

SP KESMAN ¹

MAY 2003 Official Publication of The Philadelphia Region SCCA 

**By
George !
Your RE Report:**

This month's RE Report is being written from a different perspective. Your RE has just had his first

experience as a Steward-in-Training (S.I.T.) in the Northeast Division (NEDiv) Stewards Training Program. To give Stewards a good understanding of the responsibilities and interactions of all of the working specialties required to put on a road race, an S.I.T. must spend time working in each of the specialties. My first road race as an S.I.T. was the NESCCA National at Summit Point on April 5 & 6. My assigned specialty for the event was Flagging and Communication (F&C).

Early Saturday morning (7:30), I met with my mentor Steward **Terry Hanushek**, a National Chief Steward and past NEDiv Executive Steward, and **Stan Wantland**, NEDiv Divisional Administrator for F&C and D.C. Region Chief of F&C, for a briefing before Stan assigned me to a flag station on course. My assignment for Saturday was Station 3, located on the inside of the track at Turn 3, a 90 degree left at the end of the short back straight. This station came complete with a gravel trap down track on driver's right and a station outpost on driver's left, across track from the main station. As a trainee, I was placed with a very experienced nationally licensed flagger and given an opportunity to work each of the positions at the station (except Captain), i.e.

- Yellow Flagger** – driver's eyes, watch downstream, signal info for incidents to oncoming traffic.
- Flag Backup** – primary responsibility is to protect yellow flagger (whose back is to race traffic); also display blue, white, and debris flags as needed.
- Communicator** – station two-way link (radio) to control and other stations relaying information to and from station captain.
- Safety Point** – first person to respond to an incident, signals info back to the station (hand signals).

At Station 3 there were two Safety Point positions – one just down track from the station (overlooking gravel trap) and one across track from the station where from my first time experience I felt a little uneasy because behind my back was the Jefferson road course with a motorcycle event running in the opposite direction to our event.

My experience at Station 3 was very rewarding with plenty of opportunities to participate in the "action" at both the main station and the outpost.

Sunday morning also began early with an hour private training session taught by Stan Wantland. It was a very good overview of a flagger's responsibilities and a critique of my actions on station the previous day.

I was then assigned to Station 7 in the center of the Carousel, after the downhill chute and tight left-hand turn 5. I was again placed with a nationally licensed flagger and allowed to work all of the positions. Blue flagging (advisory only to let a driver know that a faster car is coming up from behind) is very active at this station; and the across track

outpost was an exciting position because to me it looked like the cars were coming right at me. Station 7 has the added attraction of having race cars not only spin towards you from the front, but also off Turn 5 right toward the back side of our flag station. During Race Group #7 we had a Spec Racer Ford come into the back of our station and stop about five feet from where we were standing.

I again had an excellent learning experience with the flaggers at Station 7 and a much greater appreciation of the work done by all F&C people during a road race.

As I was preparing to leave the track (a 3 1/2 hour trip home), after a debriefing with my mentor Steward, I was called into a Stewards of the Meet (SOM) meeting that (after two hours) resulted in a disciplinary action against a driver. This quickly made me realize the level of responsibility and authority that the Stewards have and the care that should be taken in exercising it.

Aside from my personal good experience at this event, I felt that the entire two-day program was run very well by the D.C. Region with mostly good outcomes from each race. Philadelphia Region was well represented with 15 drivers among the 238 starters (8 race groups) in the 23-lap races on the two mile course.

Group	Class	Name	Qualified	Finished
1	F5	Jim Schultz	1	1
1	FV	Robert Wellner	22	15
1	FV	John Caffrey	Did not start (accident)	
2	EP	Richardo Hollingshead	8	DNF
2	FP	Les Handly	1	1
2	GT4	Howard Gerstein	5	3
3	GT2	Steve Limbert	4	3
4	DSR	Adam Zimmerman	5	5
4	S2	Martin Hulick	4	5
5	PV	Robert Wellner	18	18
6	T1	Tom Oates	2	4
6	T1	Joe Aquilante	3	5
6	T1	Horace Ott	5	6
6	T2	David Ameen	7	5
7	SRF	Herb Sweeney	23	14
7	SRF	Tom Oates	25	17
8	FF	Lawrence Hendrickson	?	10

The next event in the NESCCA series will be the National on May 3 & 4 at New Hampshire International Speedway (NHIS) hosted by New England Region. I will also be an S.I.T. for that event, but do not yet know which specialty I will be training in. I hope we have a good entry of Philadelphia Region drivers.

While we are on the subject of road racing, I would like to take this opportunity to thank **Joe Aquilante** and his staff for opening his Phoenix Auto Center in Palm, PA, for our April General Membership meeting and providing the refreshments. After a brief business meeting, Joe gave us a tour of his shop and a demonstration of his latest piece of performance

Meeting Notice

The May Board of Directors meeting will be held on Monday, May 12, at 7PM at Otto's Brauhaus, Route 611 in Horsham, one mile north of the Turnpike.

The May General Membership meeting will be held on Wednesday, May 14, starting at 7:30 PM (instead of 8:00) at Race Ready Technologies, 2420 Boulevard of the General, Norristown, PA (610-631-7003). See the separate article on Race Ready in this issue of the Spokesman.

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

Other Internet Sites

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

Region Calendar

MAY	
4	Solo II, Boeing
12	BOD Meeting Otto's 7 PM
14	General Meeting Race Ready, Norristown, PA 7:30 PM
17-18	Nazareth security Busch

JUNE	
7-8	Solo I, Spring Weatherly
8	Solo II, Nazareth
9	BOD Meeting Otto's 7 PM
11	General Meeting Julie's 8 PM
15	Solo II, Boeing
20-22	TriRegional, Double Regional, Pocono
28-29	Solo I Pagoda
29	Solo II, Boeing

**Deadline for
Copy for
SPOKESMAN
is
15th
of the Month**

NEW MEMBERS

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Ryan Thompson
David Meriwether
Anna Cole
Mitchell M Takashima
David L Griffins
Cathy A Shumaker
Jesse Bitzer
Louis J Ortelli
Kyle Mehling
Harry Honer
Brian Drumm
Anthony Defiore
Adrian Paulus
Michael Fineberg

**Membership:
848**

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PHILADELPHIA REGION SCCA BOD

Meeting

April 7, 2003

Location: Otto's Brauhaus, Horsham, PA.

Attendance: BOD: **George Bloeser (RE), Jon Rush, Judy Bloeser, Steven Rosenberg, Joe Aquilante.**

Guest: **Dan Shalkowski**

Minutes – The minutes were approved as distributed.

Resignation and replacement – A letter of resignation was received from Tony Carroll after the last BOD meeting, stating that time commitments no longer allowed him to continue on the Board. Tony will be replaced by Lou Metzger until the end of the year.

Treasurer's Report

The month saw over \$18,000 income and expenses of almost \$16,500 due to the banquet, the Solo II Novice School, and the Evolution School. The cost for the banquet was \$32 per person, but we charged \$25 per person and had three comps, making the net cost to the Region for the banquet approximately \$800. The total cash balance is \$23,885.28. The Treasurer's Report was approved as presented.

Solo II

The new Solo II Chair, **Dan Shalkowski**, reported that there had been two events in the past month, each held under wet conditions, with 103 participants on March 15 and 55 on March 30.

The Novice School was held with 24 students. **Steven Rosenberg** taught the classroom section at Julie's on Friday evening. On Saturday, drills were held in the morning with a course being run in the afternoon. Both dry and wet conditions were experienced. All students had less than two years of Solo II experience; six had never competed in a Solo II event. Ten of the students participated in the regular Solo II event on Sunday, two took home first place trophies, and one was tied in PAX points.

There was a small turnout for the Test and Tune day. The classroom session lasted 45 minutes and was followed by skid pad and slalom practice. In the future the classroom session will probably be expanded into an hour.

The Evolution School will be run April 12 and 13. There will be two Phase 1 groups on Saturday and one Phase 2 on Sunday. Participants will get approximately 40 minutes of seat time, which, with instruction, is considered equal to a year's worth of experience. This is a professionally run school; the cost of entering is set to result in no more than a 10% income for the Region to cover expenses and as seed money for future schools.

The Mirrorkhana will be held at Camden on April 19. The format will be two drivers beginning at two different places, opposite each other on the course, running two laps back to their point of origin. There will be winners and losers brackets. Entries will be limited to 40, each paying \$30 to enter to make it a "break even" event. It will be basically a perimeter course with enough features to keep the speed appropriate.

It was mentioned that safety in the paddock will be stressed for all Solo II events, so that speed will be kept down and personal items not jeopardized.

The idea of small classroom sessions run during Solo II events on topics such as shuffle steering, braking, and weight transfer was brought up. It will be considered by the Solo Chiefs.

There are three major events being held within driving distance: National Tour event, Toledo, OH, June 6-8; National Tour, Washington, D.C., June 20-22; NEDiv, Pittsburgh, July 11-13.

The Solo II event possibly to be held at Pocono in June or August has to be canceled for 2003. The schedule is already full with Region events planned for the summer months and the National/Divisional events. If Tri-Region is interested in having Philadelphia Region run a Solo II event next season during one of their Pocono weekends, it might be possible to get it on the calendar if it is known by the end of the year 2003.

Solo I

The RE sent a letter to **Jerry Hartman** indicating the interest of the Region to rejoin PHA. **Rich Sweigart, Connie Sweigart, and Chuck Christ** will be the Region representatives starting with the April 12 meeting.

Racing

Tri-Region events at Pocono will be the Double Regional on June 20-22 and the Double National on July 31-August 3. Pocono also will be the site for the NNJ Double Regional on May 16-18. The facility inspection has not been held due to weather and heavy scheduling of the track.

There is still no on-site work being done at Rausch Creek due to weather which may have an impact on this year's schedule. Therefore, there is no news from ARA at this time.

The first NESCCA National race of the season was held April 5-6 at Summit Point. There were 14 Region drivers who competed.

SCCA Pro racing series for 2003 will include Spec Racer, Spec Miata, ACRL, Formula 2000, World Challenge, and Trans Am.

Rally

A tentative date for a rally in Lehigh County has been set for September 13. **Allen Hefner** has in mind running 3 more rallies this year. The BOD accepted Allen's request to begin planning for a Divisional rally in 2004 in conjunction with SJR and BMC (G Bloeser/J Aquilante).

Roundtable

The Albany Roundtable was excellent with many seminars to meet the needs of different aspects of the club (not just racing specialties), including SCCA U run by **Barb Lundquist**, Solo Course Design put on by **Roger Johnson**, and Driving in the Rain presented by **Tom Campbell**. The Enduro Series was fleshed out and Race Stewards attended a variety of worker specialty seminars (e.g. Registration, Scrutineering, and F&C) to be better integrated with all aspects of racing.

Nazareth

Letters will go out this week to all previous participants. The Phax announcements and mention at the Solo II event have caused people to offer their services for the May and August Nazareth Pro events. It has been verified that no large group training will occur. A group of about 8 of our workers/supervisors will receive special emergency response training on April 29.

Other Items

The May General Membership meeting will be held at 7:30 on May 14 at Race Ready Technologies, 2420 Boulevard of the Generals in Norristown, PA. They have a newly expanded race fabrication shop. June will be back at Julie's

Minutes continued on page 4

enhancing equipment, a mobile chassis dyno. Joe demonstrated the operation and the data output of the dyno, using his shop-prepared 2001 National Champion T1 Corvette (**John Heinrich**) as the rear wheel drive car. This was followed by a test of my twin-cam ACR Neon front wheel drive car – a learning experience for all concerned. We had to reconfigure the tie-downs several times to keep the car from torque steering to the right, off the roller. I also learned that I have a parasitic loss of approximately 40 hp (engine vs. chassis dyno) to track down and solve. All in all, it was an excellent meeting. It was an opportunity to talk cars and

racing in a race shop atmosphere.

In keeping with our competition theme, I would like to encourage all of our Region members and guests to attend our next monthly meeting on May 14 at 7:30 PM. It will be held at Race Ready Technologies in Norristown, PA, one of our Solo II sponsors and well known auto racing fabricator. Please see the article on them elsewhere in this issue of the Spokesman. It should be a very interesting meeting for all of our competitors – Solo II, Solo I, Road Racing, and Rally. Hope to see you there.

SOLO I - PHA Events – 2003

George Bloeser, Competition Chair

The following article is posted by **Joe Foering** of PHA on the NESCCA website. I felt it would be of interest to Philadelphia Region Solo I competitors and informative to Region members new to Solo I.

Spring has finally arrived and the racing season is soon upon us. Now is the time for all good drivers (and some of us who are not so good) to turn our attentions to the difficult problem of choosing which - if not all - of the PHA events we are going to enter. There are 9 events scheduled for the 2003 series; in order to qualify for a year-end championship, a driver must compete in at least half the events in the series. There are 2 drops in a 9 event series, so a driver's 7 best events will count towards the championship.

Not all of us have the time or financial where-with-all to compete in every event, but choosing which ones not to run is a really difficult decision. Each event has its own unique characteristics as well as personality. What follows is a brief description of each event as seen from this writer's perspective. It is in no way intended to favor any one event over another (well, maybe, but not a lot), but rather to offer a general view of each.

Spring Jefferson: a new (2 day) event for the series (thanks to Tim Royer) occurring on Memorial Day weekend, and one which may give us the opportunity to run the Jefferson circuit in both directions again. The facilities are excellent, the track is challenging, camping is available, and, for those who like racing of the fourlegged kind, nearby Charlestown has a horse race track!

Spring Weatherly HC: a very challenging hill to get right, tight uphill turns with a jump! The townspeople, who comprise the Weatherly Hillclimb Assoc., and Dan Lipperini are really working hard to make a great event even better.

Pagoda Hillclimb: the bottom half of Duryea, but a super event in its own right. If you plan on running Duryea (and who doesn't!), this event is a must as a primer. But, again, don't discount Pagoda as an event which stands alone and as one you will want to run.

Giants Despair HC: one of the oldest and one of the best! The spectators at "the elbow" are a show in themselves! The Dankos continue to make improvements in the facilities, and this is a difficult event to miss.

Rose Valley HC: this writer has to be honest, I've never been there, but those drivers who do compete at Rose Valley are loyal and staunch supporters of the event. The course is challenging and fast. The townsfolk are friendly and welcoming, and the party is reportedly a blast! Don't discount Rose Valley!

Duryea Hillclimb: I'm afraid here is where I let my

personal prejudices show. At 2.3 miles, Duryea is the longest hill by far with both twisty bits and long, top-end straights, a real challenge for the driver. If you can only enter a limited number of events, make sure this is one of them.

Fall Jefferson (East Coast SOLO I Championship): an annual Labor Day weekend event with the added attraction of road racing on the adjoining Summit circuit and a chance to kick some southern butt! This is another "don't miss" event.

Fall Weatherly HC: the fall foliage is beautiful, the townsfolk are friendly, the course is just as challenging as it was in June, and you get a chance to correct the mistakes you made on the hill then.

Virginia Int. Raceway: an awesome facility with a challenging circuit(s) and an opportunity to add insult to injury by beating the southern drivers on their home turf. Reportedly a days drive, but I'm told worth it!

That's the series for 2003. I can't tell you which events to run or which events to drop, but, regardless of which ones you choose, it's going to be a great series! See you at the races!

Joe Foering, #37

P.S. Here are the actual dates for the above mentioned events for those who do not already have them memorized.

GJB

5/24-25 Spring Jefferson

6/7-8 Spring Weatherly

6/28-29 Pagoda

7/12-13 Giants Despair

7/26-27 Rose Valley

8/16-17 Duryea

8/30-31 Fall Jefferson

9/27-28 Fall Weatherly

11/1-2 Virginia International Raceway

Minutes continued from page 3

with a program.

Membership retention is a concern. Contact will be made with those whose memberships have lapsed to determine whether they have an interest that we could meet as part of our program/activities.

Jon Rush presented an extensive protocol for the electronic notification to members about the availability of the Spokesman on line. Only one message will be generated each month and no replies accepted. There will be a welcome message, the statement about the issue of Spokesman, and information about receiving a hard copy

Gospel According to Marc

by Marc Gerstein

By now some of you have received your entry blanks and supps for the Northern New Jersey Regional races to be held at Pocono Raceway in May. You will have noticed that they show the region using the combined course on Sunday. For those of you who do not know what that means, the combined course is the road circuit using both the North infield course as well as the South infield course. If you will recall my previous column, I stated that only the original road course (using NASCAR turn 1) was SCCA approved: but, it has been approved in both directions. Of course, the North course is also approved.

As of this writing that is still the case. We have been unable to work out a schedule for the track inspection that is suitable for most of those involved in that undertaking. That is why Tri-Region is taking no chances but is going to use the original course but in a clockwise direction. However, we have just added a new twist to even that one. We have just voted to use the chicane made up of the entrance to the South course and its exit that forms a "V". A plan has been worked out that will make that chicane a safe place on the track. We will be using tire barriers to make sure that the competitors stay on the asphalt. As most of you know, drivers will drop a wheel at the drop of a hat if it will give them a competitive advantage - or a perceived one at best. That change should make the course a far more interesting and challenging one. And, it addresses some of the problems of engine wear particularly on the small-bore cars. It should also make for a better one-hour endurance race during that weekend.

Anyhow, you can now see that there are several approaches to any given problem; and, NNJR has gone in one direction and Tri-Region has gone in another.

Shifting gears, I would like to take note of the several region members who are now actively participating in the Divisional and National Solo II events. For many, many years, both while I was on the Board and not, I felt that we had several fine drivers who were not known because they just wouldn't compete at the higher levels of the Solo Events program. Now we have several that are willing to put their skills to the test against some of the best in the country. I think that's great!

It's a well known fact that in any sport the best way to improve is to run up against the best in that sport. It is also a way to find out how good (or bad) you really are. Well, fortunately we are finding out that we do have some pretty good competitors in our region; and, we should all wish them well in their endeavors to compete at this next level - or two, as the case may be.

We have, and have had, several National Champions in the road racing program over the years. It will be great to see the same thing happening in the Solo II program as well.

Minutes continued from previous page

in the mail. All members for whom we have email addresses will receive the notification electronically, even if they have opted for a hard copy.

Respectfully submitted,
Judy Bloeser, Secretary

Quick Takes

Judy Bloeser

Top Five. Fifteen of the Region's drivers competed at Summit Point the first weekend in April in the first National race of the Northeast Division. For some it was the first outing of the year, but for others, racing had occurred and points amassed on tracks in the South. And even though we think of Summit Point as being a nearby track, some of our drivers were unable to participate and will have to begin their season on another track at another time.

As the season goes on, we will keep you up to date with the standings of our drivers in the Division and their points accumulated. The NESCCA points as on 4/11 give the following Philadelphia Region members a "Top 5" class standing: **Steve Limbert**, 3rd GT2; **Howard Gerstein**, 3rd GT4; **Les Handly**, 2nd FP; **Jim Oppermann**, tie for 4th FA; **Lawrence Hendrickson**, 2nd FF; **Jim Schultz**, 2nd F500; **Adam Zimmerman**, 4th DSR; **Joe Aquilante**, 1st T1; **Horace Ott**, 2nd T1; **Tom Oates**, 5th T1; **David Ameen**, 5th T2.

Anybody need a radio? If you are planning on purchasing a radio from Racing Electronics, please do us a favor. Tell one of your TriRegion reps what you want, Tri-Region will order it and have it sent to you, and payment would be made to Tri-Region. While this may sound a bit strange, we are trying to use a substantial credit that is owed to Tri-Region which Racing Electronics will not remit as cash.

Sweat Equity. We don't pay Nazareth Speedway for the use of the paddock and pits for our Solo II events. Instead, we work hard (and have fun) during the days of the Pro event weekends, keeping the paddock and pits secure. Both Nazareth Speedway and Philadelphia Region profit from this relationship.

Young blood is wanted! Help reduce the graying of the SCCA race workers. Brains and muscles needed for the June 20-22 Double Regional and the July 31-August 3 Double National at Pocono. On-the-job training and mentoring available. Contact specialty chiefs shown in the front of the *Spokesman* or **Ellen Holtz**, Race Chairman.

PHILADELPHIA REGION SCCA General Membership Meeting

April 9, 2003

Location: Phoenix Auto Center, Palm, PA. Attendance: 22 Minutes were approved as printed. Items from the BOD Meeting minutes were briefly discussed. The only new information was that George had talked with **Andy Stutzman**, GM of Rausch Creek and that the October ARA Regional race to be held there is still on the schedule though all site work at the track has been delayed by the winter weather.

Joe Aquilante, owner of Phoenix Auto Center, discussed the reasons for using a dyno. Even if a car is acting quite normal, a dyno can suggest that something is not working as it is supposed to, possibly a problem in the drive line, a weakening valve spring, or wires disconnected. With computers in today's cars, problems are often masked, but the curves displayed after a dyno run can help diagnose the problems.

Minutes continued on page 6

Philly Region Autocross Chairman, **Rob Leone**, organized an incredibly "way-cool" event called MirrorKanna, sometimes called Australian Pursuit.

Think: Large squiggly oval, consisting of slaloms, a hair-pin, a long sweeper and a few "thread-the-needle" type challenges, all marked in the traditional autocross fashion. What makes this unique is two cars start at the wave of a flag on opposite ends of the course. They "chase" each other twice around the course until the competitors return to their original start/finish point, or in some occasions get close enough to the other competitor. The first person to compete two laps first wins, well kind of anyway. To make things even, an index is used to "equal" the playing field so a wood grained station wagon can compete with a 911 Turbo. This point system is referred to as PAX.

A total of three CRX drivers competed only to be out numbered by a large entry of Subaru drivers. In the end it was a Subaru that won top honors, with an Integra Type R, who went all day undefeated only to be dethroned by his only mistake of the day.

Steve Rosenberg borrowed **Steve Landstra's** SS Corvette. Steve R. could have been the "hot-shoe"--"shoe-in" except a major drive belt snapped during one of his runs. Steve L. offered his car... The Vette, but it was a little wider than what Rosenberg was used to. **Alan Pozner**; DS Integra Type R - took second place overall.

During the morning most drivers were losing not because they were slow, but because they were disqualified. A DNF happened when a driver went off-course or hit more than one cone per run. So mumblings around the grid area were, "clean run wins". This caught on and people started to drive a bit cleaner and know from watching where the trouble spots were. There was one main area that people were having trouble with. It was a start/finish gate that consisted of an a skewed 4 + 4 cone gate. The smaller cars could "thread-the-needle" and go through almost straight, while the larger cars had a bit more difficulty. It was the double cones on the entry and exit that was causing the most difficulty. I know because I shagged the "green" exit cones during two heats, and my thighs were killin' me.

"Race Ready Technologies"

Judy Bloeser

Their name says it all - they have the technology to make your car "race ready." Their name is on the Philly Region truck, many of our Solo competitors use their services, and our next General Membership meeting (May 14 at 7:30) will be held at their facility at 2420 Boulevard of the Generals, Norristown, PA.

Their website www.racetec.net gives a visual and verbal tour of the newly expanded facility and the components of their enterprise. According to their website, Race Ready Technologies has chassis fabrication capabilities ranging from basic roll cage construction to complete tubular chassis work, with computerized machining and milling and both MIG and TIG welding. They state, "Race Ready Technologies specializes in high performance automotive services. We offer complete chassis & component design, machining, fabrication, construction and restoration."

Under the heading of fabrication, they list tube bending, sheet metal, billet aluminum, complete chassis, roll cages, and suspension components. As to suspension, they list the

following services: complete race car set-up, suspension tuning, corner weighting, springs & shocks, crack testing, custom components. And as to body work, how about fiber glass, carbon fiber, sheet metal, leading, painting, custom graphics.

Race Ready Technologies provides other services. They transport your race car to and from the track and offer expert service at the track. According to them, you can "relax while we take care of and service your race car track side."

A visit to their website "Cars for Sale" section brings you to the possibility of owning the car raced in the Trans Am Series by Paul Newman powered by a Trans Am legal 358 cu. inch small block Chevrolet engine, a 1968 Corvette ready for SVRA Group 6, a 1982 Collector's Edition Corvette, a Kenworth 5-car hauler, and a couple of Porsche engines.

Two pictures of the 1967 Barracuda that Philadelphia Region member **Matt Grubel** autocrosses are featured under the "News" heading with the following caption: "A perfect project for Race Ready Technologies. A combination of street muscle and autocross racing makes this tough Mopar a winner. The car is owned and driven by **Matt Grubel** of Philadelphia PA. Race Ready Technologies will upgrade and improve the suspension geometry on the autocrosser. New torsion bars, bump steer adjustments, quicker ratio steering box, and a 68 Barracuda K-member will be installed. A fresh Mopar 340 cubic inch engine will transfer power through the Torque Flight 727 transmission. Of course a full race prep, and inspection will complete the project for this classic." Matt's car is featured along with a BMW M3 GT-2 race car, a 1988 AC Cobra, and a project '66 Corvette.

It seems that whether you race, autocross, rally, or have a special piece of machinery in your garage, a visit to Race Ready Technologies could give you ideas for the future. The door will be open to Philly Region members and friends on Wednesday evening, May 14 at 7:30, for our brief meeting, followed by a tour of the facility. There will be lots of good ideas floating around that night.



Minutes continued from page 5

Joe demonstrated his recently acquired dyno on the 2001 SCCA T-1 National Champion Corvette driven by **John Heinrich** (rear wheel drive) and on a v street car, a twin cam ACR Neon (front wheel drive). The cars were strapped down, placed in 4th gear, and run to the rev limiter.

Joe has not run trucks on the dyno, but noted that the towing capacity of trucks and SUV's could be validated by using it. According to Joe, his mobile dyno is available for rent.

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 (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).

21ST ANNUAL I HAVE TOO MUCH RACING STUFF SALE: WHEELS:

4 Used 2002 Camaro SS Silver 17" X 9" spoked wheels; 18 16" X10" SSW High polished lace wheels; Many used Goodrich, Dunlop and Hoosier 16", 255 and 275 race tires. Tread ranging from some to little. Take your pick. Price is negotiable based on Condition. 2002 Corvette Z06 stock wheels (Grey). TIRES: Goodyear Eagle GSCS 315 -35 X ZR17 inch race type tires. Excellent Grip. 3 to 5 heat cycles.... Take your pick and let's negotiate price.... RACE CARS: 1998 Firebird T-2 race Car. Well-used and trusted friend with a fresh engine and trans. Call me for latest price. 1999 Corvette Coupe with 2002 Upgrades. T-1 and ready to race. Two to choose from. Prices start at \$39,995. MOTORS/OTHER STUFF: Used LS1, LS6 and LT1 engines.. Some race prepped and some stock. Some complete with wire harnesses and computers.. Call me and let's figure out what you need.. And much much more.. If you have an F-body or Corvette and

need some STUFF.. Call me. We probably have it. Joe Aquilante Toll Free 866-391-1852 or email jfaphoenix32@aol.com

FOR SALE: 1997 Plymouth Neon A C R 2-door DOHC. Original owner, never raced. Around 76,000 miles. National Champion interior, A/C delete, Radio delete. K & N air filter, Thundersport ignition wires/ Bosch platinum2 plugs. Runs great, body has some damage to passenger side rear 1/4 panel plus some minor dings, not serious. Best offer. Call or email Barry at 856-489-3412, vbarry.hreha@gbe.com.

FOR SALE: 1969 Corvette Coupe SCCA Solo 2 Champion. 3 National Championships; 3 Divisional Championships; 7 Regional Championships. Fully set up for Solo 2, roll bar, safety belt, heavy duty sway bars, solid bushings, specially made fuel tank, and one set Of BBS race wheels. New 350 w/4-bolt main from Chevy and 600 Holly. Muncie M-22 4 speed w/ Chevy high performance clutch, 4.56 Posi. Have title with 18,500 Miles \$9,000 OBO. Call or email for Pics. Dino at 267-446-7483, dinofia@aol.com.

FOR SALE: Brand New 4 Watt Road Racing Radio System \$1250. Complete system with everything you need to go road racing. Two Kenwood radios, two chargers, wiring harness, helmet kit, PTT switch, crew headset, external mount antenna and a hard-sided case. Contact David Ameen 302-234-3028. More information and pictures can be found on www.superior-performance.com.

WANTED: AMB transponder. Battery or hard-wired type. I am looking for a used transponder for my vintage H-modified sports racer "Brand X". All leads considered! Contact Charles F. Christ, Sr. at 610.395.8783 or

cfchrist@earthlink.net.

WANTED: Trunk lid for rubber-bumper MGB. I am told that any year will fit. Tom Jackson 610.668.8932 or thos.hj@verizon.net.

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 Kuhmo Ecsta Supra 712 tires, plus 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. Inspected until 4/03. \$3,000.00 obo. Call Martin at 610-239-6615 Days, or 215-343-1195 Eve.

FOR SALE: Set of four (4) 14"x8" Dimond Light Racing Wheels. Four lug on 100mm pattern - will fit Honda, Acura, Toyota, etc. Run at seven events. \$250/set. Call Gary Waeitz 215.887.2704.

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 Kalliss 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.

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macmassie@aol.com). Details will be sent to you later.**