

## By George ! Your RE Report:

**T**his is the time of year when everyone with an interest in motorsports has a full calendar of activity, but this

past month Judy and I had a unique opportunity to “get up close and personal” with some of the most exotic, high performance sports cars ever to appear on public roads, and with some that the general public has never seen.

For nearly a century, Italian automakers have been building cars that combine passion, styling, and technical ingenuity. It has been well documented in books, but this year the Smithsonian decided to develop a Study Tour on the subject, and we were among the first “students.” **Winston Goodfellow**, author of books on Italian cars, a frequent contributor to automotive magazines, a fine arts automotive photographer, and judge at Pebble Beach, was our Study Leader as we traced the history of the automobile in Italy, both technically and aesthetically.

Names indelibly linked to car design and racing such as Ferrari, Lamborghini, Alfa Romeo, and Lancia, as well as global automotive giant Fiat, were visited. Public galleries and private collections were shown to us with guides from the design, management, and executive groups of the organizations. We viewed design concepts, past and present, at the famous studios of Pininfarina, Italdesign, and Zagato where some of the most famous prototype models were developed.

But our travels were not limited to offices, studios, museums, and galleries. We also spent much of a day at Monza where the Historic Race Festival was underway. There were six race programs being held during this annual three day event. Three of these races were of great interest to us:

- FIA Championship F1 cars (1966 – 1985)
- “Jim Clark” International Trophy F2 cars
- Historic Ferrari and Maserati Challenge cars

All of these cars were beautifully restored and driven at full speed. We had one afternoon at a side-walk café in Modena to enjoy the Mille Miglia as the fabulous old race cars from the 1920’s to 1957 roared past us. Our trip to the Ferrari compound in Maranello also included some time at their secretive Fiorano test track where we watched the test drivers Luca Badoer and Felipe Massa put the 2003 Ferrari F1 cars through their paces.

It was hard to get back, but almost immediately we revisited Italy when the July *Car and Driver* arrived displaying the Ferrari Enzo and Lamborghini Murcielago on the cover. The only major difference between the pictures and our experience was that the full-bodied versions we saw were red and orange, not yellow.

Only four days after our return, we had to be at Summit Point for the running of the annual 12-hour endurance race, where I was assigned to work with Emergency Services as part of my Steward-in-Training program. I’ve worked Pit-In at Daytona for the 24-hour race where the incoming cars blind you, but night time in the Carrousel retrieving a car, with cars dropping down the hill and taking the hard left, gave me a real rush of adrenaline. Emergency Services at Summit Point is staffed solely by SCCA licensed workers who are very experienced and able to quickly and effectively respond to on-track incidents. Their skill in handling all types of situations from fluid spills to serious accidents was very evident in the way they dealt with many situations, especially in the rain. I appreciated the opportunity to work with them as they brought the track into condition for green flag racing.

In closing, I would like to take this opportunity to congratulate Region member and pro racer **David Donohue** on his victory in early June, winning the Grand American “400” at California Speedway. He co-drives the No. 58 Red Bull Porsche Daytona Prototype of Brumos Racing with Mike Borkowski.

## Area 2 Director’s Report

By Brian Holtz, Area 2 Director

Dear Area 2 Members,

**I**want you all to know that I am associated with twelve incredibly dedicated fellow Directors on the Board of your club. The fact that we sat sequestered in the SCCA University training room, with no windows, while Saturday’s air show at Forbes Field was going on, without once running outside to see flyovers by various military aircraft, showed me a side of my fellow directors that was hard to fathom. Especially when a bunch of high performance oriented people were missing exhibitions from a B-52, Stealth Fighter, Stealth Bomber and F-17, not to mention the Blue Angels practice on Friday. I will admit that we worked late on Friday and started early on Saturday so that we could make it to the Saturday afternoon Blue Angel’s show. Pretty neat stuff and especially impressive were the many Jersey barriers around the Forbes Field site, home to our Solo II Tire Rack National,

emblazoned with SCCA in big red letters. The fact that we were in tornado alley at the same time that the Midwest was being pummeled by a record number of twisters made it even more interesting. But of course the most interest came from the work we did during our meetings on May 8-10.

I know it seems like I’m toting the party line when I tell you that the Club is in good shape. Undoubtedly the best it has been in years. The staff now firmly entrenched in Topeka is incredibly dedicated. I saw many of them working late because they enjoy what they are doing. This showed in the excellent reports presented by the department directors.

Financially we are really getting back on track. The fiscal year end numbers show SCCA Inc.’s operating income

## Meeting Notice

The July Board of Directors meeting will be held on Monday, July 7, at 7:00 at Otto's Brauhaus, Route 611 in Horsham, one mile north of the Turnpike.

The July General Membership meeting will be held on Wednesday, July 9, starting at 8:00 at Julie's Steakhouse on Route 611 in Horsham. The topic will be performance cars.

Planning ahead, the August 13 meeting is expected to be at Arnold's.

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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

**JULY**

- 7 BOD Meeting, Otto's 7PM  
9 General Meeting, Julie's 8PM  
12-13 Solo I, Giants Despair  
13 Solo II Sportsfest, Allentown  
26-27 Solo I, Rose Valley  
27 Solo II, Boeing  
31 Test & Tune, Pocono TRI

**AUGUST**

- 1-3 Double National, Pocono TRI  
3 Solo II Test & Tune, NCCC  
10 Solo II, Nazareth  
16-17 Solo I, Duryea Hillclimb  
17 Solo II, Boeing  
30-31 Solo I, Fall Jefferson

## NEW MEMBERS

Rochelle Mallett  
D Max Mallett  
D Mike Mallett Jr  
Matt Lockwood  
Edward J Junier  
John Simkiss  
Alex Culpepper  
Ryan Molle  
Marc Brenner  
Drew Brown  
Norman S Peterson  
Bob Halmn  
James R Bonanno  
Al Pancari  
Stephen Vighetti  
Steven C Knauss  
John Fitzpatrick  
Kevin Gallagher  
William Jones  
Sage Karam  
Trevor Knott  
Corey Lewis  
Charles Pistorio  
Robert Thorne  
Stephan Vajoa  
Lucas Wolfe  
Jeremy Malicki

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# PHILADELPHIA REGION SCCA

## BOD Meeting

June 9, 2003

Location: Otto's Brauhaus, Horsham, PA.

Attendance: BOD: **George Bloeser** (RE), **Judy Bloeser**, **Steven Rosenberg**, **Joe Aquilante**, **Frank Gonzalez**, **Kelley Nelson**, **Lou Metzger**.

Minutes – The minutes were approved as distributed.

### Treasurer's Report

The Treasurer's report showed deposits of \$2,040 and expenses of \$3,553.75, but did not reflect the monies generated by the Test and Tune or the 6/8 event at Nazareth. This approximately \$3,500 will be forwarded to the Treasurer for deposit. The Treasurer's Report was approved as presented.

### Solo II

The Test and Tune, was held June 1 at NCCC. A number of new Solo II people showed up, as well as some who wanted to sharpen their skills. It was a quick course, so many runs could be given.

There were 132 participants at the 6/8 event held at Nazareth, even though a number of the regulars were at Toledo for the National Tour event. Ken Buck chaired the event which ran smoothly. People stepped up to take responsibilities, which shows the depth of the organization. A merchandise table was set up by **John Groves** and his wife Valerie at the event.

Twelve Philadelphia Region drivers competed at the Toledo National Tour event (approx. 20 from the area who are regulars at Philly events) Results for our Region members: for **Frank Gonzalez** and **Steve Landstra** – 3rd and 4th SS, **Steven Rosenberg** and **Robin Lumb** - 2nd FMod and 1st FMod Ladies, **Corey Ridgick** and **Anthony DeFiore** – 5th and 12th STS, Rob and **Lori Leone** – 10th CS and 3rd CS Ladies, **Brian Conners** 10th BS, **Jeff Jacobs/Brian Yoder/Rob Johnson** – 3rd/ 4th/ 5th in HS. The Toledo site was described as the nicest piece of concrete in the US, acres and acres of it with a grippy surface. The Washington, DC Tour event will be the weekend of June 21 & 22.

A discussion on the condition of the truck took place. It was recognized that the truck is essential to our program, that it has always passed inspection, and that its original purpose was to haul newspapers around the city at a slow speed, rather than to run at highway speeds. Some repairs will be made probably at a "Work on Truck Day."

### Solo I

**Rich Sweigart** has raised the idea of having a Driver Training program like those done by the marque clubs which would be open to the public. Possibly it could be called a Car Control Clinic. Contact will be made with New England Region to learn about their similar event held at Lime Rock, and with National SCCA to obtain their information on these events.

### Racing

**George Bloeser** explained that the Tri-Region Double Regional on June 20-22 at Pocono will use a Double National format with practice and qualifying on Friday, qualifying and races on Saturday and Sunday. The long course will be utilized in a clockwise direction with a bus stop chicane on the back straight. The Double National on August 1-3 will be preceded by a Test & Tune day on July 31. Members are encouraged to come and try out a specialty at either or both

of the events, even if only for one day. They can contact a specialty chief/contact or Race Chairman **Ellen Holtz** (see *June Spokesman*).

Rausch Creek is working on the property, being required to do more work on the access road. At this time the remaining work on the track has not been started. Because of this delay, the ARA October date, though scheduled, has not been guaranteed.

### Rally

There will be a rally in the Lehigh Valley on September 13 on great country roads.

### Nazareth

Pit/paddock security at the May 17-18 NASCAR event at Nazareth went well. Although a small contingent of workers was available, those who provided the security did an excellent job. After many years of doing this, key people moved right into the positions and did the job expected of them. It's a matter of quality people doing a quality job. Thanks go to all of them.

We are still looking for an interested Region member to take over the coordination of the Paddock Security workers at Nazareth. The program is well established with a comprehensive list of volunteer workers.

The August IRL/USAC event at Nazareth will require a large staff of Pit/paddock security. NASCAR had a closed paddock, but IRL will have pit/paddock passes and autograph sessions. All Solo II participants are asked to sign up for at least one day.

### Other Items

June and July meetings will be held at Julie's, and August is tentatively set for Arnold's.

The June *Spokesman* was delayed because of computer problems. The email distribution will take place, but all members will also receive a hard copy. In July the email notification will be the primary distribution method. Over 600 email addresses have been identified. This will result in a savings of over \$200/month or \$2500/year.

The RE received a mailing from President/CEO **Steve Johnson**, thanking all members for the work they put into making the SCCA such an outstanding organization. Included were two articles from Grassroots Motorsports and Car and Driver, discussing the club and pro activities of the SCCA.

Respectfully submitted,  
Judy Bloeser, Secretary

# PHILADELPHIA REGION SCCA

## General Membership Meeting

June 11, 2003

Location: Julie's Steakhouse, Horsham, PA.

Attendance: 16

Minutes were approved as printed. Items from the BOD Meeting minutes were briefly discussed and information updated to include information on all Solo II participants at the Toledo National Tour event.

There were questions from the floor. It was restated that the Treasurer's Report is available upon request. Those individuals who wish to receive it regularly should let **Steven Rosenberg** know of their interest. An explanation for the delay of the posting of the Tri-Region supps and entry to

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the Philly website was given – basically it had been sent by **Terry Hanushek** to Perry's old email address, but as soon as the RE knew of the problem, it was taken care of and posted before Perry left for Toledo. The reason that the Solo community did not continue with plans for a Solo II event in conjunction with the Tri-Region Double was that the National Tour event which was originally scheduled for Rome, NY, on another date, was moved to the same weekend as the Double Regional and will take place in Washington, DC. Many of our Solo II Chiefs will be at that event.

**Marc Gerstein** and **Bill Perry** explained how a non-licensed member can be admitted to Pocono to work. The person is to go to Registration with his/her membership card. A temporary license will be issued which is to be filled

out by the Chief of the Specialty the person works and sent in for a Regional license. There is no fee for this license.

**Alex Kuhner** used a Power Point presentation developed by **Scott Beliveau** (NER) on RallyCross to introduce those present to the details of the sport, especially course design, and safety. For example, only hardtops are allowed, no yumps and no solid objects within 75' of the course. Because someone has to stand at the finish with a stopwatch, taking out a cone at the finish line results in a DNF. Alex critiqued a number of the courses he has run and would like to help develop a program for Philly Region. Although he will be moving to Manhattan soon, he will try to enlist others to help in the startup of a program.

Respectfully submitted,  
Judy Bloeser, Secretary

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**Area 2 Director's Report** continued from page 1

finishing well in the black and exceeding budget. The BOD made it clear to the staff last year that the core business for our organization had to sustain itself, that simply relying on the long-term investments was not acceptable. All of our major programs did well this year, with only Road Rallying sustaining a budgeted loss. Club Racing, Solo and Corporate Services all exceeded budget. With the move expenses and the slow recovery of the market, our non-operating income will be in the red for last year. While the excellent payback for the move justifies its cost, the Board has realized that the investment area of our assets must be improved and we are currently studying new strategies to do so. I am also happy to report that our subsidiaries have posted profitable numbers. Pro Racing has done very well, despite having to repay half of the short-term loan that was granted last year. They continue to make the rest of the loan payments and have reported that all of their programs are financially healthy, resulting in a huge turn around from the previous year. Enterprises continues to operate well, again finishing in the black while continuing to meet an accelerated loan payback.

The SCCA Marketing Department, under the leadership of Garrett Mudd, is really attacking the marketing and advertising area. Look for print advertising in most of the enthusiast's magazines along with creative twists on the Get Real - FAST program that was rolled out at the National Convention. Work continues toward radio and TV venues, with both the Solo and Club Racing programs featured on High Rev Tuners on the SPEED Channel. There is a new World Challenge promotional poster along with Fan Guides for both WC and Pro Rally in EuroTuner and Sport Compact Car magazines. In addition, the Speed World Challenge program has been recently featured in a car comparison test in Car&Driver magazine. ProRally has already hit the SPEED Channel, as has coverage of the World Challenge Series. Work continues on partnerships with existing sponsors along with cultivating new ones. A new dealer promotional kit for Subaru will hopefully get more of their customers involved with the Club. A new demographic study is in work and there are plans to hold a seminar at the 2004 convention on attracting individual sponsorship. On the communications side, Eric Prill continues to look for new ways to get the SCCA and its programs in front of the general public. The website is receiving constant upgrades, so look for big changes in the future

The Club gained 2000 new members last month. While 500 of these came from Subaru, the other 1500 are a good measure of our marketing and communication efforts. The Customer Service department continues to improve in efficiency and will soon be issuing licenses on a daily basis, getting them turned around and back to the members as quickly as possible. Wendy Grillo and her staff are working on the 2004 Convention, to be held again in Kansas City.

With the Solo season in full swing, the National Solo events have seen some lower entry levels in some parts of the country offset by fantastic turnouts elsewhere. On-line registration for these events has been working very well. The June 21-22 event in Landover, MD is looking at a huge field of well over 300 cars. Originally scheduled for Griffiss AFB in New York, it was forced out when new construction work was scheduled. Kudos to the Washington DC Region Solo team for stepping up and accepting the challenge of hosting the event.

The Road Rally program is in the process of surveying the regions around the country regarding their existing programs, or lack thereof. The Road Rally Board is very dedicated to helping build this small but vital part of our Club.

The Performance Rally department has a huge challenge ahead helping the Performance Rally Board deal with the recent suspension of stand alone Club Rally activities. Recent events have resulted in the tragic death of two observers at the Ski Sawmill Rally. The BOD has made a very difficult decision to suspend activities while we examine areas of improved safety that can be made. Because of the differences in operations concerning Pro Rally, it will continue with an eye towards improving the entire program. This is extremely important to our entire organization as our track record reflects on the Risk Management program for all activities.

**Phil Clark** and his Club Racing staff are heavily into the racing season. So far, attendance at our races appears to be even with last year, with good turnouts for the early National races as many competitors decided to travel south to warmer weather and early points. Work with the Comp Board continues in an effort to keep up with what is undoubtedly our most demanding program. The plans for the 2003 Valvoline Runoffs are in full swing and discussions with Mid-Ohio and the event officials are ongoing. The key race officials have been identified and invited to attend the event.

One of the new areas that the Club has developed is the Technical Department, headed by **Ken Brown**. His

staff supports the key areas of racing, solo and rallying, along with developing new programs to help improve the areas of the club influenced by math, physics, science and engineering. Another area that Ken is working on is a process to streamline member input and communication to our program boards in an effort to minimize the amount of time that it takes for a member's request or question to be processed and acted on.

Program Development, under the direction of **Howard Duncan**, is the real key to our continued improvement and growth. Along with the budding programs in the SCCA University program, Howard has been tasked with helping our various program boards develop their Strategic Plans for the future. The BOD has challenged each of our major Club areas with developing these plans, similar in concept to the program that Steve Johnson has laid out for the organization as a whole. While the nuts and bolts of running the various club activities is pretty standard for these groups, Howard will help them look to the future and assist them in developing the direction for their various programs as the desires of members, changes in technologies and marketing demands evolve.

I think that just about covers it. Not bad for a few day's work.

See you at the races,  
Brian Holtz  
Director, Area 2

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## Quick Takes

**M**ost months, the inside back cover of *Spokesman* includes a number of interesting offers from members of the Region who have equipment for sale or rent. For some of you, that's the first place to look when you are considering a first-time purchase or equipment upgrade. Well, we need a new person to accumulate and organize these each month. **George Miller**, who has carried that position for years, is moving on to other activities. For the time being, **Fred Livezey**, as Spokesman editor, will put the ads together, but needs someone else to take on this responsibility. Please let RE **George Bloeser** know (indy33@aol.com or 610-965-0585) if you are willing to take on the job.

Make plans to check out the racing action at Pocono on August 1, 2, 3 during the National Weekend. Spectators are allowed into the stands across from Start/Finish and throughout the infield and paddock. There are many excellent viewing locations. Tickets will be available at the gate for Friday's qualifying, and the separate qualifying and races on Saturday and Sunday. If you are ready to try a specialty, take your membership card to Registration and indicate the specialty you wish to experience (flag & comm., tech, registration, pits, t & s, sound, paddock). There is no charge to come and work as long as you are a member.

**Make plans for the Runoffs** – membership booth. SCCA Director of Customer Service, **Wendy Grillo**, is looking for a few people to help her with a membership booth to be set up at the Runoffs. There will be many specialty cars outside the booth to draw the attention of the spectators. What she needs is a group of people with experience in any form of SCCA motorsports to share their stories and talk about SCCA. If you are available, please fill out the volunteer

## Here's What They Said About Nazareth

Judy Bloeser

**W**hat was it like to be part of the 2003 Nazareth NASCAR Paddock Security experience? And do they really need me in August? Those may have been some of your questions recently as you went about your other activities May 17 & 18. Without names assigned, here are quotes from some of the emails about the event.

"It was my first time at the track and it's still hard to describe the feeling you get standing in the middle of Pit Road when all those engines fire up. You can feel the rumble in your heart. The best part for me was being part of the Event (however small) rather than just a spectator . . . I am not a NASCAR fan, but this was one of the most rewarding weekends I have had in a while."

"There is nothing that can beat wearing **Jeff Perry's** Mickey Mouse gloves and directing traffic at the top of the hill. Folks driving out of the infield can be pretty surly, just like anyone stuck in traffic, but all they have to do is see those gloves and a smile on the traffic director's face, and they lighten up too."

One person referred to the top of the hill as "the Mt. Everest of Auto Racing" – what a view!

"Thanks!! I love being in the action and without the SCCA I would not be there."

"I would like to say that we had a great time working at Nazareth Sunday and will definitely be volunteering at least one or two days for IRL in August."

"My personal highlights would be: 1. Shaking **Ron Hornaday's** hand and wishing him good luck on Saturday, and then watching him out-class the field for a great victory. 2. Hanging out with a very tired Joe Gibbs at the bottom of the tunnel while he waited for the sheriff to give him a ride to his helicopter."

And from someone who wasn't there: "I could not sign up for the event due to previous commitments, but . . . I did catch a glimpse of 'red vests' doing the sweep of the pits about a half hour before the cars rolled off. I did that last year, and when I saw that today I thought 'I could have been there again' . . . If you've never worked at one of these events, try to make the next one (weekend of Aug. 22/23/24). Pick a day (or two), take a friend (or two), and be a part of a major racing event. It's a long day, but the work is not that hard, and you get to see a race from a perspective that most race fans will never see."

The IRL and USAC (Sprints, Midgets, and Silver Crown cars) will be running at Nazareth August 22-24. We will need about 60 people each day because the pits/paddock are open to the public (with the correct credentials/tickets), autograph sessions are held, and other spectator entertainment events take place, all of which require more coordination on our part. It's a great opportunity to get behind the scenes and to spend a day with friends and celebrities.

Please let me know which day(s) you will be able to help out. Email me at macmassie@aol.com, phone me at 610-965-0585, or send a fax to 610-966-1061.

Quick Takes continued on page 6

# Competition Report

George Bloeser

## National Club Racing Standings

**A**fter four of the ten NEDiv National races, 17 of our drivers have accrued points in 13 classes. **James Oppermann** is sitting on top of the FA standings having taken second place in every one of the Nationals he has entered and having a comfortable 8 point lead on the second place Atlantic.

**Steve Limbert** is only one point out of first place in GT2 with points from Lime Rock, NHIS, and Summit Point while his competition **James Goughary** has won two out of division races but has no points from the Northeast Division.

**Tom Oates** and **Joe Aquilante** are separated by one point as they hold second and third in T1 with 27 and 26 points respectively, but both have some work to do to catch **Tom Lyons** from WDC who has 47 points.

Three other Philly Region drivers are in third place in their classes – **Jim Schultz** in F500 with his win at Summit Point, **Howard Gerstein** in GT4 with points from NHIS and Summit Point, and **David Ameen** in T2, just one point ahead of **Tom Oates** in his second effort.

Others have fared well enough to earn points and are working toward the big push with races at Beaver Run, Lime Rock, the Glen, and two at Pocono before the cut-off date for Runoff entries. They are Lawrence Hendrickson in FF, **Dean Allen Curtis** and **Bruce McIntosh** in FV, **Les Handley** in FP, **Martin Hulick** in S2000, **Adam Zimmerman** in DSR, **Herb Sweeney** in SRF, **Matt Naegle** and **Roland Hilborn** in AS, and **Horace Ott** in T1.

## MOPAR Performance to Offer over \$300,000 in Neon Contingencies for SCCA Programs

On June 12 SCCA announced today that Mopar Performance has posted over \$300,000 in potential payouts for successful competitors utilizing Dodge/Plymouth Neon automobiles in the 2003 SCCA Club Racing, The Tire Rack National Solo and ProRally seasons.

Through SCCA's Marketing Department, Mopar Performance will reward individual event winners, as well as

Divisional and National Champions with cash prizes. With the SCCA Club Racing, Solo, and ProRally seasons well under way, many competitors are already eligible to benefit from MOPAR Performance's programs in 2003.

"We're happy to have Mopar Performance back supporting its Neon competitors across all of our SCCA programs," said **Garret Mudd**, SCCA VP of Marketing. "As has been the case in the past, no auto manufacturer offers better support to grassroots motorsports."

## Checked Flag Falls on Pro Spec Racer

SCCA Pro Racing announced late in May that it has cancelled the remainder of the 2003 Pro Spec Racer series.

The series initially appeared in 1985 with a Renault power plant and was re-introduced with Ford power in 1994. Once part of a successful SCCA Pro Racing feature weekend package, that also included the Trans-Am, World Challenge and Formula Ford 2000, the series high profile event opportunities have largely fallen by the wayside to series with more fan appeal or sponsorship dollars, often required to help offset event promoter costs.

According to **Mitch Wright**, SCCA Pro Racing Vice President and General Manager, "Unfortunately, the Pro Spec Racer series has run its course as a viable professional racing series. We've tried to alter the series' business model several times to reflect the lack of support from promoters and sponsors, but that has resulted in reduced support from participants, and we have no other choice but to cease the series' operations.

"Spec Racers continue to be SCCA Club Racing's biggest class, and with over 800 cars in existence, will likely remain so for years to come. However, without the support of event promoters, sponsorship dollars and participants, we cannot logically continue the Pro series."

Anyone who would like additional information on the above items, please contact me at 610-965-0585 or indy33@aol.com

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## Quick Takes *continued from page 5*

application found in the FasTrack section of the May, June, or July Sports Car.

**Worker of the Year Awards** – A race worker from our Region can be nominated by you as Race Worker of the Year in a given specialty. There are two items that need to be written. One is a description of the accomplishments and/or contributions that this volunteer made to the SCCA Club Racing Program in 2003. The other is a statement of why this person should be selected as Worker of the year for their specialty. Include your name and member number, the name/specialty/region of the person nominated, as well as your contact information and send it to SCCA Club Racing, Attn: Worker of the Year, PO Box 19400, Topeka, KS 66619-0400 or clubracing@scca.com.

Check out the FasTrack section of the July issue of Sports Car for the supplemental regulations and applications for the Tire Rack Solo II National Championship (deadline 9/3) and Valvoline Runoffs (late fee if entry is not postmarked by 8/18; worker deadline 8/25).

See you at Julie's on July 9 and at Arnold's on August 13 for our General Membership meetings.



## CLASSIFIED ADS

Classified ads in the *Spokesman* are **FREE!!** and run for three issues. Submit your ad to **Fred Livezey** via e-mail [f.livezey@verizon.net](mailto:f.livezey@verizon.net). 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).

**CHASSIS DYNO SERVICES AVAILABLE:** New DynoJet Chassis dyno located in Phoenixville Pa. Special rates for SCCA members. Test new combinations, verify performance levels or just make some heat and noise!!! Call me toll free at 866.391.1852 and we can discuss your needs!!

**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). Contact Elvin Padilla [elvinjr@hotmail.com](mailto:elvinjr@hotmail.com). (215) 592-7076, (215) 888-4474.

**FOR SALE:** 2002 Sentra SE-R. PERFECT condition. I will sacrifice, and sell for a huge loss just to get it sold. Only 2200 original miles and still under factory warranty. Comes with loads of extras like three (3) sets of factory wheels, lots of extra suspension parts, spare ECU, extra rotors, brakes, and many, many other parts. One set of wheels is powder-coated black and they stand out. The car has been professionally maintained by Datsun Dynamics. The Mitch Piper customized rollcage is a work of art and provides the maximum in driver safety. Sparco racing seat, fire extinguisher, 5-point harness, & window

net. The car has lots of custom work, like a perfect mandrel-bent exhaust. It is 100% street legal AND 100% race-ready, or track-ready. It is in full compliance with SCCA Showroom Stock specs. It has everything you need to do track events or to go racing including a fuel test port and a hard-wired transponder. It is completely race-ready. It comes with lots of track tires, including two brand new ones. With all the spare parts, you'll not have to worry about suspension, brakes, or tires (or wheels) for a very long time. Over \$25K was spent to to get the car to this condition and I will sacrifice for \$13,000 OBO. The car is still under factory warranty. <http://www.b15sentra.net/barry/BBrown7ssc.jpg>. If interested, e-mail me at: [mimishusband@yahoo.com](mailto:mimishusband@yahoo.com) or call (703) 339-0579. Ask for Barry.

### 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](mailto: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, [barry.hreha@gbe.com](mailto:barry.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](mailto:dinofia@aol.com).

**FOR SALE:** 2002 Subaru WRX, Black with silver hand-painted pinstripes, includes many extras such as: 17" O.Z. Racing Crono Evolution wheels with Sumitomo HTR+ radials (215/45 WR, with 18,500 miles and excellent tread remaining), short throw shifter, turbo boost gauge, rear spoiler, upgraded speakers and subwoofer, auto-dimming mirror and compass, dealer-installed custom leather interior (black bolsters with gray seating surfaces), Momo Race Air shift knob, armrest booster, rear splash guards, winter floor mats (carpet mats still in box), WRX lettering decal package. This car is in exceptional condition and has no engine mods whatsoever. It has never been raced, abused or in any accidents. I am 52 years old and have always enjoyed and respected my cars. If you are looking for an exceptionally rare, classy and well-maintained vehicle with another 18,000 miles of original factory warranty, this is the one for you. Original price was over \$29,000. It can be yours for \$22,500. Call or email for photos - Jack Darnell 610.321.0559 (eves) or [jwdarnell@comcast.net](mailto:jwdarnell@comcast.net).

**Membership continued**  
from page 2

Roderic Don  
Brian S Morgan  
Alex Stainburn  
William L Kontes  
Matthew Nolt  
Jennifer Donovan  
Raymond Donovan  
Charlene Donovan  
Christen Donovan  
Michael Donovan  
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**Double National Weekend**  
**POcono International Raceway**  
**August 1, 2, 3**  
**[ Test and Tune Day - July 31 ]**

**Come as a spectator or worker.**

**Bring your family and friends.**

**Qualifying Friday.**

**Qualifying and Races Saturday and Sunday.**