

Rob's REmarks. Your RE Report:

Everyone likes to bench race. I'm going to take this month's column and do a little bench racing of my own.

I've been on this track before but not in this car. Today I'm driving an Acura Type R on one of the most famous racetracks in the United States, Laguna Seca. I'm going to get 4 laps against five other drivers in nearly identical set-up cars and like most races whoever is ahead at the end, wins.

I end up in the second row in grid. Not a bad spot, I figure there is enough time to make up the distance. I take the minute or so before the start to look around at the people I'm competing against. I notice they are doing the same. The green lights and we're off from a standing start. All the cars are moving at nearly identical speeds so I come off the gas a little and slide over to the right for the upcoming turn. I'm currently in fourth spot with the other cars directly ahead. It's the double apex Andretti Hairpin. Hard on the brakes while I watch the three other cars ahead of me turn in. A split second later, I do the same and the steering wheel fights me a little. (Mental note to self – This is a front wheel drive car). I end up clipping the curbing on the second apex and being bounced a little off line. I steer into the skid under full throttle and don't think I lost too much time.

The field is getting a little more spread out as we head toward turn 3. I glance in my mirror just before I start braking for that turn. I see that my little encounter with the curbing must have slowed me down a little more than I thought. A red car out brakes me and comes up on my right as we turn in. I'm in a better spot coming out of the turn and stay to the inside as we perform a perfect pass and re-pass. The cars ahead of me are already a good ways down the straightaway. I look again in my mirrors and I'm pulling on the red car. I stay on the left and have a near perfect entry and exit on turn 4 with just a slight lift of the throttle to get the car rotated. I end up touching the curbing on the corner exit and the steering wheel bucks a little in my hands. Another glance back and I see that I left a little puff of dirt. I'm really moving now, it says over 100 mph on the speedometer. I'm pulling up a little on the cars in front of me.

I look ahead and see a slight right hand bend and then a hard left. I stay left, make the slight right hand turn and then jump hard on the brakes. One of the cars ahead of me must have misjudged a little and is going into the grass on the outside of the turn. All I need to do is stay on line and I should pass him. I glance over at the driver as I pass him and he makes some hand gesture at me. Like I caused his off.

I have heard that you can take turn 6 at full throttle. I'm nowhere near traffic and this should be a good time for me to make up some time. I watch the brake markers fly past on the right. I lose confidence and tap the brakes just before the turn.

I make the turn and instantly feel the rear of the car step out on me. Back on the gas and counter steer. Caught it. I'm coming up on the corkscrew. There is a little rise before it. Decision time: Do I brake before the rise or after? "I'm behind you, Rob." comes a voice. I look in the mirror and see another car there. I'll worry about that in a second. I pull offline to the left and brake before the rise. As I come over the top of the rise, I let up off the brakes so they don't lock and the wheel goes soft for a second. Back on the brakes and a blue car comes up on the right. I'm going what feels so slow as I turn left to enter the corkscrew. But the steering still goes soft and the car feels like it's floating. I turn right as the front tires grip again. I know there was a car off to my right a second ago, where did they go... Just as that thought crosses my mind, the car crosses my path. Since I'm still turning, I have no choice but to stay on the gas and hope I miss them. Luckily, they pass me and run off into the grass. I say out loud "Who in the hell would try and pass in that section?" Amazingly, I hear back, "Me, and I usually make that pass." I look over and Dave waves back, he's sitting only a few feet away and his TV screen shows me accelerating off into the distance. Nine more laps go by and I end up second overall. Alan comes in first, as expected. After all, this is the race he wanted. Next up, MR2 Spyderys in Monaco.

We are in Dave's basement and are playing a game called Gran Turismo 3. It is the third in a series of racing simulation games. There are eight of us in Dave's house trading off on six PlayStations that are hooked up so we can have up to six people racing on the same track. I brought my Force Feedback steering wheel and pedals. Everything I described is real. This isn't "Pole Position." This simulation uses real physics to determine everything from car direction and speed, to the amount of feedback to produce through the steering wheel. It's so accurate that you can feel the downforce on open wheel cars as you go faster and the tires gain grip. You can even fine tune cars with any number of adjustments including, spring rates, compression and rebound on shocks, sway bars, camber, caster, toe, and fully adjustable differentials. At the end of the day, everyone takes their game consoles and leaves with no bruises, car repairs, or corded tires to replace. You can race in exotic locations like Laguna Seca and Monaco and in exotic autos all the way up through F1 cars. In this instance, I went to Dave's house but even that isn't a requirement anymore since most race games can be

Meeting Notice

Meeting Notice

The February Board of Directors meeting will be held on Monday, February 9, at 7:00 at Otto's Brauhaus, Route 611 in Horsham, one mile north of the Turnpike.

The February General Membership meeting will be held on Wednesday, February 11, starting at 8:00 at Julie's Steakhouse on Route 611 in Horsham. This meeting will include some bench racing.

Of importance at the meeting is the vote on a Bylaws amendment to change the wording in "Article III, Section 4 – Notice of Meetings" See Page 3.

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Region Calendar

FEBRUARY

- 5-7 National Convention,
Kansas City
7 Solo II Camden
9 BOD Meeting,
Otto's 7 pm
11 General Meeting,
Julie's Steakhouse,
Horsham, PA 8:00 pm
28 Rally in the Dark

MARCH

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

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played across the Internet. Of the five senses, these games touch three: sight, sound, and feel.

OK, but what does that have to do with the SCCA? Everything! Today's youth are learning to race earlier and are coming to our events with more knowledge than ever. These are our drivers and workers of tomorrow. Even if it is only on a computer, these people are into motor sports. The main thing that the SCCA can provide that these games don't is the thrill of actually being there. We, as a group, need to be accommodating and friendly. If they are turned off by anyone, they could go back into land of virtual racing where the cost of entry is less than \$300 and the chance of getting hurt is nil.

Things never go smooth the first time you try them. As such, it ended up that I submitted a previous version of my column to be printed. Below please find corrections.

Errata:

Wendel Green is our current Rally Master not Chairman.

Rich Sweigart, spelled incorrectly, is our Solo I Chairman and representative to the PHA.

Tri-Region is led by **Ed Jenks** (SJR) as Chairman and **George Bloeser** (Philly) as Vice Chairman not **Terry Hanushek** as I listed.

**PHILADELPHIA REGION SCCA
BOD Meeting
January 11, 2004**

Location: Home of Rob and Lori Leone

Attendance: BOD: **Rob Leone (RE), Jon Rush, Judy Bloeser, Steven Rosenberg, Frank Gonzalez, Steve Landstra, Lori Leone, Kelley Nelson.** Others: **George Bloeser, Wendel Green, John Groves, Rich Sweigart, and Dan Shalkowski.**

Competition Report - George Bloeser

The dates and format details for the 2004 Tri-Region club racing events at Pocono were discussed. The June 19-20 Regional event is scheduled to include an Enduro, a Solo I event with PHA, and a Solo II event administered by Solo II personnel from each of the three Regions in Tri-Region. The track configurations were discussed and questions were raised about the suitability of each of the courses for Solo I and Solo II. Site inspection will be set up by Tri-Region with the Divisional Solo II Safety Steward before final commitment can be made by the Solo II Committee. The Double National will be held on August 20-22, using the "long" course in a clockwise direction.

Other competition related items were discussed. Details about a previously approved worker incentive program will be finalized with the expectation that this program will be in place for the 2004 racing season. Basic proposals were advanced for Philadelphia Region events utilizing the Nazareth Speedway course: an on-track competitive event which could either be a Restricted Regional open to certain classes of cars that it is felt can be safely operated on a modified high-speed "roval" (as EMRA has already done) and/or a Solo I "flat track" event; a Car Control Clinic; a Performance Car driving event, run within the existing SCCA guidelines, for one or more marques in cooperation with a dealer or manufacturer; a Ride and Drive event under the sponsorship of a manufacturer or dealership. The BOD gave the Competition Chairman approval to further develop the concept of these events.

There is no competition planned for Rausch Creek in 2004. Work was still occurring prior to the onset of winter. With new financial partners, it is possible that the track will be constructed this year. If this occurs, Anthracite Racing Associates may request a track familiarization day late in the season (eg. October).

Solo II - Dan Shalkowski

Problems have arisen with the Camden lot. There are many layers of authority involved with the lot: the Delaware River Port Authority, the city of Camden, and the owner all have to agree

on each facet of the agreement/contract. At this time a couple of dates have been accepted and additional ones have been proposed. The lot rental is still in the process of negotiation, with the possibility that it could be double what it was in 2003.

Dates have been set for Solo II events at Nazareth: July 25, September 25 & 26, October 10, and October 17. The two Test and Tune events at NCCC will be held on June 6 and August 1. No dates have been set with Boeing.

Because of the expected increase in the Camden lot fee, truck expenses, and more expensive insurance, the entry fees will be raised to \$25 for members and \$35 for non-members. (Motion: Gonzalez, Nelson. Passed)

Dan Shalkowski will be unable to attend/chair all Winter events because of taking courses, but he has agreed to stay on as Solo II Chair and expects to be more available by summer.

Solo I - Rich Sweigart

The Region representatives to PHA for 2004 will be **Rich Sweigart, Connie Sweigart, and Chuck Christ.** The Philadelphia Region annual letter of intent to participate in PHA will be sent to **Jerry Hartman.**

Minutes continued on page 4

Bylaws Change

Of importance at the meeting on Wednesday February 11, 2004 is the vote on a Bylaws amendment to change the wording in "Article III, Section 4 - Notice of Meetings" from:

"A written or printed notice of each meeting, including special meetings of the membership stating the place, hour, date, and purpose thereof shall be given by the Secretary to each member not less than seven nor more than twenty-one days before such meeting by mailing postpaid to the address appearing upon the records of the Region."

to read:

"A written, printed, or electronic notice of each meeting, including special meetings of the membership stating the place, hour, date and purpose thereof shall be given by the Secretary to each member not less than seven nor more than twenty-one days before such meeting by USPS postpaid mailing or electronic notification."

The dates of the PHA events with sponsoring Region are as follows: May 29-30 Jefferson (Blue Mtn); June 5-6 or 12-13 Weatherly (NEPA); June 19-20 Pocono (Tri-Region); June 26-27 Pagoda (Blue Mtn); July 10-11 Giants Despair (NEPA); July 24-25 Rose Valley (Susq); August 14-15 Duryea (Blue Mtn); September 4-5 Jefferson (Blue Mtn & NEPA), September 25-26 Weatherly (NEPA). Some of these dates are tentative and may be moved or removed from the schedule.

The insurance for a Hillclimb event has been increased by \$500 to \$4500. This may have an impact on events.

Road Rally - Wendel Green

The Tri-State Championship Series is coming together. This series will include events organized by South Jersey Region, Philadelphia Region, Blue Mountain Region, and Brandywine Motorsports Club. The dates for the rallies are February 28, March 27, April 18, June 26, August 14, September 18, October 23, and December 11.

The entry fee for the Philadelphia Region sanctioned rallies will be raised to \$30 for members and \$35 for non-members (Motion: L. Leone; Rush. Passed).

BOD members offered Wendel their help in promoting the rallies. Information will be posted on the Region website, *NESCCA.com*, and *MyAuto.com*. PR in various media will be tried.

Other discussion related to the availability in the Region of five Rally Safety Stewards, the type of trophy to use, and the need for clocks and timing triggers. **John Groves** offered to help Wendel with trophy design.

Philadelphia Region has been asked to present a program on rallying at the March 20 meeting of the Delaware Valley Triumph Club. They are interested in becoming involved in this activity with the Region.

Because of **Allen Hefner's** recent job change, it seems that he is not available to coordinate the Region rally program. Therefore, the RE appointed **Wendel Green** to the position of Rally Chair. Wendel will select members to serve on the Rally Committee.

Rally Cross - Jon Rush

Alex Kuhner, who spoke on the subject of rallycross at a General Membership meeting last year, is willing to be Rallycross Chair if a committee can be set up. **Jon Rush** will take on that function and will work with Alex, who lives in NYC, to secure a site. Further discussion related to the equipment needs for a Rallycross and the groups that might be receptive to such a program.

Merchandise - John Groves

John is building a website for Region merchandise orders. Items would be delivered at the next Region event. This website will be reached via a link from the Region website. \$3000 has been allocated for the purchase of merchandise so that the financial risk is the Region's, not John's.

Merchandise will be available at the banquet. The new featured item for all members will be the yellow Philadelphia Region jacket.

Jon Rush proposed having a new t-shirt made using one of the **Ron Riffle** designs submitted by the artist at the beginning of discussion on an alternate logo. The BOD will review the designs and make a decision.

Web Page/Publicity - Lori Leone

The domain names *phillyscca.org* and *phillyscca.com* have been purchased and \$450 placed in the budget for web space

and maintenance. The new site is expected to be launched shortly and will be hosted and maintained by **Rob & Lori Leone**.

Each area on the home page will link to other screens that will further expand the topic. Each chairman will be responsible for keeping the information current in his/her area.

Lori Leone has been named Publicity Chair and will develop a list of the media in our area.

Banquet - Steven Rosenberg

Everything is set for the March 6 banquet at Doylestown Country Club. The speaker will be **Brian Holtz**.

Communication

A discussion took place on the role of the newsletter and the website in communicating with the membership. While it is realized that every member should receive information in a form that addresses his/her needs, the BOD has the responsibility to make the communication timely and efficient. It is, therefore, the position of the BOD that the Region should switch primarily to an email format for communicating with members, allowing for members to receive "hard copies" of information such as the newsletter as needed upon request. The process of amending the Bylaws to allow for email notice of meetings will begin at the January General Membership meeting.

Budget

The BOD and committee chairs presented their requests for allocation of funds for 2004. Conservative estimates of income from dues and events were made. After assembling the information into a rough budget, each item was discussed and amounts were adjusted. The final budget, which is based on a conservative estimate of income and a higher estimate of costs, shows a loss of approximately \$2000 for the year. The budget for 2004 was approved (Motion: Gonzalez, Nelson. Passed)

Respectfully submitted,
Judy Bloeser, Secretary

PHILADELPHIA REGION SCCA General Membership Meeting January 14, 2004

Location: **Tom Oates Chevrolet**, Chester Springs, PA.
Attendance: 26

The discussions in the meeting generally reported and amplified information contained in the BOD minutes for January 11, 2004. The following additional announcements and information were noted.

The Minutes were approved as published.

Rob Leone announced the launch of the new *phillyscca.com* website, giving a description of what it includes and how it will operate and be maintained. He gave credit to Lori Leone for constructing the website. Those in attendance were pleased by this announcement.

Marc Getty spoke about the expanded Rally program, including details about the Tri-State Rally Championship and the upcoming Rally in the Dark, scheduled for February 28.

There was discussion on the need to amend the Bylaws to include electronic mail and website notification, as well as USPS delivered mail, to meet the mandatory meeting notice stipulation.

After the meeting, the attendees talked with Tom and his team about the upcoming season.

Respectfully submitted,
Judy Bloeser, Secretary

Competition Report

George Bloeser, Competition Chairman

GT2 National Class Modified for 2004

During the 2003 season, the GT2 class did not meet the participation requirement for National Club Racing for the second year. The Competition Board presented to the Directors a proposal for changes to that class and outlined how it fits into the Strategic Plan which is being developed for Club Racing, and the recommendation that the class continue to participate with National status.

A motion was made and passed by the BOD to accept the GT2 proposal for 2004 which includes the following items: reclassification of the Panoz GTS to GT2, reclassification of the Porsche Cup car into GT 2, classification of the peripheral port 13B motor into GT 2, allow new motors to be classified for use in older chassis's. These changes are effective 1/1/04.

Combination of GT4 and GT5

The Directors were presented with a summary of the plan to combine the GT4 and GT5 classes for 2005. The Competition Board has recommended a rule change for wheels in GT5 and will make competition adjustments to weights of cars in both classes. The Board of Directors strongly supports concepts presented in the proposal. The rule change will be presented to the BOD at a later meeting in 2004.

2004 SCCA Club Racing Season Opened the Weekend of January 10-11

The 2004 Sports Car Club of America Club Racing season opened with the first National event of the season in Sebring, Fla., at Sebring International Raceway, Jan. 10-11.

The Sebring event, featuring all 24 National-level classes in their initial step toward the SCCA National Championship Valvoline Runoffs®, is the first of two consecutive weekends of Winter National competition; the first hosted by Central Florida Region, the second by Florida Region in Jupiter, Fla., at Moroso

Motorsports Park, Jan. 17-18. That same weekend, the year's first double National race was hosted by Southern Pacific Division-based Arizona Region at the Phoenix International Raceway.

Did you know this about SCCA Club Racing?

Of the 60,000-plus members in SCCA, more than 49 percent are involved on the amateur level, either as drivers, crew, workers or officials. More than 8,000 SCCA members hold National and Regional competition licenses, allowing them to compete within SCCA's Club Racing programs. Many of America's best racecar drivers today, such as **Sam Hornish, Jr., Buddy Lazier, Boris Said, Scott Sharp, Al Unser, Jr. and Jimmy Vassar** participated in some class within SCCA's Club Racing programs.

Cadillac Announces Two-Car CTS-V Factory Effort for the 2004 SCCA Speed GT

Continuing to demonstrate its technical capabilities and high-performance credentials, Cadillac on January 1 announced a race-going version of the CTS-V sport sedan, the most powerful car in the brand's lineup. The race CTS-V race car will compete in the 2004 SCCA Pro Racing SPEED World Challenge GT Championship, a highly-competitive North American race series for production based cars. Championship-winning sports car racers **Max Angelelli** and **Andy Pilgrim** will drive the works Cadillacs.

Speed World Challenge

There are nine events currently scheduled for the 2004 Speed World Challenge: March 17-20, Sebring; May 28-31 Lime Rock; June 25-27 Mid Ohio; July 16-18 Infineon Raceway; July 23-25 Portland; August 6-8 Mosport; August 20-22 Road America; Sept 22-25 Road Atlanta; October 15-17 Laguna Seca.

Philly Region's own **Tom Oates** will be driving a Corvette in the Speed World GT series. You can keep track of Tom's efforts at his website www.99chevy.com/

When Autocrossers Hit Fourth Gear

By Gerry Walsh

No course walks before the race?! No tire pressure adjustments between laps?! You want me to wear what?! A quarter tank of gas isn't enough?! Do my headlights work?! What do you mean it's a four-hour drive to get back to Hunt's?! All very valid questions from the newly formed endurance racing team of Otto's Motorsport.

Once Otto's BMW announced it was to gain a MINI franchise, the barstool racing efforts of **Gerry Walsh, Sean Christie** and **Steve Snow** shifted into high gear. Otto's BMW has always promoted motor sports but the expense of subjecting a new BMW to road racing duty (read: unsellable) was too high. Enter the MINI Cooper. Provided by MINI USA, the factory-supplied racecar provided the perfect opportunity to make a beer-induced brainstorm into a reality. It started after a Boeing event during a particularly spirited post-autocross drivers meeting at Hunt's, Sean came up with the ludicrous idea to go endurance racing. It sounded so stupid we decided to go with it. Before we knew it, Steve and I were heading off to Watkins Glen.

The transition from autocross to road racing was not too difficult, as all three of us had experience from various on-track driver schools. The difference in driving styles is how

you handle cornering speeds. Generally in autocross the focus is on entry speed: Do I have the right brake pads? When should I start braking? Oh, that's what ABS feels like. How am I going to get that cone out of my suspension? In road racing there is more emphasis on exit speed: Did I turn in too early? Oh no, I should have bought Hoosiers. Hey, this grass is pretty bumpy. How am I going to get this seat cushion out of my a**? We have found two very important aspects which have remained constant: Beer and camaraderie. It is been a pleasure to find the same level of sportsmanship and good times as we've grown used to at autocrosses.

2004 will be a busy year with many new challenges for the Otto's Motorsport team. The road racing team will be campaigning the North East Division's Endurance Series as well as the 12 Hours at the Point.

We will also be continuing our efforts with both MINI's and BMW's in Philly Region autocrosses. The most significant news will be the introduction of our MINI Cooper S for SCCA's Pro Rally championship.

What's the latest rumor from the barstool? Paris to Dakar in the next generation BMW X5.... I'm gonna kill Christie.

Sports Car Club of America - Philadelphia Region
Rally in the Dark
February 28, 2004
(A Tri-State Championship event)

The Philadelphia Region of the Sports Car Club of America presents a TSD Road Rally of approximately 60 miles on the roads of Chester County in Pennsylvania on February 28, 2004. Average speeds will at or below the posted speed limits. Approximately 10% of the roads will be unpaved. The Route Instructions will be novice friendly, yet pose interesting challenges for experienced rally teams. This event will be at night. It will be dark. It will be cold. Plan on bringing the necessary lighting to navigate in the dark. All cars will be required to carry emergency equipment

Registration / Start

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

Schedule

Registration – 4:30 pm to 5:30 pm
 Drivers/Navigators Meeting – 5:30 pm
 First car off – 6:01 pm
 First car finishes approx. 9:00 pm
 Awards approx. 10:00 pm

CLASSES

EQUIPPED.....Unlimited Equipment
LIMITED.....Any mileage measuring equipment and calculating equipment
 without direct odometer input
STOCK.....Stock odometer and any calculation equipment without direct
 odometer input
NOVICE.....Same equipment as STOCK. Total rallies run by driver &
 navigator combined not to exceed ten (10)

<u>Registrar</u>	Rona Green	<u>RallyMaster</u>	Wendel Green	<u>Safety Steward</u>	Allen Hefner
	45 Parkridge Dr		45 Parkridge DR		P.O Box 286
	Bryn Mawr PA 19010		Bryn Mawr PA 19010		Abington PA 19001
			610-527-4223		215-328-9740
			wendel_green@hotmail.com		

To pre-register mail the form below (with a check for the proper amount) to the event registrar. Please make checks payable to "Philadelphia Region, SCCA" General instructions will be mailed to all competitors whose prepaid entry is received prior to Feb. 14. Pre-registration is highly recommended. All minors must have a Minor Release Waiver signed by both parents/guardians.

Entry is limited to 40 teams

Driver _____	Navigator _____
Address _____	Address _____
_____	_____
Phone _____	Phone _____
E-Mail _____	E-Mail _____

Vehicle - Make, Model, Year, Tag#, State _____

FEES--SCCA Member \$30.00--Other Automobile Clubs \$30.00 (Club) _____ Non-member \$35.00

CLASS (circle one) EQUIPPED LIMITED STOCK NOVICE

I warrant that the above entered vehicle is on the road legally, is used by the entrant with the owner's permission and is covered by liability insurance of not less than \$20,000/\$40,000/\$10,000 or the minimum required in the state of registry, whichever is higher.

Signature

Driver _____ **Navigator** _____

CLASSIFIED ADS

Classified ads in the *Spokesman* are FREE!! and run for three issues. Submit your ad to **Rich Sweigart** 215 249-9138. You may email your ads to RSRacing356@yahoo.com (my preferred method).

Please try to follow the format below. Deadline for inclusion in the following month's newsletter is the 15th of the month before publication.

FOR SALE: 1986 BMW 325 White with Blue interior, 4 door sedan, 5 speed, cruise control, M-Tec suspension, European bumpers with front spoiler, rear valance and lower body moldings, Euro. Headlights, 15" TSW 5 spoke wheels with 205/55 Kumo Ecsta Supra 712 tires, & stock wheels with Bridgestone Blizzak WS-5 winter tires, Flo-fit seats, Short-shift kit, custom steering wheel, 12 speaker stereo with 6-CD changer, motor has flowed head w/ Dinan chip, lightened flywheel, K&N power flow intake, free flow exhaust w/high flow cat. High Performance 8mm wires w/ Bosch platinum plugs, factory manual, dash light reset tool. Have all the original parts, and lots of spares. 202,741 miles (41,713 miles on motor) Red line synthetic lubes used in motor, gearbox, and diff. \$3,000.00 obo. Call Martin at 610-239-6615 Days, or 215-343-1195 Eve.

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

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

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

FOR SALE: 4 steel rims with Yokohama A008 race compound tires. 14" Rims were widened to 7" with a standard VW offset. Fit both Volkswagen and Honda cars. Perfect autocross rims. \$50. Call Mike at 610-268-2738.

The Philadelphia Region is proud to present a new regional website. Check it out!
www.phillyscca.com

Highlights include:

- Info on each of our programs
- Schedules and results posting
- Help for the novice
- Contacts page
- A listing of our favorite websites and sponsors
- Featured member areas

Coming Soon... Show your Philly SCCA pride and purchase your merchandise online! Delivery can be made at the annual banquet, most Solo II events and general meetings.

If you have any questions or comments in regards to the website, please email Lori Leone at lori@phillyscca.com.

2003 a great year, 2004 will be even better

2 by Dan Shalkowski, Solo II Chairman
2003 was my first year as Solo II Chair. I was proud that we were able to send over 30 competitors to National, Divisional and State championships and has made our region recognizable with our "Philly Yellow" jackets and shirts. 2004 can hopefully only get better. With prospects of running at new venues and more members attending "Big" events we will only succeed at becoming a region of talented drivers.

Last year we saw fierce competition in each group. It will most likely get even tougher this year. With members making changes to existing rides to some getting entirely new ones. I personally can't wait to see the battles.

With the help of all our members in striving to be the best and the help of the very dedicated Board of Directors, we can only go up. It will be great to attend the big events - the National, Divisional and State championships and hear them announce "And wearing a yellow Jacket..." at awards time. So to all, lets make 2004 even more memorable.

Philadelphia Region SCCA
845 Plymouth Road
Plymouth Meeting, PA 19462

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CHESTER TWISTER, The RallyMasters view

By Wendel Green

When my co-driver and I left before dawn to check the route and place the cones, it was cold, very cold. The roads were in good shape and we found all the stakes, so we returned to the start and began registration, it was still cold. One of the rally officials (who shall remain unnamed) had not dressed properly and was near frozen before the last car left. I went out on the course to retrieve the cones and observe at a few of the more difficult instruction intersections. I saw the value of anti-lock brakes, and watched more than one car blow past the intersection with all four wheels locked up. I guess that's one way to park the odometer. I watched several cars go past the same intersection three or four times before making the turn. The best show was a team that stopped at the intersection, got out and yelled at each other before getting back in and taking off in the wrong direction. In a few moments they were back, stopped the car got out and yelled at each other. This time when they left they were back on-course. One of the locals decided he really liked one of the out-marker cones and took it before the cars arrived, so we had to discard one leg. All cars made it to the finish making a successful event. I want to express my special thanks to the people who braved the cold and manned the checkpoints. Without the efforts of the control crews there could be no rallies.

Tri-State Rally Championship Series – 2004

2004 will inaugurate the Tri-State Rally Championship Series. The series will consist of 8 rallies during the year, with teams getting points in each of 4 classes (equipped, limited, stock, and novice) based on finishing position. The championship will be determined by points accrued by teams in their best 5 events. Championship points will also be awarded to teams for working one event. The series will begin with "Rally in the Dark" on February 28 and conclude with "Chester Twister II" on December 11. The events will include a variety of events including Day/Night TSD, "Monte Carlo" type and Course ("Trap") type.

Tri-State Rally Championship Series schedule

DATE	NAME	(Region, RallyMaster)
February 28	Rally in the Dark	(Philly, Wendel Green)
March 27	March Lamb	(Brandywine, Kevin Creswell)
April 18	End of the Earth Rally	(Philly, Marc Getty)
June 26	Sunsetter II	(Philly, Wendel Green)
August 14	unnamed	(Brandywine, Dave Teter)
September 18	unnamed	(Philly, Marc Getty)
October 24	unnamed	(SJR Clyde Heckler)
December 11	Chester Twister II	(Philly, Wendel Green)

See page 6 for **RALLY IN THE DARK** entry form.