

Rob's REmarks. Your RE Report:

I was sitting in the July General meeting and there was a discussion going on after the meeting about how busy everyone was. These articles are due by the 15th of each month so the timelines are a little off. We have a Solo II at Boeing on the 18th, the Solo II Northeast Divisional from the 23rd to 25th, the Solo I Rose Valley Hillclimb the 31st to the 1st, a Solo II Test and Tune on the 1st, and then two more Solo II events at Boeing on the 8th and 15th. I also chimed in that I am also doing a track day with a Miata club on the 19th and 20th on the North Course at Pocono. This is something I've been looking forward to for a few years now but never had time. I was told that I was going to have a great time and was given advice about line, braking, and other topics.

During that discussion, I started thinking. Tri-Region, our Club Racing partnership with NEPA and SJR, had to sell a weekend date earlier this year because it was going to lose money. Less than a week after the Tri-Region vote had been taken, the dates in question were sold to a marquee club with the comment from **Ed Jenks**, "He took it so fast my head is spinning, Joe couldn't believe his good luck. I think we must be doing something wrong." And sitting at the table, surrounded by people who enjoy driving their cars, I remembered Ed's words. What are we doing wrong that we can't hold a race that can turn a profit when a Miata Club, Porsche Club, or other marquee club can at least break even just by letting their members drive on the track under the

pretext of a High Performance Driving School or Track day. So as an open suggestion for next year, instead of selling the dates, why don't we step past our familiar world of hosting races and look into hosting a High Performance Driving School.

On to other topics. It is with deep regret that the Board of Directors accepted the resignation of Kelley Nelson. Kelley's primary reason for leaving was a change in employment that would not enable him to attend the Board of Directors meeting nor the General Meeting. Two well qualified replacements were identified, **George Bloeser** and **Ken Buck**. As you can read in the Board of Directors minutes, there was a vote and **George Bloeser** is Kelley's replacement. George, our current Club Racing Chairman, will once again be a Director for our region. The next time you see George, please join me in congratulating him.

Finally, once again in July, this newsletter is filled with the articles from only three of our members. You can't tell me that our stories are so overwhelmingly entertaining that the belief is that we would not accept input from anyone else. This is far from the truth. If you have a funny story, a not so funny story, advise, or anything that anyone might find interesting, submit it.

Thanks
Rob Leone
Regional Executive

PHILADELPHIA REGION SCCA

BOD Meeting

July 12, 2004

Location: P J Whelihan's Pub, Blue Bell, PA

Attendance: BOD: Rob Leone (RE), Jon Rush, Judy Bloeser, Steven Rosenberg, Joe Aquilante, Steve Landstra, Lori Leone. Others: George Bloeser.

Treasurer's Report - Steven Rosenberg

A check for \$2000 was given to the Cal Ripken Foundation at the end of the Holbert as a donation from the Region. This month, \$4500 was spent for rental of Ripken Stadium, \$1138.42 for 300 new cones, and \$287.53 for a new laser printer to be used by the Solo program. The treasurer will reconcile the income and outflows and report the corrected figures at Wednesday's General Membership meeting.

Club Racing - George Bloeser

George distributed the initial press release and flyer designed by Russ Dodge and the Tri-Region PR Committee for the August 20-22, 2004 Tri-Region Double National race weekend to be held at Pocono. PR this year will be distributed to small local newspapers and magazines as well as the larger

daily newspapers. Russ Dodge will also take on the role of announcer, but this year he will have help from some NEDiv drivers.

We have been actively recruiting workers for the Double National, even those who are not presently SCCA members. They would be able to work after obtaining a trial membership at the event Registration.

The August Double National is just a three day event, August 20-22. There will be no Test and Tune Day prior to the race weekend.

There were 324 cars on the track at Watkins Glen for the Glen National Races July 10 & 11 with several Philadelphia Region drivers competing. It is hoped that such a large field will result in a good turnout for the Tri-Region Double National.

National news - Phil Clarke has resigned as Director of Club Racing. There is no official word as to who will be his

Meeting Notice

The August BOD meeting will be held one week later than usual, on August 16 at 7:00 at P.J. Welihan's. The General Membership meeting will be held on August 18 at Grandview Speedway, with racing starting at 7:30.

Due to the fact that the regular night for the September BOD meeting is Labor Day and the regular General Membership meeting falls on a date after many of the Board members will have left for Topeka, it has been decided to hold the BOD and General Membership meetings for September on September 1 at P.J. Welihan's with the BOD meeting starting at 6:30 and the General Membership meeting at 8:00.

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Region Calendar

AUGUST

- 16 BOD Meeting,
P.J. Welihan's 7 pm
18 Grandview Speedway
7:30

SEPTEMBER

- 1 BOD Meeting 6:30
General Meeting 8:00
P.J. Welihan's
799 DeKalb Pike
in Blue Bell

OCTOBER

- 11 BOD Meeting,
13 General Meeting 8:00

NOVEMBER

- 8 BOD Meeting,
10 General Meeting 8:00

DECEMBER

- 6 BOD Meeting,
8 General Meeting 8:00



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PHILADELPHIA REGION SCCA

General Membership Meeting

July 14, 2004

Location: Julie's, Horsham, PA. Attendance: 15

The discussions in the meeting generally reported and amplified information contained in the BOD minutes for July 12, 2004. The following additional announcements and information were noted:

Steven Rosenberg noted that the figures for monthly deposits (\$10, 019.000 and expenses ((\$11, 760.16) needed to be added to the BOD Treasurer's Report. He reminded the group that anyone wanting to receive a complete Treasurer's Report should contact him.

George Bloeser reported that Philly Region had 15 drivers competing in 7 groups at the Watkins Glen National. Of particular note was the fact that **Howard Gerstein** took a trophy in GT4 and Les Handley had the pole in his FP Porsche. John Thompson, son of **Jack Thompson** and part of the Thompson Group in Doylestown, has come back to racing, driving a Formula Continental. With the numbers of competitors at the Glen, it is hoped that the turnout for the Tri-Region Double National at Pocono on August 20-22 will be strong.

Joe Aquilante, who drove his Phoenix Performance Corvette in Race Group 3 at Watkins Glen, conveyed some of his Glen experiences, as he took a fourth place finish, including going up the esses at 6900 RPM, metal to metal among competitors, a "Black Flag All" on the first lap, his fun with restarts, and the view over the lake from the front straight as he began the descent to Turn 1. He would encourage everyone who loves racing to go to the Glen.

Additional conversation on racing included **Judy Bloeser's** Timing & Scoring perspective of restarts, controversy boiling up over the new turbo cars, **George Bloeser's** first experience as an Operating Steward in the Chair for two races in which driving incidents required use of the pace car, and the attempts by some drivers to lessen aggressive driving in their race groups.

According to **Wendel Green**, the next road rally, "Furnace Run," which will be held on August 21, will set up competitors to amass both Divisional Points and Tri-State Championship points. There is a rally scheduled for each month the rest of the year, with the September "Get the Dust On" also being accorded status as a Divisional Rally.

In answer to questions about Rallycross, it was stated that there are a number of sites in the Northeast Division hosting Rallycross events, the closest being Rausch Creek. It was also stated that the rules for Rallycross are only a few pages long.

Rich Sweigart reported on the Giant's Despair Hillclimb where five Philly Region members took home trophies – **Jeff Doble** 2nd DSP, **Roy Dean** 2nd ITB, **Dave Austin** 2nd in Special, **Chuck Christ** and his co-driver **Mary Anne Fieux** 3rd and 4th in Vintage 1, and **Rich Sweigart** 1st in FV. The next Hillclimb will be Rose Valley on July 31 and Aug 1. The course has just been paved, adding extra width. The date for the event was moved back a week to allow the road surface to cure.

The Solo II events have been well attended with generally over 135 competitors at each event. Many of our members

replacement. Also, of importance to racers and Solo competitors, the Board of Directors voted to lift the suspension placed on the Kumho ECSTA V710 tire for SCCA-wide competition. Competitors can tell if they have the approved Kumho ECSTA V710 by the inclusion of Polyester in the sidewall as part of the construction. The discontinued, unapproved tire does not list Polyester on the sidewall.

Road Rally – Wendel Green

"The Furnace Run" was rescheduled because of lack of entrants. It will be held on August 21.

Rallycross – Jon Rush

Jon and Rob will be visiting one of the possible sites on the way home from Ripken. Steven mentioned some land that might be available for our use in the future. Jon encouraged everyone to keep looking for sites.

Solo I – Rich Sweigart

Recently the interest in hillclimbs seems to be increasing. More Philly Region members are participating and taking home trophies. The only downside to the interest is that drivers don't get as many runs when the fields get larger.

Solo II

There were three Solo II events since the last BOD meeting. Three more will occur by the next meeting. While a regular Philly Region Solo II event was occurring at Ripken, 33 people participated in a Philly Region Solo II competition at Sportsfest in Allentown. It was a fun event for those who showed up, but we need to work toward a better lot, inclusion in the PR, and trophies as promised.

The Holbert had 137 entrants. The winner was **Allen Kugler**.

Dan Shalkowski is stepping down as Solo II Chair. He will be replaced by **Ken Buck** after the Divisional Solo II event.

Website – Lori Leone

The number of hits seems to increase/decrease relative to the events that we are having. A link to SCCAforums.com was requested, and Lori asked for material to be submitted.

The pictures **Martha Ulery** took at the Busch race weekend at Nazareth will be put on a disk and sent to Lori for inclusion on the website. Many of our members were captured in her photos. Judy checked with Watkins Glen/Nazareth management relative to using photos shot at Nazareth on our website. Clearance has been given by the head of Public Relations.

Other Business

A letter of resignation was received from **Kelley Nelson** during the month. Interest in filling the position was expressed by Ken Buck and George Bloeser. An election by the BOD took place. **George Bloeser** will complete the term of **Kelley Nelson** through December 2004.

Plans for the banquet will have to be started soon. Any ideas should be expressed to BOD members for their consideration.

The Nominating Chairman and Committee will be named at the next BOD meeting. If anyone has interest in serving on the committee, please contact RE **Rob Leone**.

Respectfully submitted,
Judy Bloeser, Secretary

have traveled to National Tour and Pro Tour events. **Steve Landstra** and **Frank Gonzalez** took trophies at both the Peru and Toledo National Tour events, and **Corey Ridgick** placed first at the Peru Pro Tour competition. **Steve Landstra** offered to compile a list of members who have participated and trophied at National and Pro Tour events this year. This list will be included in the August *Spokesman*.

According to **Jeff Jacobs**, Chairman of the Solo II Divisional event, 211 reservations have been accepted. It is now a matter of determining which groups will be in which heats to make sure that specific people will be available as needed for administrative functions.

Judy Bloeser talked about the next General Membership meeting at Grandview Speedway set for August 18. She will continue to publicize it and hopes for a good response from members by August 1.

Respectfully submitted,
Judy Bloeser, Secretary

Final Nazareth Race

By Patrick Weaver

Nazareth Speedway will be holding it's last IRL and USAC races August 27, 28 and 29th.

Our members and friends have been volunteering to perform various tasks of guest services in the infield of the track during the race weekend dating back to the days that CART called this speedway the fastest one-mile oval in the world.

Volunteering is one of the most rewarding things that we as individuals can do to better ourselves as people.

Now add methanol-fueled racecars, the scent of burning rubber and one of the most unique racetracks in the country and you will wonder why you waited so long.

I have been volunteering to do pro events at the track since the Craftsman Truck race back in 2001 and have not missed one of them since.

When I started to race solo and found out that we could get inside the track and be as close as you possibly could get to the action without being part of a race team I was hooked. I was not even an SCCA member until 2003.

I read about the Truck race in the *Spokesman* and found out about a pre event meeting inside the track and was thrilled with the fact that I would be going thru the tunnel and up the hill into the paddock itself. I met up with **Dale Gogle** and **Millie Perry** and kept my mouth shut as they went over the the weekends ins and outs of stuff like radio channels and hot and cold passes in the media center with the track official and still could not believe that I was going to be a part of a NASCAR race from the inside!!

Dale and Millie where more than happy to encourage my enthusiasm. I must have looked like a little kid on Christmas Eve!!

After goodbyes and arrangements to meet early on Saturday morning I was lucky enough to meet up with a very friendly security guard who told me to wait a little bit longer because something special was going to happen.

The race haulers always do a parade from a local shopping mall and then thru the town of Nazareth horns blaring into the Speedway and start parking in line getting ready for the weekends event. It was already dark and I still remember watching those colorful trucks gleaming in the dark with dozens more in line waiting to get there tiny little space for the weekend.

The morning of the race Dale introduced me to **Martha Ulery** and we worked what is called the team gate. It is the main entrance to the middle of the track where the team members and drivers usually enter from there mobile homes. Not a lot of pressure to a new guy and plenty of time to hear the many stories that Martha had to tell. That day I met and spoke with **Morgan Shepard**, walked pit road during the practice, got grilled food and race shirts from the # 00 Buyers choice car. (That's where I stole my solo # from) and the next day I was in victory circle with **Gregg Biffle**.

Could it get any better than that for a new soon to be SCCA member? Oh yeah!!

Indy cars and USAC filled the entire paddock top to bottom. With an added special one-hour or 100 lap race from Formula Mazda in a three-day weekend the following May. Names like Foyt, Dixon, Penske, Cheever, Ray, and upcoming stars in the ranks of the United States Auto Club soon to be champions in other venues.

If you have never been up close and in person with a methanol burning open wheel car than you have not lived a full life.

It was after that weekend that I realized that this SCCA thing was going to be a long ride for me.

I know that I can get involved for a lifetime of motor sports in so many shapes and forms be it driving, working, volunteering or perhaps one day what I want the most. A career building and tuning race suspension. Anything is possible if you just get involved.

It is now 2004 and Nazareth Speedway is going to be one of the lost treasures of American racing history. Go to the Website www.nazarethspeedway.com and do a little digging. Its all there back to the days that they ran in the dirt.

This is it guys the final three day weekend and Nazareth will be a thing that we talk about for many years to come.

History. Don't you want to be a part of it?

Patrickweaverscca@msn.com

or

patrickweaver1983gti@yahoo.com

All I need is your name, email address, days that you can be involved and your phone #

Want to take a ride? Stay tuned you do not want to miss a thing!!

Club Racing Report

George Bloeser, Chairman

Judy and I spent last weekend at Watkins Glen serving as officials for the "Glen Nationals" (NESCCA National and Pro Vee Drivers Cup) races – she in Timing & Scoring and me with my first opportunity to work as an operating steward. I was assigned to be the steward "in the chair," located in the control tower, for race groups #2 (FC & FF) and #6 (GT1, GT2, GT3, & AS), two very fast, highly competitive race groups With Chuck Dobbs, our NEDiv Executive Steward as my back-up, I learned a lot from the experience and am eagerly looking forward to my next chance to be "in the chair."

The Glen had an exceptional level of entrants for this National points race with 338 cars entered and 324 cars actually turning a wheel on the track.

We had a good turnout of Philadelphia Region drivers participating in this event with 15 drivers competing in 7 races, giving us one pole, Les Handley (Race Group 8 – FP) and one podium finish Howard Gerstein (Race Group 8 – GT4, 3rd place). The result of our drivers' efforts are shown below:

Group 1 – FV and F500

Driver	Car #	Class	Qual. Posit.	Finish Posit.
John Caffrey	4	FV	14	12
Bruce McIntosh	54	FV	17	17
Bob Wellner	57	FV	22	19

Group 2 – FC and FF

John Thompson	44	FC	15	12
Larry Hendrickson	58	FF	9	11
Dave Petzko	84	FF	13	7

Group 3 – T1, T2, SSB, SSC

Joe Aquilante	36	T1	7	4
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(Note: Andrew Aquilante did not race at the Glen due to his being too young to race in NY.)

Group 4 – S2000, CSR, DSR, FA, FM

Robert Gardner	41	DSR	2	DNF
Martin Hulick	9	S2000	13	12

Group 5 – Pro Vee Cup

John Caffrey	4	FV	10	10
Bruce McIntosh	54	FV	17	12

Group 7 – SRF

Herb Sweeney III	11	SRF	11	11
Herb Sweeney IV	04	SRF	15	10

Group 8 – EP, FP, GP, HP, GT4, GT5

Raymond Kraftson	3	EP	3	DNF
Steve Lmbert	11	EP	11	7
Les Handley	78	FP	1	DNF
Howard Gerstein	17	GT4	6	3

One of our drivers, **Joe Aquilante**, not only competed successfully on the track, but also took the time to chair an impromptu drivers meeting concerning the growing issue of race groups that include multiple classes of cars with different speed capabilities. Joe was requested to run the meeting because he is highly respected as a driver and car builder by his fellow competitors.

The weather was great on both Saturday and Sunday with temperatures in the low 80s. This provided excellent track conditions enabling the following six track records to be set:

Class	Laptime	Speed	Driver	Region	Marque
EP	2:11.107	93.359	Jerry Hinkle	WDC	Lotus 7
FM	1:57.169	104.464	Rob Nicholas	NCR	Star Mazda
CSR	1:54.090	107.284	Jacek Mucha	FLR	Ralt JMS
FV	2:14.957	90.696	Brad Stout	STC	Vortech
T1	2:08.204	95.473	Bill Ziegler	NER	Corvette
T2	2:14.245	91.177	Rob Hines	WDC	Camaro.

The next race in the NESCCA Series of Nationals will be held at Lime Rock on the tight 1.5 mile road course, Friday July 23 and Saturday July 24. This will be followed by our own (as a member of Tri-Region) race on the weekend of August 20-22 at Pocono. It will be the only Double National in the NESCCA Series and will utilize the fast 2.5 mile road course run clockwise with the chicane at the end of the back straight. Considering the huge entry for the Glen National, we could possibly see 300 cars on track at Pocono.

The three day Double National will consist of practice and qualifying on Friday (qualifying times counting for both Saturday and Sunday) and qualifying and races on both

Saturday and Sunday (all 24 class each day). We will need a full complement in all specialties to make this a successful event. It is our only racing event at Pocono this year and thus your only opportunity to try out a worker specialty even if is just for one day. To get in "free" as an SCCA member, you must go to worker Registration. There you will be issued a temporary license to work the specialty of your choice (Registration, Tech, Paddock, Grid, Pits, Flagging and Communications, Sound Control, Timing and Scoring) and receive on-the-job training with no prior experience required. All workers will be given some special "Thank you gift" and hospitality parties will be held after the last on track session on both Friday and Saturday.

If you would like to see some great road racing, but are not ready to commit to working a specialty, you can purchase a ticket that will allow you into the grandstands and infield to spectate, visit the back of the pits and tech garage, and mix and mingle with drivers, crew, and workers. Either way, give yourself a treat and come to Pocono in August! If you would like additional information on this event, please contact me at 610-965-0585 or email me at indy33@aol.com.

Philly Region 2004 Halftime Autocross Report

By Thomas Platt #55 G Stock

What a year, and it's only half over. I knew that I would have SOME problems with my "as is" Grand Prix, but . . . violins please!

I went to the Camden lot twice during the winter, not knowing that we lost the lot. No problem, though, I had to give the car a test drive with my one way adjustable struts. think the struts on the car were the original from 1992! I found out later that there were autocrosses run by another region at Maple Grove Raceway. I went there twice, winning the second time there! A computer burp had me going eight seconds faster on my second run than my other three runs. I even beat Subaru Cory's time! At Philly's annual banquet, I received my second place plaque for 2003 and won the Grand door prize, a radio controlled Mini Cooper! . . . the nightmares returned.

Then it all went downhill from there. After I had my car painted one color red instead of four, I found that my rear anti-sway bar was disconnected from the body. Easily fixed. Then I found out on Saturday before Easter at noon that Saturday was the first Summer Solo II event at Ripkin Stadium, I missed it. Bummer. At the second event at Nazareth, my competition rims didn't fit right on my wheels so I had to use my street tires. Event three at Boeing stadium/ parking lot, rims not ready, street tires again. Event four at Ripkin stadium, everything was ready; rims were done, new lighter exhaust system, competition tires on lightweight rims, adjustable struts. Everything is ready but I could not get the lug nuts off my street rims. Ran street tires again!

I had that repaired for the first SCCA Solo II National at FedEx field outside Washington DC. I did OK, 20th of 24 drivers in G Stock (NOT LAST), but 14.5 seconds behind the winner. I was sorta happy, but it came with a price. The rims that were made for the car had a soft metal for the middle spokes going around the hub. That soft metal, because of the forces and weight of the car created a lip against the hub, pulling it away from the front wheel hubs. It wasn't much, but caused four of my ten front wheel studs to strip, and bad enough to break on the last day of competition after I ran. I was fed up with the

Halftime continued on page 6

Solo Drivers on Tour

Data compiled by Steve Landstra

Here is a rundown of National and Pro Solo II events for Philly Region members over the past couple of months:

Washington DC National Tour, May 29-30.

Philly Region had a very large turnout for this event with 31 of our Region's drivers making the trip to Washington, DC.

Super Stock - 13 drivers, 3 trophies

Steve Landstra - 3rd,T
Frank Gonzalez - 5th
Robert Hummel - 6th
Nathan Moser - 7th
B Stock - 16 drivers, 5 trophies

Brian Connors - 6th
Michael Wairiri - 16th
D Stock - 15 drivers, 5 trophies

Andy Leece - 10th
Jeff Craven - 11th
G Stock - 24 drivers, 7 trophies

Jeff MacRae - 5th,T
H Stock - 9 drivers, 3 trophies

Jeff Jacobs - 1st,T
Eric Simmons - 5th
Anthony DeFiore - 7th
C Street Prepared - 14 drivers, 5 trophies

Chris White - 10th
Steve Walker - 13th
E Prepared - 5 drivers, 2 trophies

Brian Yoder - 3rd
Rob Leone - 5th
F Prepared - 2 drivers, 1 trophy

David Newman - 1st,T
E Modified - 5 drivers, 2 trophies
Jerry Fink - 1st,T
Derek Fink - 4th
Street Touring - 27 drivers, 8 trophies

Thomas Buckley - 3rd,T
Corey Ridgick - 8th,T
Dan Shalkowski - 15th
Erick Gedge - 23rd
Kyle Beller - 27th

Street Touring Ladies - 2 drivers, 1 trophy
Cheryl Connelly - 1st, T
Street Touring Xtreme - 18 drivers, 6 trophies
Justin Bedard - 11th

Jonathan Rush - 15th
Jeremy Neyhart - 16th
Street Modified - 22 drivers, 7 trophies

Frank Adams - 5th,T
Geoffrey Deans - 13th
Cory Walker - 20th
Washington DC ProSolo, June 5-6
Super Stock - 9 drivers, 3 trophies

Robert Hummel - 6th
Nathan Moeser - 7th
A Stock - 8 drivers, 3 trophies

Larry Fine - 2nd,T
Matt Watkins - 6th
B Stock - 10 drivers, 4 trophies

Brian Connors - 4th,T
G Stock - 11 drivers, 4 trophies

Jeff MacRae - 4th,T
Jeff Jacobs - 8th
E Street Prepared - 11 drivers, 4 trophies

Chris Woolard - 1st,T
John Groves - 2nd,T
Street Touring S - 19 drivers, 6 trophies

Corey Ridgick - 2nd,T
Dan Shalkowski - 3rd,T
Eric Simmons - 4th,T
Ladies 1 - 9 drivers, 3 trophies
Kim Fine - 6th

Toledo National Tour, June 19-20
Super Stock - 9 drivers, 3 trophies

Steve Landstra - 2nd,T
Frank Gonzalez - 3rd,T
B Stock - 22 drivers, 7 trophies

Brian Connors - 8th
E Stock - 9 drivers, 3 trophies

Rob Leone - 7th
E Stock Ladies - 2 drivers, 1 trophy

Lori Leone - 2nd
G Stock - 15 drivers, 5 trophies

Jeff MacRae - 2nd,T
Thomas Platt - 13th
H Stock - 10 drivers, 4 trophies

Jeff Jacobs - 3rd,T
E Prepared - 4 drivers, 2 trophies

Brian Yoder - 4th
F Prepared - 2 drivers, 1 trophy

David Newman - 1st,T

Street Touring - 16 drivers, 5 trophies

Corey Ridgick - 3rd,T
Street Modified - 8 drivers, 3 trophies

Frank Adams - 1st,T

Toledo ProSolo, June 12-13

A Stock - 5 drivers, 2 trophies

Larry Fine - 3rd
B Stock - 8 drivers, 3 trophies

Brian Connors - 6th
H Stock - 6 drivers, 2 trophies

Jeff Jacobs - 1st,T
Anthony DeFiore - 5th
Street Touring S - 20 drivers, 6 trophies

Corey Ridgick - 1st,T
Ladies 2 - 8 drivers, 3 trophies
Kim Fine - 1st,T

Peru National Tour, July 3-4
Super Stock - 11 drivers, 4 trophies

Steve Landstra - 3rd,T
Frank Gonzalez - 4th,T
H Stock - 3 drivers, 1 trophy

Jeff Jacobs - 1st,T
E Modified - 10 drivers, 4 trophies

Jerry Fink - 4th,T
Derek Fink - 5th

David Newman - 7th
Oscoda, MI ProSolo, July 10-11

A Stock - 6 drivers, 2 trophies

Larry Fine - 4th
G Stock - 6 drivers, 2 trophies

Jeff Jacobs - 4th
Street Touring S - 11 drivers, 4 trophies

Corey Ridgick - 4th,T
Dan Shalkowski - 9th
Ladies 2 - 9 drivers, 3 trophies
Kim Fine - 5th

Halftime continued from page 5

problems the rims were giving me so they went into the metal recycling bin at work.

I ended up buying BBS 16x8 rims for my car and went to Nazareth for event 5 to try them out. But . . . are the violins still playing? . . . on the way up there on the Interstate, a bolt fell out from my driver side caliper. I could go forward, but not reverse. The caliper, in reverse, lodged in my rim, preventing me from moving back.

Fortunately, a couple offered me a drive their 2002 Subaru Impreza. It had no modifications, pure stock including tires. For three of the first four runs I was leading. I ended up third place at the end though. Nice car!

I fixed the caliper and bought extra studs, just in case, for the second SCCA Solo II National in Toledo Express Airport. I was ready and so was the car. I finished 13th of 15 cars, only eight seconds behind the winning Celica. I would have been closer in time if it was not for driver over aggressiveness errors but I was happy. I and the car were good – not a winner – but it was what I expected. After my work period, I loaded up my car and headed for home, hoping to get home after dusk. But on I76 at a rest stop, 200 miles away from home, my power steering unit went. Try driving a car with manual steering. Brutal!

So, the car went back to the shop. BIG BILL! I cancelled/ withdrew my name from the Peru National and went to the Holbert Charity event at Ripkin Stadium in my totally stock Grand Am . . . remember it? I went just to compete, not caring what position I came in. I came in second, and for the first time this year I had fun in my own car. Boy, I miss my Grand Am!

So here it is, after the Fourth of July, I have my Grand Prix back but I do not trust it any more, Decision time. It is before the Northeast Divisional at the end of July at Ripkin Stadium. I know I have been talking about getting a different car and asking questions, but I know one thing for sure. What I have decided to do, a lot of people are not going to like. I better be ready to have a lot of items thrown at me.

See you all during the second half of the season.

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 title as Spokesman Classified).

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: 1969 Corvette Coupe. 3 National Solo2 championships, 3 Divisional Solo2 Championship, 7 Regional Solo2 championships. Set up for solo2: roll bar, safety belt, heavy duty sway bars, solid

bushing, custom fuel tank, 1 set of 15"x10" racing wheels. New 350 4 bolt main from Chevy. 600 Holley Carb. Munice M-22 4spd, High performance Chevy Clutch. 456 Posi rear. This car can be made street legal. Have pics of the car. Only 18,500 miles on it. \$8K obo. Call Dino @ 267-446-7483 or email @ dinofia@yahoo.com

FOR SALE: 1993 Mazda RX-7 twin-turbo, silver, black leather interior. Only 54,500 original miles. Beautiful condition and well maintained. No add-ons and never raced. \$17,000 or best offer. Adam Levy 215-233-0398 or adamslevy@comcast.net(9/04)

FOR SALE: 1979 Triumph Spitfire. Completely restored including new interior and top. Call George for details at 610-965-0585(9/04)

FOR SALE: ProRally Celica Alltrac. 1988 ST165 model. \$10000 complete. 2000 NEDIV Open Class champion. This was our starter car from rally school through the championship. Easy to drive and very fast for 1/4-1/3 the price for a half-decent, built WRX or EVO. Never rolled. KAAZ diff. Hydraulic handbrake. DMS 50mm coilovers. 4x100W Hella driving lights. Built engine with forged internals, TEC-II engine management, new stainless 3" exhaust. Good for 300+ hp depending on restrictor.

18 wheels. Complete parts car is included. Built by Bert Arano, BSME, at Union 7 Motorsports, West Chester, PA; who can provide rally service and support if needed. More info and 20 photos at <http://www.rallystuff.com/celica> Contact Jon Bogert celica@rallystuff.com .(10/04)

FOR SALE: 2 frt. and 2 rear Neon ACR (00&up) adj. struts, they are used with approx. 40k mi. on them but, are in gd. cond. can supply camber adjusting bolts (crash bolts) asking \$250 o.b.o. also have new 2.0 sohc cyl. head complete w/ valves, springs, cam and is assembled asking \$275 o.b.o. call Joe at 215-671-1033 after 6 p.m. or leave message.(10/04)

Interesting facts about the website

by Lori Leone

Since the launch of our new website, www.phillyscca.com, it's been a great learning experience for me. I manage the products, the business side of things, for my company's website, www.Lenox.com. I'm one of those "demanding" people that request our IT group to add edit or delete things from the website or databases. Now managing all the change requests for www.phillyscca.com from our chairpersons, I now have more patience with my IT department.

When I was selecting a hosting service, it was important for me to get some web log reporting with the service. This gives me important information like how many visitors, hits and page views we are getting as well as the top webpages, what other sites have our web address, what search engines people are using to find our website and what search terms they are using. The top webpages are very important to know because if I need to add a new page, I rather take away or move a page that hardly anyone has seen.

Here's some interesting information:

Unique Visitors – We average between 1,950 to 2,450 unique visitors from February to June. Unique visitors are people that come to our site during a 24 hour period. If you come to our website more than one time during a day, we have you down as multiple times under number of visits but only one unique visitor. Number of visits range from 4,000 to 5,800 visits. So, this tells me that we have a bunch of people coming back more than once a day.

Time and Day – Our peak days are Tuesday and Wednesday for traffic and spikes mostly around lunch time and after dinner.

Top Webpages – Our top pages for the month of June are as follows:

Home Page: 4,197 viewed

Program Schedule & Results Page: 1,780 viewed

Solo II Page: 1,540 viewed

Monthly Schedule Page: 1,007 viewed

Novice Page: 677 viewed

Referral Sites – Our website is mostly referred by Autox4u.com, our previous website. But we occasionally get some discussion boards, like the bimmerforums.com in July. 50 visitors came from that website to our website.

Search Engines – Our top search engines are no big surprises: MSN, Google, Yahoo and AOL. What is fun to see is the actual search terms that landed the visitors to our website. Every month we get about 10-20 visitors that look for Julie's Steakhouse info, our usual general membership meeting place. We occasionally see searches for our Philly region driver's names too especially around National Tour dates. Maybe it's competitors checking out their competition before the event? Since we get a very large percentage of our visitors typing in the actual web address, we don't get too many search engine results. However, here are our top search key phrases:

phillyscca
phillyscca.com (yes, people actually type this into a search engine instead of directly into their web address line)

Philadelphia scca

julie's steakhouse

philly region scca

philly region

scca stu rules

giants despair hillclimb

scca Philadelphia

site phillyscca.com simmon or simmons

Well, this is just some interesting tidbits about the website. Feel free to contact me if you would like to see more info or if you have any suggestions for the website. I will soon be updating the photos and adding RallyCross to our top Navigation bar with the rest of our programs.

Philadelphia Region SCCA
845 Plymouth Road
Plymouth Meeting, PA 19462

Address Service Requested

AUGUST 27, 28 and 29 th
Nazareth Speedway
IRL and USAC RACE!!!!

**Hear the rpm's scream as open wheel racing
Returns to Nazareth Speedway for the last time
Walk pit lane and help secure Victory Circle!!
Be in the action not in the stands!!
The IRL and the United States Auto Club
Return to race for the last time ever at the
Fastest one-mile oval in the world**

We will be working at the Speedway for the final time this August
We want you to have the time of your life being part of racing history!!
Volunteers will be part of the infield security for three days of practice, qualifying and racing.

See details at www.Phillyscca.com

Or contact
Patrickweaverscca@msn.com