



AT SPEED

The Official Newsletter of the South Jersey Region
SCCA

JULY 2001

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Rosintoski photo

Brock Yates Jr. getting into LimeRock's Big Bend in his Neon

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Sue Salsberg, Dave Arron, Dan Cassino

Solo I - Fred Thum

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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 856.321.1301 . Board of Directors meeting locations vary each month and are listed in the Calendar section. All members are welcome to attend any BoD meeting

THE MERRITT'S CITGO MR2 at SUMMIT POINT, WV (15-17 June, 2001)

Sunday 22 Oct – Thursday 14 June: Plans for the winter/off-season included lots of race car jobs/tasks. Unfortunately, a home project (and injuries sustained during the home project) seriously cut into the time available for Peter to work on the race car and caused him to miss the April and May events he usually tries to compete in.

In March, he attempted to get the car inspected early for the 2001 racing season, but this only added to the list of work to be done. Before the inspection, Peter did manage to get the smashed right rear quarter panel beat/pulled back into place enough to get another tail light assembly (parts cars are a wonderful thing) fitted. Seat belts/harnesses and window nets have to be replaced every five years. Peter's were good until June of 2001, but one of the disadvantages of annual inspections (instead of one at every event) is that anything like this that expires during the upcoming season has to be replaced before they will pass you at the annual. A new rule calls for a fuel sampling line/port to be installed/added so the officials can test for unauthorized fuel additives. It was a little frustrating not to have passed, but better to find out about problems before arriving at the first event.

Of course no one sells (anymore) a window net exactly the same size as the one that was in the car, so another bracket had to be welded on the rollcage/frame to make the new one fit. The new seat belt/harness swapped in for the old one with no fuss at all. Peter searched for months trying to find fittings that would let him tee off the existing injector fuel rail hoses (for the sampling line), but they were all odd sizes that no one carried. Eventually he just drilled/tapped a new hole into the fuel rail and ran a hose to a petcock/valve in the rear trunk.

When Peter removed the transmission to change the clutch, the flywheel had the same blue measles from the clutch overheating. He learned/realized something interesting at the machine shop when he dropped the flywheel off to be machined again. Their handbook called for a 0.020" step from the outer edge of the flywheel up to the clutch contact area. The flywheel was flush (no step) before the engine was rebuilt during the winter of 1998/1999. The clutch overheating started after the step was added to the flywheel as part of the rebuild. A call to Centerforce (the performance clutch manufacturer) revealed that the Toyota flywheel spec calls for only a 0.015" - 0.018" step. They also said that the clamping force would drop off with an increased/higher step, due to the parabolic force curve of diaphragm clutch springs. Reducing the step below the Toyota spec would increase clamping force, but reduce longevity. Rather than go all the way back to a flush flywheel, Peter had only a 0.010" step cut in the flywheel this time. To allow hot air in the transmission/clutch area an escape path, the rubber boot around the throw out bearing fork was removed. Aluminized insulation was added to the lower flywheel cover plate and the exhaust/headers that run right next to it. As additional insurance, Peter ran an air hose from the passenger side engine bay vent/opening to the lower flywheel cover plate area.

Beyond these very necessary/required jobs, he also performed the standard pre-season/spring maintenance tasks like cleaning, changing the gear oil and coolant, checking the corner weights, alignment, engine timing, etc. Only one of the "optional" tasks from the winter list was accomplished. Peter did manage to buy/make a new SuperTrapp exhaust system that allows for easy adjustments (adding or removing baffle plates) at the tracks where he has been warned, or penalized, for excessive noise.

Friday 15 June: In order to break in the new clutch under "street-like" conditions (as much as possible anyway), Peter drove around the paddock slowly, stopping every 20 or 30 feet, and slipping the clutch more than usual. He also spent the first few sessions of the practice day driving much less aggressively in order to help break in the new clutch and to give himself a chance to come up to speed again after the winter layoff.

Cont'd next page.....

August 3-5, 2001

Our Pocono Double National is coming up quickly and we'll need all hands on deck. Make your plans to be a part of this great race weekend, even if you just come out to watch for a day.

Doane on MARRS cont'd

Even though this particular track had never presented a sound problem, better to figure out the new exhaust before there was one. 12 baffle plates came with the SuperTrapp exhaust. Peter opted to try out the system with only 6 installed the first time. The sound meter used by the track personnel during the practice day only reads from 90-110 dba (103 is the level allowed) and Peter's car didn't even get a reading with 6 plates installed.

The second attempt at the annual inspection went off without a hitch that evening.

Saturday 16 June: Running the first qualifying session with all 12 baffle plates installed in the SuperTrapp yielded a reading of only 88 dba on the SCCA's sound meter. For the second/last qualifying session, Peter tried running the SuperTrapp without any baffle plates and got a reading of 95 dba. The only way to run any louder (and theoretically with less restriction/more power) would be to remove the fiberglass packing unit, but he didn't want to try that in a race where disqualification can result from exceeding the limit. Despite the scattered showers in the area, both of Peter's qualifying sessions were run in the dry. There was one rookie in a Nissan 240SX who was holding him up in the corners and then motoring away on the straights. During the second qualifying session, when he wound up at the back of a group of cars that were climbing all over each other (and slowing each other down), Peter cruised through the pits to get away from them. He wound up qualifying 11th out of 33 cars total (28 in the same class).

Other than a tendency not to start whenever it was time to go out on the track, (even though it would start other times) the car was running fine once it was push started. After changing the starter and starter relay (to no avail), the starting problem was eventually traced to corrosion on the battery terminal and easily fixed by cleaning it with a wire brush. Peter signed up for the Sunday morning hardship practice, thinking he would need that time to bed in new brake pads, but decided to run the race with the "old" pads after doing the pre-race nut & bolt check/cleaning.

Sunday 17 June: The weather was clear and cool, with temperatures in the low 80s, so tire selection was stress free. That rookie in a Nissan 240SX (who was gridded just one spot ahead) couldn't get going for the pace lap, so Peter started the race in 10th rather than 11th. While gaining another spot was good (rookies with a 2.4 liter motor can be hard to pass if you only have a 1.6 liter motor), it meant he was on the outside for the start rather than the inside. Two ringers (in VTEC Honda CRXs) from the Detroit region had qualified on the front row, so it wasn't surprising that the pace lap speed from the last corner to the green flag/starter's stand was much slower than usual. This allowed Peter to use his NHIS starting method (keeping the gas pedal depressed $\frac{1}{2}$ - $\frac{3}{4}$ while dragging the brake pedal to maintain the pace lap speed) and he gained three positions on the run to the first corner.

He had moved to the inside going down into the first corner (to gain the last of those three positions) and this slowed him down enough that a small gap opened up to the group ahead. Somehow the group behind had gotten bogged down enough coming out of the first corner that Peter also had a small gap behind him. Other than a Golf (that consistently ran about 8 car lengths behind him), there really wasn't anyone else around him for most of the race. Two faster cars (an RX-7 and RX-3) went by him easily enough, but the RX-3 pulled off (with a broken distributor rotor) shortly after going by. Peter did catch another 240SX who must have had engine problems because he passed him easily down the front straight, but only after attempting to pass into two different corners. In the rear view mirror(s) he also saw the Joker car (another MR2 painted like the Batman villain) pass the Golf behind him, but then he disappeared (with overheating problems).

On the last lap, Peter caught up to a pair of back markers having a good battle among themselves. He didn't want to interfere with their fight for position, but also didn't want to get snookered by the Golf who was still behind him, so Peter passed three abreast at the start/finish line as the checkered flag waved. His final position was 8th.



BOARD MEETING

South Jersey Region-Sports Car Club of America, Inc.
July 2001

The July 2001 meeting of the Board of Directors for the South Jersey Region of the Sports Car Club of America, Inc. was held at the home of Sue King on Thursday evening, July 5, 2001. The meeting was called to order by R.E., Jim Tornetta at 8:30 PM.

Present were: Jim Tornetta, Jack Oliver, Nick DiMeo, J.D. King and Sue King.

Treasury – Jack reported a balance of \$3,166.00 in the operating account.

Competition – J.D. reported on the Regional at Pocono. There were 180 entrants. J.D. took a first in CF, Nick took a seventh in ITA and Rob Davis took a third in FF. Pete Doans finished (not sure as to position) in ITA. Sue King served as an assistant starter with David Teal.

Solo II – Jim reported that Jim Thwaite has an appointment on Tuesday, July 10th *with the folks at Ocean Spray. More on that at a later date. Next date for Camden is in September. Ft. Dix has a work order in to pave the area that we once used (Motac area). Jim will follow up on the progress.*

Old Business - Jim reported on the mini grand prix for the American Diabetes Association which is scheduled for September 16th. The region will not be participating in the event this year. Jim suggested that they contact the Philadelphia Region.

New Business - Motorsports Show – Scheduled for January 11, 12 & 13, 2002 at Fort Washington Expo Center. Discussion centered on whether we should have more booths or less cars-it was a little crowded last year. It was decided that we will have the same number of booths as last year. As to cars to be displayed, Nick suggested that we have a rally car and a solo car. J.D. stated that with Philadelphia Region participating maybe they can bring the F2000 that runs the ACRL series to the show and Nick suggested that maybe Subaru would like to display a WRX-Nick will follow up on his suggestion. Sue will contact the Philadelphia Region about their participation.

J.D. reported that on July 19th we will meet with the Girl Scouts at Camp Sacajewaya(?)-Sue King, Staci King and Jennifer Tornetta will be there with the to answer any questions that the girl scouts may have. The Datsun and Zink will be on display. J.D. stated that this is one way to get kids interested in our sport-it is our unwritten job to promote motorsports.

J.D. stated that he did put an announcement in the last issue of At Speed to have member participation at the July membership meeting about the Rausch motorsports complex.

Jim reported that there is a tracking problem with the solo trailer. He will bring it to Sue's garage to have J.D. check to see what that problem might be.

There being no further business, the meeting was adjourned at 9:15 PM

The next meeting will be at Jack's home.

Respectfully submitted,

*Sue King
Secretary*

Anthracite Race Associates

SCCA readies for racing at Rausch Creek

Reading PA, (July 16) In anticipation of the opening of Rausch Creek Motorsports Park, five SCCA regions in the immediate area of the new facility have formed an association to conduct SCCA Club Racing events at RCMP. The Blue Mountain, Northeastern Pennsylvania, Philadelphia, South Jersey and Susquehanna Regions will integrate their resources to organize race events at the new course. The five regions have become equal partners in this new association named Anthracite Racing Associates (ARA). RCMP recognizes ARA as the organization representing Club Racing for the Sports Car Club of America.

Rausch Creek will be the first new permanent road race facility in the Northeast Division of SCCA in over thirty years. The course is a 2.3 mile, 14 turn, Alan Wilson designed circuit for both automobile and motorcycle racing. It is located about 45 miles north of Harrisburg, PA and four miles from Exit 33 of I-81.

Although the original schedule indicated a May 2001 opening for the course, weather and drainage problems have slowed construction. As a result, RCMP recently announced that there would be no competition events at the course this year in order to properly prepare the track and its support facilities.

Anthracite Racing Associates has asked RCMP management to schedule a Club Racing test day in early October of this year for track familiarization. Proposals are also being made to obtain dates for Regional and National competition events in 2002.

For information regarding Anthracite Racing Associates, you may contact Terry Hanushek by telephone at 856 223-0807 or by e-mail at T_Hanushek@compuserve.com.

Additional information and the status of RCMP may be obtained from their web site at www.rauschcreekracing.com.



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For Sale: 1975 Porsche 911s: # 9115201597, Chocolate Brown/Tan Leather, 172,000 Miles, Rust-Free, Paint very good, Polished spoke Fuchs wheels. Updated to appear as SC-era car. Extras included: New Webers w/manifolds, Fender, Door skin, Heat Exchangers and other Misc parts. Owner now deceased, Parent selling. Asking \$9,900, but will accept offers. Call Joe at 856-751-7822 (home).

For Sale: 83 Mazda RX-7 set up for CSP Solo events. Features Momo Wheel, OMP Shift Knob, Coil over shock conversion, Caster/Camber Plates, Quick front ride height adjustment, Oversized front and rear adjustable sway bars, Complete poly bushings, 4 way adjustable Tokico shocks, VDO tach with recall and shift light, Autopower roll cage with tubes to make cage, Cat Back performance exhaust, K&N air filter, Racing beat wires and coil, 1 set Revolution Light alloy wheels with Toyo R-1 DOT tires, Set of original wheels, Original Exhaust, Rear Louvers, Car Cover, Triangulate engine compartment brace, All manuals and spec sheets. \$6,000.00 OBO Dan 609-424-0917

For Sale: ITC Rabbit 1.6 L F.I. Last raced 1993, needs good home. Many spares. Also a flat bed trailer and 1985 Ford Crew Cab Dually Call Larry Watkins: 609-586-1916

For Rent, possible Sale, 1995 Dodge neon SSC. Good Fast Reliable car, for Schools, regionals, nationals. The perfect car to use to get your license or keep it if your car is not ready. Reasonable rates. Call Larry DuLude, (203) 268-6574, or e-mail at ldulude@snet.net

For Rent: 1984/86 Reynard FC 2 Wins / 3rd place finishes in large MARRS class. Arrive and Drive, full crew / support available for race schools or weekends. Reasonably Priced Contact: Hal McCarty 703-281-5425 or Denny Austin 301-281-8170

For Sale: 1989 Yamaha G-2, 4 stroke gasoline GOLF CARTS, windshields and canopies included all carts good condition, running, everything works. Call Howard at (609) 768-3564 days or (609) 782-7025 evenings

For Sale: A dozen steel wheels for Spec Racer. Also Spec Racer Renault engine in running condition. Cleaning out garage! Make an offer I can't refuse. Bill Johnson, (302)-478-6104 eves.(DE)

For Sale: 5 hp Briggs sprint style asphalt go-cart, 2 Spare motors, extra slicks \$500.00 Firm Call David Haviland 609-823-0043 after 5pm

For Trade: 18-34 Gear Set for a Hewland Mark 9 Trade for a 22-30 Gear Set. Rich Schwegler 856-764-9454

For Sale: MSD6-AL electronic ignition with rev limiter chips and instructions. Like new-works great. Set up for a 4cyl car. \$95 Dan Cassino 856-854-4376 12/00

WANTED: Your old helmets for our Solo II program. Heres a chance to help out the solo program without having to get up early on a sunday morning. Contact Jim Tornetta at 609-893-5701 and thanks

For Sale: Display Ad Space in At Speed, Full Page.....\$250/yr Half Page.....\$175/yr Quarter Page.....\$100/yr Business Card.....\$60/yr Contact Editor for details

2001 Northeast Division Club Racing Schedule

(As of 12/00)

[d] Double Event [r] Restricted Regional [e] Enduro

National Races

Aug 3-5 [d]	Pocono	TRI
Sept 1-2	Mosport	WNY

Regional Races

July 28-29	WatkinsGlen	Glen
Aug 4-5 [d]	NelsonLedges	MAHV
Aug 10-11	LimeRock	NNJR
Aug 18-19	SummitPoint	WDCR
Aug 18-19 [d]	NelsonLedges	FING
Aug 25-26	NHIS	NER
Sept 1-3 [d]	SummitPoint	WDCR
Sept 8-9 [d]	NHIS	NER
Sept 15-16 [d]	WatkinsGlen	FING
Sept 28-29	LimeRock	NYR
Oct 13-14	WatkinsGlen	GLEN

Driver Schools

Oct 12-13	WatkinsGlen	GLEN
Oct 27-28	SummitPoint	WDCR

MID ATLANTIC TIME TRIAL SERIES

MATTS SOLO 1 SUE SALSBERG 609-476-2353

DAN CASSINO 856-854-4376

JUNE 16-17 PAGODA HILLCLIMB
 JULY 14-15 GIANTS DESPAIR
 28-29 ROSE VALLEY
 AUG 11-12 DURYEA HILLCLIMB
 TBA SUMMIT POINT - JEFFERSON
 EAST COAST SOLO 1 CHAMPIONSHIP
 TBA WEATHERLY

2001 SololI SCHEDULE

Look on the Website
www.sjr-scca.org
www.autox4u.com
 for our 2001 schedule



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