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 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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Steve Ashcraft .................................856-297-8894

Mini GP- Mike Sokalsky .......................609-822-8417
Flag & Comm - David Teal ....................610-566-4795
Starter - David Teal ............................610-566-4795

Grid - Open to Volunteers ....................xxx-xxx-xxxx
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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. A copy of the publication should be sent to the 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.
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.

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/sjersy.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)

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http://www.sjr-scca.org/
Written minutes can be sent to those without internet connections.
Contact JD King @ 856-694-5012

Online store @
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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, 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 Tornetta 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 then 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 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 then 3 tenths of a second separated the trio.

David (yours truly) was winning until the very last run when Matt knocked more then 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.
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 diceing 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 jostl 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!

- Nick DiMeo

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 managed 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 right on the race line where he came of turn 10 I was met at turn 1 by a Formula Continental parked sideways of turn 10 I was met at turn 1 by a Formula Continental parked sideways. 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 :(

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March Lamb VI
Road Rally - Results from 03/30/03

Driver/Navigator Leg #

Class SOP

<table>
<thead>
<tr>
<th>Driver/Navigator Leg #</th>
<th>Class SOP 1 2 3 4 5 6 7 8</th>
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<tbody>
<tr>
<td>Carl Thompson/Renee O'Leary</td>
<td>7 32 75 2 2 7 5 12</td>
</tr>
<tr>
<td>Jim &amp; Rose Wakemen</td>
<td>49 111 72 30 7 36 50 5</td>
</tr>
<tr>
<td>B. Hittenger/M. Hittenger</td>
<td>26 19 13 67 95 41 22 99</td>
</tr>
<tr>
<td>Willis &amp; Martha Weldin</td>
<td>2 200 55 50 22 27 10 52</td>
</tr>
<tr>
<td>Jack Betz/Bob Jumper</td>
<td>107 43 43 200 62 23 13 43</td>
</tr>
<tr>
<td>R. Stephani/C. Steinberg</td>
<td>17 200 79 119 3 76 5 37</td>
</tr>
<tr>
<td>Jennifer &amp; Bob Cardin</td>
<td>189 35 118 1 33 50 10 200</td>
</tr>
<tr>
<td>Robert &amp; Janet Gannon</td>
<td>12 199 200 157 200 45 40 75</td>
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Class SOP Novice

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<th>Driver/Navigator Leg #</th>
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<tbody>
<tr>
<td>Martin Schamis/Michael Oryl</td>
<td>49 200 173 28 3 34 2 90</td>
</tr>
<tr>
<td>Russ Eckerson/F. Loefelholz</td>
<td>108 27 35 200 17 92 60 53</td>
</tr>
<tr>
<td>Jim &amp; Jeff Wakemen</td>
<td>48 200 160 37 158 13 45 32</td>
</tr>
<tr>
<td>Eric Lindh/Valerie Tandy</td>
<td>167 106 200 162 31 77 40 26</td>
</tr>
<tr>
<td>Chuck &amp; Jenn Nehring</td>
<td>200 76 200 200 132 47 23 5</td>
</tr>
<tr>
<td>Mark Robinsky/Neil Lambrecht</td>
<td>200 140 80 165 67 25 200 120</td>
</tr>
<tr>
<td>Marc Getty/Scott Williams</td>
<td>200 200 65 200 200 80 68 44</td>
</tr>
<tr>
<td>Emanuel Mozes/John Neunson</td>
<td>200 30 200 200 134 80 117 97</td>
</tr>
<tr>
<td>Steve Patterson/Elimu Curtis</td>
<td>200 33 200 200 200 134 31 200</td>
</tr>
<tr>
<td>Jeff Smith/John Getty</td>
<td>200 200 200 183 175 99 125 141</td>
</tr>
<tr>
<td>Costas Tsolkas/Emmeline Sim</td>
<td>200 200 200 200 200 200 200 200</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Driver/Navigator Leg #</th>
<th>Class X 1 2 3 4 5 6 7 8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fred Cochran/Peter Schneider</td>
<td>125 1 0 2 0 1 0 0 x100% 129 *</td>
</tr>
<tr>
<td>Dave Ford/Greg Ford</td>
<td>200 59 35 51 17 13 8 94 x30% 143 *</td>
</tr>
<tr>
<td>Eric Salminen/Dennis Blevins</td>
<td>127 179 71 37 1 3 125 58 x30% 180</td>
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<tr>
<td>G. Alderman/Wendell Green</td>
<td>200 200 85 29 200 1 50 40 x30% 241</td>
</tr>
<tr>
<td>Kevin &amp; Lisa Cresswell</td>
<td>128 4 50 54 2 26 20 200 x60% 290</td>
</tr>
<tr>
<td>J. Kopchak/S. Novatne</td>
<td>145 137 148 179 0 116 125 52 x60% 541</td>
</tr>
<tr>
<td>Bix Goodwin/Gregory Goodwin</td>
<td>DNF</td>
</tr>
</tbody>
</table>

# = 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; Quayton Stottlemyer, 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

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

VW Engine: 1800cc Type 3, Flywheel to fan pully w/ shrouds, 600 mi on rebuild, $500 OBO. Nick 856-223-1420, njdimeo@aol

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SJR is recruiting workers for our regional, and national road race, held at Pocono on July 31-Aug 3 respectively. This is the time to come join in the fun, and get close to the action! If you are interested, please contact any BOD member by phone or email! (p. 2) Or, visit the WDC Region website (http://wdcr-scca.org/) for more info!

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