



South Jersey Region SCCA
50th Anniversary

*The Official Newsletter
of the South Jersey SCCA*

Oct / Nov 2009

Season Finale

There has never been a better time to be part of the South Jersey Racing community.

Our 2009 club racing season ended under, umm, 'challenging' weather conditions at the second annual Jersey Road Racing Classic (JERRC). All the volunteers, officials, crews, and drivers who came out despite the dire forecast of the dreaded double 'NorEasters' and who persevered through the cold wind and rain throughout the weekend should be commended for making this event happen. This dedication only emphasizes the fact that so many folks from Northern New Jersey and Southern New Jersey regions, neighboring friends, the various regional series championships and ProIT series who put their confidence in us --- all have combined to put New Jersey squarely on the road racing radar screen. Two world-class tracks in our backyard. Competitive drivers. Well-run race weekends. After 20 years of racing, I can tell you my friends that it simply does not get any better than this.

At Speed Off-Season Publication Schedule

This combined October / November issue will be followed by a Winter edition in late December, with normal monthly publication resuming for March 2010. As we look toward our 2010 programs, I encourage folks to step forward with content contributions to ensure we cover our full range of exciting events and member successes.

2009 Road Racing Driver Results

If you have not already sent in your season results to , do it now! Send to SJRAtSpeed@comcast.net --- we're compiling our information for 2009 driver honors and I expect this year will be hotly contested. Several of the email addresses on file for active drivers have bounced back as undeliverable, so please be sure you are not missed.

Email Sign-up

Receive your newsletter via email. You'll get the newsletter faster and in full color. Email SJRAtSpeed@comcast.net to enroll, subject line 'Subscribe' and please include your name in the body of the note.

Banquet Update

A little birdie whispered in my ear that we're targeting late January (between the end of football season and before the Daytona 500) for a new and improved annual banquet and awards ceremony to be held at New Jersey Motorsports Park! Stay tuned for details in our next issue, and please come out to celebrate our region, its diverse programs and specialties, and award winners.

*Your Humble
Scribe,*

Tom Smith



Who We Are

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South Jersey Region website: www.sjr-scca.org

New Jersey Road Racing Series: www.njrrs.com

Rally On

The 'Witch Way Is Under The Limit' rally was held on October 4th beginning and ending at J. G. Cook's Carolina Blue in Pitman, NJ. Frank Bochanski and Pete Chezik won the tour rally stock class incurring only 21 penalty points! The stock class also included Lance Riccioli, Diane King, Carolyn King, Sue King, Paul Sicaukas, and Luurel Fye in the competition. The touring equipped class was won by Dave Teter and Dave Head with an even more amazing 10 points. In the course rally, Jack von Kaenel and Jim Friedman took honors in the equipped class, Bruce Gezon and Steve Gaddy won the limited class with Ted and Dave Horoschak in pursuit, and in the stock class Jim Wakemen and Mark Haas were followed by Carl Schulz and Jim Ross.

As we look ahead to the 2010 season, please come out and support the rally program. For more information on rallying for those who may be new and want to give it a try --- all events are on public roads in regular street cars at legal speeds and are set up to challenge problem-solving skills, teamwork, and precision --- see our website at www.sjr-scca.org and click on the Rally link to access the excellent 'How To Rally' information posted there.

Autocross Corner

Thanks to the keen eye of our member and intrepid journalism professional Dick Smith, I'm pleased to say that the November 2009 SCCA Sports Car magazine had a great story and picture of South Jersey Region member Salvatore DiPompo who won F Modified at the 2009 Tire Rack SCCA Solo National Championships in Lincoln, Nebraska. DiPompo is a young First Gear member of the SCCA, and this is indeed a tremendous result for him. Congratulations Salvatore from all of us in the South Jersey Region.

For results of the October 25th autocross at Camden County College, go to <http://www.sjr-scca.org/solo/091025results.html> . All Autocross results are available at www.sjr-scca.org/solo if you want to get caught up on our autocross events and drivers. 2009 full series championship results are posted on http://www.sjr-scca.org/solo/2009_final_standings.html .

Kudos from a Veteran Driver

Eric King is the driver of the ITS RX-7 sponsored by Blue Ribbon Home Inspections, JPR Imports, MazdaSpeed, and Flatout Motorsports. Eric has been racing for 17 years, and he and I both enjoyed the expertise and fellowship and craziness that was Razzberry Racing (Dave Rose, Gene Michaux, and many others) early in our careers. He had a good season in the ProIT series this year including a masterful overall pole in the rain at Thunderbolt, and is focusing his effort on a full 2010 ProIT series where he will be a formidable competitor with the results of the technical development program he undertook in 2009. Eric took the time to write in:

"I want to personally thank each and every worker and the South Jersey Region SCCA. Race weekends are busy and i don't always have a chance to walk around and thank the people that make it happen. You are a class act and the rest of the country is now finding this out as reviews have been nothing but positive about our region. Continue the great work. See you all soon at the track!"

The Second Annual Jersey Road Racing Classic on Lightning

A week before the second annual Jersey Road Racing Classic at New Jersey Motorsports Park's Lightning raceway, the ten-day weather forecast promised a beautiful fall weekend to end our club racing and ProIT seasons, and the three-day event schedule promised unparalleled track time for all the competitors.

Then the weather forecasters and news media started to focus on the dreaded 'NorEaster' weather story --- a double system no less --- and things started to look gloomy indeed!

For all those who stayed home, you missed a good event nonetheless. Friday started off damp but cleared throughout the day and the track was superb for slicks on Friday afternoon. Saturday was a full wet day, but Sunday again dried out throughout the day resulting in fun track conditions --- mixed full dry and wet throughout the lap.

The real heroes of the weekend were all the race officials out in the cold wind and dampness --- heartfelt thanks to all who toughed it out.

Group 4, Spec Racer Ford, saw spirited driving by South Jersey Region members. Steve Thomas won both the qualifying races and drove to a hard-fought 2nd in the feature race. Kyle Robertson, 4th, and Tim Miller, 7th, rounded out our SJR drivers in the class.

In the combined Miata classes, our Tosh Desai had a pair of 2nds in the qualifying races and a 3rd in the Spec Miata feature, while Peter Maerz was the fastest SSM. Tosh and Peter traded laps within 3/100ths of each other during the feature race. Great job guys.

In the group 6/7 IT 'plus others' race, John Hainsworth took home the ITS honors with a well-driven weekend in all the conditions, and Robert Marx fought his way into top 5 in ITA to end the weekend.

Tim Fox brought out his beautiful Aston Martin to run in the ST class and delighted us with strong lap times in difficult circumstances. Frank Sanchez dusted off his earth-shaking GT1 H100 Vitamin Water Chevrolet Camaro --- imagine 700+ Clydesdales performing Stomp --- and brought it out for the feature race after 2+ years of inactivity. He set the fastest race lap time but unfortunately succumbed to a broken rear axle just 1 lap short of the finish.

JD King did his normal masterful drive to win Club Ford, while Mike Allenbaugh and Brian Heun fought it out in Formula 500. See the nice Formula 500 update courtesy of Mike elsewhere in this edition.

In the ProIT races, John Hainsworth earned a pair of 4ths in ITS, while Robert Marx finished 2nd in ITA.

Your humble scribe ran in the almost non-existent 'wings and things' field in the #14 Formula B Stig White Racing Photon. The highlight of the weekend was racing against up and coming young pro AJ Glassberg (Group A Racing Pro F2000) running nose to tail in the driving rain on Saturday with AJ taking the honors in the qualifying race, and then besting him in the feature race with a 'spin and win' drive in the mixed conditions.

These are the times of our lives. Look forward to the 2010 season.

A Combined 75+ years of South Jersey Region Membership Experience

Captured at Thunderbolt earlier this season, Greg Kozuhowski and Johnny Bornholdt compare notes ... Johnny joined our region in 1955 (!) and Greg in the 1980's.



Esprit de Corps in Formula 500 *Mike Allenbaugh*

[Editor's Note: Thanks to Mike Allenbaugh for this great insight into racing competition and fellowship. Formula 500 is a driver's class, and the future is really interesting with restricted 600cc motorcycle engines and gearboxes being added alongside the current technology --- all the raw sheer fun of go-karts but at triple digit speeds!]

I would have to say that both the best and worst moments of my season occurred in the same weekend.

It was the weekend of New Jersey Road Racing Classic. The worst moment was getting punted from behind while going into turn one during race two of the NJRRC, bending several rear suspension components, and ending my race. But, the worst part was not the DNF. It was the fact that the guy who punted me was my good friend Scott Rudolph (who also made 90% of the repairs on my car that day so that I could make it out for race 3). It was truly a racing incident, on a wet track, during his first race weekend on his novice permit. The worst part was that the contact cost Scott a sign-off on his novice permit toward gaining his regional license, and I really feel badly for him. Scott is a very good driver, and locking brakes on a wet track at the end of a long straight can happen to even the most seasoned race car driver. In Friday's qualifying, he set pole for our race group against the likes of Dave Petzko, Steve Roux, and JD King. On Saturday, in a steady rain, he was markedly the fastest F500 on the track. Short of the little love tap he gave me, his weekend was stellar. He deserved a more thorough review of his weekend from the stewards.

My best moment came in race 3 the afternoon of that very same day. Well, my best "moment" actually lasted exactly two and a half laps. By the end of the first lap, Scott, myself, and another good friend, Brian Heun, were locked in a three car, F500 race that promised to be a hair raiser. This was to be my first chance at racing closely with good friends. And all for bench racing bragging rights. I was stoked!

Scott started in the fourth position overall, Brian fifth, and myself sixth. I got a good run at Scott going into turn one on the start, and got by him just as we crested the hill. Brian followed me by Scott as we headed toward turn two. 17 year old Brandon Kennedy, another F500 pilot, had started in seventh, and must have gotten one hell of a run on the start, because as I was turning into turn two, he came blasting by both Brian and me. I don't know if the surprise of seeing Brandon coming had anything to do with it, but coming off turn four, Cory VanDeWeghe was right in front of me as Brandon drove past him, going for turn five. Just as Brandon went by, Cory spun in front of me. I couldn't have been more than a foot away from him. Luckily, he went left, and I was able to dodge, and miss him to the right. Later, when looking at in-car video footage from Scott's car directly behind all of this, I really don't know how I missed him. We were so close, the video almost makes it look like I spun him! (I didn't touch you Cory, honestly!) As soon as I cleared that close encounter, I watched as the overconfident Brandon blast into turn five. I knew he was going in a little too hot for cold tires, and as soon as he crested the hill I saw his back end start to come around as he disappeared down the other side of the hill. Turn five is an uphill, blind apex, and you can't see what is on the other side until you get there. So I checked up a little knowing that I was going to have to miss Brandon also, but this time I didn't know where he was going to be. Fortunately, when I crested the hill, he had spun to the right, well off line. I blew by to the left, putting me back in the F500 lead.

But checking up for Brandon allowed Brian to get a good run on me going into the left hander, under the bridge. I had to give it up under braking because he had the line. An interesting side note here is that we had rain in the morning, but the track had completely dried by the time our race group went out. That is, except for this huge stream of water running across the track just at the end of the braking zone for the ninety degree left hander, turn seven. We had to anticipate this, brake early, get all the braking done before the water, then geeeeeently turn in just as we hit the wet stuff, then squееeeze on the throttle coming off the corner, hoping the tires were going to grip. Exciting stuff! Going up the hill toward the Lightbulb, I tucked under Brian's back side, hoping to draft him through the Lightbulb, and down the front straight. I didn't get as good a tow as I had hoped, but I jumped out just before the braking zone for turn one just to fill Brian's mirror, and to see if he would give it up. I really didn't have enough speed, so I was preparing to get on the brakes and tuck back in behind him as we went through the corner. Then, out of the corner of my eye, I saw Brian jump on the brakes first. I knew I had him! As we went through one, it was Brian who tucked in behind me. Again, from Scott's in-car video, I couldn't believe how close we were. Brian's nose was only inches from the back of my car as he fell in line.

For lap two, Brian was now determined to fill my mirrors. All through two, three and four, I could see him poking his nose out. I got a better run off of five this time, and gapped Brian and Scott a little. But Brian closed the gap again under braking for the wet left hander. (Note to self... Work On Your Braking Zones!) Brian tailed me up the hill, and toward the Lightbulb again. This time, I could see Brian trying to tuck his nose to the inside of me as we went through the Lightbulb. But he just didn't have enough. Down the front straight again, this time Brian following me. I saw him step out to my left as we crested the hill at pit in, and onto the straight, and then to my right, only to fall in behind again at turn one. I've been trying to get Brian to work on his drafting skills. He just won't listen. (Any of you that know Brian at all are chuckling right now.)

Formula 500 - continued

Scott had fallen back just a little during the first two laps, but going down the front straight this lap, he closed up under drafting. (Brian, are you listening yet?) Brian was still showing me his nose through the two, three, four section again. I was determined to win that bench racing award, and Brian was determined to make me work for it. Again, I got a better run through five, allowing me to gap both Brian and Scott as we headed for the bridge.

And again, I geeeently worked my way through the left hander. And then tragedy struck. Brian turned in just a tick too early for the corner, clipping the beginning of the apex curbing with his left rear tire. You see - our cars don't like the curbing all that well. The suspension is pretty stiff, and hitting the curbs can upset the car. In dry conditions, that just usually means a not-so-good lap time. But add newly wet tires, and it's probably going to cause a spin.

And it did. Right in front of Scott. Brian's car spun ninety degrees to the right, and started to back across the track, also to the right. Scott was committed to the racing line, and he had no choice but to try to run off track to driver's right in the hopes of getting there before Brian did. He made it 3/4 of the way through before his left rear impacted Brian's left rear, bending the rear axles of both cars. Their race was done. (Yeah, I know what you are thinking. I said Scotts weekend was stellar, and this is his second contact of the weekend. But I've watched the video over and over, and this was totally unavoidable.)

Lightbulb. I could see that Brian no longer behind me, and when I came around for the next lap, I saw both cars still sitting alongside the track. My heart sank. I was ready for a twelve lap "battle royale", with my buddies, and there was no chance of that now. But, hey, there were still bragging rights at stake, so I had to persevere. My eye was on the next prize... The F500 track record that Brian had stolen from me at the June regional race. Driving in my own car! (Ugh..)

But, alas, this was also not to be. Our two stroke motors need to have enough fuel going through them to keep them cool. We use exhaust gas temperature sensors to monitor that, and make jetting changes accordingly. I apparently missed on the jetting choice for the day. Once our motors get above a certain EGT temperature, we risk burning a hole through the top of a piston. During those first three laps of racing with my two friends, my EGT's were thresholding at, or just above that magic number. The next couple of laps they were getting even higher. Damn! Now I need to save the motor. I wanted to make sure I made half the laps so that I would have an official finish. I had lost track of the laps, and I didn't know if I was there yet. I pulled onto pit lane to ask my crew what lap it was. I was told the leader was working lap five, and as I was sitting there, the leader went by.

That means he is now working six, and I am working five. Gotta go limp another couple of laps. I went back out, and by hobbling around at half throttle the rest of the race, I was able to keep the EGT's in check well enough to finish the race.

I know you are all thinking "How the heck could this be his best moment of the season? His buddies crashed, and he had to run most of the race off the pace in order to keep from bricking his motor."

It was those first three laps. To me, that is what club racing is all about. When I am in a race car, it is the most amazing high. Out there it is me and the machine. A game of chess, calculating every move to pass or stave off the moves of another driver.

The real world doesn't exist. Every possibility of a worry or a responsibility outside of that cockpit ceases to exist. It is my true version of nirvana. And, when you get to do that with friends in closely matched race cars, well, all the better. Even if it is just for a few laps.

Sure, my buddies have some fixing to do. Goes along with the territory.

And, besides, chances are we will all be helping each other do the fixing.

And, as we are turning wrenches together, we will still be fighting for bench racing bragging rights.

We're all looking forward to next year!

Thunderbolts

Nathaniel Geary, James Bird, Keith Zane, Nathaniel Zane, Terri Zane, Richard Abrams, Bruce Duffield, Robert Sapsai, and Mike Zecca joined our ranks since the last newsletter, and we now enjoy 358 members.

To all our members, whether your interest be autocrossing, road rally, club racing, or pro racing, and whether you participate as a driver, crew, official, spiritual advisor, or dedicated fan, we welcome all who love motorsports and look forward to seeing you at New Jersey motorsports events in 2010!

And Late-Braking News! Recent region member Ivin Seabrook just took delivery, as we went to press, of a near-new Stohr Formula B racecar! Ivin, a long-time Kart racer, intends to get quality seat time in the new car at NJMP track days prior to our drivers school in the Spring. Welcome Ivin and we can't wait to see the Stohr in action!



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Web site: www.sjr-scca.org

Member meeting: Wednesday November 11,
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