



MARCH 2003

Official Publication of The Philadelphia Region SCCA

**By  
George !**  
Your RE Report:

## New SCCA Topeka HQ Dedicated at National Convention.

**A**s I write this month's RE Report I am reflecting back on a very successful SCCA National Convention held in Topeka and Kansas City on February 6-8.

The activities began bright and early Thursday morning (7:30 a.m.) with RE 101 where the new Region Services Manager **Mike Dickerson** filled us in on new "RE Things to Know" including ideas to help conduct better meetings.

Then we all piled on buses for the ride to the new National Headquarters building in Topeka. It is a modern, purpose built structure with a well planned, efficient layout on one floor, a big improvement over the previous HQ in Englewood, CO.

There was a formal ribbon-cutting where we were welcomed to Topeka by several local dignitaries and a tour through the building in groups where we met the staff and had an opportunity to ask questions. This was followed by a group photograph in front of the new HQ building.

Later, after the "Leadership Lunch," we walked over to the Sunflower Ballroom where CEO **Steve Johnson** and the Senior Leadership Team rolled out the "Roadmap to the Future." They reviewed highlights of 2002 and presented "Directions for continuing the journey" into 2003 and beyond, all set to a spirited musical background..

Some of Steve's key highlights for 2002 were:

- Continued record membership growth, now approaching 70,000
- Increased participation in club racing, solo, rally
- Major marketing strides that increased awareness of SCCA
- Pro Racing turned around to a profit of nearly \$100,000 for fiscal 2002.

I Put SCCA into Karts - a start toward our National & International ladder system

- Launched the SCCA University
- Established the new SCCA Technical Department
- Moved Headquarters under budget and ahead of schedule, hired and trained new staff
- Delivered an operation profit over \$150,000 for SCCA, Inc. for fiscal 2002.

For 2003, Steve expects to build on and grow the successes of 2002.

At the Annual Meeting outgoing Chairman of the BOD, Joanne Jensen, shared her thoughts about what the BOD should be doing and that she felt confident that both the past Board and the new Board were committed to the preservation and growth of the SCCA. **Tom Campbell**, the new Chairman, spoke briefly about what has occurred with the strategic business plan, and stated that what is needed now is a "strategic program plan" in all areas of competition. Ideas for the future in the areas of club racing, solo, road rally, and performance rally need to come from the SCCA Regions. They should be member driven, not imposed on the members.

The Board of Directors Town Hall was a fairly quiet session. Key points raised were that over 300 National and Regional club racing events are scheduled for 2003; there will be increased Rallycross, Club Rally, and Karting programs in 2003; and increased use of ad hoc advisory committees will be made by the Competition Board

Many of the items I have briefly touched on above were covered in more detail by **Brian Holtz**, Area 2 National Director, at our General Membership meeting on February 12 and appear in this month's Meeting Minutes.

**Chris Pook**, CEO of CART, was a surprise speaker following the BOD Town Hall. He stated that CART had lost its relationship with SCCA, dropping the SCCA corner workers and turning to its own observers. Pook went on to say, "They can't match the skills and dedication of the SCCA corner workers. We want them (SCCA corner workers) back." CART is looking to create a new image and desires to work with the SCCA and the Regions." Between us we will share the vision. We will be back as good friends and colleagues."

After a second bus ride, we returned to the Westin Crown Center, our host hotel in Kansas City, for the Welcome Reception with live music provided by an excellent jazz quintet obtained by Philly Region's own **Bill Chambres**, SCCA National Convention planner/coordinator.

Since Judy and I had both applied and been accepted for admission to SCCA-U, our second day also began at 7:30 a.m. with the New Student Orientation. The Mission Statement for SCCA-U is: "to provide a vehicle to deliver and develop knowledge, skill, and competence in all areas of motorsports and motorsports management." Its motto is: "Veritas, Eruditus, Velocitus" ("Truth, Knowledge, Speed"). Some of the main features of SCCA-U are that it 1) is the only motorsports education that addresses both personal, personnel knowledge and competence as well as technical competence, 2) provides continuing education units and accreditation, 3) uses materials that are developed specifically for motorsports, 4) will result in industry certification for specific competencies, and 5) has as its tuition your regular membership fee.

We attended and participated in all four SCCA-U courses offered at the National Convention:

- L.S. 101 Leadership Development : Elements of Style
- V.M. 101 Volunteer Management: Working with Volunteers
- V.M. 102 Volunteer Management: The Three R's (Recruit, Retain, Recognize)
- L.S. 301 Leadership Development: Generational Détente (Communication across the Ages)

All of the courses were taught by **Barbara Lundquist**, SCCA-U Leadership Development Director. The fourth course LS 301 included a session on "Solving the unsolvable, managing the unmanageable" based on managing polarities, led by **Sarah Butler**.

To earn a certificate of completion for each course, you must complete the course assessment tool, a 2-3 page essay

## Meeting Notice

The March Board of Directors meeting will be held on Monday, March 10, at 7PM at Otto's Brauhaus, Route 611 in Horsham, one mile north of the Turnpike. The March General Membership meeting will be held on Wednesday, March 12 starting at 8 PM at Julie's Steakhouse on Route 611 opposite the Willow Grove Naval Air Station. The topic of the program will be "Race Car and Classic Car Insurance" presented by a representative of PLIB.

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### Philadelphia Region

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

### Other Internet Sites

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

## Region Calendar

### MARCH

- 1 Solo II, Camden
- 8 Banquet, Doylestown Country Club
- 10 BOD Meeting
- 12 Otto's 7 PM
- 12 General Meeting, Julie's 8 PM
- 14-16 NEDiv Roundtable, Albany, NY
- 15 Solo II, Camden
- 29 Solo Novice School & Test & Tune
- 30 Solo II, Camden

### APRIL

- 7 BOD Meeting, Otto's 7 PM
- 9 General Meeting Julie's 8 PM
- 12-13 Solo Evo School, Camden
- 19 Solo II Mirrokhana, Camden
- 26 Solo II, Camden (1st summer event)
- 27 ADA Mini 500, Philadelphia Park

### MAY

- 4 Solo II, Boeing
- 17-18 Nazareth security Busch

### NEW MEMBERS

Michael E Tindall  
Anne Tindall  
James H Stott  
Nathan Granoff  
Steven Cohn  
Eddward C Smythe  
Greg Lohr  
James M Crocker  
William E Tustin  
Bradley K Seiden  
Robert A Brady  
Victor Longo III  
Zach Theroux  
Vance L Ellis  
Jeffrey A Barnes  
William M Corwin  
Donald H Van Valkenburgh  
Ted Wentz III  
Chris Deck  
Jonathan Thompson  
Joshua Tate

**Membership**  
**875**

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that identifies key points learned from the course that can be applied to current goals, programs, and recruitment/retention/ recognition efforts in your home region. We see the benefit to be obtained from SCCA-U courses in helping us to find new ideas to solve old problems and strongly suggest that Philadelphia Region members consider enrolling and taking some of the courses. You don't have to travel to the National Convention to participate; there will be satellite courses at Divisional Roundtables and Mini-Conventions held much closer to our area.

In between the SCCA-U courses, I was kept busy attending several competition related seminars for Solo II and Club Racing.

- "Solo 2, Planning, Administration, Fun" - led by **Tasha Goodale**, Director Solo/Road Rally, covering the fundamentals of putting on a safe, fun event.
- "Insurance" - led by **Pete Lyons**, concerning risk-management.
- "Scrutineering" - led by **Ken Brown**, Director of Technical Services - Discussion on annual inspections and the development of a standard club racing technical inspection form.
- "RE 102, Region Achievement Awards Program for 2003" - led by **Mike Dickerson**, Region Services Manager, outlining the 2003 RAA program measuring each Region's long term planning in relation to SCCA goals and business strategies.
- "Steward's Town Hall" - led by **Costa Dunias**, the new Chair, Steward's Program - Discussion of the new Steward's Program.

"Club Racing Town Hall" - led by **Kurt Weiss**, Chair, Competition Board - Topics discussed included class consolidation/elimination, competition adjustments, reclassification.

The last session before the Annual Banquet was the much anticipated presentation on "The Marketing of the SCCA" by

**Garrett Mudd**, VP of Marketing. According to Mudd, the three major reasons to market SCCA are "to make people aware of our club, to foster interest, and to create action." The new program will build our brand, present a dynamic SCCA, support local Regions' efforts to attract new members, especially the next generation to SCCA. A new, fast-paced video was shown and samples of colorful, new brochures (containing membership applications) were presented and discussed.

As shown in the brochures, a new program has been developed to replace the sometimes disappointing Speed Freakz Program. This program, First Gear, is described as a reduced-cost option for members up to 21 years old. It allows participation in all areas of SCCA competition except Road Racing and Pro Rally. In addition, Regions will now receive their full Regional dues from the new program for a win-win bottom line for all involved.

The Convention was appropriately capped off by the Annual Banquet hosted by **Roger Johnson**, with keynote speaker **Peter Hylton** (retiring Area 4 BOD member). Peter spoke on "The more things change, the more they stay the same." He shared with us how 50 years ago spectators were having trouble keeping track of car classes, and how that is still true today. He also told us about the beginnings of the Solo program and how the Rally program evolved. It was a great way to close out a busy three days and put things into perspective with a trip down Memory Lane.

In summary, it was a well planned and executed National Convention. New programs were presented, concepts and ideas discussed, with a very positive interface among our National leaders, the staff, and Region representatives. The 2004 National Convention will again be held in Kansas City, and based on the one just concluded, I heartily recommend that Philadelphia Region members attend. In that regard, I encourage our Region leaders and active members to attend the Northeast Division Roundtable in Albany, NY, on March 15 an 16 where they can hear first hand about the SCCA-U and the new ideas that came out of our National Convention.

## PHILADELPHIA REGION, S.C.C.A. Board of Directors Meeting

February 10, 2003

Location: Otto's Brauhaus, Horsham, PA. BOD Members in attendance: **George Bloeser, Steven Rosenberg, Judy Bloeser, Tony Carroll, Sean Christie, Rob Leone**. Others attending: **Allen Hefner**.

**Minutes** - The minutes were approved as distributed.

### Treasurer's Report

The Treasurer's report showed that deposits since the last meeting were \$2287.00 representing money from Solo and dues, and expenditures were \$3366.62, with major expenses being site rentals, Solo expenses (sanctions, insurance, and EMT), and the *Spokesman*. The Money Market Fund stood at \$19,488.68, for total cash available of \$20,714.18.

### Solo II

Chairman **Rob Leone** reported that the two Winter Series events have seen small fields of 63 and 61 due to cold, rain, and snow. Those participating had many runs and enjoyed the events.

The Summer Series presently includes 11 events, 2 Test & Tunes at NCCC, and the Allentown Sportsfest, with the schedule ending by the end of September due to an early

Nazareth closure. The schedule is on our website and the NE Division Solo II website ([www.nedivsolo2.org](http://www.nedivsolo2.org)), which can be accessed directly or through the NESCCA website ([www.user.fast.net/~nescca](http://www.user.fast.net/~nescca)).

Plans are still being made for a MirrorKhana to be held in April and a "big event" to take place during the summer. Rob is looking into our being a host region for an event in the Griffiss Autocross Series in Rome, NY in 2004.

When asked about "drifting," Rob stated that drifting was not a direction that the Philadelphia Region Solo program would be taking. His thoughts were echoed by other Solo members of the BOD.

### Rally

The Rally in the Dark was reported on by **Allen Hefner** and others who were involved. It was a very successful event. Forty cars were able to participate although 51 showed up. The limit was in place because of the time involved to complete the rally and the arrangements made with the restaurant. Because of time constraints (driver meeting, first car off at a designated time, and moving personnel into place), at 5:30 those who had not showed up and had not pre-paid were replaced by those who were waiting. Once that was completed, the full forty car total was reached by

replacing those who had not arrived by others that were waiting. Any team that was unable to compete in the rally will be refunded the money. In the future there will be a specific time given for the close of registration to eliminate the possibility of people arriving too late to be included in the event. Other rallies are being worked on.

Allen reported that there is concern nationwide about the current rules governing minor waivers. He mentioned that it is being worked on at the top levels. This effort pertains to Solo minor waivers as well.

**Road Racing**

At the last Tri-Region meeting, plans were being made for this summer's racing. The track configuration to be used is not known at this time. Track inspection will take place as soon as the snow melts; after that the course will be determined.

The first Anthracite Racing Associates meeting for 2003 was held on Feb 3. A General discussion occurred on the subject of the first race, a Regional, to be held in October 2003 at Rausch Creek. Rausch Creek construction is still on hold because of the severe winter, but the access road was cut in this fall, meeting a deadline that had been established for the track management to meet state and county requirements.

**Merchandise**

Chairman **Allen Hefner** is making arrangements with Bear Promotions for new golf shirts and hats to be available for sale at the annual banquet.

**Banquet**

It has been confirmed that **Steve Johnson** will be our guest speaker. Steve will give us the Chairman's perspective on the latest news from the 2/03 National Convention in Kansas. We expect a large turnout. The maximum number of people that can be accommodated is 200.

**National News & National Convention**

George and **Judy Bloeser** reported on the National Convention, the new SCCA-U program, and specialty seminars they attended. They also described the new SCCA marketing program "Get real FAST" and gave each BOD member a copy of the new promotional booklet created to help regions recruit new members.

The Subaru Membership Program is being continued for 2003 and will include correspondence from the National Office to WRX owners. We will be able to get lists from local dealers.

SCCA is now the sanctioning body of the Pikes Peak Hillclimb.

Media - SCCA events and personnel received many Grassroots Motorsports Magazine awards. Speed Channel will be increasing coverage of the SCCA Pro Rally series this year.

**Chris Pook** of CART addressed the National Convention describing the initiative to have all track workers for CART events be SCCA licensed workers. He also described efforts to develop a ladder system for driver advancement.

The name Speed Freakz no longer exists. Instead, a program will begin called FIRST GEAR which will cover the non-racing members through age 21.

The SCCA will begin directly depositing the dues into the Region's account. Later they would like to be able to directly access our account when billing us. The BOD was not in

favor of direct withdrawal.

**Other Business**

The BOD reviewed the correspondence received regarding the Regional Policy Manual. Some changes will be made as the year goes on.

To implement the changes in delivery of the *Spokesman*, a new email list will be generated. Because it is not feasible to directly attach the *Spokesman* to the email being sent to each member, a short note will be sent and the link given so that the member can access the newsletter on the website. An email contact is expected to be made in April. A note will be sent to all members for whom we have email addresses explaining the new delivery system. Any member who chooses to receive a printed copy of the *Spokesman* by U.S. Mail will be able to respond to the note with that request. Printed copies will be sent to any member for whom we do not have an email address.

In response to a situation which involved a Region Solo II member, the BOD unanimously agreed with the decision of the Solo Chairman that the individual will not be allowed to compete in Philadelphia Region Solo events for the next six months. A letter of apology must be written to all affected parties for the individual to be reinstated back into the program after the six month duration. This will be further discussed by the Solo Chairman and BOD at the end of six months.

Respectfully submitted,  
Judy Bloeser, Secretary

**PHILADELPHIA REGION, SCCA  
General Membership Meeting**

**February 12, 2003**

Location: Julie's Steakhouse, Horsham, PA. Attendance: 34.

**Minutes** - The minutes were approved as distributed.

The discussions in the meeting generally reported information contained in the BOD minutes of February 10, 2003. The following additional announcements and information were noted:

**Solo II**

Chairman **Rob Leone** explained the concept of a mirrorkhana which appears on the schedule for April as two cars chasing each other on the course, 15 seconds apart. There would be no safety issues raised by this type of event. Solo II will also host The Evolution School and a Solo II Novice School this Spring.

**Marc Gerstein** asked if Solo II was still interested in having an event during the Double Regional at Pocono, to which Rob replied affirmatively. Marc suggested that Rob should plan to attend the next Tri-Region meeting.

**Marc Gerstein** also brought up a concern about proper registration at events. Rob stated that Registration has been moved to the beginning of the site. Wristbands and waivers are taken care of at the top of the tunnel at Nazareth, and only adult Region members handle Registration and sign each line and page..

The Rally in the Dark was well received. Feedback has been excellent.

**Road Racing**

Questions were raised as to which course Tri-Region would be using for the Pocono events.



The only course that is currently approved by SCCA is the original long course run counter clock-wise, as was done last year. It has been stated by the Executive Steward that it would be acceptable to run that course in a clock-wise direction with a few modifications. The combined course has not as yet been approved. Some members in attendance brought up safety concern using the long course. The Pocono track inspection scheduled for this spring is a full site inspection and will look at all possible course configurations.

### **Merchandise**

The new merchandise will include t-shirts, golf shirts, and hats. They will be available for the banquet.

### **Banquet**

**Steve Johnson**, SCCA President and CEO, will be the guest speaker. He will be showing the new video produced by the marketing department which is a highlight of the SCCA "Get real" initiative. Early reservations are recommended for the March 8th event - maximum permitted capacity is 200 people..

### **National News & National Convention**

**George Bloeser** reported on the new SCCA-U program for which members must apply, attend courses (some with pre-requisites), and write papers relating the teaching to Region programs and concerns.

### **Other Business**

**Mike Murphy** asked what can be done to improve the *Spokesman*. **Judy Bloeser** invited him to suggest improvements to the BOD and stated that advertising in the past had not paid for the space it took up. That is why it had been eliminated.

### **Main Speaker - Brian Holtz**

Brian spoke about the financial status of the SCCA, saying it looks good. Last year the operating expenses put the organization \$225,000 in the hole, but this year they should be in the black by \$175,000. This came about partly by the increase in dues and the insurance rate increase not being as high as anticipated. Budgets have been met and expenses trimmed. Investments have suffered during the year, so the bottom line will be down. The fiscal year is being changed to January 1 from April 1 to better coincide with the yearly convention and beginning of the season. Brian said the SCCA Board believes **Steve Johnson** has developed a good financial management strategy and led the organization into a fiscally responsible mode. The move to Topeka came in under budget. At the ribbon cutting for the new SCCA headquarters, it was very evident that the city of Topeka really wanted us there and the ribbon cutting was front page news in the local newspaper.

Brian was asked whether there was anything new about a dedicated pad for Solo II at the airfield. Brian said he knew some resurfacing needs to be done, but he did not know of a plan.

The Pro side of the organization will be in the black this year with 90 hours on Speed Channel and CBS. World Challenge is equaling the viewer audience of NASCAR. F2000, ACRL, Miata Cup are the SCCA Pro "B Series events" to large spectator events such as CART. Lifestyle events are scheduled with vendors present.

Brian briefly spoke about other National efforts. In conjunction with Steve Johnson's strategic plan, each National Board will develop its own 5-year plan. He also mentioned the philanthropic efforts of the SCCA Foundation.

Road Rally, Performance Rally, and Pro Rally are all becoming highly successful, sometimes with many more entries than they can accept. The Performance Rally Board will help Regions to get started in Rallycross. He and George spoke about the new Enterprises car that was on display in both of its formats (open and closed wheel) at the Convention. The car is complete as a roller; you just drop the spec engine in.

**George Bloeser** and Brian mentioned that the new Stewards Program for the country is modeled after the Northeast Division Stewards Program. Brian is the liaison from the Board to the Stewards, and Costa Dunias, at one time the VP of Club Racing, is the National Chief Steward.

The Comp Board is looking for a functioning set of advisory committees. At this time, no one from Philadelphia Region is on an advisory committee, but names of interested individuals should be sent to the National Comp Board.

The Solo Events Board met briefly. There is very little controversy in that area. **Doug Gill** is the new Tech Advisor to Solo II. He is a well respected member of the Tech Department which has one member in each area of the organization, headed up by Ken Brown, the Director of Technical Services.

Member Services is installing a new member database system that should make the processing of memberships and licenses go more smoothly. Licenses will be processed daily, not once a week. Recent delays occurred for many reasons, one of which was that mail sat in Denver for a while before being forwarded. It is planned that members will eventually be able to renew online with a credit card.

**Garrett Mudd**, VP of Marketing, has launched a new marketing effort with new brochures, a new video, and a new slogan "Get real \_\_," the blank being filled with words such as "FAST, INVOLVED, PRECISE, COMPETITIVE, INTENSE" to appeal to the different audiences. Support will be given from National for Regions involved with major car shows.

Asked if there is any word on the Fran-Am suit, Brian clarified the basic issue, but said that the lawyers told them not to speak to the subject.

When asked about the possible change in the seat belt rule to a two year use period, Brian explained that it was an SFI recommendation that the belts be changed that often because the nylon webbing is affected by UV light and weather, losing up to 80% of its strength in two years. The SFI report was based on belts in certain vehicles. Many sanctioning bodies have moved to the two-year replacement, though FIA has stayed with five years. SCCA Risk Management has recommended two years. The Comp Board will put out its recommendation on seatbelts prior to its vote in August. Members will have an opportunity to give input on this issue. At this time there is no recommendation on replacement of window nets. They do not receive much load, but do have exposure to lots of UV light. As a side note, if a car is in an accident, Tech could ask for a new seat belt.

A question was raised about "tracks going away." Brian said that because events were undersubscribed and because of an increase in available tracks, certain tracks might not have the same events as in the past. Many drivers do not regularly go to Mosport, yet Nelson Ledges remains popular. **Marc Gerstein** concurred that this will probably be the last year for a Double National at Pocono. Some dates are being changed and some Regions are putting on Double Regionals. George Bloeser noted that Anthracite Racing Associates is still planning to hold a Regional at Rausch Creek in 10/03, and plans to request a

**Minutes** Continued on page 6

National the following year. Brian identified Adirondack Race Track, where a Glen Region event is scheduled, as being in northeastern New York state.

The Subaru program is being extended and enlarged. Letters will be sent to purchasers of the WRX by National, and contacts between Regions and dealers are being advanced. Subaru will be making a stronger SCCA push through Pro Rally. The Comp Board wants to bring Subaru into racing, but right now the problem is the turbo.

Overall, it was an excellent National Convention - a lot was learned and there was extensive interplay among staff, Board members, and Region representatives.

Everyone was reminded to use the NESCCA website ([www.user.fast.net/~nescca](http://www.user.fast.net/~nescca)) and attend the NEDiv Roundtable in Albany, NY on March 14-16 where Roger Johnson will conduct a seminar on Solo II course design.

Respectfully submitted,  
Judy Bloeser, Secretary

## In the Beginning

by Judy Bloeser

On the evening of March 8, 2003, you will have the opportunity to meet a gentleman who has been a member of the SCCA since 1945. **Otto Linton** joined in May of that year, as member #76, and has maintained his membership as a Philadelphia Region member for 58 years. Before you meet him at our banquet, I thought you might like to know a little about the early days of SCCA and about Otto.

On February 26, 1944, a group of seven sports car owners met at the home of **Chapin Wallour** in Boston, MA, and formed a club to "foster the preservation of sports cars." This was the beginning of the Sports Car Club of America, SCCA. During the Spring they had get-togethers where pictures and stories were exchanged. On a hot July Sunday, they had their first meet to which members drove their "respective sportswagens" - a Duesenberg, a Jaguar, a Mercer, a Phantom I, and two Lancia Lambdas. By then, some Pennsylvanians had become members of the club, but did not make the trek to Boston because of the heat, the distance, and the rationing of gasoline (WW II).

The October meet was held in Connecticut. Eleven club cars lined up on the triangular grass plot fronting the historic home of one member. Quoting from the *Sportswagen*, "Assembled for the purpose of taking photographs, the cars soon became an 'exhibit,' and upwards of 100 people stopped to inspect them in the course of the afternoon. **George Caswell**, the first Philadelphia Regional Executive, was among them with his "very fast French le Mans job, a B.N.C. with a racing Ford 60 under the hood, replacing the original Ruby engine." Caswell was honored for having made the longest run - all the way from Philadelphia! In fact, his open 2-seater made it back to Philadelphia in under 6 hours, including several stops (remember, no Interstates).

The January-February 1945 issue of the *Sportswagen* refers to the "Philadelphia Scuderia." A group of "region" members had obtained a garage containing workshop facilities as well as storage space. For \$3.00/month, members could use the facility for storage and for working on their cars. They had 17 cars in the "scuderia" and had room for 10 more.

**George Caswell** and another Philadelphian, **Otto Linton**, participated in The Spring Meet, May 19 and 20, 1945.

According to the newsletter, "the only unforeseen event was the rain on Saturday which made driving the more open cars something of a yachting expedition. The Petite Bone Tavern at Weatogue, Conn. was an ideal setting being well equipped with food, drink, and a parking space conveniently removed from the public eye . . . the most arduous trip was undoubtedly that of the B.N.C. (Caswell and Linton) coming from Philadelphia and shipping water in sufficient quantity so that a bilge pump is being considered as additional touring equipment."

In January 1946, **George Caswell**, **Otto Linton**, and three other Philadelphia area members attended the second annual SCCA meeting at which time Caswell was selected to be the first Regional Executive of the Philadelphia Region. Thomas McKean, a member since April 1944 became the second RE in 1947, followed by **Otto Linton** in 1948.

More stories of Otto and the early days of Philadelphia Region and the SCCA will appear in the coming months.

## Quick Takes

**This month's Big Event** - Saturday, March 8, is the night of the Region annual banquet at the Doylestown Country Club. Meet our President & CEO, **Steve Johnson**, who will take us on the road to the future of SCCA, and meet one of the men who first saw the future when he led the Philadelphia Region as RE fifty-five years ago (1948). Contact **Lou Metzger** at 610-584-5841 or [louismetzger@uphs.upenn.edu](mailto:louismetzger@uphs.upenn.edu) for last minute reservations.

**Go North, Young Men/Women, Go North** - Albany, NY will become a place of enlightenment and decision making as the Northeast Division holds its annual Roundtable on March 14-16. Among the planned seminars is a Solo II course design session led by Roger H. Johnson, a true leader in the Solo II community. For more information and a registration form, go to the NESCCA website ([www.users.fast.net/~nescca](http://www.users.fast.net/~nescca)) and click on the "Roundtable Registration" link, or go to the Mohawk-Hudson Region website ([www.mohud-scca.org](http://www.mohud-scca.org)) to get the information from the hosting Region.

**Mini 500 at Philadelphia Park** - On Sunday, April 27, the day after the first Summer Series Solo II event, many Solo II and Racing enthusiasts will gather at Philadelphia Park for an event that blends the two sports and allows us to help the community. The Mini 500, put on by the American Diabetes Association, is a road race on a parking lot. We will need a full complement of people to administer many aspects of the event. See next month's *Spokesman* for a full article, but set aside the date today.

## February 15th Autocross, the Aftermath

By Rob Leone

Philadelphia Region Solo II Chairman

It finally happened. After several years of running a Winter Series, we finally were able to run in the snow. When I got to the lot there was a couple of inches of snow on the ground and it was still falling. I knew at that point that I was going to be in for a fun day.

We had 36 cars take runs. Well that's not exactly right. We had 36 drivers take runs. Cars were shared throughout the day. I did not have a car to run that day and had planned on not running at all. But without hesitation Alex Kuhner

## Classified Ads

Classified ads in the Spokesman are **FREE!!** and run for three issues. Submit your ad to George Miller 192 Scobee Lane, Somerset, NJ 08873-1758. You may call me with your ad evenings at **732-545-4767**. If I'm not there, just leave your phone number **ONLY!** I will call you back if I'm not in. I do not transcribe ads from voice mail. You may email your ads to [soundcontrol@att.net](mailto:soundcontrol@att.net) (my preferred method). Avoid fancy fonts, **ALL CAPS** (or no caps!), etc., to save me a little editing. Deadline for inclusion in the following month's newsletter is the date of the regular monthly meeting of Philadelphia Region, SCCA (second Wednesday of the month).

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**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 body-work 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.

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**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.

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**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.

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**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 [joe-sellsvw@comcast.net](mailto:joe-sellsvw@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](mailto:lexelec@aol.com) or phone 610-494-7846.

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**TOW VEHICLE and/or TRAILERS FOR SALE:** 1997 Chevy Suburban SLT Black/Red Leather, 454 engine, 3/4 ton chassis, position rear, dual air, new radials, two-wheel drive set up for towing, high mileage but good condition. **Trailers** - open 15 foot, dual axle, four wheel brakes, all steel, 2 5/16" coupler, 7,000 lb GVW, some used/new at \$1595, in stock; 20 foot enclosed (Classic), white, large side door, ramp door, dual 5,000 pound axles, never titled, new condition@cost \$6500. Call Steve Limbert at 717-432-4116.

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**FOR SALE:** Four genuine Carroll Shelby wheels with oval slots. 14x7, 4 x 4 1/2" bolt

circle fit Datsun, MGB, Ford, etc. Good overall condition with no significant dings or curb rash; just need a good cleaning. \$375 OBO. e-mail pix available. Dick Moritz, [dickmoritz@aol.com](mailto:dickmoritz@aol.com) (610) 279-1234 days, (215) 836-9386 home.

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**FOR SALE:** 1993 Haulmark trailer, 16' by 7' with extra height (6'6" inside); twin Torflex, dark blue with black-white floor and diamond runners; bench and cabinets, winch, 110v wiring and outlets, motor-base plug, awning, tire storage along walls. Ran Mini, Lotus 7, DSR, Formula Vee from it, but it is too small for the current project. Very good condition. \$3,350 cash. David Reiter. 610-667-4190 or [david.reiter@mail.tju.edu](mailto:david.reiter@mail.tju.edu)

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pressed the keys to his Subaru into my hand. Faraz Afshar borrowed Tony Powell's Subaru. Tony is a D.C. region member who braved the snow to run with us on Saturday. I believe that Corey Ridgick and Dan Shalkowski were also sharing a car, another Subaru I believe. I sense a pattern of the popular car of the day. I saw a bunch of other cars hosting multiple drivers. It's that kind of sharing and sportsmanship that makes the Philly Region special.

Both power oversteer and understeer under braking were common. Neither led to good times. In fact, the course was changed twice for safety reasons as the snow was scraped

away and was melted by the sun. Times, which started in the 50s and 60s, gave way to 40s and a fastest time of the day of 34.290. OK, who let that novice in? Yes, a novice had FTD and first in PAX in a Stock BMW with snow tires. I know he was a novice and not just "playing novice." He showed up late and was there to just watch until I offered him a ride with one of our instructors in the instructor's car. After that ride, I got him registered and his car teched. I think he's now officially hooked.

I'd really like to thank everyone who showed up. It was a great day.

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**Solo in the Snow**  
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