

SP



KESMAN

July 2005

Official Publication of the Philadelphia Region SCCA



REckoning

By Jon Rush, RE

This month's issue is going to be a little thin since we put most of our efforts into making a special second quarter review issue of the Spokesman. Look for it in your mailboxes soon. If you would like a sneak preview of the special issue, point your web browsers here: http://phillyscca.com/spokesman/2005/Spokesman_4-2005_Print.pdf.

Philly Region needs you! The most urgent need is in support of Tri-Region. We need you to volunteer to work the corners and other positions at the Double National race on Aug 5, 6 and 7. You don't need to be member or have any experience. We can give a temporary membership and on-the-job training, so you can invite your friends along to see what Club racing is all about. Working a corner is a great way to get up close to the racing action without the investment of your own racecar. You can witness some great wheel-to-wheel battles through your corner. You can feel free to ridicule the poor driving performances of some. You can help out in a time of crisis should things go bad for a racer. You can contribute significantly to the successful operation of a great event. Don't be shy, call **George Bloeser** and let him know you'd like to help.

We are looking for a Merchandise Chair to help us sell Philly Region logo items and SCCA items from the National office at events and from inquiries to our website. If you have good business sense and would like to help out the Region let me know.

We also need your help in finding a second RallyCross site. We'd like to rent a field with 4-16 acres that is relatively free of crops, dips, bumps and hard things to hit. Stone parking lots, quarries, gravel pits and dirt racetracks would also work. If you are, or know, the owner of a site like this, please give me the owner's contact info so we can get a RallyCross series going.

I'd like to call your attention to our new online calendar. www.phillyscca.com/cgi-bin/schedule/full_year.cgi It is the result of a lot of hard work by Ted Rudolph and is the foundation for some of the bigger plans we have for weaving the Web into the fabric of our region.

Don't forget the Holbert Memorial on July 16 and 17 at Ripken Stadium. It has the potential to be one of the grandest Solos we've put on yet.

Meeting Notice

The August BOD Meeting will take place at Romano's Macaroni Grill in Plymouth Meeting on Monday, August 8 at 7:00. The General Membership meeting will be Wednesday, August 10 at 8:00 at PJ Whelihan's in Blue Bell. The September meetings are planned for the same locations, with the BOD on September 5 and the General membership meeting September 7.

Index

REckoning	1
Meeting Notice	1
BOD Meeting June 2005	2
Calendar	3
Road Rally News	4
RallyCross	5
Ken's Kommentary	6
Classified Ads	7
Driver of the Month Interview	8
!!Help Wanted!!	11
Photographs	12

BOD Meeting June 2005

Location: Romano's Macaroni Grill

Attendance: BOD: Jon Rush, Ken Buck, Steven Rosenberg, Judy Bloeser, George Bloeser, Frank Gonzalez, Corey Ridgick. Others: Kevin Agnew, Nancy Agnew, Erica Ridgick.

RE's Report – Jon Rush

Jon would like each program leader to actively solicit feedback after each event from participants and officials and wishes to know the public forum used for such a purpose.

Assistant RE Report – Ken Buck

Ken stated clearly, "I'm back" (after being enrolled in a graduate class this past semester).

Secretary's Report – Judy Bloeser

A request has been received from Perry Addebaum (autox4u.com) for support from the Region.

Treasurer's Report – Steven Rosenberg

Total receipts for the month were \$11,359.00, all from Solo events. Dues were not received from National. Expenses, including purchase of the truck, were \$17,191.45, for a net outlay of \$5832.45. The treasury now stands at \$17,825.60.

Road Rally – Kevin & Nancy Agnew

Two events in the Tri-States Series have recently taken place. Both were well written, but with small numbers participating. The August 12 Rally is being postponed until August 28, and the one scheduled for August 28 will be held later, probably October 12.

A discussion followed about the Rally trailer – where it will be housed, and details about registration and insurance.

Solo I – Rich Sweigart

Spring Jefferson had a huge turnout of cars, but only 3 drivers from Philly. It appears that the new Time

Trials program has sparked interest in the program. Spring Weatherly is June 11-12, Pagoda is June 25-26, and Giants is July 9-10.

Club Racing – George Bloeser

The Tri-Region Race Group PDE is almost here. We're still taking reservations/registration. Everyone needs to encourage participation by drivers and workers. We have some hurdles to overcome including the departure of Ed Jenks as Chairman and Terry Hanushek's unexpected absence due to business commitments. All the promised pieces of the event will still take place, including the pig roast. We've been told by PDA that it is normal to have a low turnout on the first event, but once established, the PDE at Pocono should really take off.

The NESCCA Double National plans are coming together using a punchlist as a guide to completion of pre-event tasks. T&S will be moved to the front straight and no transponders will be used. This is the premier National Club Racing event in the Northeast Division. Opportunities are still available for workers in all race specialties. We will train people on site if necessary.

The next Tri-Region meeting is 6/13.

Solo II – Ken Buck

The first Philadelphia Region event at Warminster Community Park on 5/15/05 brought out 127 cars. It was an AWESOME time, great airstrip. As of 6/3/05, there have been no complaints. The sound level was 93 db. Two cars had to be DQ'd because of excess sound levels. The park administrators may want to talk about future dates, more to come.

The Ripken event on 5/29/05 was a new summer Sunday record - 168 cars. It ran smooth on a great course designed by Corey Ridgick.

The Test and Tune at NCCC had people doing run after run and brought in \$644. Dave Newman designed the NCCC course for the Sunday Solo event with about 100 cars taking part.

The Solo event that will take place during Allentown's Sportsfest will be held at the Mack Truck corporate headquarters parking lot. When we had indicated that we would not be involved any longer because of the condition of the Fairgrounds lot, this lot was offered.

RallyCross – Jon Rush

Jon may have found another site where a group unofficially runs their own kind of RallyCross in Germansville. He is hoping to have this site and Grandview so that a series can be established for the year.

Merchandise – John Groves

Because of a change in his work, John Groves has to resign from the role of Merchandise Chairman.

Mini-Convention - Judy & George Bloeser

Details will be fleshed out and materials sent out in July & August.

Other Business

The truck has been purchased and delivered to Cotner Trailer where the door/window to the work area will be installed. The "truck team" is gutting the inside, assessing the mechanical and physical needs and possibilities, and developing a plan for interior arrangement.

A Second Quarterly issue of the Spokesman is being prepared.

Continued on Page 4

Calendar

July 2005

Date	Program	Event	Location
Monday, Jul. 11	Philly Region	Board Meeting - 7:00 PM	Romano's Macaroni Grille
Wednesday, Jul. 13	Philly Region	General Membership Meeting - 8:00 PM	PJ Whelihan's Pub In Blue Bell
Wednesday, Jul. 13	Solo	Solo Team Meeting	General Membership Meeting
Saturday, Jul. 16	Solo	Holbert Memorial Day 1 - Summer Series Event #7	Ripken Stadium
Sunday, Jul. 17	Solo	Holbert Memorial Day 2 - Summer Series Event #8	Ripken Stadium
Saturday, Jul. 30	Solo	Summer Series Test & Tune Day	Northampton County Community College
Sunday, Jul. 31	Solo	Summer Series Event #9	Northampton County Community College

August 2005

Date	Program	Event	Location
Friday, Aug. 5 to Sunday, August 7	Club Racing	Double National Weekend	Pocono Raceway
Monday, Aug. 8	Philly Region	Board Meeting 7pm	Romano's Macaroni Grille
Wednesday, Aug. 10	Philly Region	General Membership Meeting - 8:00 PM	P.J. Whelihan's Pub In Blue Bell
Wednesday, Aug. 10	Solo	Solo Team Meeting	General Membership Meeting
Sunday, Aug. 14	Solo	Summer Series Event #10	Boeing
Sunday, Aug. 28	Road Rally	Mini Monte	Morristown, NJ
Sunday, Aug. 28	Road Rally	Dog Day Afternoon	Blue Mountain
Sunday, Aug. 28	Solo	Summer Series Event #11	Boeing

September 2005

Date	Program	Event	Location
Monday, Sep. 5	Philly Region	Board Meeting - 7:00 PM	Romano's Macaroni Grille
Wednesday, Sep. 7	Philly Region	General Membership Meeting - 8:00 PM	P.J. Whelihan's Pub In Blue Bell
Sunday, Sep. 18	Solo	Summer Series Event #12	Boeing

For Calender Updates and Directions go to: http://phillyscca.com/cgi-bin/schedule/full_year.cgi

Road Rally News

By Kevin Agnew

The months of May and June have been a busy time for road Rallying. The Mid-Atlantic Road Rally Championship had two rallies in May (Get the Dust Off, hosted by the MG's of Baltimore, and Oldies but Goodies, hosted by South Jersey Region SCCA) and one in June (Mini Monte, also hosted by South Jersey Region SCCA). Also, Kevin and Nancy Agnew are in the process of assuming the position of Road Rally Co-chairs with Wendell Green. Wendell has been very helpful passing along his knowledge and experience all to the relative newcomers to road rallying.

May started off with the Get the Dust Off Rally on May 1st. There were 36 cars in the event, 25 of those competed in one of the four SCCA classes (Equipped, Limited, Stock, and Novice). There was a large turnout of Novice cars, 14 cars in all. This rally started off at the Historic Jerusalem Mill in Belair, Maryland and finished again this year at the Allegro Vineyard and Winery in York county Pennsylvania, where the participants enjoyed a picnic lunch and the great hospitality of the owners of Allegro.

Two weeks later, on May 15th, South Jersey Region hosted the Oldies but Goodies Rally, which was the first trap rally of the Mid-Atlantic Road Rally Championship. This rally began and ended at J G Cook's Bar & Grill in Pitman, New Jersey, where after the rally the contestants talked about the various traps and enjoyed a bite to eat. Again there was a pretty good turnout for the rally -- 15 cars, 6 of those were novices. Every team fell for at least one of the traps and each trap caught several teams. But there was only one team to score the maximum on every leg. Also, as a sign of how well this rally was written, all of the contestants made it to all of the checkpoints.

On June 5th, the next Mid-Atlantic Road Rally Championship rally was held again hosted by the South Jersey Region – Witch Way to Salem. There was a low turnout for the rally (only 7 cars) and there were no novice cars – hopefully they were not discouraged by the trap rally three weeks before. Again the rally began and ended at J G Cook's Bar & Grill and again the rally was a new type for the Championship. This time it was a Monte Carlo rally, where the contestants are given the time and mileage to each of the possible checkpoints, not all of the given locations for checkpoints are actually checkpoints. As the locations of the checkpoints were known, there were two passage controls that the contestants had to pass or face a 50 point penalty to ensure that the contestants followed the planned rally course. The only team to miss one of these controls was the Philly region Rally Co-chairs, who should have read the General Instructions a little closer before the start of the rally.

With 5 of the scheduled 11 rallies run, the Championship is still a long way from being decided. In fact the novice class could easily be won by a team that has not run a rally in the series. The dates for three upcoming Mid-Atlantic Road Rally Championship rallies are set. The Mini Monte is scheduled for August 28th, this will be a map rally, where you are given a map and have to follow the route at or below the posted speed limits. All checkpoints will be shown and all route instructions will include route mileages. This rally will start in Morristown, New Jersey. The Achtober Rally is scheduled for October 15th. And the Pine Barrens Express, which is also a SCCA NEDiv Series and a SCCA National Championship Series event is scheduled for November 19th.

Hopefully we will see many of the familiar faces and lots of new faces at some of the upcoming rallies.

BOD Meeting (Continued from page 2)

Everyone is pleased with the work that Ted Rudolph and the Website team have done.

License plate development with the graphics department has begun. We need to find out the details of plate distribution including whether there can be a choice of numbers.

The Mercury Ride & Drive on June 25 & 26 has people signing up. Judy will contact SAE to follow up on interest stated about being included in the event.

Temporary membership forms should be used at all events. Robin will train anyone over the phone on the usage of these forms.

Respectfully submitted,
Judy Bloeser, Secretary

RallyCross

On April 10, Philly Region hosted a RallyCross, named Philly's First, at Grandview Speedway in Bechtelsville, PA. No one was sure what to expect, the Region having never done a RallyCross, but 28 brave souls showed up to help celebrate our kickoff event. When people started arriving before 8 AM, Bruce Rogers, track owner, was out grading the track with his earthmover. It was pretty impressive of Bruce considering he had been up until 3 AM the night before overseeing his professional Saturday night race series. He groomed the track into a powdery soft consistency that kept the traction low to start the day.

For those of you who don't know what RallyCross is, it is a low-speed, loose-surface, driving competition through a course defined by cones. Some people describe it as an autocross on dirt, but there are some similarities and differences. The similarities include

- Minimally prepared cars can compete. Many of the competitors for our first event were in cars that are driven on the street.
- One car at a time is on course, so there are none of the risks of wheel-to-wheel competition
- Safety in course design is a top priority so there is little risk of damaging your car against something solid.
- The penalty for knocking over a cone is two seconds

The differences between RallyCross and autocross include:

- The winner is determined by adding up the total times for each lap through the course and any penalties.
- An off-course or Did Not Finish (DNF) gets you a bogie time for that lap. The bogie time is calculated by adding 50% to the slowest competitor's time for that lap.

- The course can change after every lap. Ruts and ridges on course can cause accidents or damage, so as they develop, the course can be shifted away from them.
- Drive-throughs of the course are used instead of walk-throughs.

The course was set by Alex Kuhner and Scott Beliveau (NEDiv RallyCross Safety Steward). It had a spectacular down-hill start from the paddock exit. It quickly entered Grandview's infield for a loop then exited onto the track for a complete loop. The competitors were split into 5 classes, Rear-Wheel Drive, Front-Wheel Drive, FWD-Modified, 4-Wheel Drive and 4-WD-Modified. A morning drive-through was granted, then the classes were then split into two run groups and the first competition laps were run. The track that started out powdery was turning into a hard-as-concrete surface as the morning progressed. This is not ideal as some of the tires were starting to burn up and the speeds were climbing to an unsafe level. So during the lunch break, the course was reset and we asked Bruce Rogers to water the track down to break up the crust. The water was applied a little too liberally and the entire line became slicker than whale snot. Since we changed the course, an afternoon drive-through was granted. You should have seen the sights as these "rally cars" could barely make it through the slick mud in turn three to get back to the paddock. The first competition runs were quite ginger until the track dried out and the great traction returned. Overall it was a safe, fun day.

If you would like to see over 400 photos of the event, point your web browser to www.plaftaphoto.com/gallery/album151. If you would like to see a very well done video of the event, including the highjinks on the wet track, try

<http://rallyplanet.com/?pid=27486>. Warning this video is 100 Mb.

Thanks to Alex Kuhner, Scott Beliveau, Roy Dean and George and Judy Bloeser for all their hard work in getting Philly's First RallyCross together. And thanks to Grandview for hosting our event. We hope to get back to Grandview this year for more RallyCrosses, plus we are looking for other sites to host events. We could use a volunteer or two to help organize the events too. Please contact Jon Rush if you are interested or know of a site.

The winners were:

Name	Car	Class	Time (100ths)
Michael Ferrett	Subaru Impreza	4WD	565.61
Billy Petrow	Subaru RS	4WD-M	553.41
Mike Crocker	Neon	FWD	569.91
Mark Lawrence	VW Golf	FWD-M	556.91
Matthew Grubel	Plymouth Baracuda	RWD	615.61

By Ken Buck, Solo Chair

Well, it has been awhile since I've written an article, and we are heading for a record season of solo competition here in Philly Region. We started the year with a four-event CSE Solo II Winter Series, all held at Ripken, two of them in actual snow. Then we headed into a new era in Philly Region. CSE has stepped down after two decades of sponsorship to allow Otto's MINI (www.ottosMINI.com) to sponsor the solo series championship. CSE (www.cseauto.com) has stayed on as the Driver of the Year Sponsor.

Our Otto's MINI Solo Series started off April 4, 2005, with 125 competitors running at Cal Ripken Stadium in Aberdeen, MD. Steven Rosenberg took FTD in his F-Mod car with a 36.158, and past Holbert winner Tom Buckley took the early lead in the CSE Driver of the Year chase, winning PAX in the first points event of the season.

Three weeks later found Philly Region back at Ripken on April 24, and 143 drivers took to the asphalt. Again, Steven Rosenberg earned FTD bragging rights, with Frank Gonzalez topping the PAX chart in that bright yellow Z06.

Our third event of the Otto's MINI solo series was run on May 15 at a new site. After an inestimable amount of effort on Tony Emerich's part, Philly Region had its first event at the Warminster Community Park. The site is an old airstrip used by the Navy as a practice aircraft-landing site. Due to the proximity of a playground and neighboring houses, Philly Region set sound limits. 139 drivers came to the new site to get a shot at the asphalt and concrete runway. Two cars were DQ'ed for noise violations. Steven Rosenberg's first run was quiet enough to not trigger the DB meter, and that run took FTD for the third straight event, running a 43.858. His next two

runs broke the db limit and Steven had to load the F-Mod car on the trailer for the rest of the event. Jeff MacRae took PAX honors.

May 29 found the Otto's MINI solo series back at Ripken, this time with nice weather and 172 competitors; yes, 172 drivers. Not too many years ago 75 cars were just too many cars to handle. This event marked another milestone in someone beat out Steven Rosenberg for FTD. Congrats to Bryan Fritzlner for running a 38.114 in his B-Mod car. Maximum CSE Driver of the Year points went to Philip Gillett as the PAX winner for the event.

Just one week later, Philly Region Solo made its way from the extreme southern end of the region to the far northern end at Northampton Community College for two days of autocross action. Saturday, June 4, was the Test-N-Tune event at NCC's north lot. Sunday found the region moving over to the Main Lot at the south end of the campus. Again, this is another new location for Philly Region. Local marque clubs have run on the narrow, banana shaped overflow lot, but we were the first club to actually close the through-road and hold an event on the large Main Lot. The course was laid out across two pie shaped sections of the Main Lot, connected at the crust end of the pie shapes. The lot was bumpy, with several elevation changes, and 94 competitors had at it. Steven Rosenberg was back in shape, taking FTD and PAX honors after the beating he took the previous event. His best run was a 32.296.

Three weeks later took Philly back south to Ripken for points event #6 of the 15-event series. Extreme heat was not able to keep people away, and 173 competitors braved the heat in Maryland. Chris Shenfield was the class of the day, beating out several national champions for the FTD and PAX

honors with a best run of 39.774.

By the time this is printed, Allentown SportsFest will have been run, at another new site, on July 10, 2005. The City of Allentown has made arraignments for us to use the employee parking lot at the Mack Trucks World Headquarters, giving new life to traditional Philly Region event. Details and results should be posted at www.sportsfest.org. Congratulations to the FTD and PAX winners.

Don't forget the Al Holbert Memorial This event will take place July 16 and 17, 2005. This event will count as two separate series points events, with the overall combined PAX winner taking home the big trophy of Al Holbert's wheel and a year's worth of bragging rights. The proceeds will go to support three charities this year. The rest of the schedule can be found at our web site: www.phillyscca.com/cgi-bin/schedule/full_year.cgi

I want to take some time and talk about our newly rejuvenated Novice Program. Cy Lee and Jon Rush have taken the lead, and are working to make new autocrossers feel welcome and wanted. Philly Region has one of the best novice programs around, offering several options for the first-time autocrosser. First, we have a "buddy system" where Cy Lee will find an experience driver with whom you can pal-around. Your "Buddy" will be there to help in every way possible. Second, Jon Rush will find instructors to help you on course. That could be an experienced driver riding with you giving directions, or that may be finding you a ride with another driver to help you see and visualize the courses. And third, we are again offering a Novice Class, where you can compete against other novice drivers, using the PAX-index to equalize the performance differences in vehicles.

Ken's Commentary (Continued)

In other news, we have purchased an updated equipment truck. Is like are current truck, but on steroids. The truck spent its previous life hauling Matco tools around the Lehigh Valley. The truck is currently undergoing its transformation from peg-board and elastic cording to our state-of-the-art timing and scoring center. The additional foot of width, height, and six-feet of length should allow us to haul the extra equipment needed to run the best events in the country. This will also allow the equipment driver to tow a competition vehicle on a trailer or dolly and still be able to exceed 40mph on the PA Turnpike. The truck is currently at regional sponsor Cotner Trailer (www.cotnertrailers.com), where it is getting an eight-foot vendor door installed,

allowing timing and scoring to see out the vendor door and windshield. This extended viewing area should help reduce the number of re-runs caused by confusion and the T&S folks not having a clear view of the course at all times. Once installed, the rest of the truck's interior will be designed to maximize storage and ease of use. I remember when we went from the 4X8 trailer to the current 12-foot Grumman Chevy, thinking, "this truck is huge, we could never fill it." And here we are less then a decade later expanding into a larger truck. Simply amazing how we have grown. If anyone is interested, the current 12-foot Grumman will be for sale once the new truck is up and running.

Well, that is enough for this issue. Please keep an eye on our web site for updates to our schedule and for late-breaking news. Don't hesitate to join in on the regional forums if you have any questions you want answered. See you at the next Solo event.

Classified Ads

FOR SALE:

- 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.(6/05)
- 1979 Triumph Spitfire, restored with all new interior, convertible top, exhaust system.
Call George at 610-965-0585.(7/05)
- 1999 CARMATE 20' Car Trailer. 16' Deck with winch, removable fenders and spare tire carrier with two spares. Loading ramps included.
Asking \$1400 O.B.O. Contact me at ep53motors port@netzero.com or 215-887-2704.(7/05)
- Trailer for a formula car- single axle with spare tire, hand winch, 11ft bed, sides and front are enclosed- no cover, homemade. Priced to sell. Please call John at 215-887-1294.(8/05)
- Basket case-Eldon Formula Ford redesigned for a Mazda 12B engine. Last used for Solo1 events and is a former 1985 B-Mod Solo2 championship car. Great project car at a fair price. Please call John at 215-887-1294.(8/05)

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 (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.

Driver of the Month Interview

By Perry Aidelbaum

This interview is reprinted with permission from the website www.autox4u.com courtesy of Perry Aidelbaum.

Name: Brian Conners

Age: 38

City/State: Voorhees, NJ

Profession: President of Safe Disposal Systems a Scrap Processing / Refrigerant Recycling company

Q - What year did you first get interested in (or start) autocrossing?

A - My first experience was in college with an 86 RX7. I went to one event in college and won a novice trophy my first time out. I only went the one time but always wanted to go back. Then in 2001 I bought an S2000 and after owning it for a couple of weeks I knew I needed an outlet to have fun in this car. The street was just too dangerous. So I searched out the SCCA and started autocrossing.

Q - What kind of car do you compete with, what class do you compete in, and what are its particular strong suits in your opinion?

A - I compete in a Honda S2000 that has moved from AS to BS. I have limited experience with other cars but the characteristics that impress me the most are the S2000's initial turn in, ability to rotate, and braking. All three of these strong suits can hurt you in competition before they can help you. Once sorted out and under control the S2000 is an incredible car to drive.

Q - How much of the sport do you think is attributed to driver skill vs. car setup?

A - This is a topic of much debate and really depends on a specific situation (stock categories vs.. prepared) If a car is poorly setup and the driver

has to continually fight the car he cannot win. But, a well setup car cannot win without superior driving skills. I will say that the sport is heavily reliant on driver skills and without them you will not win, even in the best car.

Q - What is it about autocrossing that keeps you interested?

A - There are three things that keep me coming back. First it's the people. The friendships and fun at an event are really something special in this sport. Most sports become so competitive that the fun is driven out, it's different with autocross. Secondly, is the extremely high level of competition at the National level that never seems to reach the cutthroat level. Lastly it's the adrenalin rush. Coming back from a 45 second run and your hands are trembling from the pucker factor is just plain addictive.

Q - Do you constantly critique yourself during your runs or after the event?

A - Every time! I'm always looking at three things.

1. Was I as fast as I could be in the fast parts?
2. Was I as slow as I should have been in the slow parts?
3. Did I take shortest route through the course?

Q - How do you feel after a fast, clean run?

A - That the best 5 minutes in the world, then Perry buries it by .5 second and it's all over. I'm working on that. Can you hear my footsteps??

Q - Would you consider expanding your skills to wheel to wheel racing?

A - Its sounds like fun and I might take a stab at Spec Miata but for now I'm focused on Autocross.

Q - Have you ever tried to get a company to sponsor you? Were you successful?

A - I don't think autocross offers great exposure for a corporation that doesn't sell something directly to autocrossers, so I've never tried.

In a way winning tires and money at ProSolo's and Tours is a sponsorship. So, LJB Racing has Hoosier, Honda and Hawk as sponsors.

Q - Is it only the driving aspect that entices you to go autocrossing?

A - Absolutely not, if that was it I think wheel to wheel racing would be much more appealing. Think about it, 6 minutes of racing over a weekend and spending thousands of dollars a year. It's more than driving.

Q - What trophies or titles have you won?

A - Well, its tough to win when you drag one of the best drivers in the country with you to every event. But before I teamed up with Perry I won the PA State Championship in AS in 2001 and finished 1st in Philly Region AS in 2001. Those wins were more a factor of the lack of competition than driving skill.

My best trophy to date was 03' DC tour. 4th behind Mike Soloman, Pat Salerno and Perry.

My best run was the '02 National Championship North Course. Finished 9th that day in front of some very talented drivers. Sad thing was I gave it all back on the South Course.

Q - If you could have ANY autocross ride imaginable, what would it be and why?

Driver of the Month (Continued)

A - Lotus Elise

There are three aspects to autocross when it comes to cars.

1. Acceleration
2. Handling
3. Braking

When I evaluate what I want in a car I would rate Handling first, braking second and acceleration third. I think the Lotus Elise will be best performing stock vehicle in handling and braking. The acceleration will be exceptional but other cars will easily out accelerate an Elise (Anything with 400 hp and big tires will win that race hands down)

Membership: 795

We Welcome these New Members

Michelle Duczak
David Martin
Bill Hance
John Langworthy
Brian Lyttle
Efraim Ramirez
Henry Liu
Andrew Hedin
Thomas J Smith
David Hoyt
Kathleen Hoyt
Alexander Foti
Charles J Lefever
Christopher Furguele
Ted Rudolph
Andrew Ball
Darrel R Stein
Charles Doherty
Robert Brod
Catherine M Brod
Cassandra M Brod
Robert C Brod

Alexandra M Brod
Robert C Brod
Charles W Crott
Kenneth Shaknitz
Francis W Strahorn
John L Mackechnie
Marc Dencker
Bob Hickey
Amy DeFiore
Robert Varipapa
Nancy Varipapa
Robbie Varipapa
Alexandra Varipapa
Andrew Varipapa
Daniel Jackson
Kyle McCormick
Matthew Ross
Stephen Norton
Matthew Fissinger
Andrew HKroenke
Daniel J Ozdowski
Donna Tholan

Tom Lutzi
Barbara J Lutzi
Christopher G Karras
Aaron Shoe
Tysen Miller
Joseph M Umbrell
Gabriel Figueroa
Alexander Compton-Bain
Alex Green
Anthony J. Savini
J. Jonathan Allen
Jim L. West
Andrew S Conner
Jonathan Myers
Kirsten Myers
Jason Lang
Nicholas G Golden
Josh Luster
Kathryn Sweeney
Mike Stafford
Bill Gerhart

Regional Officers

Regional Executive

Jon Rush - 610-965-2815 (07)
2131 Hamilton Drive
Coopersburg, PA 18036-3436
jdrush@enter.net

Secretary

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

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

Other Board Members

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

Frank Gonzalez - 215-643-5968 (06)
1033 Hemlock Dr.
Blue Bell, PA 19422
gonzalezfj@cs.com

Corey Ridgick - 610-391-7453 (05)
5312 Covenant Ct.
Allentown, PA 18106-8723
ridgick@ptd.net

Anthracite Racing Assoc. Representatives

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

Alternates

Judy Bloeser - 610-965-0585
Jon Rush - 610-965-2815
Karl lochum - 215-338-7576

Tri-Region Racing Representatives

Joe Aquilante - 610-482-0141
George Bloeser - 610-965-0585
Jay Smith - 215-257-5608

Alternates

Judy Bloeser - 610-965-0585
Bob Maurer - 610-253-2870
Jon Rush - 610-965-2815

Regional Chairs

SPOKESMAN Editor

Jon Rush - 610-965-2815

SPOKESMAN Classified Ads

Rich Sweigart - 215-249-9138
1004 Broad Street
Perkasie, PA 18944
RSRacing356@yahoo.com

Club Racing

George Bloeser - 610-965-0585

Licensing (Driver)

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

Licensing (Officials)

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

Racing Chiefs and Contacts

Flagging and Communication

George Bloeser - 610-965-0585
indy33@aol.com

Paddock

John Chatley - 610-696-7125
JohnChatley@reilly.com

Pits

George Bloeser - 610-965-0585

PHA Representatives

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

Philadelphia Region Website

www.phillyscca.com

Membership

Robin Lumb - 610-313-9397
845 Plymouth Road
Plymouth Meeting, PA 19462
rlil40fm@comcast.net

Merchandise

Steven Rosenberg - 610-313-9397
scooter11fm@comcast.net

Road Rally

Wendel Green - 610-527-4223
45 Parkridge Dr.
Bryn Mawr, PA 19010,
wendel_green@hotmail.com

Co-Chairs

Kevin & Nancy Agnew - 610-358-5102
229 Moria Ct.
Aston, PA 19014-1264
agnewkid@yahoo.com - Kevin
agnewgirl_2000@yahoo.com - Nancy

Registration

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

Scrutineering

Karl and Marg lochum
215-338-7576
Karllochum@comcast.net

Area 2 Director

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

Other Internet Sites

www.scca.com www.triregionracing.org
www.nescca.com www.na-motorsports.com

RallyCross

Jon Rush - 610-965-2815
jdrush@enter.net

Time Trials

Rich Sweigart - 215-249-9138

Solo

Ken Buck
acouplebucks@comcast.net

If you need to call about Solo, please call Joe McCormick (Marketing)

Marketing & Publicity

Joe McCormick - 610-637-8598
19 Price Street
West Chester, PA 19382
jmccormick@ottosmini.com

Website

Ted Rudolph - 610-853-9981
ted@tedrudolph.com

Sound Control

Open

Timing and Scoring

Judy Bloeser - 610-965-0585

SCCA National Office

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



!!Help Wanted!!
Philadelphia Region Members
Race Workers



Timers, Flaggers, Pit/Paddock/Grid Marshals, Tech Inspectors, etc.
(temporary SCCA memberships available free to non-Region members)

Tri-Region Race Group
at
Pocono Raceway
(full 2.5 mile road course)
August 5, 6, 7 Double National races

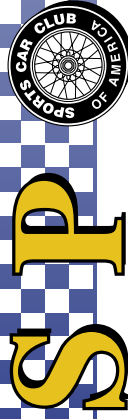
“On the job training” by experienced Nationally licensed SCCA personnel, leading to an SCCA license in the specialty you choose.

Set aside the dates and contact George and Judy Bloeser
by July 31 at indy33@aol.com or 610-965-0585
even if you can only attend for one day.



Tri-Region Race Group

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/>

If you would like to receive email notification when the spokesman is posted to the web, send a blank email to Philly_SCCA_Spokesman_subscribe@yahoogroups.com

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

Mailed copies are free for members, \$15 for non-members.

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

Advertising Rates:

	One Issue	Full Year
Full Page	\$200	\$2100
Half page	\$100	\$1000
1/3 Column	\$75	\$800

Advertisements will be accepted in (300 ppi) JPEG, TIF, or EPS Formats



Address Service Requested

Philadelphia Region SCCA
845 Plymouth Road
Plymouth Meeting, PA 19462