER READING MATERIAL NEEDED!!

Anyone who would like to contribute a Region, Club Racing, Solo II or Rally related original article for submission to **At Speed**, please email it to Jim Donahue at,

atspeeded@sjr-scca.org

Be it from the Driver's, Worker's or Official's perspective, any and all submissions will be greatly appreciated.

For your reading pleasure, this month's submission...

Tech at the SCCA Runoffs

Since working in tech for several years, the last four or five years as Tech Chief, I have to admit I have learned much about the need and importance of doing Tech. My mentor, Bill Etherington, has been most influential in my ability to run and manage racing events from the technical perspective on the local level but pales to the requirements at the National Level.

I was finally persuaded to work at the National Runoffs last year at Daytona. I have to admit that the lure of being at Daytona had a lot to do with my decision to go. The fact of working at that world famous facility was too tempting to pass up. Then again this year at Mid Ohio and looking forward to 2017 and going to the Indianapolis Motor Speedway.

As a relative rookie to the national scene, I felt a little awkward. Lots a new faces to acquaint myself

with, lots of new friends in the making. Early on it was quite obvious that there were many ideas to be exchanged on how things would be run. East coast, West coast, north and south all together. I was recruited to manage the STL (Super Touring Light) category. My first responsibility was to build tech inspection procedures for both Post Qualifying and Post Race inspections. Not a simple task I was to find out. Return to Bill Etherington who helped me along the way. Bill had been the Chief of Tech at the Runoffs for three years, a thankless job I would not want, how Bill and those that have followed him do it is amazing.

I know that racers locally sometimes complain about how much we do in Tech but have no clue what they may face at the Runoffs. I have often asked, just how far can we go to inspect cars locally and found that at the Runoffs, all bets are off. At the Runoffs, you may be subject to simple inspections prior to qualifying to major engine tear downs after the finals race.

I will give a brief outline how things go and what you can expect, first, Qualifying. I had a rather large field of cars, STL is very popular, almost forty in total. The Chief of Tech asked that all cars in the field get checked at least once during the four days of qualifying. That would mean doing ten per day. Every day, I drafted what is called the *CLASS PULL SHEET*. That information is given to the folks working pit lane. At the end of each session, you may be pointed out to report to tech for your personal inspection, it's like an invitation for you to join the party in tech ! I have preferred to do a random pick, no favorites. My plan started with cars going to scales, then having the fuel tested by the Fuel Test Team.

After that, wings, spoilers, splitters and such would be measured. Restrictor plates pulled and measured if equipped. Ride heights measured, seats and seat belts checked. Wheels pulled and measured, brake rotors measured, DOT tires and sizes inspected. With my team of four inspectors, each car could be done in about fifteen to thirty minutes. You can start to add the times and see that work goes on for quite some time. Once the inspections are done, my report to the Chief of Tech is made that all is good or there is a problem. I personally like when all is good. I make it clear, *I HATE TO DO PAPERWORK*. The Chief of Tech then gives that info to the Tech Stewards who then pass that to the Event Chief who can then order the release of the cars. Keep in mind that I was assigned STL, but that I also assisted with the STU, GT-3 and T-2 Classes during the week long event.

Once again, you can see just how many hours are spent doing tech.

Post Race inspections are similar to qualifying but are expanded. Usually, the top six finishers are escorted to Tech. Finishers one, two and three are our most tested cars. As mentioned before, scales and fuel testing are done first. The winning car is given that special invitation to an assigned area in the tech where they will be given directions of what we will be looking for. The top three cars engines are tested for compression with a neat little machine called a *WHISTLER*. I am still not sure just how this thing works but by removing the spark plugs and installing the appropriate engine adapters, the compression ratio can be determined. Hopefully all is good. I have not had anybody fail this test, ever.

Number one finisher gets the word to remove a cylinder head. This is where the fun begins. In my procedure, I was to measure total valve lift, bore, stroke, valve dimensions, intake and cylinder head allowable modifications. If the engine is an overhead cam design, we can measure the cam and calculate the total lift. If the engine is a cam in block design we can measure the lift with a dial indicator prior to removing the head. I have been asked how much of the disassembly I do, the answer is none. My job is to oversee the work and measure as the parts are removed. After all is done, and hopefully legal, a box is supplied to the racer for all the loose parts. I've heard that it seems cruel, but that can be the price for being a National Champion. Now, if there is a problem with number one, then we would move to the second place finisher and do the same procedure and on to number three if needed.

Number four, five and six are held, just in case. Winners are not official until all tech inspections are done for that class. I have done STL at Daytona and Mid Ohio and am pleased to say that everybody I have checked has been good except for a few weight and fuel violations. In addition to my STL class, I assisted with the engine measurements for STU and T-2 classes.

I would be remiss if I didn't mention that I make myself available for any pre-qualifying or pre-race inspection a racer may want. I like to help anybody that needs help getting legal. Just like on the local level, the *MEN IN BLACK* will help you or find you the help you need. I have come away from the Runoffs with a great deal of knowledge that can be applied locally. I have enjoyed the new friendships and look forward to *INDY*.



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Advance Auto Parts offers SJR members a 20-30% discount on over the counter parts. This discount is for any SCCA Member at any store, all that is needed is the members valid SCCA Membership Card and state "South Jersey Region SCCA Account # 1872627433" at the commercial counter.



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