

At@Speed

January 2010

Banquet Time ... Reserve Now ... See Inside ...

Join Our Best Banquet Ever
... only \$25 per person

South Jersey Region and the New Jersey Road Racing Series will hold a joint banquet on Saturday January 30, 2010 at New Jersey Motorsports Park's Officer's Club.

See details inside. You do not want to miss this event.

We have so much to celebrate, awards to give, goodies to hand out, stories to be shared, and an even better year ahead in 2010 to get us psyched.

As a special thank you from the South Jersey Region to all the volunteers, officials, drivers, crews, and general members, the 2010 banquet cost is only \$25 per person.

There are a limited number of VIP Suites at the track available for \$40/nite for those who wish to stay.

The menu is impressive, the venue perfect, and the fellowship will warm the off-season.

See inside for details to make your reservation. Do it now!

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Have something to say or contribute? This is our space to share all our motorsports activities, so send your writing along to SJRAtSpeed@comcast.net and you could be famous too!

*Your Humble Scribe,
Tom Smith
SJRAtSpeed@comcast.net*



Who We Are

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Registration	Val Heun	609 926 4842	registration@sjr-scca.com
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South Jersey Region website: www.sjr-scca.org

New Jersey Road Racing Series: www.njrrs.com

At Speed: SJRAtSpeed@comcast.net

Made Your Banquet Reservation Yet? ... See Inside ...

Autocross Corner

The 2009/2010 Winter Series is being held at New Jersey Motorsports Park (NJMP) on the first Saturday of each month, with the next event being January 9, 2010.

Despite questionable weather forecasts for the December 5th event, 42 entrants took part in the first event of the Winter Series, and judging by the outright and indexed times posted on our website all the drivers were pushing hard and setting fast times.

All Autocross results are available at www.sjr-scca.org/solo if you want to get caught up on our autocross events and drivers. You will also find the winter series schedule and link for pre-registration.

The site also includes information that will help anyone interested in trying autocrossing for the first time. Virtually any street car and any driver can have safe fun racing against the clock for bragging rights through a course of cones that challenges driver and car technically.

Johnny B sets the record straight!

"The picture at the bottom of page 4 of the Oct/Nov 2009 issue of At Speed says that I joined South Jersey Region in 1955. Strictly speaking, that isn't so. I joined the Washington DC Region in 1955, and then was founder of the new South Jersey Region in 1958 when we started New Jersey road racing at a track in Vineland.

By the way, Steve Thomas, who won a race at NJMP recently, is the son of Bob Thomas, who was the Assistant RE back in 1958 and 1959, and he was one great guy. Bob, along with Doc Schwartz, drove lots of cars at Vineland and Bridgehampton, etc ... some wonderful stories from those days ... all the best, Johnny B"

You'll still find our founder John Bornholdt in the Steward's Tower at NJMP on race weekends ensuring that the return of road racing to New Jersey creates just as many memories as our predecessors did half a decade ago.

And speaking of stories ...

Rumor has it that this was Greg Kozuhowski working on car circa 1969 (note rookie stripes).

There's got to be a story behind this inspired use of wall and ladder in motorsports preparation ...

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Banquet, Banquet, Banquet .. Reserve Now

South Jersey SCCA and New Jersey Road Racing Series

Saturday January 30th, 2010

New Jersey Motorsports Park Officer's Club

Only \$25/person

date January 30 2010

day of week Saturday

location NJMP Officer's Club ('The Big Hangar' inside Thunderbolt)

time 6pm cocktails, 7pm dinner and awards

cost \$25 plus cash bar

registration

Pre-pay by January 15, 2010 to:

SJR SCCA

Send to:

JD King

759 Stanton Ave

Franklinville, NJ 08322

Or call in registration to:

856 694 5012

with your name(s) and indicate whether you will pre-pay via check to above address or pay upon arrival at banquet.

If you register but cannot attend, the courtesy of a cancellation a week prior to the banquet is requested so that we don't incur additional fees.

menu

the app's: beef wellington, scallops wrapped in bacon, chicken tenders and cocktail franks

the buffet dinner: flat iron pork, chicken marsala, hunter style beef, egg noodles, garlic mashed potatoes, vegetables, rolls.

the accoutrement: tartes, pies, mousses, coffee, tea, soft drinks, and cash bar

rooms

pit road VIP suites for \$40/nite while they last. Call NJMP Concierge at 856 327 8000 to reserve.

Have you heard of *iRacing*?

Ed Jenks

Like most of you I have my favorite track wish list, and on the top of it is Laguna Seca. I've never gotten there, and with the cost of the flight, car rental, hotel, meals, race car rental, entry fees or driving school, I figure the cost at over \$3,000, it's just not going to happen.

But, last night at 10:30 I did a Spec Racer Ford (SRF) race at Laguna, you just can't believe what it's like to dive into the Corkscrew, WOW!!! Then by 11:15 I made it to Watkins Glen and did a 14 lap race on the long course in a Jetta TDI. It is so real I could almost feel the compression going through turn 5. OH, yea, I did an 11 lap SRF race at Laguna at 4:30 in the afternoon, had dinner at home. At 7:00 I did a time trial in a Jetta TDI at the Glen for some track time, and watched my favorite TV show at 8:00. Last Saturday I did a practice session at Talladega in a Dallara (Indy car). I went wheel to wheel with another car at 241 mph, for 5 laps until I ran out of fuel.

I've had a PC since 1985, and a very early Grand Prix racing game, and later Indycar Racing by Papyrus of which I ran in DOS with a joystick. I used to get some of my racing needs filled by these games, but I never felt it was worth the cost to go further until recently.

During an interview on the last "Wind Tunnel" of the year Dale Earnhardt Jr. put in a plug for *iRacing*. He said after a real race he goes home and winds down via this SIM racing. I don't particularly like Jr., but he the tracks are so accurate that he and a bunch of the Nascar drivers used *iRacing* to work on their road course skills and how he and another driver in his team practiced bump drafting at Talladega before the real Talladega race. I thought it sounded interesting, so off I went to see if any one I trusted knew anything about it. A call to JD pointed me to Ken

Fitzgerald an SSB racer. Ken said it was great and a lot of SCCA guys like me were on *iRacing*. So I asked for a Logitech G25 wheel and pedals for Christmas and signed up.

First, what is *iRacing*? It is not a game; it is an on-line racing simulator (SIM). The *iRacing* people have gone to 37 tracks around the country, both road and oval. (NJMSP is on the way soon) They have used GPS and lasers to measure the tracks to the inch. Capturing not only the track, but elevation changes, pits, grand stands, and such. They currently have 17 race cars programmed into the SIM engine that takes into all the physics of a car moving on any track. The modeling is so accurate that the tire pressures, which are adjustable, go up as the tires heat up, and the tires wear down while racing. You actually lose grip as the race goes on. Basic racecars, like the SRF or Legend have minimal set up adjustments, but advanced car, C6R Corvette or NASCAR Trucks have a full a set up.

Your initial membership starts you with a Solstice, a SRF, and a rookie Legend and an advanced Legion. You start with a number of tracks: Lime Rock Park, Laguna Seca, and ovals at New Boston and Lanier. You can buy additional cars and tracks: a C6R or a Riley Prototype costs \$11.95; tracks are \$14.95 or \$11.95

In *iRacing* you can race both oval and road racing. They create a 12-week season for each car type with races at a different track each week. All driving is done on-line. For practice, you can pick any car you own and practice on any track you own and you will be all alone. Or if you want to play with other cars, you can pick a car you own and do a practice session on the track that car is racing that week. These practices are with other drivers from all over the world. A

practice starts every 5 minutes and goes for 40 minutes. I had a guy in Italy give me pointers on braking points at Summit Point. There are Qualifying sessions, roughly one an hour, and Time Trials every 5 minutes. Races run on a preplanned schedules. Rookie Legends and Soloist run every hour. You race on the track of the week; Legend Oval races have up to 20 cars and are rolling starts. Rookie Soloist races have up to 20 cars and does standing starts.

They have two growth ladders, one for oval and one for road. Both ladders have classes of Rookie, then D,C,B,A, and finally Pro. To keep races from being a crashfest they use a Safety Point Rating (SR). You start with a SR of 2.50, if you run a clean race you get plus points, if you have a contact or spin you get negative points. If you get your SR to 4.0 you get promoted to the next class. The reasons to get promoted is to race the faster cars, for Radical (C Sports Racer) you must be a C Class Road driver; the C6R requires a Class A.

Like most SCCA drivers when I signed on I jumped onto a track I knew, Summit Point long course. I was terrible; I couldn't complete a whole lap without an off. I tried the Legend on a short oval and I wasn't too bad. I talked to Ken; he said yep, we all do it. It takes a lot of time to learn to drive fast on road courses without the sense of motion. He said, the best thing to do is to work on the ovals at first. The racing is easy and fun, and practices on the road courses. If you have no SIM racing experience, like me, by the end of the first season of oval racing you can become complete, and move to the advanced Legends. By the end of two road seasons you can become a safe and solid "back marker". I'm in my third season on road courses and I've made it to Class C, and my lap times are going down.

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For hardware, you need a high end dual core CPU, 4 gig of memory, a high end video card GTX 260 or better, the bigger the monitor the better, (I'm using a 27"), a hardwired 10mb or better internet connection.. A good wheel and pedals are important, i.e. Logitech G25 or 27. A load-cell brake is the best for the true feel of the brake pedal but they are a little expensive, and a good headset helps, too.

When I compare the costs, *iRacing* to the costs of real racing, *iRacing* is a cheap way to get "as close as it gets" to the real thing. My rig cost about as much as a set of Hoosiers for my Vette to go auto crossing. In *iRacing* you get a new set of tires every time you go into the pits at no extra cost and you can race every day of the week.

The view going into the Corkscrew at Laguna from inside a race car is unbelievable! Be careful it can get addicting.

There is so much more, but my space is limited. If I have your interest up, go to www.iracing.com . Or if you have any questions call or e-mail me ed.jenks@yahoo.com

[Editor's Note: Thanks Ed. The modern sim's and games are superb and are clearly of interest to those who have experienced real life racing. Let us not forget however that our actual need is to introduce our real life sport to those who have experienced only the virtual realm, lest our sport become simply an online memory of what brave people once did in real life ...]



Thunderbolts

If you need a rig, you need to consider this:

Frank Sanchez's new rig is here and to make room there's a Ford 9000 with pristine 14' toterhome quarters along with a custom 36' stacker trailer. Features 3406 Cat, 10 Speed Eaton, compressor, Prevost Powertech water cooled diesel generator, upgraded everything in toter and trailer, this is a must see for the serious racer or enthusiast. Value priced at \$68,500 for all-inclusive package. Fsanchez20@comcast.net or 302 284 8722.

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The Official Newsletter
Of The South Jersey Region S.C.C.A.

Web site: www.sjr-scca.org

Autocross January 9 2010 at NJMP.

Member meeting: January 13, Uno Chicago Grill, Route 73 Maple Shade.

Annual Banquet 1/30/2010 at NJMP ... see inside.



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