

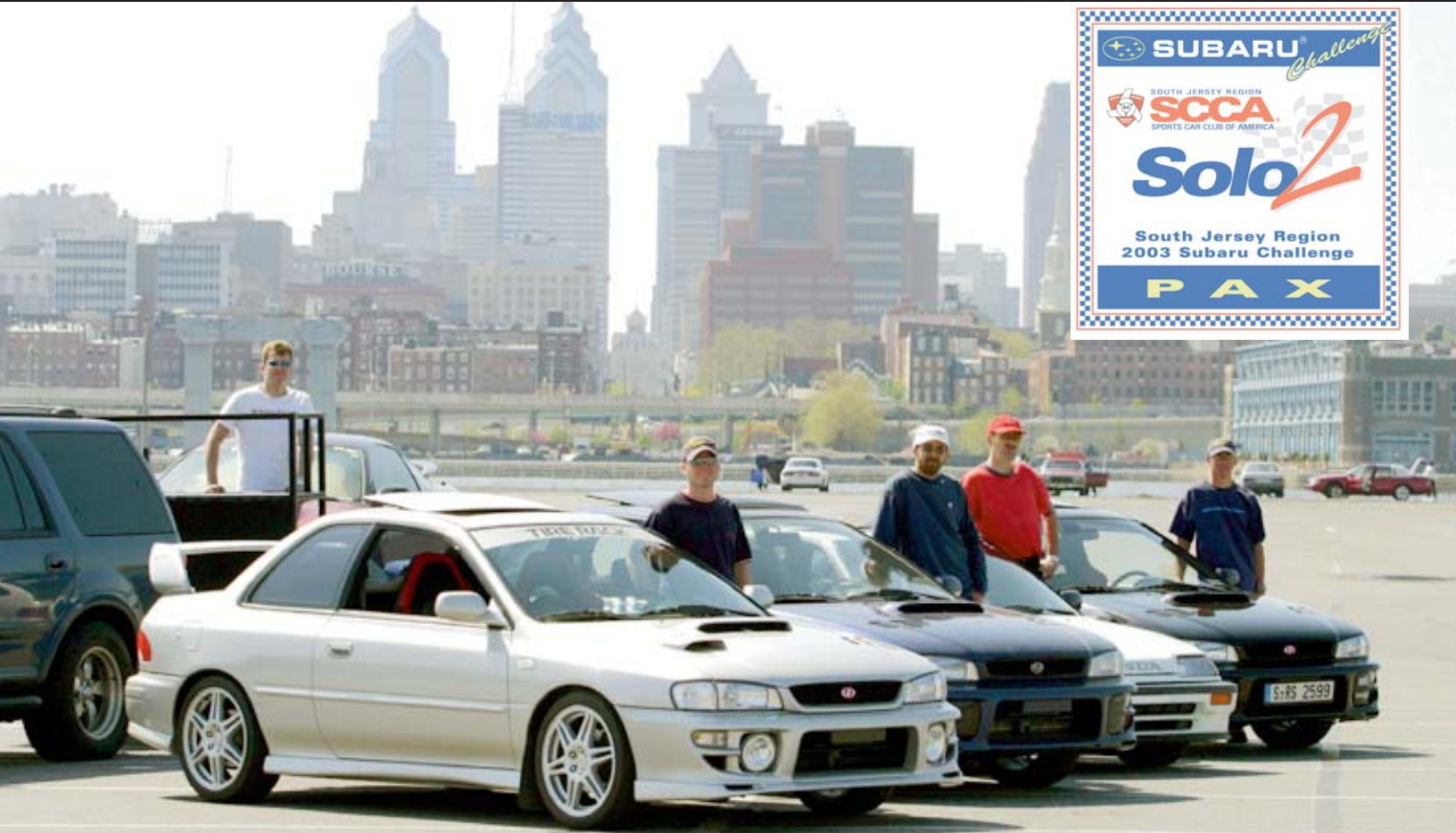
At@Speed



What's Inside:
SJR-Subaru Challenge
New England Challenge
MARRS @ Summit
March Lamb Results
Help Run Racing Events!

The Official Newsletter of the South Jersey Region SCCA

April/May 2003



Corey Ridgick (front) placed first in Street Touring S, first in PAX and had Fastest Time of the Day.



MARRS #1 Lands at Summit
The Mid-Atlantic Road Race Series from the perspective of a two SJ racers, Nick DiMeo & JD King.

NEC-1 @ Summit Point
Overview on page 3 and J.D. King's perspective on page 5.

WANTED: Workers for upcoming Road Racing events! A great way to see racing... for FREE! Contact JD King @ 856-694-5012

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Tri-Region Reps

David Teal, Ed Jenks, JD King

Alternates

Terry Hanushek, Fay Teal, Jack Oliver

Pennsylvania Hillclimb Assn. (PHA) Reps:

Sue Salsberg, Dave Arron, Dan Cassino

Solo I: Fred Thum

Anthracite Race Assn (ARA): Terry Hanushek

At Speed is published monthly as the official publication of the South Jersey Region, SCCA, Inc. The subscription price is \$12.00 per year and is included in the membership dues with non-member subscriptions available at \$15.00. The opinions expressed herein are those of the editor or authors and not necessarily those of the South Jersey Region. Acceptance of any advertising does not constitute endorsement of the products or services being advertised. Permission to reprint material in other SCCA publications is granted providing credit is give to the author and At Speed editor. Please send change of address information to the membership chairperson.

Editorial copy and ad contacts should be submitted to the editor, David Paul Hess 296 West Orchard St. West, Hammonton, NJ 08037, or emwavey@yahoo.com - by the twentieth of the month prior to the next issue. It is preferred that all editorial copy be submitted in an IBM compatible format (ASCII, Word, Word Perfect, etc), on any size/density diskette. Fax submission can be arranged by contacting the editor. See classified section for advertising rates/policies.

The South Jersey Region of the Sports Car Club of America, Inc. meets at 8 PM on the second Wednesday of each month at Fontana's Restaurant at 30 E. Main St., Maple Shade, NJ 856.321.130.

Board of Directors (BoD) meeting locations vary each month and are listed in the Calendar section. All members are welcome to attend any BoD meeting.

Events & Announcements

NEC-1 at Summit Point – April 27, 2003

A small but enthusiastic field showed up to contest the inaugural race in the New England Challenge Formula Ford series. There were 4 Formula Fords (FF), 3 Club Fords on spec tires (NCF) and no Club Fords on unlimited tires (CFF). Two competitors had to pack up and leave after Friday's open practice due to mechanical problems: Tom Raber (FF) from WDC and Rod Kendall from New England – quite a disappointment for Kendall after the long tow from Connecticut. Car counts are expected to increase as the series progresses into the late spring and summer months.

The light car count did not take away from the racing. Both the FF and NCF classes had strong battles between the top two contenders that raged the entire weekend. In FF, Bob Lutz (Steel Cities) and Larry Hendrickson (Philadelphia) were separated by a few tenths of a second throughout the two qualifying sessions, with Lutz prevailing for the FF pole position. The other two FF entries, Rob Davis (Southern New Jersey) and John Lye (WDC), were a few seconds back from the two FF hot-shoes. The same close times existed in NCF where Chuck VanNostrand (WDC) prevailed by only a couple tenths of a second over **J. D. King (Southern New Jersey)**, followed by Steve Stratton who was a few seconds back. Stratton was driving in his first FF

race, coming over to the "light" after a number of years racing tin-tops. After the first rain-soaked qualifying session, VanNostrand had the overall provisional pole for the entire race group that also included a number of Formula Continental entries with J.D. nipping at his heels.

On Sunday, the Fords took to the track for the Group 1 race under sunny, warm conditions. In the FF segment of the race, Lutz and Hendrickson quickly separated themselves from the rest of the field and put on quite a show, trading the FF lead a total of 8 times over the first 10 laps. A combination of good fortune through lapping traffic and a steadily worsening push for Hendrickson sealed the FF win for Lutz. Fast race laps for both competitors were near 18-flat which would have put them in a possible podium finish at the Summit Point national a few weeks earlier. In the NCF race, VanNostrand and King had a very tight battle for the entire 16 lap race with the lead see-sawing back and forth a number of times. Neither driver could shake the other, and in the end VanNostrand emerged victorious by a scant 0.1 second margin. VanNostrand's fast race lap was good enough to tie the existing track record for the CF / spec tire class. Meanwhile, Stratton got his first open wheel race under his belt and feels much more comfortable than he did when the weekend began.



DiRenzo, Lap Record

Matt DiRenzo shattered the Summit Point D Sports Racer lap record by nearly 2 seconds at the Summit Point National.



South Jersey Solo II The Subaru Challenge Continues

Sunday, June 15th
Sunday July 13th
Sunday, August 3rd
Sunday, August 17th
Sunday, September 21st
Sunday, October 12th
Sunday, November 9th

<http://www.autox4u.com/sjersey.htm>
Call: 732-422-6557 or 609-387-0576

Pennsylvania Hillclimb Assn. (PHA) Schedule - Solo I

6/7-8 - Spring Weatherly H.C.

Dan: clipper@microserve.com

6/28-29 - Pagoda H.C.

Rick: rukehs@aol.com

7/12-13 - Giants Despair H.C.

NEPA: Adanko@teamdkb.com

7/26-27 - Rose Valley H.C.

Lynne: ldflamingo@dejazzd.com

8/16-17 - Duryea H.C.

Rick: rukehs@aol.com

8/30-31 - Fall Jefferson (East Coast Solo I Champ.)

Dan: clipper@microserve.com

9/27-28 - Fall Weatherly H.C.

Dan: clipper@microserve.com

11/1-2 - VIR, Contact TBA

Road Racing Workers Needed!

(p. 8 for more details)

SJR On-line (meeting minutes)

<http://www.sjr-scca.org/>

Written minutes can be sent to those without internet connections.

Contact JD King @ 856-694-5012

Online store @

http://www.cafeshops.com/sjr_scca

Solo 2

Photos provided by Terry 'TAZ' Zorich
EventPhotoNow.PhotoReflect.com

Subaru Challenge Event #3 (Sunday, April 27th)



A beautiful day at the Camden waterfront brought out 80 drivers for close competition.

The event went relatively smoothly (each driver getting six runs) despite the absence of two key people, **Steve Ashcraft** and **Jim Blanton**, who were off enjoying Perry (Aidelbaum's) wedding. Thanks to all those who went the extra mile to help out including **Dan Zane** for pulling the trailer, **John Borden** for making sure everything was running smoothly, **Andre Downey** for designing another great course, **Alan Pozner** and **Carl Weisman** for assisting as safety stewards, **David Hess** and **Matt Sr.** on registration (thanks for the donuts and great new trophies, Dave), **Carrie Sparling** doing double duty on timing and making sure everyone was in line, **Jim Toretta** for extra support and extra special PAX trophies, **Meg Meyers** for loaning us her van to tow the trailer, and of course **Subaru of America** for sponsoring the Subaru - SJR SCCA Solo II Challenge.

The Nuts and Bolts:

Less than a "PAX" second separated the top five with STS again holding four of the top 5 PAX placements.

First Place finisher **Corey Ridgick** (89 STS) had an excellent day. The data shows that he didn't hit one cone all day, finished first in his class (STS), had FTD and took the top prize money home at Subaru Challenge event #3.



A close second place finisher, **Thomas Buckley** (319 STS), started off with an "off-course", but by his fifth run, Thomas ended up second by posting a raw time of 47.137. He couldn't muster a faster time for his sixth and last run, but showed that he is certainly consistently fast, posting an only slightly slower time of 47.206.



Third place finisher, **Tad Kiminski** (319 STS), was about a 1/2 second off of the quickest time and trailed second place finisher, Buckley, by a mere .166 of a second in raw time. Tad had a re-run on his second outing, but that extra run wasn't enough to help him overtake Corey and Thom.



The only non-STS class PAX money winner was **Sam Krauss** (67 DS). Sam runs an insanely fast Eagle Talon in the highly competitive D-Stock class. His fastest run came on his fifth try with a raw time of 46.825. Yes, his raw time showed he was second fastest of the group, but with the PAX adjustment he fell to fourth.



Dan Shalkowski (35 STS) rounded out the top five by breaking



- Written by Kurt Schenk & David Hess

into the high 47s on his sixth and final run. Dan hit only one cone the entire day, and outplaced his closest class finisher by 1.2 seconds. This might not sound like much, but figure the top five are separated by about the same amount.

Since we're all friends here: Another in-class note-worthy race happened in CSP. Although not a consideration for the PAX prize money, **Matt Wojtkowiak, Jr.**, **David Hess**, and **Ray Cheslock** ran close to each other all day. When all was said and done less than 3 tenths of a second separated the trio.

David (yours truly) was winning until the very last run when Matt knocked more than a tenth off of his 6th and final run, and I only managed to knock 4/100ths off of my time.



Good job Matt, I'll getcha next time, bud! Also on his last run, Ray came within 2/10ths of my fastest time. "age before beauty?... not this time ol'timer". ;)



And there was no Steve "fast-blue-Miata-dude" Ashcraft anywhere to be found. I paid off

Perry Aidelbaum to hold his wedding on this date, so I'd have a chance to win CSP for a change.



Road Racing

MARRS Race @ Summit Point, W.V.



- Stories by Nick DiMeo & J.D. King

- Nick DiMeo

I had a great race - finished 5th. I ran my best time ever at 1:31.670 This was the 4th fastest race lap. Great race! I was dicing with Kirk Dohne for position for more than half the laps.

I was 9th on the grid and Kirk started in front of me in 6th. I caught him on lap 4, I think. I gave him grief in his rear view mirror for several laps then I went by him in the braking zone on turn 5. I really love that outside groove in 5. Kirk stayed close for a couple laps. Kirk got a great run on me out of Turn 10 and got into my draft going down the front straight. I could not shake him off. I moved left then right, then back to the left hoping he would follow me. He did not and he took the inside position going into turn 1. I tried a late braking move to intimidate him and gain a car length lead into turn 1. Oh Boy! I got in too deep and too hot. The car turned but would not hold the corner and I dropped two tires off the outside of the turn. There is about 4 feet of gator teeth on the apron of this corner and as the car's left side tires were bouncing on the dirt the right side were bouncing off the gator teeth. I kept my foot in the throttle but I could not keep pace with Kirk and he came out in front again.

I got by him on the next lap braking into the inside of turn 1. It was a drag race out. We stayed close for laps. Then we caught up to lapped traffic in the carousel. I got too close to a back marker going into turn 8. Kirk had drifted back to get a hard run on me. I think he could see what was about to happen. I had checked up behind the back marker, but the driver slowed even more as he focused on waving me by. I was hoping he would just drive out of the corner hard but no, he had to be polite! I had to brake to avoid punting the guy off the track.

Kirk was going to the inside of the corner and this just gave him tons of over-taking speed. He was by me before the bridge. I chased him down for 2 laps and then, in the same situation where he got me, I got him. We drove hard into turn 6 but there were back markers ahead. I drifted back going into turn 7 while Kirk hammered hard. He got too close to a slow moving ITC car and deja vu, I did unto him what he did unto me. I was driving into the corner hard as he had to lift to keep from punting the ITC car.

Jerry Condon had dropped off the pace early in the race then came back to rejoin Kirk and myself for a three car joist for 3 laps. Jerry and Kirk were dueling hard when Jerry slipped up then dropped too far back to stay and play. Kirk stayed close for another lap but I think he was watching for Jerry and he dropped back too. This is what it is all about: Find someone to play, keep it clean, bring it back alive and tell the story.

It's trophy time!



- J.D. King

It was the first weekend for the 2003 season for me and we(me and Tommy Stewart) had a fairly uneventful ride to West Virginia on Thursday afternoon, April 24. We set up the compound and readied for Friday morning when we would have to get the new Hoosier 60 compound spec tires mounted up. We managed to "find" a test day sticker and went out for the 1st session of the test day to give the tires a good scrubbing in. After that we finished our car prep for Saturday and turned our attention to helping out other open wheel racers who were short on assistance. Saturday morning dawned with rain.

We were the 1st race group this weekend and we got off to an early start by cleaning the water and debris off the track, very slippery conditions. I had a new set of Hoosier rains on and was giving them a feel for the first couple laps of morning qualifying. As I started the 3rd lap with a good run out of turn 10 I was met at turn 1 by a Formula Continental parked sideways right on the race line where he came to rest after spinning. So much for that lap. On the next lap I got a good run out of 10 and was well on my way to a decent lap when I was again summoned by the waving yellow to lift as there was another car spun and parked at the exit of 3 apparently high sided and dead in the water. The EV crew made heroic attempts to get him going but it was deemed too dangerous and the session was ended early before I could put together 1 lap :(

The afternoon session was drier with drizzle and a mostly dry track. We went out on slicks and the session went the 15 minutes without fanfare and I manegaed to just grab the Club Ford pole. (Club Ford is a fancy way of saying ancient formula ford) Sunday dawned sunny and beautiful race conditions and when the green fell for our race my main competition went motoring by with authority. I grabbed onto his gearbox and settled in for a 28 mile battle where we fought tooth and nail, trading 1st place on at least 5 occasions. I lost my mind and failed to take advantage of a small corner entry mistake by my competitor going into turn 3 and another opportunity did not arise as we crossed the line I was .116 in 2nd. All in all a great weekend for and old, one armed, slightly overweight guy with a 23 race old motor and a 60 pound disadvantage on the scales.



March Lamb VI

Road Rally - Results from 03/30/03



Driver/Navigator	Leg #									
Class SOP	1	2	3	4	5	6	7	8		
CarlThompson/ReneeO'Leary	7	32	75	2	2	7	5	12	142	*
Jim & Rose Wakemen	49	111	72	30	7	36	50	5	360	*
B. Hittenger/M. Hittenger	26	19	13	67	95	41	22	99	382	*
Willis&Martha Weldin	2	200	55	50	22	27	10	52	418	
Jack Betz/Bob Jumper	107	43	43	200	62	23	13	43	534	
R. Stephani/C.Steinberg	17	200	79	119	3	76	5	37	536	
Jennifer&Bob Cardin	189	35	118	1	33	50	10	200	636	
Robert& Janet Gannon	12	199	200	157	200	45	40	75	928	

Class SOP Novice

MartinSchamis/MichaelOryl	49	200	173	28	3	34	2	90	579	*
RussEckerson/F.Loeffelholz	108	27	35	200	17	92	60	53	592	*
Jim&Jeff Wakemen	48	200	160	37	158	13	45	32	693	*
EricLindh/ValerieTandy	167	106	200	162	31	77	40	26	809	
Chuck&Jenn Nehring	200	76	200	200	132	47	23	5	883	
MarkRobinsky/NeilLambrecht	200	140	80	165	67	25	200	120	997	
MarcGetty/ScottWilliams	200	200	65	200	200	80	68	44	1057	
EmanuelMozes/JohnNeunson	200	30	200	200	134	80	117	97	1058	
StevePatterson/ElimuCurtis	200	33	200	200	200	134	31	200	1198	
JeffSmith/JohnGetty	200	200	200	183	175	99	125	141	1323	
CostasTsolkas/EmmelineSim	200	200	200	200	200	200	200	200	1600	#

Class Vintage/Historic (3 entrys who changed class or had to quit.)

Class X

FredCochran/PeterSchneider	125	1	0	2	0	1	0	0	x100%	129	*
DaveFord/GregFord	200	59	35	51	17	13	8	94	x30%	143	*
EricSalminen/Dennis Blevins	127	179	71	37	1	3	125	58	x30%	180	
G. Alderman/WendellGreen	200	200	85	29	200	1	50	40	x30%	241	
Kevin & Lisa Cresswell	128	4	50	54	2	26	20	200	x60%	290	
J. Kopchak/S. Novatne	145	137	148	179	0	116	125	52	x60%	541	
Bix Goodwin/GregoryGoodwin										DNF	

= Perserverance Award * = trophy awarded

The usual and enormous thanks to all workers and participants. We ALL know that without both ingredients we don't go far in our sport. An expanded write-up appears in the GASLINE newsletter. All members receive and each non-member team will receive a one time copy of the newsletter. WORKERS - Chris Bean, Barbara Nixon, Dan Sandridge @Checkpoint #4 & #8; Jack O'leary, Holly Fleming, Dave Case,Patrick&Sean Porter @Checkpoint #2 & #6; QuaytonStottlemyer, Hazel Painter, Chris Bean,Peter Schneider at finish scoring. Hazel Painter also did pre-event Registration and on site Registration - THANKS TO ALL!!

CONTESTANTS - about 1/3 of the entry field was made up of 1st timers or some with only 3-4 events. We thank these people and the many old timers who together made the event a success. Those who were not present to receive your award may contact me and arrange for a pickup. The handicap system that is used to provide competition in Class X (SCCA Classes E, L, S) once again seemed to work well. The raw score of Class S (Dave&Greg Ford) was handicapped at 30% to 143 and the raw score of Class S (Salminen&Blevins) was handicapped to 180. The positions did not change but you can see that it provided a close margin of competition in Class X.

Dave Teter



Classified

Ads will run for three months and can be renewed by contacting the editor Classified ads for non-members are \$3.00 per month, 25 words or less additional word a are \$ 0.10 each. Name, address, and telephone number do not count in the word total. All ads must be prepaid. Classified ads for members are free.

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Old issues of At Speed, Competition Press/Autoweek, Corvette News, Grassroots Motorsports(AKA Auto-X), North American Pylon, Sportscar(SCCA magazine), Track Record (Lime Rock newsletter), and Victory Lane. Still doing research for my book on Don Yenko (almost done), but also want to fill out my collections. Have many extra to swap. Email Charlie atcdorge@bellatlantic.net or phone 732-928-2864.

Used helmets for Solo II program. Call Jim Tornetta 609-893-5701.

Older 19"- 21" Color TVs. Contact David Hess 609-704-1996, emwavey@yahoo.com

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