

SP KESMAN

SEPTEMBER 2003

Official Publication of The Philadelphia Region SCCA



By George! Your RE Report:

As I begin to write my report to you this month, I have just returned from the funeral of a longtime friend and fellow

race official **Lynne DeHart**. As a member of Susquehanna Region, Lynne held many leadership positions, including R.E., and was their perennial Competition and Licensing Chair. She was active in and had a very positive influence in both the Road Racing and Solo communities throughout the Northeast Division. Many may remember her as the Tri-Region F&C Personnel Coordinator and the Pit Center F&C Recorder at Pocono. With her passing, a very important person in Northeast Division competition will be sorely missed.

This year the three day Tri-Region, NESCCA Double National at Pocono was held August 1-3, preceded by a test and tune day on July 31. While the weather on Thursday was good for the test & tune, it was an unfortunate repeat of the rainy Friday, Saturday, and Sunday that we encountered during the June Double Regional, with the addition of dense fog on Friday. This caused the a.m. practice to be scrubbed, with no cars on track for qualifying until the middle of the afternoon. Under the Double National format, qualifying on Friday counts for both Saturday and Sunday, while qualifying on each of those days counts only for that day.

The poor weather conditions had a detrimental effect on the number of cars entered, with only 215 racing on Saturday and 171 on Sunday. The drivers came from 27 Regions located in 18 states, the District of Columbia, and Canada. Philadelphia Region had 20 drivers entered on Saturday, and 17 on Sunday. Of these, two, **Joe Aquilante** (T1) and **Les Handly** (FP), were victorious on both days. **John Mirro** (CSR), whose article on returning to club racing at Pocono appears elsewhere in this issue of the Spokesman, finished first in class on Saturday and second on Sunday. The following results, for both days, were posted by our other entered Philadelphia Region drivers:

Race Group	Driver	Class	Saturday Finish	Sunday Finish
1	James Oppermann	FA	4	2
1	Martin Hulick	S2	DNF	DNF
2	Horace (Chip) Ott	T1	4	3
2	Chip Benford	T2	6	9
2	David Ameen	T2	8	4
2	Skeets Mariano	T1	9	-
3	Lawrence Hendrickson	FF	9	5
4	Matt Naegle	AS	2	8
4	Steve Limbert	GT2	3	-
4	Gary Slifer	AS	8	6
4	G. Roland Hilborn	AS	9	7
5	Herb Sweeney III	SRF	8	7
6	Ricardo Hollingshead	EP	DNF	-
6	Howard Gerstein	GT4	DNS	3
7	Jim Schultz	F500	2	4
7	Dean Alan Curtis	FV	2	2
7	Bruce McIntosh	FV	8	5

In spite of the weather, all race groups were able to run on both Saturday and Sunday (fewer laps per race on Sunday) to a successful finish. There were worker parties on both Saturday and Sunday nights with light refreshments on Thursday. Through the generosity of long time AS driver **Tom Aquilante** (significant cash contribution), Tri-Region was able to purchase embroidered logo golf shirts for workers who worked the event on Thursday and/or Friday. Thanks again, Tom!

As the National Racing program in NEDiv finishes up (the Pocono Double National ended the season because of the cancellation of the National at Mosport), and drivers as well as workers make plans for the SCCA National Championship Runoffs at Mid-Ohio September 15-22, I would like to wish all of our Philadelphia Region participants (in every capacity) a good, safe, and enjoyable experience at the SCCA Club Racing's premier event. This same wish also goes out to our Region participants in the SCCA Solo II Championships held in Topeka Sept. 8 - 12. I am sure all of you will leave a very positive impression of Philadelphia Region members with the other participants at these events.

PHILADELPHIA REGION SCCA

BOD Meeting

August 11, 2003

Location: Otto's Brauhaus, Horsham, PA.

Attendance: BOD: **George Bloeser** (RE), **Jon Rush**, **Judy Bloeser**, **Steven Rosenberg**, **Sean Christie**, **Frank Gonzalez**, **Lou Metzger**, **Kelley Nelson**. Others: **Dan Shalkowski** and **Rich Sweigart**.

Minutes - The minutes were approved as printed.

Before the regular business items, **George Bloeser** gave an update on **Lynne Dehart**, who has been hospitalized in critical condition, and **Tom Gaval** who was in an auto accident on his way to the 8/10 Solo event at Nazareth. **Rich Sweigart** gave information about **Barry Griffith** who was

seriously injured while helping to set the course for Giants Despair Hillclimb.

Treasurer's Report - Steven Rosenberg

The income posted through 8/10/03 was \$9,402.39, including \$7,476.89 from two Solo II events and a Test & Tune. Expenses were \$1,552.18, with \$8,000 placed into the Prudential Bache account. A net increase in the treasury of \$6,171.03 occurred. The balance in the treasury is \$29,650.12. In answer to a question, **George Bloeser** stated that no more than 10 of the Pit Marshal patches ordered through JennTec will be given to Philadelphia Region Pit Marshals at Pocono; the remaining patches will be sold to Pit Marshals

Meeting Notice

The September Board of Directors meeting will be held on Monday, September 8, at 7:00 at Otto's Brauhaus, Route 611 in Horsham.

The September General Membership meeting will be held on Wednesday, September 10, at Julie's Steakhouse on Route 611 in Horsham, PA. The subject will be Italian sports cars with historic video and highlights from George and Judy Bloeser's trip to Italy with the Smithsonian which was entitled "The Art and Design of the Italian Automobile."

The September meetings fall during the week of the Tire Rack Solo II Championship in Topeka, KS. Although this will make a few BOD members unavailable for the meetings, the meetings will still be held in accordance with the ByLaws and Region Policy.

REGIONAL OFFICERS

Regional Executive

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

Assistant Regional Executive

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

Secretary

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

Treasurer

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

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

Other Board Members

Joe Aquilante (05)
1435 Dogwood Lane
Chester Springs, PA 19425-1501
610-482-0141
jfaphoenix32@aol.com

Frank Gonzalez (03)
1033 Hemlock Dr.
Blue Bell, PA 19422
215-643-5968
gonalezfj@cs.com

Sean Christie (03)
1230 12th St.
Eddystone, PA 19022
610-872-1889
seamus88@earthlink.net

Lou Metzger(03)
986 Anders Rd.
Lansdale, PA 19446
(h) 610-584-5841
(w) 215-662-3246

louis.metzger@uphs.upenn.edu
Kelley Nelson (04)
2408 Pheasant Hollow Drive
Plainsboro, NJ 08536
609-716-1839
knelson@awdriven.net

SPOKESMAN Editor

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

SPOKESMAN Classified Ads

Fred Livezey
f.livezey@verizon.net

Competition Chair

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

Licensing (Driver)

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

Licensing (Officials)

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

Membership

Robin Lumb 610-313-9397
845 Plymouth Road
Plymouth Meeting, PA 19462
rl140fm@comcast.net

Merchandise

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

Rally Steward

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

Solo II Chairman

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

WebMaster

Perry Aidelbaum
autox4u@yahoo.com

Racing Chiefs/ Contacts

Flag and Comm

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

Paddock

John Chatley 610-696-7125

Pits

George Bloeser 610-965-0585
Indy33@aol.com

Registration

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

Scrutineering

Karl and Marg lochum
215-338-7576

Sound Control

George Miller 732-545-4767
Sndcontrol@worldnet.att.net

Timing and Scoring

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

Anthracite

Racing Associates

Representatives

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

ARA Alternates

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

PHA Representatives

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

Tri-Region Race

Chairman

Ellen Holtz 610-867-0399

Tri-Region

Representatives

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

Tri-Region Alternates

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

SCCA National Office

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

Region Calendar

SEPTEMBER

- 8 BOD Meeting, Otto's 7PM
- 9-12 Tire Rack Solo II National Champ., Topeka
- 10 General Meeting, Julie's 8PM
- 13 Saucon Valley Tease Rally
- 14 Solo II, Boeing
- 15-21 Valvoline Runoffs, Mid Ohio
- 17-18 Solo I, Fall Weatherly
- 28 Solo II, Nazareth

OCTOBER

- 6 BOD Meeting, Otto's 7 pm
- 8 General Meeting Julie's 8 pm

Area 2 Director

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

Philadelphia Region

<http://www.autox4u.com/philly>
Other Internet Sites
<http://www.scca.com>
<http://www.na-motorsports.com>

NEW MEMBERS

Megan Kile
Christian Heinzmann Jr
Wayne B Confer
Aaron Imber
Jason Lang
Jimmy Bianco
David Williams
William J Rebeck
Ronald H Wilson
Sheila A Wilson
George Suranyi
Dan Moore
Edward Mchugh
Gregory P Golden
William Boorse
Linda Boorse
Andrew Boorse
Marissa Boorse
Joe Witkowski
Bradford Beal

MEMBERSHIP:

841

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

around the country at the Runoffs and other events. The merchandise has been selling at a steady pace with income regularly being given to the Treasurer. The Treasurer's Report was approved as presented.

The Treasurer then reviewed the current financial status of the Region. Given the cash flow of the Region with the income from Solo II events and the change in the average monthly cost of The Spokesman to be more in line with the dues income, the Treasurer recommended that there be no dues increase for the 2004 membership year.

The Treasurer will contact IRS to obtain the necessary letter to establish eligibility for our "logo" license plates.

Solo II

Dan Shalkowski reported that Summer events #6 was held at Boeing on a sunny day (July 23) with 136 competitors and 5 runs. Summer event #7 was held at Nazareth with 93 drivers on August 10 when all drivers got some dry runs.

The Test and Tune Day at NCCC has received very positive feedback. A letter of appreciation will be sent to NCCC for allowing us to use the lot. Next year every effort will be made to not schedule any Solo II event, including the Test and Tune, opposite Tri-Region racing dates at Pocono.

Some regular Solo II competitors took part as drivers and workers at the Mazda Revitup event and were instructors for a Porsche Club event. In the future when an event such as the Mazda Revitup is advertised, the racing members of the Region should also be notified since some of them might choose to be workers.

The bent water pump in the truck will be replaced, a new battery tray will be installed, and the engine exhaust leak repaired by CSE.

Upcoming events: - Summer event #8 at Boeing on August 17, double-header at Nazareth on August 30-31.

The Holbert was discussed. **Steven Rosenberg** will establish a date in October (10/19 was suggested) with the Camden Parking Authority for use of the lot. Discussion of possible charities occurred. Dan will check on these ideas. Details of the Holbert will be in the September *Spokesman*.

The Solo II community really wants to do a Solo II event at Pocono on a Tri-Region weekend.

Solo I

Rich Sweigart reported that five Philadelphia Region members competed at Giants Despair. The schedule for the end of summer and fall includes Duryea (8/16-17), the fall Jefferson on Labor Day weekend, Weatherly the end of September, and an event at VIR on the first weekend in November.

This is a growing part of the SCCA. There has been a lot of interest expressed in having a Solo I event at Nazareth. It would be a two-day event with a party on the Saturday evening. Jon Rush will work with Rich to see if they can work out a way to stage and run both Solo I and Solo II events at the same time at Nazareth.

Road Racing

George Bloeser reported that the Tri-Region Double National Race weekend including a Test & Tune Day was held under very poor weather conditions at Pocono on July 31 to August 3. The schedule was affected by the fog and rain, and some races on Sunday were shortened due to the transport of a driver in the ALS ambulance. Participation was 215 on Saturday and 171 on Sunday. The financial situation for the weekend is not known, and the financial status of Tri-Region is not known. A motion was made and passed to

request a detailed quarterly accounting of Tri-Region funds since Philadelphia Region is one of three regions making up the Tri-Region Race Group and would like to better understand its financial operation.

Sean Christie attended the MARRS meeting at Summit Point. Discussion seemed to favor having events at the Glen and VIR. Pocono was not mentioned. The new Summit Point track, known as the Shenandoah, will only be 1.6 miles long, not long enough for regular road racing because of the limited number of cars allowed. George mentioned that Tri-Region should emphasize to the MARRS group the improvements in our revised Pocono course.

Rally

The route for the September 13 rally has been set and arrangements made with the restaurant for pre- and post event use of their facility. The maximum will be 40 cars.

Otto's BMW would like to run a rally for their customers in October. The request has been forwarded to **Allen Hefner**. BMC has also requested the South Jersey/Philadelphia/BMC rally group to sanction and help with a rally in October. The BOD will ask both groups in the future to come up with dates for the following year in December so they can be worked into our schedule. At this time, with the Holbert and other obligations, we can advertise and encourage participation, but cannot guarantee workers.

Nazareth

Many people in the Solo II program and others interested in racing have signed up to work at the August IRL/USAC event at Nazareth (Aug 22-24). Approximately 60 have signed up for Saturday and Sunday. **Martha Stevens** was thanked for helping to recruit workers.

Other Items

The BOD unanimously agreed to maintain phaxbox as a limited email group for BOD discussions.

The BOD appointed **Jon Rush** to the position of Nominating Chairman for the upcoming elections. He will select a committee that meets the criteria of the bylaws.

Jon Rush will look into the possibility of Philadelphia Region hosting a seminar in 2004 on handling critical incidents.

Respectfully submitted,
Judy Bloeser, Secretary

PHILADELPHIA REGION SCCA

General Membership Meeting

August 11, 2003

Location: Arnold's Entertainment Center, Norristown, PA.

Attendance: 28

The discussions in the meeting generally reported and amplified information contained in the BOD minutes for August 11, 2003. The following additional announcements and information was noted.

The Minutes were approved as published. The Treasurer reported that there will not be a dues increase for the 2004 membership year.

At this time it is unclear whether the Holbert will be held the end of August at Nazareth or in October probably at Camden. It should be scheduled to benefit the Region and the charity. The Solo II Chair will inform everyone when the

Minutes continued on page 4

decision is made.

The "Saucon Valley Tease" Rally to be held on September 13 has been written by George and **Judy Bloeser** to cover good rally roads, up and down hill with many interesting turns. The forms are in *Spokesman* and on the website.

A good response has been made to requests for workers at the Nazareth IRL/USAC weekend with more than 70 expected for Saturday and Sunday. Judy Bloeser, Worker Coordinator, thanked Jon Rush and Martha Stevens for signing up Solo II participants to be workers.

Judy Bloeser has been the Worker Coordinator for 4 years and wishes to turn the job over to someone else. She will supply that person with an Excel spreadsheet of all worker data and all past articles, letters, and ads.

The next meeting will be held at Julie's on Wednesday, September 10 at 8:00.

Respectfully submitted,
Judy Bloeser, Secretary

Back Home Again

John Mirro

What a weekend! Having been out of a racecar for some 10 months (Since last October's Petit LeMans at Road Atlanta), it was awesome to be back in the saddle of a really good racecar at the 2003 Pocono Double National. Our Radical SR3/Suzuki CSR was beautiful and fast – thanks to the talented and dedicated folks at Leslie Racing Services out of Waymart, PA. Richard Leslie (Both of them!) runs a first class car prep and racing services/rentals operation which fielded at least six (6) competitive cars at Pocono, and maintains several times that number back at the shop.

Vice S. (I'll never spell that one right?) focused on my CSR, which was more ready to go than the not-so-terribly-surprising Pocono weather. We grew up on Pocono weather – so Friday's near Fog-Out reminded me of the Total Fog-Out that happened back in the late 1980's at Pocono. Then there was the Pocono race that was red flagged for deer on the track – but that's a whole nuther story!

I love to race at Pocono, and have been doing so now for some 25 years. The Double is special, competition is always strong, and the atmosphere around the paddock is wonderful and fun. Best of all – all those familiar faces, friends we've known for many years, are always there! Many of them are the race workers and officials too numerous to mention, but we greatly appreciate them and thank them all for making our sport possible in the first place.

It's good to be back home again at Pocono and in the SCCA. Having recently received SCCA's 25 year recognition a.k.a. grizzled veteran award, we're looking forward to doing some SCCA racing after a long hiatus into the IMSA/PSR/WSC/CAN-AM/GRAND-AM/ALMS drama in big bore sports racers (ASR). It was exciting and fun, but it is more fun to be back!

Prior to the Pocono race, we finished 3rd at the Glen National, our first outing. We missed the Thursday test

Gospel According to Marc

by Marc Gerstein

Last year, when I noticed a change in the long standing policy of the region not to have two region events on the same weekend, I mentioned that to the then Solo II Chairman of the region. He told me that if I gave him our future dates, he would see to it that no events were scheduled on the same weekend as any of the races held at Pocono Raceway, under the Tri-Region sanction. Since we have a multi-year contract with the track, I was able to comply with his request, and as this year started that commitment was honored.

Let me digress to explain to those who are not familiar with how things are what Tri-Region is, and how Philadelphia Region fits into the scheme of things. Tri-Region Race Group is composed of three SCCA regions - namely, Northeast Pennsylvania, South Jersey, and Philadelphia. Its sole reason for being is to present sanctioned SCCA road races at Pocono Raceway. We have been doing that since 1969; a good long time. Because of the worker demands, as well as driver interaction, it was decided, many years ago, not to schedule the aforementioned conflicts. It is also unfair to force a region member, who is active in more than one activity, to choose one or the other on a given weekend. With schedules as crowded as they are these days, it is hard enough to choose ones activity outside of ones home region without causing conflicts within the region.

So, you can imagine my utter dismay when I found out that despite the honoring of the original request in the region, a Solo II school was scheduled at the last minute at Nazareth on the weekend of Tri-Region's Double National weekend at the beginning of August this year. That weekend demands the most of any of us. It is one of the biggest and most active events on the Northeast calendar. And, as such, it demands as many workers and supporters that we can have. Obviously, the Solo II event cost a few people who would have helped us at Pocono.

All of this happened despite the fact that the Board of Directors is made up mostly of Solo II participants. And, it is the Board of Directors who set the tone for the region as the supposed leaders of the region. If ever those people wanted to drive a wedge into the region, this action is the type that can do it!

For many year we have tried to preach that we are one region with many and varied activities. We are a place where people can come and involve themselves in all types of motor sports activities. And yet, instead of taking the opportunity to expose our membership to the many types of activities which we can enjoy, those self-absorbed members chose to ignore their responsibility to the entire region, and to go on their own way, others be damned. We are one region, with everyone paying their share of the dues, and expecting to be able to find out what the SCCA is all about.

So, I take this time to point out to those on the Board, in particular the Solo II members, that their obligation is to the entire region not just one program or activity; and, to challenge them to fulfill that obligation. To divide the region is not only unfair, it is just plain wrong.

Back Home continued on pag 5

at Pocono, and only got a few laps on Foggy Friday. On Saturday morning the car seemed good, but we only qualified 1 second faster than Friday's time. For the race, we changed to a good set of slicks and took 3 more seconds off, as we took the win (Phew! that felt good again!) and beat our longtime rival and good friend Alex Miller, being bested only by the FA IndyCar look-alikes.

On Sunday, we improved 5 places in qualifying, and were ready to go racing! At the last second, Yasek Mucha showed up on the grid with the Star Wars Special . . . fashionably late or psychological ploy? Neither – they made him start from the back of the grid. (PS 1 – He wasn't there for long.) The boys played a bit rough in this one, with multiple incidents, full course cautions, and pace cars. But I kinda like the re-starts, and we had some fun "scaring" the FA guys! (PS 2 – that didn't last long either.) Anyway, we had another good race, but finished second to Buzz Lightyear's Starship Galactica Ralt/Mazda anomaly.

So we had a great and fun weekend, back home at Pocono, and we look forward to the next one. Our many thanks to all who made it possible.

Heck, we even got some points, and might make it to the Runoffs for the first time since 1988.

As John Denver sang, "Hey, it's good to be back home again."

Competition Report

By George Bloeser

To qualify for the Runoffs, a driver must be in the top 10 points positions within the specific class in any of the 8 divisions of SCCA. There are no more Nationals in the Northeast Division, but some drivers may still be going out of Division to accumulate points for a Runoffs berth. As of August 16, 2003, the list of Philadelphia Region National drivers in the Northeast Division (NEDiv) top 10 positions is as follows:

Class	Driver	Status
FA	James Oppermann	1st of 20
FF	Lawrence Hendrickson	9th of 28
FV	Dean Curtis	8th of 24
F500	Jim Schultz	Tied 4th of 13
GT2	Steve Limbert	1st of 7
GT4	Howard Gerstein	5th of 11
CSR	John Mirro	1st of 6
CSR	Francis Calashan	Tied 4th of 6
DSR	Rob Gardner	8th of 10
SRF	Herb Sweeney	7th of 36
FP	Les Handly	Tied 1st of 13
AS	Matt Naegle	7th of 22
T1	Joe Aquilante	1st of 11
T1	Tom Oates	4th of 11
T1	Horace (Chip) Ott	5th of 11
T2	David Ameen	5th of 12
T2	Tom Oates	8th of 12
T2	Chip Benford	9th of 12

Speed Channel

Speed Channel will broadcast this year's 40th Anniversary edition of the SCCA National Championship

Runoffs in its entirety. Speed Channel is the official racing network of the SCCA and has covered the Runoffs for the past 8 years. As was done last year, Speed Channel will air each of the 24 SCCA National Championship races in one hour television shows beginning on Saturday 11-22-03 through Sunday 12-14-03. Following that, they will broadcast the "SCCA Runoffs Marathon" on December 25 with all 24 races running back to back for 24 hours.

Race Ready Technologies, our local racing and autocross service shop, located in Norristown, PA, is offering a 10% discount on the first service performed on your car to all SCCA members. Give owner **Dave Force** a call at 610-631-7003.

"My first ride-along"

by Terry "TAZ" Zorich

I've been to many autocross events, but always as a spectator or photographer. I've been wanting to try it for some time, but have never made the time to make it happen. The Philly Region's Solo II event at Boeing in Ridley Park on Sunday was no exception, but something really cool happened during the third heat. **Tom Elliott**, a friendly and outgoing guy with whom I'd spoken a few times before, offered (nearly insisted) for me to ride along with him on his next run. I put down the camera, found a helmet, and made it back to the car to fumble with the four-point harness with little time to spare before our run.

Tom's ride is a beautiful, bright yellow Audi S4 - civilized on the surface, but a more-than-capable performer, with a stiff suspension, AWD, and a gem of an engine, Audi's 2.7 liter twin turbo. In autocross, being a good driver doesn't hurt either, and as I found out, Tom is exactly that – a good driver. I was tightly cinched down in my belts, but my host gently suggested I might feel less planted when he started tossing the car around. I smiled and took a grip on the grab handle as we pulled into the timing beam at the start.

The light turned green. Tom dumped the clutch and I was pressed back into the seat with a force that surprised me. I'm used to riding 150 horsepower sportbikes that can do 10 second quarter miles and go 170+ mph, and I have owned two "fast in a straight line" LS1 6-speed Z28's, but admittedly, the hard launch and the handling of the Audi came as a bit unexpected. The course was fun; right out of the gate was a short chute leading to a left, with a single slalom cone followed by a tight left that sent us back through the starting area. This somewhat straight section ended with hard braking and a sharp right to negotiate the cone that started the second half of the course, which sent cars left, then right, then left again in a zigzag pattern and a final right towards the finish, which forced drivers to turn right as they tripped the finish line timing beam.

During my ride, my initial thought - and the lasting impression that I took from the experience - was that things were happening much faster INSIDE the car than I'd envisioned. Watching from the sidelines definitely does not get you a good sense of how fast these cars are going. Avoiding cones at speed takes very quick reaction, a definite knowledge of the course, planning and thinking ahead, and good car control. I learned that the fast way through is different in autocross than in road racing; time and the extremely tight courses don't afford the autocross driver the same luxuries as his roadracing counterpart. In the S4, the

My first ride along continued on page 6

all-wheel-drive had all four tires clawing at the pavement to put the power down; I can imagine the drivers of the big American cars (like my beloved LS1's) would have the drivers working extra hard to balance forward drive and grip. Despite my 215 pounds additional weight, Tom managed just over 30 seconds for the course (the third best time of his five runs). I left the car with a big grin on my face, and my

only disappointment was that I hadn't gotten the chance to do a ride-along sooner! Thanks, Tom, for the generosity, and for a great experience!

I've been threatening my wife that I'd be borrowing her new car (an '03 Mustang GT) some Sunday in the near future. After my ride with Tom, that day just might come sooner than I'd expected!

Note: Photos from the Solo II event at Boeing on 8/17 (and other regional SCCA events) can be seen and purchased at <http://EventPhotoNow.PhotoReflect.com>

A Tribute to Lynne DeHart

By Marc Gerstein

Chairman, Tri-Region Race Group –
but more importantly, friend of Lynne DeHart

On the morning of August 12, the SCCA, and motorsports in general, lost a valued member. And those who knew **Lynne DeHart** also lost a true friend. I want to list her accomplishments, and to those who haven't known her, it will seem like an exaggeration, especially when it is revealed that she was confined to a scooter(wheelchair) because of severe arthritis. I can assure you there is no embellishing of the facts.

At the Regional level (Susquehanna Region), she was a past R.E., Comp Chairman, Solo Chairman, and was in charge of all licensing (driver & worker). In addition, it was Lynne who dreamed up the idea that the NEDiv Solo II Championship should reflect the type of event that is held at the Nationals. She chaired the NEDiv events when they were held at the Farm Show Complex in Harrisburg, PA for many years. During that time she was also the NEDiv Solo Events Steward, a job she likewise held for many years.

It was during this time that she resurrected the Solo I program in the Division. That is the original program from which the SCCA Solo Events program has grown. The current success of the hillclimbs in the Northeast is the direct result of her leadership and direction. It is not an exaggeration to say that she was, and still is, the heart and soul of that program. She was also the only Chief Steward ever for the National Solo I Championships that were held for a couple of years in Salina, KS. She was also one of a very few who are qualified to approve and set-up Solo I sites, particularly where spectators are expected.

Lynne was a national F&C license holder and worked stations until her illness forced her to become "Pit Center" for our Tri-Region Race Group at Pocono Raceway. I still don't know how she managed to keep three or four different com radios separated in her mind and kept our com teams going. She was also one of five members of the Executive Committee of the Northeast Division Council, which oversees the NEDiv Convention and Roundtable. So, you can see that she doesn't just leave a hole, she leaves a void that I'm not sure can be properly filled – at least by only one person.

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. 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. (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 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

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

FOR SALE: Used canopy fittings for 100 degree awning. Nine fittings to allow for up to a 20X20 canvas cover. You supply the tarp and poles. \$25. Contact Dave at 610 869-3149 or email at dmm@vet.upenn.edu

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

Bridgestone Blizzak WS-5 winter tires, Flo-fit seats, Short-shift kit, custom steering wheel, 12 speaker stereo with 6-CD changer, motor has flowed head w/ Dinan chip, lightened flywheel, K&N power flow intake, free flow exhaust w/ high flow cat. High Performance 8mm wires w/ Bosch platinum plugs, factory manual, dash light reset tool. Have all the original parts, and lots of spares. 202,741 miles (41,713 miles on motor) Red line synthetic lubes used in motor, gearbox, and diff. \$3,000.00 obo. Call Martin at 610-239-6615 Days, or 215-343-1195 Eve.

Philadelphia Region SCCA
845 Plymouth Road
Plymouth Meeting, PA 19462

PRSRT STD.

U.S. POSTAGE PAID

FT. WASHINGTON, PA

PERMIT NUMBER 361

Address Service Requested

Saucon Valley Tease Rally

Saturday, September 13, 2003

- Time/Speed/Distance rally of approximately 60 miles through the historic Saucon Valley of Lehigh County, PA. Only paved roads will be used.
- The rally is designed to be first-time friendly. It will include easy route following instructions, basic TSD scoring, and a gimmick based on T intersections.
- It's past the deadline, but email Judy Bloeser *macmassie@aol.com* by Sept.10 and the Generals will be emailed to you with a reservation number if there are still spaces. Payment at the rally.
- Cost: \$20 for SCCA or BMC members. \$25 for non-members.

Any questions, call George/Judy Bloeser, Rally Masters (610-965-0585) or Allen Hefner, Safety Steward (215-328-9740).