

# S P



# K E S M A N

March 2005

Official Publication of the Philadelphia Region SCCA



## REckoning

By Jon Rush, RE

For the last few months, I've been posting my agenda for the region, including this statement; "I want our region to be the best, safest and most fun region of it size anywhere in the nation." Then we had an injury incident at our Solo II on Feb. 5th. Timing is everything.

**Ken's Kommentary** this month will go into a little more detail about the incident, but I want to talk about our response as a Region. I was not able to attend the event due to some work I had to complete for my business. **Steven Rosenberg** called me from the site soon after the incident occurred and kept me up to date. I also spoke with **Ken Buck** at the site to go over some incident response issues and be sure all our bases were covered. I then posted on our Region's public forums a request that the forums not be used to discuss the details of the incident or for speculation about the incident.

Some people expressed to me that this was heavy handed or overreacting. Let me explain my reasoning. First, any injury at one of our events is a potential source of liability for the Region. A clever lawyer could use public statements about the incident to create liability problems should the issue ever come to adjudication. Second, we need to consider the HIPAA Act. While I recognize that this is not a settled issue of law, we chose to err on the side of caution. By some interpretations of HIPAA, the SCCA is a health insurance provider, since it may pay expenses

related to an injury at an event. HIPAA's privacy rules prevent insurance providers from releasing all but the most basic information about patients and medical conditions without the express consent of the patient. Since we did not have any consent, we did not reveal the name, age, sex or type of injuries of the injured person nor did we want anyone else to reveal that. Until we obtain that consent, we will not release any of that information. Third, we wanted to protect the driver and others involved from the sometimes slanderous speculation that goes on after an incident by those who weren't there or those who were there but not directly involved. Which brings us to the internet; if you've spent time on the wonderful world wide web you know the Monday morning quarterbacking that goes on after something bad happens. Opinions are strewn like muck from the back of a farmer's muck spreader. Accusations are thrown, much hot air is lofted over the coulda, woulda, shoulda of the incident and reputations are sullied. And that is the fourth reason to clamp down on the discussion of details and speculation: is the dimming on our Region's reputation. To some, that may sound shallow in a time of crisis, but many times our reputation is all we've got to keep up going forward in this world. We need to protect our Region's reputation as we would any other asset of the Region.

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## Meeting Notice

The March BOD Meeting will take place at Romano's Macaroni Grill in Plymouth Meeting on Monday, March 7 at 7:00. The General Membership meeting will be Wednesday, March 9 at 8:00 at PJ Whelihan's in Blue Bell. The April meetings are planned for the same locations, with the BOD on April 11 and the General membership meeting on April 13.

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I never had any expectation that details of the incident wouldn't get out to the wider world. That is just not realistic when a photo can be emailed from the site of the incident to a large group of people within minutes. Some photos and details of the incident have been posted to the web in some well-known public forums. There have been some scathing criticisms of the driver, the event organizers and the Region in these forums as well as some heartfelt defenses. Most of the criticisms were from people who weren't there. A few of the comments from people who were there were along the lines of "the situation felt unsafe." If you are ever at one of our events and you feel something is unsafe: please do not hesitate to bring it to the attention of one of the event organizers. We want to put on the safest events we know how. We will learn from this incident, we will grow and we will be better.

I would like to thank everyone who respected my request to not post details and speculation. I would also like to thank all of you who were at the site and responded to the incident in a timely and appropriate manner. The feedback I got from people who were there tells me that the response was caring and concerned. I wouldn't have expected anything less from the folks who participate in this Region. Perhaps we are on the way to being the best.

### Agenda for the Region

I'd like to continue with setting my agenda for the region. In prior months I discussed having fun, being the best and building teams instead of committees. This month I'd like to talk about marketing ourselves to the local auto enthusiast who is not a member and to the existing members who don't participate regularly. I want to engage the auto enthusiasts who live in and around our Region by letting them know

that we put on fun events. This would include Solo II, Road Rally, nascent RallyCross and our budding Performance Driving Experience (PDE) program. I also want to reengage the region member who pays his dues and perhaps feels that he is on the periphery of the club.

So, how do we engage the local auto enthusiast? By marketing ourselves to them. Marketing can be a scary, expensive word to someone who has experienced failed marketing programs that ate up time and money and brought in no results. I have in mind a much simpler plan. There are a multitude of local auto enthusiast web forums and mailing lists that permit low-key advertising of area enthusiast events. I'm looking for Philly Region members who cross over to these other groups to become our ambassadors to these groups and act as conduits for our announcements about events. The plan is that we develop a mailing list where we send timely notification of our events out to our ambassadors and they would post the information to their forums. As a second level, I'd like to develop official relationships with some of these groups so we can cross promote our events. I have already started some discussion with some local groups on this. **Joe McCormick**, our Publicity and Marketing chair is leading this effort. Please contact him with ideas or suggestions.

Just so it is clear, I don't want us to become a spammer in these groups. We will only go where we are welcome and the forum rules permit us to post our info.

Let's say we've engaged an enthusiast and got him to one of our events. How do we keep him engaged in the region and coming back for our events? My idea is to create affinity groups within the region

surrounding the types of competition that we offer. Affinity is defined as an attraction to, or liking for, something. If you like the type of event we put on, and know more about the people who compete, you are more likely to return to compete again and again. Our regional website forums will serve as the community meeting place for these affinity groups. I plan on introducing some new forums and renaming some of the others as SCCA renames the competition programs. I also want to name a chair for each of these affinity groups so there is a go-to person for the group. At a minimum, the chair will be a combination social director, forum moderator and a central voice when any affinity group has a problem or improvement they would like to present to the wider SCCA. The responsibilities would vary based on the group.

| Existing Region Program | Anticipated Program            | Chair          |
|-------------------------|--------------------------------|----------------|
| Club Racing             | National Club Racing           | George Bloeser |
|                         | Regional Club Racing           | Joe Aquilante  |
| Solo I                  | Solo Trials                    | Rich Sweigert  |
|                         | Hillclimb                      | Rich Sweigert  |
|                         | Time Trials                    | Rich Sweigert  |
|                         | Performance Driving Experience | Gerry Walsh    |
| Solo II                 | Solo                           | Ken Buck       |
| RallyCross              | Circuit Rally                  | Jon Rush       |
| Road Rally              | Road Rally                     | Wendel Green   |
| -                       | Historic Racing                | Open           |
| -                       | Karting                        | Open           |

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If we have missed something or you would like to chair the Historic or Karting group please contact me. The Web Team is working some software that will allow us to interact with the forums via email instead of having to log on to the web page. This will also improve the engagement since people will be receiving email only for the programs they are interested in.

### **Big April Spokesman Issue**

Finally on to reengagement of existing members. Over the last few months I've got some feedback that not every region member got the message that we have switched to a primarily web based distribution of the Spokesman. The mailed copy is still available, but you must request it. To regain everyone's awareness, we are planning a big April Spokesman that will be mailed to every member household. It will have many pictures and articles. We will print extra copies that will serve as a recruiting handout for the region. We are accepting advertising for this issue. So if you have good photos, good articles or have a business you would like to advertise, please contact me as soon as possible. The deadline for contributions is March 17. Advertising rates are on the back cover of this issue.

I'm out of time so my thoughts on my first national convention will have to wait until next month.

**February 7, 2005**

### **Location:**

Romano's Macaroni Grill

Attendance: BOD: Jon Rush, Ken Buck (via teleconference), Steven Rosenberg, Joe Aquilante, Frank Gonzalez.

**Correction to Jan Minutes:** The mailed Spokesman will generally be limited to 12 pages to keep it under one ounce. More pages may be needed some months.

Most Program reports had been distributed prior to the meeting to the entire BOD via email.

### **RE's Report – Jon Rush**

Much discussion took place on the RE's agenda to develop affinity groups within the region. The following affinity groups were identified that should be developed, a chair selected and a web forum created: Regional Club Racing, Performance Driving Clinic, Circuit Rally, Historic Racing, and Karts. Suggestions are being accepted for other affinity groups that may be of interest within the Region.

### **Road Rally – Wendel Green**

The route for the Rally in the Dark, scheduled for February 26, has been finalized. A minor route change was made to utilize 3 control crews (rather than the original 4). An extensive promo campaign starting on the February 9th will be made in an effort to fill the field.

Arrangements have been made with the Copperhead Grill for the March 12 Rally School, and the choices for lunch have been made. The school (11:00 – 4:00) will include classroom sessions and "on the road" practice runs. People need to let Wendel know they are planning to attend

2004 Rally championship trophies have been ordered.

**Motion:** to reimburse pre-checkers for mileage at the current IRS rate. The motion was tabled until **Steven** determined the current not-for-profit IRS mileage rate.

### **Solo I – Rich Sweigart**

The next PHA meeting will take place on Saturday, February 19 (noon) at the Giannotti's Country Manor, 3118 Pricetown Rd., Fleetwood, PA. The election of PHA officers should take place at this meeting. Right now we have three reps to PHA and are allowed two alternates according to PHA Bylaws.

A new Trials program was approved by the SCCA BOD. Look for the rules to be posted on the SCCA website very soon.

### **Solo II – Ken Buck**

Much discussion occurred on the injury incident at Ripken Stadium on Saturday. The general consensus was that those with knowledge stepped up and did the right things. Police and emergency response was rapid. The incident reiterated the need for a written incident response plan for all programs where incidents could happen.

**Recent Solo II Events: 1/22/05** - Snow-cross 2005. 29 crazy drivers learned the limits of their all-season radials in Philly Region's first ever true snow cross. The event started in flurries and ended in about 8 inches of fluffy white powder. **2/5/05** - Slush-cross 2005. The lot had not been plowed, but the temperatures climbed to 50 degrees, so the 52 competitor event started as a snow cross, but ended as a wet-cross. An injury occurred at this event that required ambulance transport.

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## BOD Meeting (2005)

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**3/19** will be our last winter series event. **4/1 and 4/2** will be our annual Novice School. **Steven Rosenberg** will be handling all aspects of the school, including beginning at Julie's for dinner and opening session on the Friday evening. **Jon Rush** is planning a class on car tuning with Steven's novice class on **4/1**, with a Test & Tune at Ripken on **4/2** in conjunction with the school, including slalom and skid-pad sessions for car tuning. The maximum number of students will be 24 at the Novice School, and a max of 24 cars at the T&T. Prices will be set as soon as food costs are known. **4/3/05** will be the first points event of the 2005 Otto's MINI Solo II season, followed by an event **4/24**.

**Ken** is waiting to finalize the Northampton County Community College dates before releasing the entire summer schedule.

A better means of storing required paperwork in the truck needs to be developed. A filing cabinet would do the job.

### Club Racing – George Bloeser

Plans continue on both the Tri-Region Performance Driving Clinic and the Double National. Conversations at the National Convention with officers and club racing officials from NEDiv were positive about both programs. The National Board of Directors unanimously approved the PDC rules, so shortly Tri-Region can develop the details of the June 17-18 Pocono event in accordance with the standards established.

Heartland Park, future home of the Runoffs, was featured in the exhibit area of the Convention. Members of the staff were available to talk about all aspects of the facility and were willing to take input from Convention attendees. At the National Board of

Directors meeting, **George** asked if a sub-committee of Board members had been set up to monitor the extensive work required for Heartland Park to get ready to host the Runoffs in 2006. Upon finding that it had not, he suggested they choose three members, one of whom should be Brian Holtz to monitor the progress of the work and to report back to the complete Board at least once each quarter. A project schedule with milestone dates should be required from the track owner. A complete progress report should be prepared for the 1/06 National Convention. **George's** greatest concern is that SCCA provide at least the same level of facilities at Heartland Park as that we will be leaving at Mid-Ohio.

At the Club Racing Town Hall, in addition to GT Lights (made up of GT4 and GT5) and T3 (made up of some T2 and some SSB cars), two other new classes under consideration are BP and DP for World Challenge cars. Fuel was also discussed. The CRB has decided to maintain the same procedure in 2005 with the possibility of a group of spec fuels for the Runoffs. They are working on a list of approved fuels. Another issue that George brought up related to race administration and workers/officials issues was to establish an advisory committee similar to those currently in existence for each of the race classes. This is needed because it takes 3-5 years to get any changes in this area through the CRB, instead of usually less than one year for race car class issues using the advisory committee process.

The scrutineering seminar was put on by our National Administrator, and after a lengthy discussion for the need for consistency throughout the country concerning annual tech, he distributed a draft copy of the new Scrutineers Manual for review and comments.

**George** has information from the convention safety symposia – How Heat Affects Your Performance, Driver Personal Safety, Fire Suppression Systems – and will share it with anyone interested. He also has materials from the “Data Logging” and “Do We Know All We Need to Know” seminars. The first explained the benefits of data acquisition, data logging vs. telemetry, a description of what can be measured, and the second provided a look at the developments made in the past year with regard to new head and neck restraint devices as well as the new SFI standard for such devices.

### Banquet- Steven Rosenberg

Reservations are coming in slowly as expected. They should pick up in the next month. Door prizes are being accepted by Steven Rosenberg.

### Merchandise – John Groves

2005 SOLO II rule books and GCRs have been received.

### Mini-Convention Report – Judy & George Bloeser

**George** and **Judy** met with **Bill Chambres** to go over the ideas for the Mini-Convention and the arrangements that have been made so far with the hotel. He made suggestions on some details and answered questions based on his long history of organizing/arranging conventions. A letter was sent to **Howard Duncan**, who arranges staff deployment to conventions, requesting staff to attend the Mini-Convention. Because we will be celebrating the Region's 60th Anniversary, the sponsorship letters to commercial entities will have a sense of quality and tradition. **George** has been pursuing the featured guest/speaker for the event. The initial response is

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## Calendar

### March 2005

| Date    | Program                    | Event                | Location                            | Related Link                                 |
|---------|----------------------------|----------------------|-------------------------------------|--|
| 3/12/05 | <a href="#">Road Rally</a> | Road Rally School    | Copperhead Grille, Bethlehem, PA    | <a href="#">Copperhead Grille</a>            |
| 3/19/05 | <a href="#">Solo II</a>    | Solo II Winter Event | Ripken Stadium, Aberdeen, MD        | <a href="#">Directions to Ripken Stadium</a> |
| 3/29/05 | <a href="#">Solo II</a>    | Solo II Meeting      | Valley Forge Brewing Co., Wayne, PA | <a href="#">Valley Forge Brewing Company</a> |

### April 2005

| Date               | Program                       | Event                          | Location                            | Related Link  |
|--------------------|-------------------------------|--------------------------------|-------------------------------------|---|
| 4/1/05<br>4/2/05   | <a href="#">Solo II</a>       | Solo II Novice School          | Ripken Stadium, Aberdeen, MD        | <a href="#">Directions to Ripken Stadium</a>              |
| 4/2/05             | <a href="#">Road Rally</a>    | March Lamb Road Rally          |                                     |   |
| 4/3/05             | <a href="#">Solo II</a>       | Solo II Summer Series Event #1 | Ripken Stadium, Aberdeen, MD        | <a href="#">Directions to Ripken Stadium Registration</a> |
| 4/11/05            | <a href="#">Philly Region</a> | Board Meeting 7pm              | Romano's Macaroni Grill             | <a href="#">Romano's Macaroni Grill</a>                   |
| 4/13/05            | <a href="#">Philly Region</a> | General Membership Meeting 8pm | P.J. Whelihan's Pub, Blue Bell, PA  | <a href="#">P. J. Whelihan's Pub</a>                      |
| 4/22/05<br>4/23/05 | <a href="#">Solo II</a>       | Solo II Novice School          | Ripken Stadium, Aberdeen, MD        | <a href="#">Directions to Ripken Stadium</a>              |
| 4/24/05            | <a href="#">Solo II</a>       | Solo II Summer Series Event #1 | Ripken Stadium, Aberdeen, MD        | <a href="#">Directions to Ripken Stadium Registration</a> |
| 4/26/05            | <a href="#">Solo II</a>       | Solo II Meeting                | Valley Forge Brewing Co., Wayne, PA | <a href="#">Valley Forge Brewing Company</a>              |

### May 2005

| Date               | Program                       | Event                             | Location                            | Related Link                                 |
|--------------------|-------------------------------|-----------------------------------|-------------------------------------|--|
| TBD                | <a href="#">Road Rally</a>    | Which Way to Salem Road Rally     |                                     |  |
| 5/1/05             | <a href="#">Road Rally</a>    | Get the Dust Off Road Rally       |                                     |  |
| 5/9/05             | <a href="#">Philly Region</a> | Board Meeting 7pm                 | Romano's Macaroni Grill             | <a href="#">Romano's Macaroni Grill</a>      |
| 5/11/05            | <a href="#">Philly Region</a> | General Membership Meeting 8pm    | P.J. Whelihan's Pub, Blue Bell, PA  | <a href="#">P. J. Whelihan's Pub</a>         |
| 5/15/05            | <a href="#">Solo II</a>       | Solo II Summer Series Test & Tune | Location - TBD                      |  |
| 5/28/05<br>5/29/05 |                               | Solo I Event: Jefferson Circuit   | Summit Point                        |  |
| 5/29/05            | <a href="#">Solo II</a>       | Solo II Summer Series Event #3    | Ripken Stadium, Aberdeen, MD        | <a href="#">Directions to Ripken Stadium</a> |
| 5/31/05            | <a href="#">Solo II</a>       | Solo II Meeting                   | Valley Forge Brewing Co., Wayne, PA | <a href="#">Valley Forge Brewing Company</a> |

[Click Here for Calender Updates](#)

## Club Racing Report

### George Bloeser, Chairman

Last month I noted that I looked forward to the Safety Symposium to be held at the National Convention. According to the program, it was to address critical subjects like driver and worker preparedness. I will touch on the important areas from these seminars that should be of interest to drivers, crews, officials, and workers. Other key items from the National Convention were included in the Club Racing Report I prepared for the Feb. 7 Philadelphia Region Board meeting. Please see the BOD minutes elsewhere in the Spokesman for that information.

### The Affects of Heat

Rich Shafer of Cool Shirt spoke on the topic "How Heat Affects Your Performance." He explained that the Hypothalamus gland, located at the back of the neck on the spine, regulates body heat. That's why you can trick yourself into feeling cooler on a hot day by putting cool towels on the back of the neck. If the ambient temperature is over 95° F, the only way the body can regulate heat is by evaporation (sweat). It should be noted that aspirin and blood pressure medications can raise the body core temperature by 1.8 degrees every 5 minutes. Signs of heat exhaustion and heat stroke were discussed, along with ways to help reduce the body's core temperature. Wetting an affected person's skin with plain water at 50-55° F is the best method to cool off someone showing an advanced reaction to heat. Ice water is not recommended because that will constrict the blood vessels next to the skin. Water at 50-55° can transfer body heat away 28 times faster than air.

The "Cool Shirt," using NASA-study guidelines, is the leader in personal cooling systems for race drivers as well as emergency services personnel. Its temperature-controlled cooling system utilizes ice and water to reduce heat induced fatigue and exhaustion while increasing safety, comfort, and productivity. Studies have proven that use of the "Cool Shirt" will help prevent heat stress and heat exhaustion.

### Fire Resistant Garments

Another seminar, entitled "Driver Personal Safety," was conducted by Norfleet Smith of Dupont. The fibers that fabric manufacturers use to make fire resistant garments are produced by Dupont. Flame resistant (FR) suits for auto racing are typically designed for a 3 to 10 second protection against flash fire. This would also be considered an "unexpected incident." Conversely, the "bunker gear" that a fire fighter would wear will protect him for 8 to 20 seconds and they expect flash fire. If the clothing ignites, the injury will be more severe. "One day of hospitalization is expected for each 1% of body area burned." If 25% or less of the body is burned, a person usually has a good chance of a full recovery. However, as you age, your rate of recovery decreases. Various methods of testing FR materials were shown on video during the seminar. There are two types of FR fabrics – chemically treated (like Proban) and inherent material (like Nomex). Inherent products do not lose FR due to age as long as the suit is in good condition. Chemically treated suits lose FR after a set number of washings.

### Fire Suppression Systems

**Arnie Kuhner** of SEMA Foundation, Inc. (SFI) spoke on "Fire Suppression Systems." The SFI, founded in 1978, establishes recognized levels of performance and quality. All items are tested by an in-house lab. The SFI has established a standard for fire suppression systems designated SFI 17.1. The types of fire suppression systems (FSS) discussed were:

1. Halon – used since 1970, it's clean, leaves no residue, and is very effective. However, it has toxicity issues. 1211 is of greater concern than 1301. For 2005 NASCAR has banned Halon 1211 in the driver's compartment effective 1/1.
2. Clean alternatives to Halon – FE 36 (Dupont), Noves 1230 (3M), and FM200 all have similar properties to Halon but are non-toxic. These "clean gas" agents are approved by EPA as acceptable alternatives to Halon under the Federal agency's SNAP program.
3. Powder blends – Powsus and Envirogel work well but have corrosive issues.
4. Water based foams – AFFF (Aqueous Film Forming Foam) solutions and other water based foams work well but leave a very slick surface and are application dependent.

A fire protection system is, in fact, a complete system, a combination of bottle, agent, pressure, and delivery (lines and nozzles). System design considerations

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## Club Racing Report

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for each agent and application need to be followed per the manufacturer's specifications. This is very important to remember since it can lead to a failure of the FSS.

Safety is an investment, not an expense. An excellent expansion on the Safety Symposium seminars that I have summarized above is presented in the March 2005 issue of Sports Car. I strongly recommend that this information be read before the start of the 2005 racing season.

### **Seminars on Data Logging & Restraints**

I also attended the two seminars held on Sunday. **Adam Boyer** of Pi Research spoke on "Data Logging." This was an overview of data acquisition with an explanation of the benefits of data acquisition concerning three major aspects of on-track performance:

- Driver improvement
- Better chassis set-up
- Better engine set-up

Adam discussed data logging and on and off car telemetry with a description of what can be measured, use of wheel speed sensors, 4 channel vs. 6 channel systems. He suggested when comparing systems

look at the software, how easy is it to install, set up, read, and analyze output. It was also noted that new data logging systems have been developed that can be used on any street car manufactured since 1996 utilizing onboard diagnostic systems (OBD-2). Think Solo II.

"Keeping Up On New Restraints" was **Trevor Ashline's** topic. The session provided a look at developments made in the last year.

- Head and neck restraints: NASCAR has mandated the HANS device following test results.
- Belts: 6-point over 5-point and polyester over nylon (Poly belts degrade less in sunlight and retain strength better over time).
- Seats: Do not mount racing seats to OEM seat tracks. Weld seat tracks or bolt seats solidly in place.
- Roll bar padding: must be SFI 45.1 spec foam, stiff & deformable, 1¼" thick, not foam pipe insulation.

Attendance at all the above seminars only served to reinforce my belief that attending and actively participating in the SCCA National Convention is a very worthwhile experience.

## BOD Meeting (2005)

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positive, but final plans have not been solidified to have a well-known racing personality (originally an SCCA competitor) to be with us.

### **Website – Ted Rudolph**

Web site and forums were transferred to a new host. Website structure is being re-organized and rebuilt to make updates faster and easier. Forums permissions were cleaned up, and an additional forum was added to create a sounding board for the Chairs & BOD for further web development.

Scheduling system to make the regional schedule more uniform, easier to manage and embed into other pages. Web team needs to be built to enable more folks to become involved in the web updates. A shared filing system needs to be added to allow users to share files.

A full set of usage statistics were presented. Traffic has been significant, we've seen an average of 366 hits/hour, or around 1 hit every 9 seconds.

**Respectfully submitted,  
Judy Bloeser, Secretary**

### By Ken Buck, Solo II Chair

Last month I wrote about hoping for drier weather and a bigger turnout for the rest of our winter series. So far that hasn't happened. Since my last writing we have had two Solo II events, and I can honestly say they have been the coolest and the worst solo II events I have attended in my 13 years with Philly Region. Let's start with the coolest.

**January 22, 2005.** Better known as the Blizzard of '05. Only once before in Philly region winter series history has an event been held on a snowy lot, back in Camden, but that was on old snow. 29 cars showed up at Ripken Stadium for this event, and as the first car left the line at 10:00 AM, a light snow flurry had just started to fall. We ran nine runs and left the lot at 2:30 in about 8 inches of fresh powder. The falling snowflakes had a really bad effect on our laser beam timing equipment, so I was made the official timer by manually starting and stopping the clocks. I got to see the best autocrossing I have ever seen. Car control, not speed, was the key to good times. Sliding looked neat, but really effected times. So did getting stuck in the drifts for those who ventured off the correct line. I even got to see a trailered Miata get pushed back to the trailer after taking over 45 seconds to cover the first thirty feet of the course. Tires are always key in autocross, and **Steven Rosenberg** showed the field how to get it done with his old Saturn on a fresh set of Blizzacks. Everyone made it home without incident, indeed, the most-fun autocross I have ever attended.

**February 5, 2005.** We returned to the Ripken lot to find much of the snow remained from the previous event. 51 drivers braved the chilly temperatures

and overcast conditions to shake out the cobwebs of months without competitive driving. Everyone took four runs at the course and enjoyed the day. The last competition run of the day resulted in an incident that required an ambulance transport. The official statement of the Philly Region on the incident is as follows: "An incident occurred at the 2/5/05 Philadelphia Region SCCA Solo II event. A car crossed the finish line sideways, and continued the slide over an estimated 120 feet at an acute angle from the driving line. The car made contact with, and knocked over, two port-o-pots. One of the port-o-pots was occupied at the time. The occupant was transported by ambulance to a local hospital, and was released later that day with only minor injuries." The national office has launched an investigation into the incident, and Philly region will be making moves to reduce the chances of a reoccurrence of a similar incident. I have been involved in this region since 1992, and this was the first ambulance transport in my history. Its amazing how the best and worst of 13 years can happen within weeks of each other.

Our final winter series event will take place at Ripken Stadium on Saturday March 19. Two weekends later we will be holding our first Novice school on April 1 and 2, followed on Sunday, April 3 with our first summer series event in the 2005 Otto's MINI Solo II Series. We will repeat the same format just three weeks later April 22-24. **Steven Rosenberg** is organizing the Novice Schools, while **Jon Rush** will be holding a true car Test and Tune session on a separate portion of the lot. If you are interested in either the Novice School or the T&T, contact **Steven** or **Jon** ASAP.

### We Welcome these New Members

Michael Shellenberger  
Traci Shellenberger  
Francis A. Jucewicz  
Lee Asher  
Brian J. George  
Shaun M. Peiffer  
Roderick A. Lopez  
Ronald Sanders  
Ronald G. Whittaker  
Shane McRann Bigelow  
Benjamin H DeAngeli  
Mike Tyman  
Christopher Gottschall  
James Reame  
Frank J. Mitchell  
Linda A. Mitchell  
Guangchi Xuan  
Marcus Leone  
Steve Yacovelli  
Kevin Calvey  
John Reading  
John P. Jones  
Andrew Raley  
Lowell Smoger

## New Time Trials Program

### By George Bloeser

The SCCA Board of Directors recently approved the Club Racing Department's new "Time Trials Program" with four levels of participation. SCCA believes that this new program will help introduce SCCA Club Racing and motorsports activities in general to new and previously inactive members.

The approved format provides competitive flexibility for all types of motorsports enthusiasts by allowing both street cars and race-prepared vehicles to participate, depending on the program level chosen. The four levels are:

- **Performance Driving Experience (PDE)** – This is the first level of the program and provides an instructional environment for drivers who want to improve their driving skills and increase their enjoyment of driving their street vehicles. PDE is SCCA's unique version of "track" or "lapping" days.

- **Club Trials** – This is the second level of the Time Trials program. It combines elements of PDE instruction with the excitement of running against the clock to determine individual class winners. Cars can range from street cars to fully prepared race cars.
- **Track Trials** – The third level of the program offers closed course track time, and winners are determined by fastest time around the course. Cars prepared for both Solo and Road Racing competition are eligible for Track Trials.
- **Hill Climbs** – The fourth and top level of Time Trials. Hill climb events offer short distance timed events for race prepared vehicles on paved mountain roads with winners determined by fastest times.

Tri-Region, Philadelphia Region's Club Racing arm, is putting on a PDE at Pocono Raceway on June 17 and 18 (two separate events). I urge all Region members to participate in this new, dynamic event

either as a driver, worker, or both. Please contact me for additional information on this new opportunity for motor sports participation. As details of the Tri-Region event become finalized, I will report on them in the Spokesman.

## Classified Ads

### FOR SALE:

- 1992 Pontiac Grand Prix, Red, 3.4L 24V V-6, auto, PW, Power front seat, adjust. struts, custom exhaust w/ Borla mufflers, 107,000 miles. A good street car. Asking \$1300.00 obo. Phone 302-998-8916 Ask for Tom Jr.(4/05)
- (4) 16x8 BBS Rims off of a FWD GM car. Has centering rings for hubs and BBS stamped valve covers. Will deliver within reasonable distances and weather conditions. Asking \$500.00 for all four rims. Phone 302-998-8916 Ask for Tom Jr.(5/05)

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@cs.com](mailto:RSRacing356@cs.com) (my preferred method, please title as Spokesman Classified).

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

## Regional Officers

### Regional Executive

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### Treasurer

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

### Other Board Members

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### Club Racing

George Bloeser - 610-965-0585

### Licensing (Driver)

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Jim Thorpe, PA 18229  
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### Licensing (Officials)

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PO Box 7  
Center Valley, PA 18034  
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[marcag7@cs.com](mailto:marcag7@cs.com)

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### Merchandise

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60 Cherry Farm Lane  
West Chester, Pa 19382  
[jgroves@jenntec.com](mailto:jgroves@jenntec.com)

### Rally

Wendel Green - 610-527-4223  
45 Parkridge Dr.  
Bryn Mawr, PA 19010,  
[wendel\\_green@hotmail.com](mailto:wendel_green@hotmail.com)

### Solo I

Rich Sweigart - 215-249-9138

### Solo II

Ken Buck  
[acouplebucks@comcast.net](mailto:acouplebucks@comcast.net)

If you need to call about Solo II, please call Joe McCormick at the number listed below.

### Marketing & Publicity

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### Website

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### Pits

George Bloeser - 610-965-0585

### Registration

Eunice Gerstein - 610-282-3932 (after 8 pm)  
PO Box 7  
Center Valley, PA 18034

### Scrutineering

Karl and Marg lochum  
215-338-7576  
[Karlolochum@comcast.net](mailto:Karlolochum@comcast.net)

### Sound Control

Open

### Timing and Scoring

Judy Bloeser - 610-965-0585

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George Bloeser - 610-965-0585  
Joe Aquilante - 610-482-0141

### Alternates

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Jon Rush - 610-965-2815  
Karl lochum - 215-338-7576

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George Bloeser - 610-965-0585  
Jay Smith - 215-257-5608

### Alternates

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Bob Maurer - 610-253-2870  
Jon Rush - 610-965-2815

## PHA Representatives

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Connie Sweigart - 215-249-9138  
Chuck Christ - 610-395-8738

## SCCA National Office

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785-357-7222  
Fax 785-232-7228

## Area 2 Director

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[beholtz@verizon.net](mailto:beholtz@verizon.net)

## Philadelphia Region Website

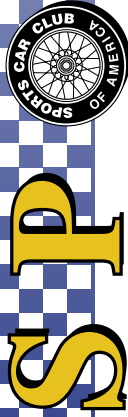
[www.phillyscca.com](http://www.phillyscca.com)

## Other Internet Sites

[www.scca.com](http://www.scca.com)  
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[www.triregionracing.org](http://www.triregionracing.org)  
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The



# SPOKESMAN

Official Publication of the Philadelphia Region SCCA



The Spokesman is published monthly and posted to the Philadelphia Region website at <http://phillyscca.com/>

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If you would like to receive a copy in the mail, please notify Robin Lumb at [rl140fm@comcast.net](mailto:rl140fm@comcast.net) or 845 Plymouth Rd, Plymouth Meeting, PA 19462, (610) 313-9397.

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Spokesman Editor: Jon Rush  
Publisher: R.S. Montgomery

Advertising Rates:

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