

## Hurry Up and Wait

- Written by: Peter Doane

In thirteen years/seasons of racing competitively, I have never built a racecar from scratch before. I've always bought my racecars used under the impression that it was cheaper/faster to do it that way. Usually, if the former owner is friendly enough, you can get all kinds of useful set-up information and "lesson learned" about things that did/did not work for them. Then I spend countless hours going thru my used racecar, just to get everything the way I want it anyway.

When fellow SJR driver **Nick DiMeo** asked me [**Peter Doane**] to join him in building a Grand Am Cup ST class BMW 330, I thought it would be a chance to experience racecar building first-hand and compare the 2 approaches. The fact that I would get to race Nick's car also swayed my decision more than a little. I'm just such a race whore.

The first question any production based racecar builder has to address is what to use as the starter/donor vehicle. Roadworthy street cars are generally much more expensive, but offer a complete and generally operating basis from which to start. Junkyard cars or vehicles the insurance company has "totaled" due to crash damage/fire/flood can offer a much cheaper initial purchase, but have the added risk of hidden expenses from unseen damage or surprise replacement parts. Since Nick and I started in Feb and were trying to have a racecar ready for the second Grand Am Cup race at VIR in April, the former was a good choice.

Everyone that saw the 2001 330ci donor car (or pictures of it) said the same thing; "Why do you want to tear apart a perfectly nice street car like that"? It really was in very good shape and was only within the cost ballpark because of the high mileage (96K miles on the odometer). The other good news was that the Southampton used car dealer that Nick got it from, paid/credited him reasonably well for the very nice leather interior and removed it. Nick was hoping to sell many of the parts/systems that are not required for the racecar. If you enjoy selling things on eBay, and can take the time, this can be a source of serious cost reduction for the donor car.

The dash wasn't part of the interior sale because we had to keep it, per Grand Am Cup regulations. Nick and I removed it to prepare for having the rollcage installed. Because things like the fly-by-wire gas pedal unit and the HVAC module (heater core and AC evaporator) were sitting on top of it, the front part of the cockpit carpeting was also still in the car. It had to be taken out too. Using a razor knife sped up the process, but rendered the carpet as trash rather than eBay treasure. We also removed almost all of the sound deadening material that was underneath the carpet. I had heard horror stories about this process and some pretty extraordinary tricks for making it easier (like using dry ice to harden it). Most of the sound deadening material on this BMW came up in big chips using a hammer and chisel/screw driver/gasket scraper, without the help of dry ice. The residue was removed with Goof Off and rags.

We had been warned about the computer (there are 2 of them) network and how it didn't like seemingly pedestrian/street-car-only things being removed or disconnected, so we didn't remove any wiring, just freed it up enough to keep out of the rollcage builders way. Ideally we would have groomed/removed as much wiring as possible (checking that the engine started after each step) before sending the car to the rollcage builder, but he had an opening in his schedule and we didn't want to miss it. Neither the used car dealer, or Nick & I, bothered to mark any of the wires we disconnected, but that is not a step anyone should ever short-cut lightly. Tick-tock, tick-tock, must hurry.

Since the rollcage builder was also making up an exhaust system for the racecar, we also removed the factory exhaust, drive shaft and fuel tank. The GAC rules say that you have to use a factory exhaust manifold and you have to remove the catalytic converter. Our particular model of the BMW 3 series (the E46) came with cats integral with the exhaust manifold. Nick secured a set of E36 factory headers (w/o cats) that matched the E46 exhaust manifold ports/bolt pattern and they were provided to the exhaust/rollcage builder. The secondary air pump, intake plenum, and washer fluid reservoir were also removed from the engine bay. The engine wouldn't start (to drive the car on the trailer), but we hoped it was because things like the instrument cluster and all the grounds had been disconnected.



### Double National (Club Racing)

The best seat in the house is behind the wheel, for sure, but working the track is a close 2nd. p3&6



### Solo @ Camden Co. College

Don't miss our first autocross [Solo] event at Camden County College. Directions on p.3



### South Jersey is Hosting a Party!

This year's mini-convention will be held in our own back yard, Cherry Hill, NJ. Plan to attend! p.5

# Board of Directors

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Tri-Region Representatives:  
David Teal, J.D. King, Jack Oliver

Alternates:  
Fay Teal, Delores Oliver

Pennsylvania Hillclimb Assn. (PHA) Reps:  
Sue Salsberg, Dave Arron, Dan Cassino

Solo 1 - Fred Thum

Anthracite Race Association (ARA):  
Terry Hanushek

## At Speed and Meetings

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At Speed is published monthly in print and online: [www.sjr-scca.org/atspeed.html](http://www.sjr-scca.org/atspeed.html) and is 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 given to the author and At Speed. A copy of the publication should be sent to the At Speed editor. Please send change of address information to the membership chairperson (listed to the left).

Editorial copy and ad contacts should be submitted to the editor, David Paul Hess, 296 Orchard Street, West, Hammonton, NJ 08037, or [cill\\_wavey@yahoo.com](mailto:cill_wavey@yahoo.com), by the twentieth (20th) of the month prior to the next issue. It is preferred that all editorial copy be submitted in a format compatible with an IBM/PC platform (ASCII "email", MS Word, rtf, etc.). See classified section for advertising rates and policies.

Monthly Meetings are held on the Second Wednesday of each month at **Red, Hot & Blues** on Rt. 70 and Sayre Ave. (adjacent to the Holiday Inn). Meeting starts at 8pm, but come early for some good food and conversations!

Board of Directors (BoD) meetings are held on the first (1st) Wednesday of each month. Locations vary each month, so contact any of the above members of the Board to learn where the next meeting will be held.

# Events & Announcements

## \* Camden Co. College Directions

Don't miss our region's first autocross date at Camden County College, Blackwood Campus on August 8th. Below are directions from various points.

### From Camden/Philadelphia:

Take Route 42 South. Exit at the Blackwood/Clementon exit. Turn right at the bottom of the exit ramp (onto Blackwood/ Clementon road). Turn right at the first traffic light (onto Erial Road). Follow Erial Road to the second traffic light and turn right (onto Little Gloucester Road). Continue straight past the next traffic light. The college is on the right side.

### From Route 295 (Northern Areas):

Take Route 295 South. Exit at Route 42 South. Proceed exactly as above (From Philadelphia/Camden).

### From Cherry Hill/ Voorhees/Marlton:

From Route 70, take Springdale Road south 9 miles (note that the road name changes to White Horse Road, Laurel Road, College Drive) until the traffic light at College Drive and Peter Cheeseman Road. Turn left onto Peter Cheeseman Road; the college is on the right side.

### From the South Jersey area:

Take Route 42 or the Black Horse Pike North. Exit at the Route 168/Blackwood/Sicklerville exit. Turn right at the bottom of the ramp. Turn right at the first traffic light (onto Route 168 North). Turn right at the first road (onto College Drive). The entrance to the college is one mile down the road on the right side.

### From the Atlantic City Expressway:

Exit the Expressway at Exit #44. Stay in the right lane and take the first exit (Route 168/Blackwood/Sicklerville). Proceed exactly as above (from South Jersey Area).

### From the NJ Turnpike:

Take exit 3 and follow the ramp to southbound Route 168 (Blackwood/Atlantic City). Remain southbound on Route 168 for 5 miles before turning left onto College Drive. Turn right at the first traffic light onto Peter Cheeseman Road. The Blackwood campus is on the right.

## Solo 2 Schedule

To preregister visit: [www.sjr-scca.org](http://www.sjr-scca.org)

- 08/06 - Autocross points event #5 @ \*CCC
- 08/20 - Autocross points event #6 @ Atco
- 09/16 - Autocross points event #8 @ Atco (Sat.)
- 10/1 - Autocross points event #8 @ \*CCC
- 10/15 - Autocross points event #9 @ Atco
- 11/12 - Autocross points event #10 @ Atco

## Club Racing Calendar

### Regional

Aug 18-19 - NYSRCC, LRP  
 Aug 19-20 - NYSRCC, BeavRun (d)  
 Aug 26 - NESCCA (e), NHIS  
 Aug 26-27 - NYSRCC/NESCCA, NHIS

Sep 02-04 - MARRS (dbl)  
 Sep 08-10 - NERRC/NARRC (d), NHIS  
 Sep 16-17 - NYSRCC (d), Glen  
 Sep 22 - Glen Reg, Driver's School  
 Sep 23-24 - Glen Reg, (e)  
 Sep 30-01 - MARRS (9)

Oct 20-21 - NARRC, Runoffs, LRP  
 Oct 28-29 - NYSRRC, Nelson

Nov 03-04 - 13hr (e), VIR

### National

Aug 04-05 - tri-reg, (d) Pocono  
 Sep 02-03 - NEOhio, Nelson  
 Oct 09-15 - Topeka, Heartland Pk

\* Runoffs

<http://www.scca.com/Event/Event.asp?Ref=06-runoffs>

### Key

(d) = double event  
 (e) = enduro

<http://www.wdcr-scca.org/> (MARRS)

<http://www.nysrrc.org/> (NYSRRC)

## Northeast Division Mini-Convention - November 10-12th

South Jersey Region will be the host for the 2006 NeDiv Mini-Con to be held on November 10-12th at the Clarion in Cherry Hill, NJ. More information will be available in the next coming months about seminars/courses as well as hotel/stay information.

## Mid-Atlantic Rally:

### POINTS STANDING AS OF 6/14/2006

Name	March Lamb	Rally In The Dark	Get The Dust Off	Picture This	Road Runner	Mini Monte	Worker Points	Total
Class E								
Wakemen	James	D	10	10	8	Work	10	44
Haas	Mark	N	10	10	8	Work	10	44
Wakemen	Jeff	D	5	8	6	10	Work	35
Wakemen	Jim Jr	N	5	8	6	10	Work	35
Head	Dave	N	8		10			18
Teter	W. David	D	Work		10			16
Miner	Jim	D	8					8
Bean	Dana	D	6					6
Bean	Chris	N	6					6
Edwards	Charles	D	4					4
Edwards	Betsy	N	4					4
								0
								0

## Our Newest Members!

- Neil S. Booc
- Rudy Egberts III
- Christopher Pavlik

## Visit our new Forum Area Online!

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

# Board of Directors Meeting - July 2006

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- Submitted by: Sue King

The July 2006 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 Jim Wakeman on Wednesday evening, July 5, 2006. The meeting was called to order by R.E., Jim Tornetta at 8:15 PM.

Present were: Jack Oliver, Jim Wakeman, Brian Heun, Jim Tornetta, J.D. King and Sue King.

Treasurer's Report – No report.

Membership – In Meg's absence, Jack reported that we have 213 paid members to date.

Solo II – Brian reported that the timing issue at the last event was a software issue. For the next event scheduled for this coming Sunday, July 9, which will be held at Atco, there are only 28 pre-registered entrants. Sue will bring the trailer back to her house after this event and get things back in order. Brian reported that the contract has been signed for the Camden County College lot and the first event is scheduled for August 6th. The only issue is the NJ Transit bus that traverses the lot we will be using. We will need an EMT for the events at the college. Jim Tornetta will check into the

availability of one. Also, we will need a port-a-pottie. Jim T. asked if anyone had asked Jill about the use of her trailer for this Sunday's event. Brian stated that she has not responded to his email. Brian asked J.D. to check the generator and make sure it is operational and to make sure that the gas can is full. Jim T. asked if John had ordered some new radios. This will be checked with John. J.D. asked where the big radios are and they are in David Hess' possession. It was found that the small radios work much better at the Atco site. Jim T. recommended that, at the workers meeting prior to the start of the day's activities, they be given specific instructions as to the safety of the course. Brian recommended that we work on a standard script for these worker meetings. J.D. stated that we might be able to pull one off of the internet. Jim T. will pick up spray chalk to mark direction arrows for the course.

Tri-Region – J.D. reported on the recent PDX held at Pocono that it went well but the total number of participants and what the monetary loss was, if any, is still unknown. There were a few complimentary emails after the event from some participants stating how much they enjoyed the weekend and praising the instructors on their

knowledge. J.D. went on to state what a fantastic job David Hess did as a novice instructor. J.D. reported that we are now getting ready for the Double National which will be held at Pocono the weekend of August 4th, 5th & 6th.

Rally – Jim Wakeman reported that the next event will be held July 16th which is a Bob Jumper rally. The start/finish will be at J.G. Cook's in Pitman. Jim reported that the Northeast Rally Club-Jim's dad served as a safety steward for them-would like to get an SCCA sanction for their event next year-this is the rally held in Millville. This will be a charity rally and will be held over three days. J.D. felt that this would be a good way to do a membership drive. Jack made a motion that this be a SJR-SCCA sanctioned event, second by Brian. Motion carried.

Mini-Con – David Hess will give a report at the July membership meeting which will be held at our new meeting place which is the Beale Street Room at the Holiday Inn on Rt. 70 in Cherry Hill.

Old Business – None.

New Business – None.

There being no further business, the meeting was adjourned at 8:55 PM.

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## Hurry Up and Wait (cont. from p.1)

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All of this work was crammed into 12 calendar days and 4 actual work days (real/day jobs do get in the way something awful) so that we could catch the rollcage builder during the break in his schedule. His original estimate to "complete" our masterpiece was 2 weeks. He started a week late/after we dropped it off because his previous job took a bit longer than expected. Between his real/day job (he does rollcages as a side business) health and family issues, 2 weeks turned into 6 weeks. Other than ordering parts we would need, there was nothing much to do other than wait.

We did stop at his shop in Delaware a couple of times to check the painfully slow progress. The work was first rate, so it was worth the wait. He

even went the extra mile to remove the back braces/bars (after fitting everything) and drop the main cage (still tack welded together) thru holes he cut in the floor so as to weld the upper seams that are inaccessible when in the normal position. Since the 4 main cage legs had to be reinforced with extra floor plating anyway, there was no risk of weakening those connection points. The back braces/bars had to be re-fit and removed a couple more times in order to fit the new trunk panel. There were a lot of extra bars in places for reinforcing the rear subframe (from which the rear suspension and differential hang) mounts and some extra triangulation. One of the things that we should have done in our rush to the rollcage shop was weigh the car sans the interior. That way we could have weighed it again

afterward and known exactly how heavy the rollcage was. By all accounts, these cars easily get under the 2850 lb minimum weight, so extra rollcage structure is certainly a safer way to ballast the car. Compared to the factory competition chassis that we saw at the shop our rollcage guy worked out of, his was much tighter to the roof and the A/B pillars.

Since we got the car back on April 13th, there was no chance of finishing everything else that had to be done in time for the VIR race on April 22nd. The Lime Rock race over Memorial Day weekend became our next target.

# Northeast Division, SCCA Mini-Convention

Hosted by South Jersey Region

**November 10-12, 2006**

Make a note on your calendar

## Clarion Hotel and Conference Center

Route 70 & I-295

Cherry Hill, NJ 08034

[http://www.clarionofcherryhill.com/en\\_us/](http://www.clarionofcherryhill.com/en_us/)

More information will be available soon at:  
[sjr-scca.org](http://sjr-scca.org) & [nescca.org](http://nescca.org)

If you would like to conduct a seminar  
or help organize the event please contact:

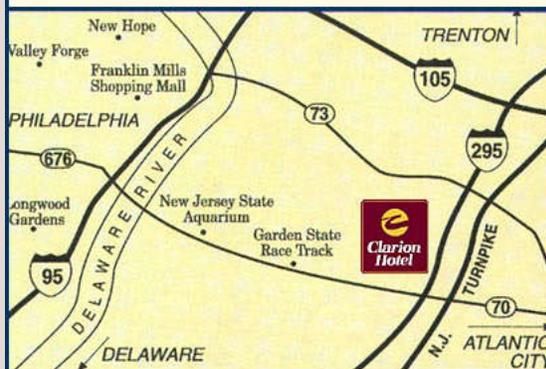
David Hess

[activities@sjr-scca.org](mailto:activities@sjr-scca.org)

609.704.1996

### *Directions*

*NJ Turnpike Exit 4 to Rte. 73 N.  
to I-295 S. to Exit 34B*



# 36th Annual SCCA Pocono Sports Car Grand Prix (NESCOCA Double National Event) Saturday and Sunday, August 5 & 6, 2006

On Saturday and Sunday, August 5 and 6, the Sports Car Club of America will wave the green flag for the "Pocono Sports Car Grand Prix." The racing action will begin mid morning (11:00 Saturday, 10:30 Sunday) and feature seven races each day. This weekend of racing will attract over 200 cars and drivers all running for National points and a place in the year-end SCCA National Championship Runoffs at Heartland Park (Topeka, KS) in October.

Many SCCA competitors go on to make their mark in other classes of racing. Michael and John Andretti started their careers in SCCA racing at Pocono. Mario and Marco are both Philadelphia Region SCCA members.

Seven 45-mile racing events add up to 315 miles of highly competitive racing each day. It is interesting to look at the statistics from the Double National and recognize the importance of the event on the SCCA racing calendar. With it being the last National racing event of the season in the Northeast Division, drivers from across the country come seeking out-of-division points to garner enough to make the trip to the Runoffs. Last year, the drivers' home towns were in 24 states, 2 Canadian Provinces, and the Bahamas. Winners came from Pennsylvania 9; New York 6; Connecticut 5; New Jersey 3; Virginia 3; Ohio 2; Wisconsin, Ontario, Quebec, Maryland, Massachusetts, California, Delaware, 1 each. Eleven drivers swept to double victories, certainly making it worth the tow. One of those was F Production driver Les Handley who chalked up four consecutive wins at Pocono, having won both sides of the Double two years in a row in his Porsche.

If you were to look closely at Race Group 4, there were 45 drivers in 4 classes from 18 states. They had come from Indianapolis, Malibu CA, Las Vegas, Woonsocket RI, Chapel Hill and Greensboro NC, Des Moines and many places a bit closer to the track. What brought them to the event? They came for the competition, the points, and a meaningful event to close the season. Those fans who watched from the grandstands or the infield, and those workers who watched from flag stations, pit lane, the timing bus or starters' stand had quite a show.

Fans can get a close look at the drivers and at the teams as they prepare their race cars in the garage area. Cameras and questions are welcome.

A full range of different race cars in 25 different classes will take to the Pocono 2.5 mile track including open cockpit, open-wheeled Formula cars; street legal Corvettes, Firebirds, Camaros, Miatas, Neons, Subarus, Toyotas and Porsches; GT-1 cars, which resemble and sound like NASCAR or TransAm machines; and even classic cars, still in full race trim, like Austin-Healy Sprites, MG Midgets, and Mazda RX-7's. This year an entire race group will be made up of Miatas – up to 63 are allowed on the track at a time.

Tri-Region Race Group (made up of Northeast PA, South Jersey, and Philadelphia Regions of the SCCA) a not-for-profit organization, will be hosting the event. The charity which will receive a portion of the gate from the weekend is **Laps to Conquer MS**, founded in 1989 by Fay Teal to increase **Multiple Sclerosis** awareness through motor sports, while raising funds for the **National MS Society**. To date **LCMS** has raised over \$136,000 by participating in motorsports events throughout the country.

Tickets will be sold at the tunnel entrance to the track on race days - \$15 per day or \$25 for the weekend (children under 12 are free). This includes free parking and free camping in the infield on Saturday night.

Members of the working press are welcome to join us to cover the event. Please contact Eunice Gerstein, Registrar, for complimentary credentials at 610-282-3932.

For more information, please contact George Bloeser, Chairman, Tri-Region Race Group at [indy33@aol.com](mailto:indy33@aol.com) or 610-965-0585.

## Celebrating the 100th Anniversary of Auto Racing in Pennsylvania



# Oldies Goodies Road Rally

A Time-Speed Distance Rally

**Sunday August 6, 2006**

Presented by

**South Jersey Region – Sports Car Club of America**

The 2006 edition of the Oldies but Goodies Road Rally will use a Numbered Route Instruction format. The rally will be 80 miles long. Speeds will be below the posted speed limits and changes in speed will be minimal. Entry is open to all types of cars and small trucks with a team of two people per vehicle. Course following will be straight forward with a goal of all vehicles finishing the course.

Rally Headquarters: Registration, Start and Finish will be held at  
 Registration Opens 9:30 am. First car off: 11:16am.  
 Directions can be found at [www.mapquest.com](http://www.mapquest.com) or in the General  
 Instructions or via e-mail to [jwakemen43@aol.com](mailto:jwakemen43@aol.com) or 856-228-9249

→ J G Cook's Bar and Grill  
 692 Lambs Rd  
 Pitman, NJ 08071

Classes and awards: The classes of Equipped, Limited, Stock and Novice as defined for the series will be used. With one set of trophies for cars in E, one set in L, two sets in S and two sets in N.

Dash Plaques will be presented to the first 20 cars.

Rally master/Registrar

Jim Wakemen, Sr.  
 23 Silver Birch Rd  
 Turnersville NJ 08012-1911

856-228-9249  
 e-mail: [Jwakemen43@aol.com](mailto:Jwakemen43@aol.com)

To enter the event, mail completed form (below) and a check for \$25.00 to the Registrar. Please make the check payable to SJR-SCCA. Generals will be sent to all prepaid entries received by August 2, 2006 via US mail or by August 5, 2006 e-mail. Pre-registration is highly recommended. All minors must have a **Minor Release Waiver** signed by both parents/guardians. Please request the Minor Release Waiver in advance. Day of Rally fee is \$30.00. Save \$5 by prepaying and help secure a dash plaque for both crew members.

**You will be asked to affirm the following at registration:** I hereby warrant that the entered vehicle is on the road legally, is being used by the entrant with the owner's permission and is covered by liability insurance of not less than \$20,000/\$40,000/\$15,000 or the minimum requirements of the State of registry, whichever is higher.

Driver		Navigator	
Address		Address	
	zip code		zip code
Phone		Phone	
E-Mail		E-Mail	
	Send GIs by Email <input type="checkbox"/> or Postal <input type="checkbox"/>		Send GIs by Email <input type="checkbox"/> or Postal <input type="checkbox"/>
Class: Equipped _____ Limited _____ Stock _____ Novice _____			



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

**Solo @ CCC - August 6th**  
**Rally, August 6th**  
**Double National @ Pocono - August 4-5**  
**Mini-Convention - November 10-12**



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**FRANKLINVILLE, NJ 08322**