

SP KESMAN¹

DECEMBER 2003

Official Publication of The Philadelphia Region SCCA



By George ! Your RE Report:

This will be my last Report for 2003 as your RE. During this year I have made a sincere effort to be a representative and strong supporter of all four areas of SCCA motorsports competition (Rally, Road Racing, Solo I, and Solo II) participated in by the active members of our diverse Region. I have done this by attending our events as a worker, driver, and occasionally as an interested observer as those of you who participate in our motorsports events can attest. Beyond that, another way that I have regularly represented and supported our Region's motorsports community is by my attendance at the SCCA National Convention and the two Northeast Division conventions each year. At these functions I meet one on one with SCCA National and Divisional leaders, present our Region's concerns and needs to them, and bring back to you information on new or proposed policies, procedures, and programs that could directly affect the operation of the Philadelphia Region and its activities.

As I write this report, I have just last night returned from the Northeast Division Mini Convention where Judy (your Secretary) and I attended two new SCCA University course presentations LS-201 "Vision/Tasks of a Leader" and VM-103 "Volunteer Motivation." In addition, we actively participated in several seminars on Road Rally and Club Racing. Due to overlapping seminars, we were not able to attend the Solo II seminars at this convention. In fact there were only four Philadelphia Region members (of nearly 200 total attendees) who were present on all three days of the convention and all of us had commitments to attend Road Racing seminars and discussions. In addition to Judy and me, Karl and Marge lochum were there Friday through Sunday, while Marc and Eunice Gerstein were only able to attend Friday night and Saturday morning.

The cost of insurance for our amateur events was a hot topic of discussion in both the rally and club racing sessions. While the SCCA National Office is able to confirm that we will have the required insurance to operate our events in 2004, they do not, as of this time, know what this insurance coverage will cost.

I attended a dynamic two-hour session, the "Club Racing Forum," where the attendees could question our Area 2 Director **Brian Holtz**, the National Competition Board Chairman **Kurt Weiss**, a member of the Comp Board **Bob Dowie**, and National Director of Club Racing **Phil Clarke**. I normally would cover a meeting like this under my Competition Chairman report, but one subject that took up a large percentage of the time is of such importance that I am going to present it here. The subject was drivers schools – SCCA and "approved non-SCCA schools." Many of us in our capacities as officials and drivers have been noting a disturbing trend in the past few years of inappropriate and unsafe driving practices by newly licensed road racing

drivers who were able to obtain their licenses by attending only non-SCCA drivers schools.

After much discussion, **Phil Clarke** explained that the SCCA National Office has approved two types of schools: 1) those that count for one completed school requiring an SCCA driver to complete one additional SCCA drivers school to obtain a novice permit, and 2) those that after a certain number of driver training hours in a non-SCCA school can "sign off" a new SCCA club racer to race in our events without ever completing an SCCA drivers school. This latter type of school is our greatest concern. We have seen newly licensed drivers from these schools that have no real knowledge of the flags used to safely manage our races, nor are they at all familiar with the concept of cars of different speed potential racing in the same race group. This has led to many unfortunate on-track incidents that not only prove a danger to these drivers and their competitors, but also to the corner workers. Toward the end of the discussion, I offered a proposal to the Competition Board (which I will put in writing as required by our procedures) "to change SCCA National's policies to require any driver seeking an SCCA club racing competition license to successfully complete at least one SCCA drivers school before being able to obtain that license." Even though we have experienced SCCA people who review these schools before they are approved, we cannot expect the non-SCCA schools, primarily using one class of car for all drivers being instructed, to teach the "SCCA culture" concerning road racing etiquette and proper response to on-course signal flags. After I made my proposal, someone else said that "we have to realize that there are sanctioning fees for these schools which provide an ongoing income stream for SCCA National Headquarters," whereupon I was grateful to hear from **Steve Johnson**, our National President and CEO, who also attended this meeting, that "any income potential from sanctioning non-SCCA drivers schools was secondary to the requirement that we provide for the greatest possible safety of our competitors and our workers."

On Saturday, we also had the pleasure of attending the NEDiv & NESCCA awards luncheon and the NESCCA Enduro and NARRC Banquet where we socialized with our friends from all corners of the Northeast Division. At the Awards Luncheon, I was very pleased to hear that five (5) Philadelphia Region members won the Northeast Division Championship in their respective classes: **Joe Aquilante**, T1; **Les Handly**, FP; **Steve Limbert**, GT2, **John Mirro**, CSR, and **James Oppermann**, FA. I was, however, a little disappointed that only one of our successful competitors, **Steve Limbert**, was able to attend the convention to be recognized for his accomplishment. I have the awards for the other four champions and will get the plaques to them as soon as possible. In addition to the NESCCA Awards for NEDiv class champions, there were several special awards

GEORGE continued on page 3

Meeting Notice

The Board of Directors will meet on Monday, December 8 at 7:00 PM at Otto's Brauhaus on Route 611 in Horsham

The General Membership Meeting will be held at Penske Racing in Reading. All who have registered will be sent directions and details of the visit. After the visit, a brief meeting will be held at the Peanut Bar in Reading.

REGIONAL OFFICERS

Regional Executive

George Bloeser (03)
PO Box 346
Coopersburg, PA 18036
610-965-0585
Fax 610-966-1061
indy33@aol.com

Assistant Regional Executive

Jon Rush (04)
2131 Hamilton Drive
Coopersburg, PA 18036-3436
610-965-2815
jdrush@enter.net

Secretary

Judy Bloeser (05)
PO Box 346
Coopersburg, PA 18036
610-965-0585
(Fax) 610-966-1061
macmassie@aol.com

Treasurer

Steven Rosenberg (03)
845 Plymouth Road
Plymouth Meeting, PA 19462
610-313-9397 (h)
215-576-6666 (w)

steven@arandagroup.com
Anyone wishing a copy of the Region budget or monthly Treasurer's Report should contact Steven Rosenberg.

Other Board Members

Joe Aquilante (05)
1435 Dogwood Lane
Chester Springs, PA 19425-1501
610-482-0141
jfaphoenix32@aol.com
Frank Gonzalez (03)
1033 Hemlock Dr.
Blue Bell, PA 19422
215-643-5968
gonalezfj@cs.com
Sean Christie (03)
1230 12th St.
Eddystone, PA 19022
610-872-1889
seamus88@earthlink.net

Lou Metzger(03)
986 Anders Rd.
Lansdale, PA 19446
(h) 610-584-5841
(w)215-662-3246
louis.metzger@uphs.upenn.edu
Kelley Nelson (04)
2408 Pheasant Hollow Drive
Plainsboro, NJ 08536
609-716-1839
knelson@awdriven.net

SPOKESMAN Editor

Fred Livezey
425 S. Bethlehem Pike
Ft. Washington, PA 19034
215-542-7141 (w)
f.livezey@verizon.net

SPOKESMAN Classified Ads

Fred Livezey
f.livezey@verizon.net

Competition Chair

George Bloeser
PO Box 346
Coopersburg, PA 18036
610-965-0585
Fax 610-966-1061
indy33@aol.com

Licensing (Driver)

Dave Drissel
158 Blackberry Lane
Jim Thorpe, PA 18229
570-325-8278
drissel2@ptd.net

Licensing (Officials)

Marc Gerstein
PO Box 7
Center Valley, PA 18034
610-282-3932 (after 8 PM)
marcag7@cs.com

Membership

Robin Lumb 610-313-9397
845 Plymouth Road
Plymouth Meeting, PA 19462
rl40fm@comcast.net

Merchandise

John Groves
2 Hyllwynd Dr.
West Chester, PA 19382
610-430-7157
jgroves@jenntec.com

Rally Steward

Allen Hefner
PO Box 286,
Abington, PA 19001
215-328-9740
ajhsys@aol.com

Solo II Chairman

Dan Shalkowski
267-218-0031
scoobyshak@hotmail.com

WebMaster

Perry Aidelbaum
autox4u@yahoo.com

Racing Chiefs/ Contacts

Flag and Comm

Bob Lindenmuth 610-358-3567
sccaflagger74@yahoo.com

Paddock

John Chatley 610-696-7125

Pits

George Bloeser 610-965-0585

Registration

Eunice Gerstein 610-282-3932
(after 8 PM)

Scrutineering

Karl and Marg lochum
215-338-7576

Sound Control

George Miller 732-545-4767
gnmiller@patmedia.net

Timing and Scoring

Judy Bloeser 610-965-0585
macmassie@aol.com

Anthracite

Racing Associates

Representatives

Brian Holtz 610-867-0399
George Bloeser 610-965-0585
Joe Aquilante 610-482-0141

ARA Alternates

Judy Bloeser 610-965-0585
Tony Carroll 610-275-9456
Jon Rush 610-965-2815

PHA Representatives

Rich Sweigart 215-249-9138
Connie Sweigart 215-249-9138
Chuck Christ 610-3958738

Tri-Region Race

Chairman

Ellen Holtz 610-867-0399

Tri-Region

Representatives

George Bloeser 610-965-0585
Marc Gerstein 610-282-3932
Bob Peterson 610-458-8148

Tri-Region Alternates

Judy Bloeser 610-965-0585
Marge lochum 215-338-7576
Bob Maurer 610-253-2870

SCCA National Office

PO Box 19400
Topeka, KS 66619-0400
Phone 800-770-2055
785-357-7222
785-232-7228
Fax

Area 2 Director

Brian Holtz
1775 Center Street
Bethlehem, PA 18017-4625
610-867-0399
beholtz@compuserve.com

Philadelphia Region

<http://www.autox4u.com/philly>

Other Internet Sites

<http://www.scca.com>
<http://www.na-motorsports.com>

Region Calendar

DECEMBER

- 8 BOD Meeting,
Otto's 7pm
10 General Meeting,
Penske Racing, Reading

JANUARY

- 12 BOD Meeting,
Otto's 7pm
14 General Meeting,
TBA

FEBRUARY

- 9 BOD Meeting,
Otto's 7pm
11 General Meeting,
TBA

MARCH

- 8 BOD Meeting,
Otto's 7pm
10 General Meeting,
TBA

NEW MEMBERS

Joseph McGinty
Mathews Thampi
Dave Overington
Bob Dunlop
Robbie Pecorari
Joe G Hogan
Alan F Kwon
Jeff Foraker
Dimitrios D Giannas
Timothy Marsh
Ben Fischetti
James H Johnson
Brian Kilgarif
Justin Sise
Julie Herbener
Robert B Turner Jr

Membership 814

Published Monthly by The Philadelphia Region, Sports Car Club of America, 425 Bethlehem Pike, Fort Washington, PA 19034. Subscription price of \$12.00 per year is included in membership Dues. Non-Member subscriptions are available at \$ 15.00 per year. Articles should be submitted by the 15th of the month to be considered for the next issue. Opinions expressed are those of the authors and not necessarily the Philadelphia Region SCCA. Permission to reprint material in *The Spokesman* is granted to all SCCA publications with credit given to the author and *The Spokesman*.

given to SCCA members who have made an exceptional contribution to our sport. Two of these have special significance to Philadelphia Region Members: the Kendall Cup given posthumously to **Lynne DeHart** (accepted by her husband Donald and her daughter Jennifer) and the Castle/Stone Steward's Award given to **Brian Holtz** whose response to this honor was, "I came for the cars and stayed for the people."

The Mini-Convention continued on Sunday morning with the "Discussion with the Directors" where our three National Directors from NEDiv, **Kathy Barnes, Tom Campbell,** and our own **Brian Holtz** fielded questions from RE's and other Region representatives. One of the major topics of discussion was the new-to-SCCA event called "Drifting." While it is primarily being done as an exhibition event on a closed course under the sanction of SCCA Pro Racing, National Headquarters is still looking at bringing it to the regions as a "local club event like Solo II." I took this opportunity to express Philadelphia Region's concerns about running "drifting" events at the region level (e.g. safety, liability, insurance) and that drifting is significantly different than Solo II which teaches enhanced driving skills that are useful in our every day driving.

The concluding event of the 2003 Mini-Convention was the NEDiv Council Meeting where the agreed upon club road racing schedule for 2004 was presented and a Double National for Tri-Region at Pocono was approved by a roll call vote (75% of attending Regions is required). The growth of NESCCA beyond National Road Racing was discussed, including the fact that the NESCCA Enduro Series was very well received in its first year and that the new online registration, introduced in 2003, was successfully used for National and Regional road racing (both of these programs received their initial funding from NESCCA). The NESCCA Treasury is now at a point that it will be depleted by the end of 2004 unless a source of funding is approved. Accordingly, a budget proposal will be developed for the March 2004 Roundtable which may require the reinstatement of the per car assessment fee. It was stressed that the NESCCA logo and website are also available to any Rally, Solo I, and Solo II events that would be of interest to the Northeast Division as a whole.

In closing I have to say that I was very disappointed with the lack of participation by Philadelphia Region members in the just completed election for the Region Board of Directors. Only 136 of 827 members, or 16% bothered to express their interest in the Region by voting. I do hope that the outcome of that vote is what is truly best for the entire Region community and all of its varied motorsports activities. I wish the new BOD and all Region members well in 2004 and will take this opportunity to wish all of you Happy Holidays.

Yours in the Sport,
George Bloeser

PHILADELPHIA REGION SCCA BOD Meeting

November 10, 2003

Location: Otto's Brauhaus, Horsham, PA.

Attendance: BOD: **George Bloeser (RE), Jon Rush,**

Judy Bloeser, Joe Aquilante, Sean Christie, Steven Rosenberg.

Minutes – The minutes were approved as printed.

Treasurer's Report – Steven Rosenberg

A total of \$1040 was paid out as tow money to members who competed this September in the Tire Rack Solo II National Championships at Topeka and the Valvoline Runoffs at Mid Ohio. This amount is significant because it represents a major effort and accomplishment on the part of 26 Philadelphia Region members. The BOD congratulates all our competitors who took on the challenge at the highest National level.

The Treasury stands at \$31,237.86.

Solo II - Dan Shalkowski

The Chairman reported that there have been no Philadelphia Region events in the past month, but that a large group of drivers competed at PA States at Hershey on October 28. Many won trophies. It became typical to hear "And winning, in the yellow jacket, is . . ." The team of L. Leone, R. Leone, Gonzalez, Rosenberg, Lumb, and Landstra took the team first place.

The winter series is still in the planning stages.

An effort is underway to make the truck more "driver friendly." A search is on for a good General Motors V8 engine with all the accessories and mounting brackets. The search, consultation, and work will be done by Region members.

Contact will be made with present and potential advertisers to purchase space on the truck for 2004 in accordance with a regular pricing schedule based on size and placement of the ad.

Solo I - Rich Sweigart

There was no Solo I report, but it was noted that the PHA banquet will take place later this month.

Road Racing – George Bloeser

The annual scheduling meeting for the Northeast Division will take place on Sunday, November 16 during the Mini-Convention in Rocky Hill, CT, with a preliminary meeting on Friday, November 14. George Bloeser spoke about this year's situation with scheduling events at Pocono to not conflict with other nearby SCCA club racing events that would compete with Tri-Region for entrants and workers.

Current Tri-Region representatives and alternates will be contacted by the RE to determine their interest in continuing in those capacities.

Rally

The Otto's BMW rally, scheduled for November 9, was postponed until the spring.

The Chester Twister Rally will be held December 13 and most likely will take some drivers into the dark. There will be about 30% unpaved roads with many interesting twists.

The Rally in the Dark will again be held this winter. The route has been determined and will cover different territory than the events of the last two years.

Discussion was held on the request for two new rally clocks and pneumatic lines for the clocks so that times could be measured more accurately. Decisions will be made with Wendel Green and Allen Hefner as to the priority of equipment, the sources available, and the long term needs of the program.

Election - Jon Rush

Ballots were mailed to all Philadelphia Region members of record as of 9/30/03. Only a couple of ballots were returned by the post office. New addresses were determined and ballots were re-sent to those people.

Conventions

The NEDiv Mini-Convention will take place November 14-16 in Rocky Hill, CT.

The National Convention dates have been placed back on the original dates, February 5 to 7, in Kansas City.

Judy and **George Bloeser** met with the Management of the Holiday Inn Conference Center in Allentown to discuss plans for the NEDiv Mini-Convention of November 2005. Basic arrangements are being worked out so that a contract can be signed. Many options are open to us due to the size of the Conference Center.

Banquet

The Philadelphia Region Annual Banquet will be held on Saturday, March 6, at the Doylestown Country Club. The central theme will be Solo II.

Other

A set of artist's sketches of a possible new Region logo were displayed and discussed. The key factors being considered were maintaining the Region's heritage and having a logo that would be able to be digitized and reproduced clearly on many surfaces. Further renditions will be made.

The December 10 General Membership meeting will be held at Penske Racing in Reading. The first 50 members/people who sign up will be able to attend. Priority will be given to members of the Region.

Prompted by an inquiry from **Bill Chambres**, the Board discussed participating in the Ft. Washington Motorsports Show and the Philadelphia Auto Show. Members have attended the Fort Washington Show over the years and have found it to be loaded with trinkets rather than many things of value. It was decided that we would not participate in that show. However, avenues are being pursued to find a way to be incorporated into the Philadelphia Auto Show.

A request had been received from **Fred Livezey** on behalf of a customer who wanted a page to be inserted into an issue of the *Spokesman*. After a discussion, the BOD voted to establish a policy that for a flat \$200 fee paid to the Region and payment to **Fred Livezey** to cover the costs of inserting the item, an insert could be added to the mailed copies of the *Spokesman* and attached to the pdf file for downloading. No more than one insert will be permitted each month

Respectfully submitted,
Judy Bloeser, Secretary

PHILADELPHIA REGION SCCA

General Membership Meeting

November 12, 2003

Location: Julie's Steakhouse, Horsham, PA. Attendance: 25

The discussions in the meeting generally reported and amplified information contained in the BOD minutes for November 10, 2003. The following additional announcements and information was noted.

The Minutes were approved as published.

The Treasurer mentioned the fact that the cost of the *Spokesman* is now in better alignment with the dues.

Dan Shalkowski added that about 30 Region members competed at States, and that **Joe Aquilante** built the car used by our winning team.

Marc Gerstein brought everyone up to date on his attempts to work out some arrangement for the 2004 Tri-Region dates at Pocono, but stated that Tri-Region might have to sublet. The scheduled weekend is opposite club events at Beaver Run, Summit Point, Lime Rock and the Formula 1 race at Indianapolis.

Wendel Green spoke of his disappointment in the cancellation of the Otto's BMW Rally, but noted that the route can be used this winter for a TSD rally and later for Otto's. The Chester Twister is ready to go with a change to 30% unpaved. Flyers were passed out and a request was made to get Subaru entrants. December 5 is the deadline. Wendel explained the different timing devices used in rallies in justification of his choice for Timewise clocks.

George Bloeser went over the seminar list for the Mini-Convention and explained that the National Convention had been returned to its original dates the first week of February.

The December meeting will be by reservation only and held at Penske Racing in Reading. Cameras will be allowed, but only used for a special photo-op. During the meeting the last of the 50 names were taken.

The program of the meeting was a discussion with **Tom and Joe Aquilante** about their careers in racing and car preparation. Tom began with stories of how he got started in A Sedan and how after a crash at Pocono, **John Heinrich** became interested in his rebuilt car, took it for a "ride" to a pole position, and has been driving a **Tom Aquilante** car ever since, this year to a class championship at the Runoffs. He also spoke about how it was to race against Heinrich at the Runoffs, especially the distraction of watching the drive of the eventual winner instead of staying focused on his own drive. Joe spoke of his transition from club racing into pro racing and back into club racing as well as how his relationship with **John Heinrich** developed out of his interest in the car originally driven by **Jeff Altenburg**. Both Aquilante brothers credit **John Heinrich** with helping them to develop to their full potential the cars that they prepare.

The results of the election were reported by **Bill Sherwood**. The new Board members are: **Frank Gonzalez, Steve Landstra, Lori Leone, Rob Leone, and Steven Rosenberg**.

Respectfully submitted,
Judy Bloeser, Secretary

2003 Runoffs - ".....Till the Checker Falls"

by John Mirro

To win the National Championship is just awesome! 25 years ago we made our first trip to the Valvoline Runoffs and were not very competitive. In subsequent attempts we improved a bit, running as high as 4th but finishing our previous best 5th in 1987 in DSR. This year we ran a short schedule in CSR, had fun, and happened to qualify for the runoffs. So we decided to go to Mid-Ohio cause it sounded like more fun.

We didn't mean to go getting so serious about the whole thing - just wanted to play with the race cars this one last time before we had to put them away for the winter. So we

went to Mid-Ohio in September with Richard Leslie Racing Services (NEDIV) and obtained a CSR Ralt/Mazda from Ben Beasley (CENDIV) to run at the Runoffs. Both Leslie Racing Services and Beasley Fiberglass did their predictably superb job of supporting our week-long effort. It was great to see so many old friends (who are still young!) from DSR and CSR, and those good friends dedicated to the many different SCCA worker specialties. After the win, I even got invited to the CSR/DSR party - these are seriously nice folks! Having been away since 1988, it was just terrific to be back in the paddock, with all the emotion that is the SCCA Valvoline Runoffs. If you race and have not been to the Runoffs and you get the opportunity, an unforgettable experience awaits you, regardless of your finishing position.

So anyway, it looked like the fun would have to wait till next year after our Mazda engine ate something hard that it couldn't digest (a carburetor set screw) on Monday, trashing our one good (albeit used) motor. Missed Tuesday's qualifying. Ruscilli loaned us his spare, but the stack height in the clutch assembly was off by just enough (nobody said it would be easy) that we missed Wednesday's qualifying, too.

Well, we were having so much fun we couldn't stand it. We got to run about 8 laps in Thursday's final qualifying session, before a black flag ended the shortened session. We would start 9th.

Needless to say, long about now we weren't exactly feeling like winners. But there was a glimmer of hope that the rain predicted for our race on Friday morning (from Hurricane Isabel) would at least level the playing field a bit. We became even more hopeful after Friday morning's wet warm-up ... our Ralt was handling extremely well in the wet conditions with full wet set-up. To add to the week's crazy, unpredictable events, there was so much spray from the drenched track that I never saw the back straight green flag, and got off to a terrible start. But we went to work, nose to the grindstone, and began the process of moving toward the front, with a great handling car and staying totally off the dry line.

We were in 5th on lap 11 when an extended yellow came out for several reprobates, and it gave me great consternation that we didn't go back green until lap 16, with only 3 laps to go because of time (20 laps or 40 minutes). Now I remembered what I had learned at the wet Pocono weekend this year about "monster" starts and knew this was the moment that we had trained for. So when the green came out (1) This time I saw it, and (2) We were now in 3rd (albeit briefly, seeing as how Keith Young, Jr. was having a cow, and I had to yield from our side-by-side battle on the wet track down in "Madness".) Two laps later, we were back in 3rd behind Mucha (as in Star Wars Special, again from Pocono) and the still flailing Young. We're on the last lap, approaching the last turn, the Carousel, and I'm thrilled that we're looking at the possibility of a 3rd place podium finish - first ever!

But wait, there's more! We're closing fast on Mucha and Young in the Carousel, and then, insanity strikes. Mucha and Young spin in unison in front of me, . . . I swear not to collect anyone at this point in my racing career, andBAM! The checkered flag! My radio blasts . . ."That's it, you won! . . . What? WOW!!! As you know, I like vintage John Denver, and another one of his songs wails . . . " Some days are diamonds, some days are stones" This day was the diamond in my 25 year driving career. I will always cherish it, humbly.

Reserved Numbers

George Bloeser, Competition Chairman

Within the Northeast Division there are (at least) 4 sets of reserved numbers. The NEDIV list is for National races only. The MARRS and NYSRRC lists are for those separate series, and the NARRC numbers are used for both NARRC and NYSRRC races. If a race happens to be part of more than one series (MARRS and NARRC, for example) then it is up to the registrar for that race to determine how numbers will be dealt with.

Instead of giving all the details of all the reserved number lists, it may be best to give an overview of the process of obtaining and using reserved numbers. Number lists are UNOFFICIAL. There are no rules that cover how registrars treat a number list or if they even have to use it. If the registrar for a race chooses to not assign you a number you think you have reserved, that is their choice.

While it would be nice to have a separate list of car numbers for each class, that cannot be done, so classes are grouped based on how they were grouped at races in the previous year. If there is a huge disparity between the current list groups and the actual race groups used, then the reserved number list groups for the next year will be changed. Due to changing participation, race groups that worked 10, 5, or even 3 years ago may not work for the current sets of cars that show up.

The 2004 groups for NEDIV numbers are organized in the following groups: Spec Racer; GT4,5, E,F,G,H Production; GT1,2,3; SSB, C; T1,T2; AS; FV, F500; FF; FC; FM, FA ;CSR, DSR, S2.

To avoid number conflicts at the track, the following additional rules are also used:

- If a number is assigned for a FV, it will not be assigned for a F500
- If a number is assigned for a F500, it will not be assigned for a FV or FF
- If a number is assigned for a FF, it will not be assigned for a F500 or FC
- If a number is assigned for a FC, it will not be assigned for a FF, FM or FA
- If a number is assigned for a FM or FA, it will not be assigned for a FC, CSR, DSR or S2
- If a number is assigned for a CSR, DSR or S2, it will not be assigned for a FM or FA
- If a number is assigned for Showroom Stock, it will not be assigned for Touring
- If a number is assigned for Touring, it will not be assigned for Showroom Stock or American Sedan
- If a number is assigned for American Sedan, it will not be assigned for Touring or Big Bore (GT1,2,3)
- If a number is assigned for Big Bore, it will not be assigned for American Sedan

In Marianne Lyons' own words, "Are you confused now? So are we. When the regions that run races get together and start to have some consistency in the race groups they use, then all this "sillyness" can go away."

Each of the Regional Series has its own logic for number assignment because some different classes are incorporated in the racing. To get all the details of the numbering processes, please check the NESCCA website at www.nescca.com. Then contact:

Marianne Lyons for NEDiv or NARRC/NERRC numbers
(nediv.points@charter.net or 978-433-5087)

Marie Heacox for NYSRRC numbers (mareta@stny.rr.com or 607-732-8679)

The DC Region office for MARRS numbers
(cluboffice@wdcr-scca.org or 800-879-4722)

A Poem on Autocrossing in 2003

By Thomas R. Platt
55 G Stock

Quiet please . . . Ahem . . . Ahem

Twas a month before Christmas
And as I sit in my home
I think back on my autocrossing year
I am satisfied, no need to moan.
Started out with my Grand Am
Practicing my driving the proper line
Tire pressures were too low
Rose them higher, made better time
In the event before the mirrorkana
My water pump decided to go south
Got it replaced in time for the event
Hit too many cones and I was out!
The Philly summer series started and
For three events I drove well, had fun
For a moment during the fourth event
I was ahead of a certain black Neon!
But alas, the Grand Am was semi retired,
Back to a daily car for me.
Enter the new/old slush box car
The 1992 Grand Prix SE!
When the competition saw the car
They ran to other classes in strides.
One to STS pro, the other to SM
A few to other classes and rides!
But the Grand Prix had problems,
It was just a little better than the Grand Am
Heavy car, positive camber, the loose rear end
I drove the car the best that I can.
Found the limits on the car
Finished well, a fifth, two Seconds and a fourth place
Then took off three days to help out
At the USAC/IRL Nazareth race
It was three fun days at Nazareth
USAC and IRL races were fun for the fans to see
I have no backbone to ever run like them,
For me, next was the two day Holbert charity!
The car responded good for both days
But I didn't have the right driving feel
I found, at the end, four loose lug nuts
Three on the two front, and one behind the steering wheel
The eleventh event was at Boeing
The two top drivers were not in sight
There was a fierce competition in G Stock
And the top three times were tight!
For four runs we three swapped positions
A 240SX, a Mini Cooper S and my Grand Prix.
Three tenths of a second between the three of us
And I was ahead by a scant 0.13!
I improved my best time by half a second
And cheered – the Nissan hit a cone!
But the lady in the Mini ran eight tenths faster
Lost by 0.11 second on the last run! Groan!
Could not make the last event
The load at work could not be ignored
I still exceeded all my goals I set
For myself the year before

So if I could write to Santa Clause
Or maybe wish upon a star
Four adjustable struts, lighter wheel rims
And some negative camber for my car
Oh yes – a final wish for next year
It is a simple one by far
For people to stop asking me,
“When are you going to get a real car?”
I have one. And it's a Pontiac.
See all of you next year in 2004.

NESCCA Awards

George Bloeser, Competition Chairman

The 2003 NESCCA Champions are drivers who competed in Northeast Division National races. Many also represented the Division at the Runoffs.

FA	James Oppermann	Philadelphia	Ralt
FC	Christopher Fahan	New England	Van Diemen
FM	Brian Sullivan	Wash DC	Formula Mazda
FF	Arthur Foster	New England	Van Diemen
F500	Doug Marsh	Mahoning Valley	Rocketech
FV	Roger Siebenaler	Northern NJ	Mysterian
GT1	Jack Busch	New England	Olds
GT2	Steve Limbert	Philadelphia	Porsche
GT3	William Thumel	Wash DC	Nissan
GT4	Warren Montague	Wash DC	Toyota
GT5	Bob Dowie	Northern NJ	Sentra
EP	John Weisberg	New England	Mazda RX-7
FP	Harold Flescher	New England	Sprite
	Les Handly	Philadelphia	Porsche
GP	Kevin Dennis	Finger Lakes	DatsunH
HP	Don Barrack	Wash DC	Sirocco
S2	Jim Ballard	NEPA	Lola
CSR	John Mirro	Philadelphia	Radical
DSR	Matthew DiRenzo	South Jersey	Stohr
SRF	Joe Colasacco	Northern NJ	Spec Racer Ford
AS	Jerry Post	Northern NJ	Camaro
T1	Joe Aquilante	Philadelphia	Corvette
T2	Allan Wolfe	New England	Camaro
SSB	Marc Cefalo	NEPA	Acura
SSC	Joel Lipperini	NEPA	Honda Civic

Other NESCCA Awards:

Rookie of the Year	Brian Sullivan	FM	Wash DC
Driver of the Year	Mike Anderson	FC	Northern NJ
Worker of the Year	Deb Sherman	T & S	New York

Special Tri-Region BOD Meeting

George Bloeser, Competition Chairman

On Friday evening, November 14, a special Tri-Region BOD meeting was held to discuss the 2004 Northeast Division Road Racing schedule and the problems concerning our June date (6/19 and 20) at Pocono Raceway. Representatives from all three Regions (NEPA, Phila, and S. Jersey) attending the Mini-Convention participated. In summary, it was decided to hold smaller simultaneous events utilizing the North, East, and South courses. The proposed program would have a full Enduro weekend, including a NESCCA Enduro, on the North Course; a flat track Solo I managed by PHA on the East Course, and a Solo II event managed by representatives of the Solo II Committees from the three Regions on the South Course. I will provide more details on this unique motorsports competition program as the suitability and financial prospects of all three events are determined and the whole program comes together.

CLASSIFIED ADS

Classified ads in the *Spokesman* are **FREE!!** and run for three issues. Submit your ad to Fred Livezey, Livezey Graphics, 425 S Bethlehem Pike, Fort Washington, PA 19034. You may email your ads to f.livezey@verizon.net (my preferred method). Please try to follow the format below. Deadline for inclusion in the following month's newsletter is the 15th of the month before publication.

FOR SALE: 1988 BMW M3 race car - ITE or BMW club racer. White w/Motorsport Stripes, 2.3 liter 230 hp motor, 2300 lb car. Fourteen races on car since built. Three races on new Koni twins and Carrera shocks. Eight wheels, some spares, never wrecked. A clean and fast car. Call or email for pictures and a list of spares. Jack Banha 215.843.5939(w), 215.402.0808(h), email: woodlawn2@netzero.net.

FOR SALE: 1994 Van Diemen F2000 Parts: one front stock sway bar, four stock used brake rotors, two axles, one coil, one MSD 6T electronic ignition, one full set '95 bodywork including diffuser and intake, one front wing, one starter, two front calipers (AP), two rear calipers (AP), eight OZ wheels - one set w/rains. Call for prices. Jack Banha 215.843.5939(w), 215.402.0808(h), email: woodlawn2@netzero.net.

FOR SALE: 1971 Lotus Seven. 596 original miles!! Car is original as delivered from Lotus America. No rust anywhere from top to bottom. Garaged since new. Last inspected in 1976. Everything is original including the tires. Must see - one of a kind. Jack Banha 215.843.5939(w), 215.402.0808(h), email: woodlawn2@netzero.net.

FOR SALE: 1984 Camaro Z-28. 5.0 liter HO, five-speed, four-wheel discs, Konis, headers, former ESP regional championship car. Spare wheels, sway bars, miscellaneous other parts. \$2,500 OBO. Call Joe Kallis at 215-671-1033.

RACE CAR RENTAL: Race car for rent for spring driver's schools. 87 Golf ITB, includes transportation to track and crew services. Well maintained car, Easy to drive. Call Joe @ 610-637-8598 or joesellsvw@comcast.net

FOR SALE: ITE/TCC Corvette 1989 Corvette built to Corvette Challenge specs. Updated for ITE/TCC Stock body, ZZ4 motor - 400+ hp @ 6500 rpm, 6 speed ZF transmission, 8 point roll cage, 1990 L-98 TPI, plus more, info to buyers only. Car is 2001 Touring Challenge for Corvette Series winner with race wins at Mid Ohio, VIR, Grattan, Road America, and Watkins Glen; track record holder for long and short course for TCC Corvette at The Glen. \$23,000. Also have parts for sale including ZZ4 motor complete, TPI - to Oil pan, 400 hp (\$6,000), ZF trans 6 speed (\$2,400) email lexelec@aol.com or phone 610-494-7846.

FOR SALE: 2 G-Force 6PT CAM H Harness PUP Black 6 Snap Ends for Harness, 6 Eye Bolt Sets, 4 Seat Belt Back Plate, 1 Arm Restraint Adult Black Box Never Opened from Racer Wholesale. (Weekend job makes it too difficult to find racing time.) \$300. (paid \$411) Elvin Padilla elvinjr@hotmail.com (215) 592-7076 (215) 888-4474

FOR SALE: 1986 BMW 325 White with Blue interior, 4 door sedan, 5 speed, cruise control, M-Tec suspension, European bumpers with front spoiler, rear valance and lower body moldings, Euro. Headlights, 15" TSW 5 spoke wheels with 205/55 Kumo Ecsta Supra 712 tires, & stock wheels with Bridgestone Blizzak WS-5 winter tires, Flo-fit seats,

Short-shift kit, custom steering wheel, 12 speaker stereo with 6-CD changer, motor has flowed head w/ Dinan chip, lightened flywheel, K&N power flow intake, free flow exhaust w/high flow cat. High Performance 8mm wires w/ Bosch platinum plugs, factory manual, dash light reset tool. Have all the original parts, and lots of spares. 202,741 miles (41,713 miles on motor) Red line synthetic lubes used in motor, gearbox, and diff. \$3,000.00 obo. Call Martin at 610-239-6615 Days, or 215-343-1195 Eve.

FOR SALE: F500 85' Zinc 19, great school or solo car, log book and seat belts are current, has 2003 annual. have extra motor and many extra parts, mounted rain and mounted spare tires, race tires only have one weekend. fun car to drive, trailer included. \$4000.00/OBO. Mike Murphy (610) 873-1246 w.

FOR SALE: Honda IS 3000 Generator. Ultra quiet 3000 watt generator. Used twice. Sells for \$2000, first \$1250 takes it. Howard Gerstein. 717 392 8002 or HJGGT4@comcast.net

FOR SALE: Racing Electronics Radio Package. Includes 2 P110 4 watt radios & antennas, 2 Headsets with cables, 2 Chargers, 2 Leather cases & belt, PTT switch, helmet mike & external antenna. Extra battery & aluminum case included. \$1,000. Call Charlie @ 610-275-3900 or email Cbilella@aol.com

FOR SALE: 1999 Miata 10th Anniv. Ed. 21k miles. 6-spd, sport package, ABS, hard top, BOSE stereo system, A/C, cruise. Garage kept, excellent condition. Optional spares: 4 factory polished wheels, tire trailer, Borla. \$17,000. Jeff Jacobs 267.251.5736 or cablelawyer@aol.com.



Philadelphia Region SCCA
845 Plymouth Road
Plymouth Meeting, PA 19462

PRSRT STD.
U.S. POSTAGE PAID
FT. WASHINGTON, PA
PERMIT NUMBER 361

Address Service Requested

Sports Car Club of America - Philadelphia Region

Chester Twister

December 13, 2003

The Philadelphia Region of the Sports Car Club of America presents a TSD RoadRally of approximately 80 miles on the roads of Chester County in Pennsylvania on December 13, 2003. Average speeds will be at or below the posted speed limits. Approximately 30% of the roads will be unpaved. The Route Instructions will be novice friendly, yet pose interesting challenges for experienced rally teams.

Registration / Start

Brinton Lake Shopping Center
Route 1 (Baltimore Pike)
0.5 Miles east of Route 202

Schedule

Registration – 9:00 to 11:00 am
Drivers/Navigators Meeting – 10:30 am
First car off – 11:01
First car finishes approx. 4:00 pm
Awards approx. 5:00 pm

Registrar Rona Green
45 Parkridge Dr
Bryn Mawr PA 19010
610-527-4223

RallyMaster Wendel Green
45 Parkridge DR
Bryn Mawr PA 19010
wendel_green@hotmail.com

Safety Steward Allen Hefner
P.O Box 286
Abington PA 19001
215-328-9740

To register, contact Wendel or Rona Green immediately.

yee haa!



Sit still. Go faster! The new CG-Lock is the first seat belt add-on proven to deliver new levels of driver stability, comfort and control. The result: More precise handling. More feel and feedback. And faster laps. It's simple . . . and ingenious. The CG-Lock is engineered to lock your existing lap belt into position, keeping your body's center of gravity right where it belongs – even through the most demanding cornering and braking maneuvers. Installation's simple, too. No bolts or drilling required. Plus, the CG-Lock is just \$39.95 (plus shipping) and comes with a money-back guarantee.

But before you even think of ordering, read this: The CG-Lock is not a safety device and is not intended to encourage or compensate for reckless, illegal or inappropriate driving. Read all safety information before using.

There. Now check our website for all the details and use the online prompts to order your CG-Lock today. Because going faster starts with sitting still.

get yours at www.CG-Lock.com



increases driver performance

CG-Lock is a trademark of Superior Automotive Innovations, Inc.