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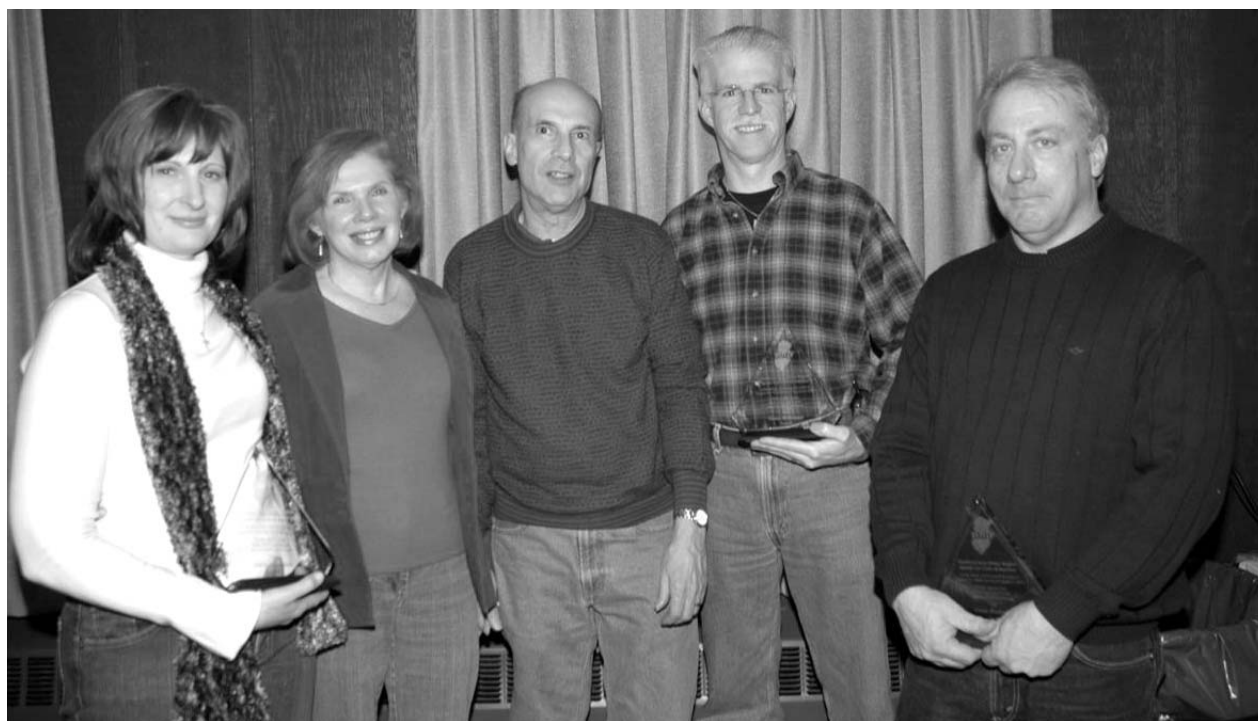
THE NEWSLETTER OF



AWARD WINNING POSITION

THE NORTHERN NEW JERSEY REGION

What are you doing May 12 and 13? See Page 6 for the FUN!



The inaugural Vinny Blancuzzi Worker Award winners. Jackie McCutcheon, Vinny's parents, Diane and Vincent, Steve Ambrose and Bob McCutcheon.

Photo by Mike Feno

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MARCH / APRIL 2007

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Pole Position Advertising Rates

As of April 2004

Please send all ads with check or money order made out to **NNJR SCCA** to the Membership Services Chairman..

No ads will be accepted over the phone.

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visit www.SCCA-NNJR.org

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Ad and copy deadline is the 20th of the previous month. Late copy will go in the next month!

Camera Ready Art or Electronic (.jpg, .tif, .gif) format only. NO ADOBE accepted.

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No ads will be accepted over the phone.

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Pole Position Deadline. Deadline for the **Pole Position** will be on the 20th of each month. **Submissions are preferred in electronic format (e-mail, Word processor, diskette).** The NNJR Board of Trustees reserves the right to edit or refuse publication of anything deemed inappropriate.

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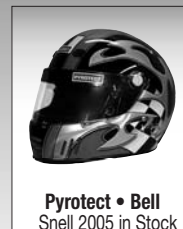
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Northern New Jersey Region of the Sports Car Club of America



Reinertsen Motors

Proudly
presents



2007 Once-A-Year Technical Inspection

Where: Reinertsen Motors, Rt 53, Denville, New Jersey

When: Sunday March 25th, 10:00AM till 2:00PM

Where: G&S Autoworks, 11 Foundry Street, Oxford, New Jersey

When: Sunday April 29th, 12:00 Noon till 4:00PM



Scales will be available

Drivers: Don't forget your Log Books and Racecars. Bring your driver's gear and get your helmet sticker for 2007. Beat the rush at the track.

Photo ID's will be available for adult members only

All members and friends are welcome to this event held especially for:

- New or experience drivers
- New or experienced race workers and members
- Any interested innocent bystanders that want to get hooked on auto racing

The emphasis is primarily on RACING, geared for the benefit of drivers and race workers. But, this event is open to would-be drivers, workers and new members who want to learn more about the great sport of motor racing and get involved!

Refreshments will be served!

Contact Bill Etherington at (609) 406-9793 or wdether@verizon.net

Check out the NNJR website at <http://www.scca-nnjr.org>

Flag and Fire School

**Presented
by the
New England, Mohawk-Hudson,
New York and Northern New Jersey
regions of the
Sports Car Club of America**

When:

Saturday March 24th and Sunday March 25th

Where:

Lime Rock Park CT Infield Chalet

Schedule:

Registration: 7:00AM

Saturday 8:00am - 6:00pm classroom sessions

Sunday 8:00am - 6:00pm on track incident and fire training

Lunch will be provided both days. School will be run rain or shine.

Topics:

What to expect at the track, what to bring, Flags, Communications, Station setup, Incident management, Response, Fire.

Guest speakers, as well as hands on interactive lessons.

School is free of charge and open to both SCCA members and non-members. Commemorative patch and course completion certificates also included.

To register for the school, space is limited (those who do not register by March 17th will not be guaranteed a seat or lunch):

Please send the following information to:

Fred Mahler at fredmahler@rcn.com or call (860) 379-9225

Name, address, phone number, and days that you will be attending.

If you are a SCCA member please include your member # and if you are a flagger please include your license grade.

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***Sports Car Club of America
Northern New Jersey Region
presents***



***The
Joe DeLuca and
Linda Gronlund
Freedom Races***

**Double Regional Races
and
Pocono “150” Twilight
Enduro
(Saturday, May 12)**

NARRC / NYSRRC / HRG

Pocono Raceway

May 12-13, 2007

**More information at
www.SCCA-NNJR.org & www.nescca.com**

**Joe and Linda were on United Flight 93 on
September 11, 2001**

Never Forget!



What's DA Matter This Month?

We're in the midst of winter here in the Northeast. But it seems a lot of other regions around the country are already in full swing with their Race, Rally and Solo programs.

Back in January our NNJR Region Party and Solo Awards was a big hit! I need to thank Diane and John Henderson for all their hard work in making this the best region party I ever attended. How can we top next year? We will be back at the Packanack Lake Club House again in 2008 for sure. Suggestions are always welcome as to how we can make it better.

Mike Feno and I attended the National Convention in San Antonio representing NNJR. Bob and Leslie Dowie, Peter and Terry Roberts, Dave and Lenore Panas as well as Walt and Nancy Huber were also in attendance. We had a great time and the sessions were very informative. The one session, besides the 8:00AM RE sessions, that was the most interesting was the Teen Driving program. Look for NNJR to get involved in the community in 2007 and beyond with this. We plan to partner with our membership and the local auto dealerships in making this a reality. We need to pass on our knowledge to our new drivers with whom we share the road.

Rally:

May Daze is planned and all we need now is May 20th to arrive. Look for details on the website and in upcoming announcements. NNJR rallies are the best as well as a fun way to get out there.

Solo:

I know I sound like a broken record but the NNJR solo program is one of the best in the SCCA. We start up in March at Raceway Park. Look for even more fun in 2007 from Ernie and his crew.

Racing:

The NNJRRC will be back as well as the Victoria Cup for 2007. You must be a NNJR member prior to the first event to be eligible. Come see Jeff Haines defend his title.

The four (4) regions that are members of NARRC are hosting a Flag and Fire School at Lime Rock on March 24 and 25. I attended this 2 years ago and learned a lot. I highly recommend attending. Plus Lime Rock is beautiful in the winter. You must preregister so they can have enough food and fires.

Our Once-A-Year Tech sessions are a good way to get a jump on having everything ready before you get to the track. On March 25th Bill Etherington will host the first session at Reinertsen Motors in Denville and then on April 29th at G&S Autoworks in Oxford. Look for NNJR at Pocono and Lime Rock in 2007. We will of course have the Joe DeLuca and Linda Gronlund Freedom Races at Pocono on Mother's Day weekend. This is a great event with plenty of tight racing. The parties are some of the best. The weather this year will be better than last year for sure. Last year was special, this year will be even better. Look for a twilight enduro on Saturday night. Ever work or drive in a night race? This is your opportunity.

NNJR will be hosting the 50th anniversary National at Lime Rock on July 27 & 28. Look for a very special time and party to go along with this event, fifty years of racing at LRP and NNJR has been there all along the way. A few weeks after the National we will be hosting the best regional of the season at Lime Rock on August 10 & 11. NNJR plans to get back into providing staff for pro events at Lime Rock. It is still too early to tell but it looks good.

Fewer meetings:

NNJR has cut back on the membership meetings. We will have a meeting in the summer that will be special. We will have our Annual Meeting in November.

Fewer Pole Positions:

Once again we decided to reduce the number of Pole Positions published. We will have six (6) per year starting with January and skipping a month between issues. We will be relying on email and post cards for updating our members.

NNJR, we're back.....
Darrell

HUBER'S HASH for March

For me, the most exciting news at the club's **National Convention** in early February was the announcement of SCCA's involvement with a program called "**Street Survival**." Any SCCA member who is a parent, a grandparent or who simply cares about kids – anyone who has picked up a newspaper and read an ugly headline about a teen driving accident – will be interested in this. The program is sponsored by **The Tire Rack**, the nice folks who are the title sponsors of our club's **National Solo Championships**. Through this program, newly licensed teenagers can participate in an all-day training session to help them learn car control, improve their competence as drivers, understand how their actions govern a car's responses and as a result make them more effective drivers on the road.



The Tire Rack has been administering this program thru the BMW Car Club of America but the **SCCA Foundation** will be joining with them so that the program can be expanded to reach many more newly licensed youngsters.

The basic problem is – and each of us was once part of this problem when we were newly licensed kids – the typical new teenage driver is a lousy driver. The simple fact is that teens cause 2.5 million automobile accidents each year. **Street Survival** seeks to do something about that. It allows teens to learn how to drive in an emergency situation before it occurs. Students drive their own cars with experienced instructors on closed courses and are taught to avoid accidents and hopefully save lives. It is a "hands-on" driving experience in real-world situations.

One thing needs to be stressed. The students are not being taught how to drive fast. The teens are learning about their own vehicle's handling limits and how their car can be controlled. They learn how the car sounds and feels as the limits of adhesion are approached and exceeded. They learn how to control the car under emergency or other "less than ideal" situations.

You can read more about the program on these BMW CCA websites:

<http://www.bmwcca.org/Okttoberfest/StreetSurvival> and <http://www.streetsurvival.org/streetsurvival/> It appears that the program is so new in the SCCA that – as of this writing – the SCCA website has nothing on it.

A number of SCCA folks from the NorthEast Division arrived a day or two early in order to look around San Antonio. On the day before the Convention kicked off, ten of us visited the Alamo. The "Alamo" which everyone recognizes in photos is actually only the church portion of the Mission San Antonio de Valero. The entire mission was originally a walled complex covering several acres. The Battle of the Alamo in March of 1836 was fought largely at the perimeter walls, not specifically at the church building. (I know, I know... I also had to unlearn a lot Hollywood ideas gleaned from John Wayne & Fess Parker movies.) The memorial Cenotaph in the photo is on Alamo Street a short walk from the Alamo Mission Church, but still within what was the mission complex in 1836.



In the photo are (l. to r.) yours truly, Nancy, Lenore Panas, Ed Jakubos (Glen), Lisa Hanifan (Mo-Hud), Stan & Pat Rider (New England), & NE-Div Executive Steward Jack Hanifan (Mo-Hud).

Nancy sat on a bench to rest for a while after walking around the Alamo grounds. I saw a photo opportunity and couldn't resist. No comments, please. That will just get me in more trouble than I already am.



Later we took a bus tour of the city and strolled the city's famous Riverwalk before getting down to business. In the photo are Riverwalk strollers (l. to r.) **Nancy Huber, Lisa & Jack Hanifan** from Mohawk-Hudson Region, **Ed Jakubos** (Glen) standing behind **Lenore Panas, Stan & Pat Rider** (New England) in the distance, and **Ed Zebrowski**



(Glen Region RE) partially hiding **Dave Panas** who is busy taking a photo.

Some of the signs we saw in San Antonio: In a diner, "No Dancing on Tables with Spurs." I behaved myself – I didn't dance on any tables, regardless of whether the table had spurs on or not. Perhaps that was because another sign in the same establishment read (along with a drawing of a six-shooter), "We don't dial 911."

In another restaurant: "No spitting on the floor or walls." I was going to ask the waitress, "What about the ceiling?" but I realized it was way too far up to reach.

And the most interesting sign to catch my eye in Texas was just inside the entrance to the Mission Church of San Jose a few miles south of San Antonio. It puts a whole new twist on the "peacemakers" verse in the New Testament's Beatitudes (Mt. 5, 9). I don't think I've ever seen a similar sign in any church here in the north.



We had lunch at a nice place in the heart of the city, just off the Riverwalk and around the corner from the Alamo. "Shiloh's" is an old deli-style restaurant. One side of the entire building has settled and the floor now slopes about eight inches from one side of the dining room to the other. Too many Lone Star brews or too many of a local favorite called Shiner Bock (<http://www.shiner.com/bocktoberfest/home.html>) in this place and you could really have trouble standing up straight.

CQ... CQ... CQ... Several issues back I reported that **Linda Louie**, our region's chief of Timing & Scoring, had earned her ham radio license. I also promised to alert the other hams in the region to Linda's permanent call sign when it was announced. Well it appears that Linda took the call sign assignment one step further and requested a vanity call sign. In ham-land she will now be known as **W2BCR** which incorporates the initials for her Black Cat Racing team

By the way.... Since we're on the subject of amateur radio, have you ever wondered how the term "ham radio" came about? (I'll bet many long-term hams don't even know this.) It came from the call letters of the first amateur wireless station operated by some of the members of the Harvard Radio Club. To name their station, they used the first initials of their last names - Hyman, Almy, & Murray.

The movie **United 93** was nominated for BAFTA awards (England's version of the Oscars) in a total of six categories. At the awards ceremony in London on February 11th it won in two – Best Director and Best Film Editing. On this side of the pond, **United 93** has received nominations in those same two Oscar categories which won in England. By the time that you read this, the Oscars will have been awarded and everyone will know how the film fared in Hollywood.

I watched a program on Discovery Channel the other day which followed the sinking of the USS Oriskany, CVA-34, an Essex class attack aircraft carrier, in June of last year. The "Mighty O" was scuttled off Pensacola Florida and became the world's largest artificial reef. Kind of sad to watch this mighty warship go down, especially since I think my Dad helped build her at the old Brooklyn Navy Yard. I don't know why we have to put 27,100 tons of steel on the floor of the ocean just so some fish can get an upgrade in his living quarters. And while the Navy is sinking themselves in a fishy real estate deal, I'm rinsing out tin cans so the metal can be recycled and reused. Something ain't right here. By my calculations, I'd have to rinse out almost 434 million Campbell soup cans to recycle that amount of metal.

What? – Louder, please! — I can't hear you! — The National Federation of the Blind says hybrid cars such as the Prius are too quiet. It appears that when hybrids are running on battery power alone, blind folks cannot hear them as they approach intersections. Maybe we should require that Prius owners attach bubble gum baseball cards so that they flap against the spokes of a wheel. We used to that on our Schwinn two-wheelers when we were kids.

One of **Arthur Pearson's** cousins is an architect in England. His employer, Benoy (www.benoy.com), is involved in developing the master plan for Bernie Ecclestone's latest new Formula 1 GP track in Abu Dhabi. This track will be ready for an F1 race during the 2009 season. Arthur's cousin is working on another aspect of the overall complex, a "theme park" called Ferrari World, which will be based on the history of the Ferrari brand. "Disney World" and "Wally World" – Okay. But "Ferrari World"!?!

Followed a medium-blue Audi A4 station wagon south on Route 23 recently. It was wearing one of the older beige-on-blue New Jersey license plates. The tag read: "H TO HE." Yeah. I couldn't figure out what it meant either.

Saw a California tag on a Chevy SUV in Paterson. "NOLUKN♥" Apparently he'd also had no luck in finding a parking space as the car was parked illegally.

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Last item.... Arthur Pearson wrote to tell me that **Doris Gronlund** has begun her radiation sessions. Various local friends will be giving her rides from her home in Sag Harbor to Commack for the radiation each day. Five weeks times five days a week equals a lot of rays. So those of you who live east of here may become aware of a glow on the eastern horizon – somewhat stronger than usual. Not to worry – it's just Doris. Seriously, though, keep Doris in your prayers, please. Her cousin, **Tove**, the lady who was with Doris at the memorial races at Pocono last year, is here from Norway and will stay with her throughout the treatment regimen.

What are you doing
May 20? Wanna Rally?
May Daze is coming!
See www.scca-nnjr.org

SCCA SOLO EVENTS

2007 SCHEDULE

(ALL EVENTS SCHEDULED FOR OLD BRIDGE TOWNSHIP RACEWAY PARK)

| | |
|--------------|--------------------------------|
| March 10 | Weather Permitting - Tentative |
| March 17 | Weather Permitting |
| March 24 | Weather Permitting |
| March 31 | |
| April 7 | |
| April 14 | |
| April 21 | |
| May 12 | |
| May 26 | |
| June 9 | |
| June 16 | |
| July 7 | |
| July 14 | |
| July 28 | |
| August 18 | |
| September 1 | |
| September 22 | |
| October 13 | |
| October 20 | |
| October 27 | Weather Permitting |
| November 3 | Weather Permitting |

Update your Email Address at www.SCCA.com

Now that the Pole Position is provided by email as a default, it's important that Members, Spouses and children check their Email address at <http://ams.scca.com>

You can also access this by clicking on the top right button "SCCA Member Login" at www.scca.com. You will have to register the first time you visit myscca.org and get a password. After that, you can change your password and maintain your information.

SCCA National provides us with an updated list every month. We use that list to push out Email notices of interest to NNJR members such as online availability of the current Pole Position is available online and information on meetings and competitive events.

Many of the Email addresses at the National office are missing or outdated. We cannot change that information. You must maintain it yourself.

www.SCCA.com

Please visit our website at www.scca-nnjr.org

2007 - A NEW START

Greetings fellow “like to go fast” folks. Well, the 2007 road rally season is kicking off. NNJR will be participating in four this year and there is a pretty full schedule of events between FLR, NER, SJR, Philadelphia Region and our own NNJR. In my next article I’ll be giving out more specific information on the road rally’s here in the North East but for now, you can check on the respective web sites to find flyers and other information about the winter/spring events. I will also be including some write-ups from the various events that have already taken place. In that vein, I give you Fred Cochran’s tale of PBX 2007.

Wendell W. Newsome

2007 PBX by Fred Cochran

That’s right, “2007 PBX”. To end any confusion, the Rally that took place last November 18th was the 2007 PBX, not the 2006 PBX. The yearly schedule for the NEDiv Championship series is from mid-November to the beginning of November the following year. Don’t ask why. We don’t have enough time or space to explain. Anyway, I want to take this opportunity to praise some of the people who make this event work and acknowledge the great job that our fellow members did running the event. This past event was a “toughie”. There was a lot of brown water and some black water on the route this past year. The water varied in depth from 1 inch to 5 inches. Where we didn’t go with our cars, the deepest water was up to 2 feet deep. As I said, this year was a “toughie”.

Kudos go to Jeff & Jim Wakeman who took 3rd in Class A (Equipped), the Piatkowskis (Andy & Mark) who finished 8th in Class A, Anne Foos & Kevin Smith who finished 8th in Class C (seat of the pants, which, by the way is the toughest class to run in the PBX).

We had a mystery SCCA member in car # 43 that entered as in a New Jersey region, but failed to say which region. Anyway, one of the two, Shivan Parikh or David Zelman were from one of the regions in N.J., and they had their hands full with the goings on and dropped out after checkpoint 9 which is where Chris Pizzo & Mark Agnello packed it in as well.

There are those who serve, rather than run. North Jersey members of our Region, Linda Louie & her companion, Bart work the Rally every year. Alan Rubin and former member Joe Kwiitek ran the moving scoring car and his wife Donna worked a checkpoint. Another inactive member Kay Hennessey worked Registration with Arna Cochran.. New Rally Chairman, Wendell Newsome tossed in his hand working the event too. Fred Cochran, Rallymaster, ran lead (as usual).

Dave Sekella & John Stephanik added their experience along with Diane Houseal, Ed Brennan, Rob Hill & wife Kathy rounding out the crew from Blue Mountain Region. I mustn’t forget former Rallymaster Greg Coben did the honors on advising contestants at registration & Greg’s rally partner, Bill Dalton worked 2 controls this year. We had lots of quality workers the day of the event. And this didn’t include 10 ham radio workers. I believe the PBX is the only TSD event in the U.S.A to use amateur radio.

As in previous years, we had a large number of Novices. Although it’s a tough event, we don’t turn them away. This year we had 20 Novices. That’s almost half of the teams that ran. And how many of them had never run a rally before, especially in a clueless Forest? Ten teams didn’t finish, and not all of them were novices. I’ve been rallying for almost 50 years and I’ve had my share of DNF’s (Did Not Finish’s) over those decades. Remember, for the most part we don’t know why they didn’t finish. Maybe it was illness, mechanical problems or a mistake got them so lost (that’s easy to do in the forests) that they couldn’t find their way back onto the route. The best way to get over that is next year’s PBX. TRY, TRY, TRY AGAIN!! And if necessary, **AGAIN !**

Most of you reading this “report” don’t know that much about Rallying, and can’t begin to know what it’s like to drive 150 miles during the afternoon and into the night in forests with nothing but a set of route

instruction and almost no clues as to where you're going, or even where you've been. Remember, there is only **one** road sign where we go in the boondocks, no houses, no other signs or clues except a lot of pine trees

Other years have been simpler, and I promise the next PBX will be easier on both driver and navigator. "Uhh, I'm at the corner of pine and oak. Uhh, trees, that is.."

I might add that the overall top winner was an SCCA member from New England. It was Father and daughter (Fred & Stephanie Mapplebeck). More than half (21 teams) were SCCA members and they hailed from the rocky coast of New England, to the sandy shores of Long Island, to the marble edifices of our nation's Capital.

Maybe some of you might want to try a run in the Pinelands. We'd love to have you. You may not think so, but the event is a helluva lot of fun. Ask anybody who's run it. Next, some help for newcomers.

When I spoke about *brown* water and *black* water, I was referring to the color of the *puddles* when there's lots of rain. The brown water comes from a mixture of small gravel & sand with some yellow clay mixed in. The black water comes from white sand (like at the beach). The black color comes from pine needle residue and pitch from pine trees. Only 5% of the competitive route is paved, the rest is yellow "hardpack" or white "sugar sand". Contrary to legend, the sugar sand is not all loose like at the beach. It's almost all firm. There are just a few loose places where a lot of rough traffic has torn up the road surface. Road surfaces are mostly smooth with occasional washboarding or potholes. Where these conditions exist, we note them in the route instruction. When it comes to large puddles on the roads, we give special instruction on how to get through the water at the shallowest point. Keep in mind that all workers have to travel on these roads too and that includes me (in my car). We use some roads with tall grass growing in the center. I've yet to see a problem traveling on *these* roads. Portions of the route are closed to outsiders (we have exclusive permits to enter these areas). Some of these areas are known as "**THE BOGS**". I won't take time to explain what the bogs are, but they are literally "something else". There's a huge difference between driving in the forests during the 3 hours of daylight, and running in the dark. A single lane road winding through a bucolic scenic glen during the day becomes a thrilling trip through a twisting, hilly narrow path in the pitch-black darkness of the forest primeval. Don't forget: use good lights on your car.

Then there's the *Jersey Devil*. There are people who live in South Jersey who won't go in the forests after dark. Part goat and part human (?), this apparition is famous – ask any "Piney" – if you can find one. The forests are home to all sorts of animals. Deer (not bigger than a large dog), raccoons who like to hit the campsites for lunch & dinner, beavers who delight in blocking bridges with their dams, black bears (there are lots of wild blueberries in the Forests), wild goats (I had one butt my car in broad daylight), and all sort of small animals, like squirrels, chipmunks, mice, moles, voles, coyotes and oh yes, snakes – lots and lots of snakes (but they hibernate in November and are nowhere to be seen). Any animal that could do damage to your vehicle isn't seen on the PBX, because we run the rally during hunting season and it's illegal to hunt in much of the forests and **everywhere** after darkness.

There's more there than trees. You'll see remnants of our great colonial history like the foundation of Hampton Forge where metalsmiths turn local iron ore into cannon & muskets for the American colonists fighting the British in the 1770's & 80's. Many of today's Piney's have German names that harken back to the days when George Washington crossed the Delaware to engage the Hessian Army encamped in Philadelphia. Many of those Hessian troops deserted after the American patriots defeated them and they took refuge in the never-ending bogs and forests of South Jersey. There are also stories about Hessian troops; British soldiers and English loyalists who went into the Pine Barrens *and never came out*. There are ruins of the village of Friendship off county route 563 west of Speedwell. There are places like: mills, forges, furnaces, farms, terra cotta factories, places where cups, plates & saucers began their "lives," and who can leave out the glassworks that lined Glasshouse Road in Brendan Byrne State Forest just off State Route 72 in Chatsworth. There are many other locations of antiquity in the Pine Barrens. Onga's Hat is the site of an old inn that found its place in history and today a restaurant in a newer building stands as a reminder of life in the 1800's. And there's also a building known as Hedger House which is shown on maps of New Jersey as a town. This building on County route 563, has stood since the days of the fledgling American Republic as first, a stagecoach stop, then an Inn and finally as a general store and restaurant. Life may have run out for this home of history, as it closed its doors in 2006. The Pine Barrens is truly the place that history is made of.

If you want to run, here's some valuable tips. Use a car that fits the road conditions. Huge vehicles, like Hummers & Jeep Wagoneers are wider & taller than some of the roads. Very small vehicles like the new Mini's don't have enough road clearance. You need five inches of clearance to avoid being a road grader. **All-Wheel Drive & 4-wheel drive** are not necessary to run this event

You're going **to need an interior light** that doesn't interfere with the driver's vision. If you can't find such a light, then perhaps a piece of red cellophane over your interior may do the job (try it). Don't wear light colored coats or shirts when driving or navigating at night. You might end up having the "white" reflection on the windshield from your clothes severely reducing your vision (this includes the navigator – he, or she, needs to see out of the windshield too).

Before you run, make sure you have a **properly inflated spare tire**. I lost a rally because when I got a flat, I found my never inspected spare was also flat.

Carrying spare gas (in the approved container) and extra water is a good idea. Filling your tank with gas just before the rally is a better idea. It shouldn't take more than a half of a tank of gas to run the event. You can also buy gas halfway through the route at the dinner break.

If your vehicle hasn't had its **engine belts** replaced in a long time, check them out for **cracks (one step away from breaking)**.

Make sure you have a jack and carry a **strong** steel plate big enough to fit under your jack. Remember you're on dirt roads and the weight of your car can drive the jack down into the sand, rather than raise your car up.

Carry a first aid kit – you never know...

Carry safety reflector triangles. If you have to stop along the route, don't rely on your 4-way flashers to be seen. Unless it's going to rain during the rally, don't use flares. In the forests, that's a very bad idea.

Carry something to quench your thirst. There will be a place to get food near the Rally Start. Eat lunch before you leave. There will be ample time for dinner later.

At Registration, bring in your registration & driver's license. You're required to have New Jersey minimum insurance to run. These are roads that are open to the public and you're required to observe all motor vehicle codes (that includes speeding). All speeds used on the rally will either be posted along the road(s) or listed in the Route Instructions. Bring in some cash as well, we charge \$10 (refundable) for magnetic car numbers. Some masking tape would help if you have a Corvette (some 'vettes have 5 inches of clearance) or a Saturn car (both made of plastic). If you want to have more than two people in a car, consult the General Instructions first. Make sure you have good tires, good windshield wipers, etc., etc. There is technical inspection before the Rally.

If you **don't understand** some of the General Instructions, we'll have someone to answer questions at **registration**.

When you receive your **Registration Packet**, make sure all the numbered pages are there in the General Instructions & Route Instructions. There's a list of items that are supposed to be in these packets.

Do's & Don'ts – **Don't Race!** We have ways of telling how fast you've been going & you can be disqualified for driving faster than the listed speeds.

When another contestant wants to pass, they will flash their light or blow their horn. **Let them PASS!** If you're going to pack it in early, tell someone at the next checkpoint or call the official phone number.

Don't rely on a cell phone in the Forests. There are no cell towers in the forests.

Do keep your cool. Some people do strange things when they aren't sure of where they are and what they're supposed to do. You may end up being one of them too.

Don't stop along the route and park where you'll block the road. There may be 40 or more cars behind you.

If you find the **route blocked by a tree** or something, co-operate with other contestants to either clear the road, or try to get assistance by phone. The lead car will have a gasoline power saw, so the route should be clear.

When the Rally is over, go to the place where the Rally ends and turn in your car # & **pick up your deposit**.

Enjoy, ENJOY, ENJOY. In other words, have a good time. By The way – this whole article definitely means the PBX will run this coming November 17th, 2007. See you then!



2007 NEDiv ROUNDTABLE

MARCH 9 – 11, 2007

JOIN WESTERN NEW YORK REGION, SCCA IN CELEBRATING ITS 60TH ANNIVERSARY

Western New York Region, SCCA, is observing 60 years of SCCA fun and competition in 2007.

We invite you to celebrate with us at the 2007 NEDiv Roundtable, March 9, 10 and 11, 2007 at the Buffalo Marriott Niagara, 1340 Millersport Highway, Amherst, New York 14221, Phone: 1-716-689-6900. The event room rate is \$93/night. Please make room reservations directly with the Marriott and mention the SCCA Roundtable to receive the rate.

Cocktails and dinner on Saturday evening will be at The Buffalo Transportation Pierce-Arrow Museum. There will be time to explore the Museum both before and after dining among the exhibits.

Schedule information will be available soon on the NESCCA website.

(Detach and return)

Registration: Full event (seminars, breaks, lunch and dinner): \$100.00 ☐
Seminars and breaks: 40.00 ☐
Lunch: 30.00 ☐
Dinner: 45.00 ☐

| Name: | Region: | Position: |
|-------|---------|-----------|
| 1. | | |
| 2. | | |

Address: _____

| Phone #: () | | |
|------------------------------|---------------|--------------------|
| Transportation from airport? | Arrival time: | Airline & Flight # |

Make checks payable to: WNY Region SCCA

Send to:
Colleen Noles, Registrar
3356 Baseline Road
Grand Island, NY 14072

For Information:
Karen Frieder, Chair
(716) 693-7199 kmfrieder@verizon.net

Scenes from the January Region Party at the Packanack Lake Club House

Photos by Mike Feno



Nancy Herrman and Carole Case enjoy the fireplace.



Doug Case, Darrell Anthony, Tom Lynch and Dave Hofmann in good spirits.



Alan Van De Weghe and Diane Latinas, smiling as usual.



Some of the solo folks, Irena Sergei, Kaptor Babkin, Eric Gebhardt, Perry Genesis and Erika Aidelbaum and the welcome return of Henrietta Anderson.



Marisa Latinas, Kenneth Burke, Stephanie and Robbie Foley and Madeleine and Gabriella Lenke from the "peanut gallery".



The ever popular, well-stocked and well-organized food line.

Scenes from the January Region Party at the Packanack Lake Club House

Photos by Mike Feno



The Packanack Lake Club provided an excellent setting for a successful event.



Terry Roberts, our registrar, accepts the thanks of all our members from Darrell.



Pete Watson, our chief starter.



Linda Louie, timing and scoring chief, congratulates Barbara Killmer as her worker of the year.



Flagging and communication chief Bruce Kolker with his worker of the year, Art Pierson.



Our sound man, Joe Russell awards Bud Killmer.

Chief steward Walter Huber and his right hand man, Dave Panas.



Please visit our website at www.scca-nnjr.org

Scenes from the January Region Party at the Packanack Lake Club House

Photos by Mike Feno



Alexandra and Maggie Ambrose awarded Junior Workers of the Year.

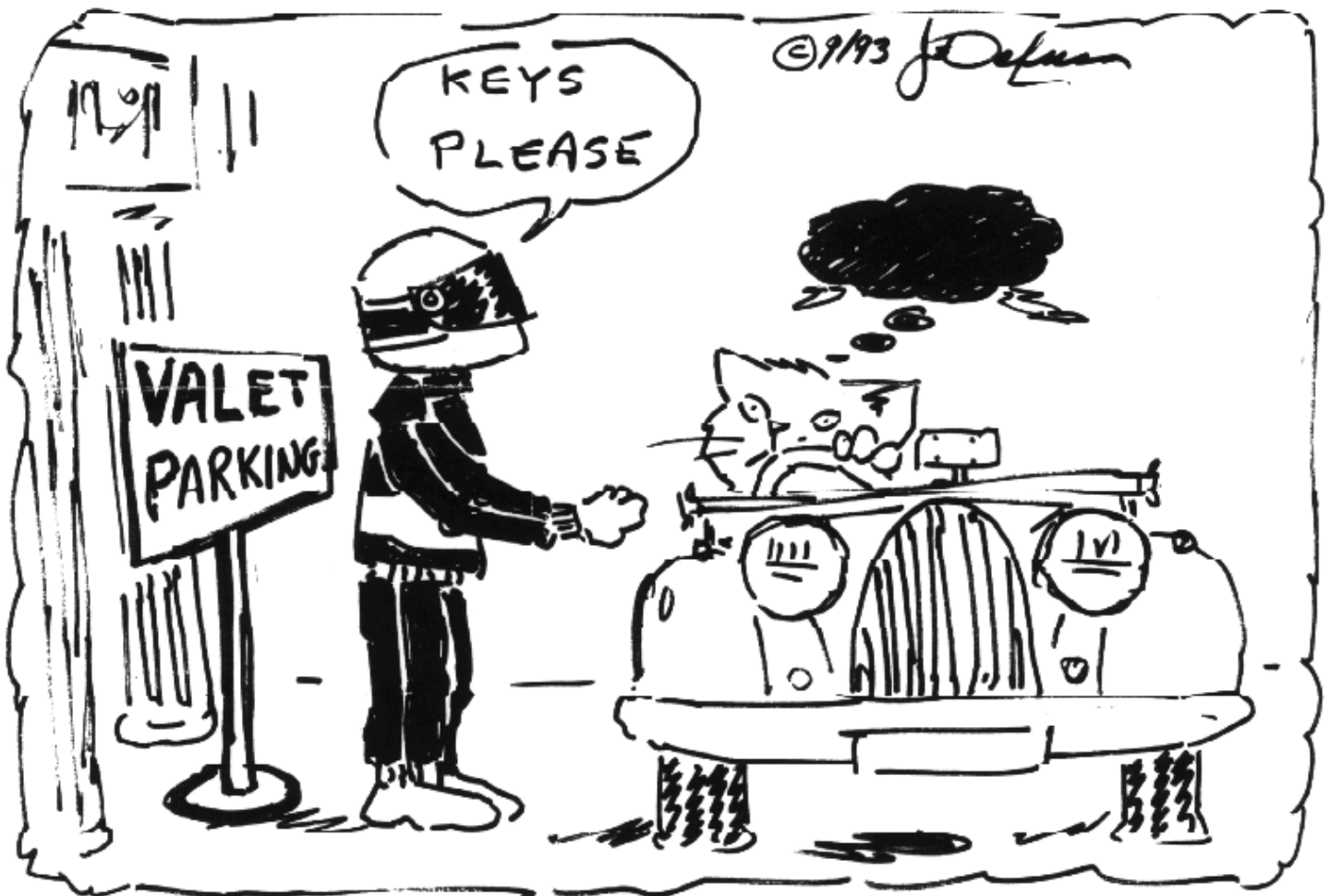


Jackie McCutcheon and Steve Ambrose receive the Worker of the Year awards.



Bob, Jackie and Steve receive the first Vinny Blancuzzi Worker Award.

The Adventures of Raymond the Cat



Upcoming NNJR Events

–Please mark your Calendar:

| | |
|--------------------|---|
| March 9-11, 2007 | Roundtable, Amherst, NY |
| March 24-25, 2007 | Racing - Flag & Fire School, Lime Rock |
| March 25, 2007 | Racing - Once-A-Year Tech Reinertsen Motors, Denville, NJ |
| March 25, 2007 | Racing Preseason Meeting Reinertsen Motors, Denville, NJ |
| April 29, 2007 | Racing - Once-A-Year Tech G&S Autoworks, Oxford, NJ |
| May 12-13, 2007 | Joe DeLuca and Linda Gronlund Freedom Races and Enduro, Pocono |
| May 20, 2007 | Rally - May Daze (TSD) |
| July 27-28, 2007 | National Racing - Lime Rock |
| August 10-11, 2007 | Regional Racing - Lime Rock |
| August 26, 2007 | Mini Monte (Map) Rally |
| November 17, 2007 | Pine Barrens EXpress Rally (TSD) |
| December 2, 2007 | Teddy Bear Rally - Gimmick Rally |



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NEW MEMBERS

| | | | | |
|-----------|-----------|-----------------|----|------------|
| Evan | Gray | Highland Park | NJ | 12/21/2006 |
| Gregory | Koblentz | Edison | NJ | 12/27/2006 |
| Vasili | Tsihlas | Livingston | NJ | 12/28/2006 |
| Darrell | Caldwell | Hillside | NJ | 1/2/2007 |
| Garry | Merritt | Fairlawn | NJ | 1/2/2007 |
| Britt | Merritt | Belle Mead | NJ | 1/2/2007 |
| Kevin | McCormick | Hoboken | NJ | 1/11/2007 |
| Marvin | Garcia | Clifton | NJ | 1/15/2007 |
| Scott | Hutchings | Middletown | NJ | 1/15/2007 |
| Leland | Kroll | Monroe Township | NJ | 1/16/2007 |
| James | Cash | Hackettstown | NJ | 1/25/2007 |
| Eric | Dean | Fair Haven | NJ | 1/25/2007 |
| Richard | Fan | Basking Ridge | NJ | 2/2/2007 |
| Michael | Salvatore | Manalapan | NJ | 2/12/2007 |
| Christian | Scaduto | Pompton Plains | NJ | 2/12/2007 |
| Benjamin | Wagman | Oakland | NJ | 2/12/2007 |
| Gregory | Falcone | Lawrenceville | NJ | |

FEBRUARY/MARCH/APRIL ANNIVERSARIES

45 YEARS

| | | | | |
|------|-----------|----------|----|----------|
| John | Keller Jr | Bayville | NJ | 3/1/1962 |
|------|-----------|----------|----|----------|

35 YEARS

| | | | | |
|--------|--------|---------|----|----------|
| Stuart | French | Chatham | NJ | 3/1/1972 |
|--------|--------|---------|----|----------|

30 YEARS

| | | | | |
|------|--------|------------|----|----------|
| Jack | Dalton | Branchburg | NJ | 3/1/1977 |
|------|--------|------------|----|----------|

25 YEARS

| | | | | |
|-----------|----------|--------------------|----|-----------|
| Catherine | Balkunow | Punta Gorda | FL | 3/5/1982 |
| Robert | Austin | Upper Saddle River | NJ | 3/16/1982 |
| Bill | Buff | Long Branch | NJ | 4/30/1982 |

20 YEARS

| | | | | |
|----------|-----------|-----------------|----|-----------|
| Patricia | Amaturo | North Brunswick | NJ | 4/24/1987 |
| Diane | Henderson | Wayne | NJ | 4/24/1987 |

15 YEARS

| | | | | |
|---------|------------|--------------|----|-----------|
| Jerry | Molitor | Chester | NJ | 3/19/1992 |
| Randall | Grammes | Annandale | NJ | 3/20/1992 |
| Victor | Sedlacko | Bayonne | NJ | 3/24/1992 |
| Frank | Sangiorgio | Marlborough | MA | 3/27/1992 |
| Perry | Aidelbaum | Robbinsville | NJ | 4/27/1992 |

FEBRUARY/MARCH/APRIL ANNIVERSARIES

(continued)

10 YEARS

| | | | | |
|-------------|-------------------|----------------|----|-----------|
| John | Bleimaier | Princeton | NJ | 2/6/1997 |
| Charles | Morris | Bear | DE | 2/13/1997 |
| Justin | Fiedler | Mountain Lakes | NJ | 3/20/1997 |
| Christopher | Mosley | Oak Ridge | NJ | 4/23/1997 |
| Linda | Santangelo-Mosley | Oak Ridge | NJ | 4/23/1997 |
| Robby | Foley | Randolph | NJ | 4/24/1997 |
| Elaine | Mcandrew | Ocean Ridge | FL | 4/24/1997 |

5 YEARS

| | | | | |
|----------|-----------|---------------|----|-----------|
| Kaylin | Franklin | Basking Ridge | NJ | 2/14/2002 |
| James | McParland | Glen Ridge | NJ | 2/28/2002 |
| John | Young | Hightstown | NJ | 3/6/2002 |
| Sergey | Babkin | Scotch Plains | NJ | 3/13/2002 |
| Kathleen | Conrad | N Wales | PA | 3/14/2002 |
| James | Moncrief | Flemington | NJ | 3/27/2002 |



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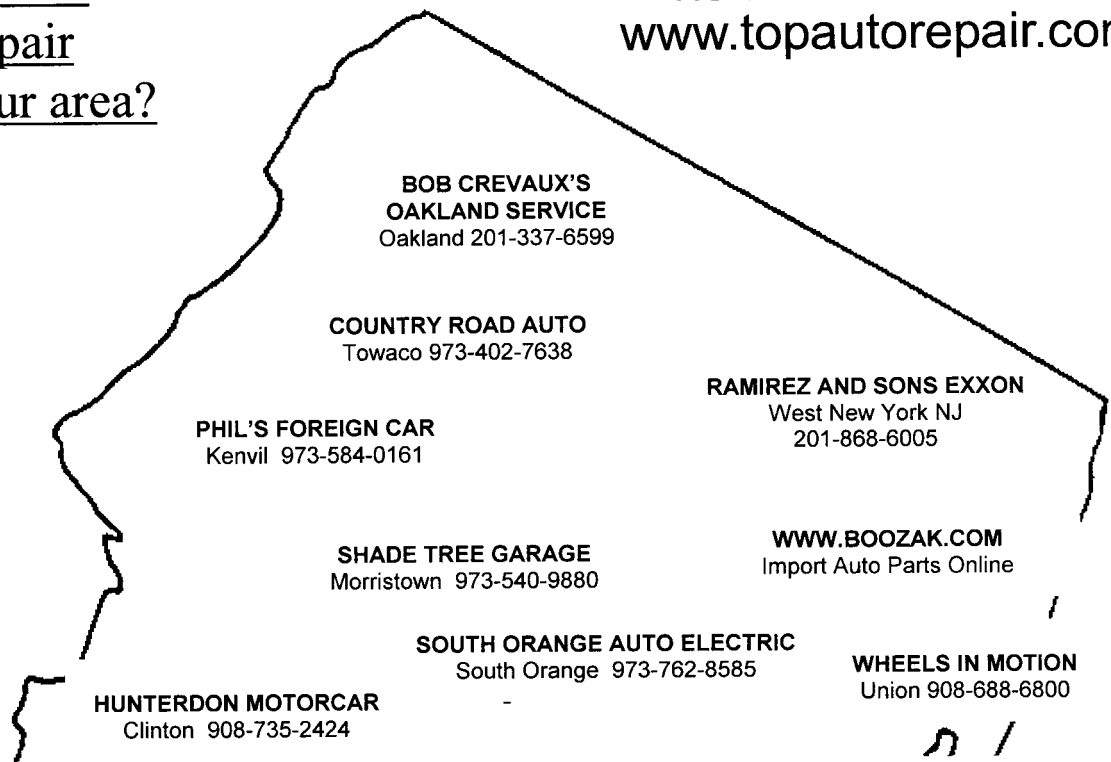
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Membership Application

Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below in full and return, with payment, to your region or the SCCA Membership Department, P.O. Box 19400, Topeka, KS 66619-0400.

PLEASE PRINT OR TYPE

Name _____ Birthdate _____

Address _____ Telephone _____

City _____ State _____ Zip _____ County _____

E-mail _____

☐ Single ☐ Married Spouse's Name _____ Birthdate _____

Spouse Member Number If Current Member _____

IF APPLYING FOR FAMILY MEMBERSHIP (husband/wife and children), list names and ages of children under 21:

03 Name _____ Birthdate _____

04 Name _____ Birthdate _____

05 Name _____ Birthdate _____

06 Name _____ Birthdate _____

Have you been an SCCA member before? ☐ No ☐ Yes: Year _____ Previous Member No: _____

☐ Please send me a Crew License (check box)

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|----------------------------|--|----------|----------------------|------------------------|----------|-------|----------|
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| 02 | <input type="checkbox"/> Spouse Member | \$20.00 | + | Spouse Member | \$ 5.00 | = | \$ _____ |
| 03 | <input type="checkbox"/> Family Membership | \$95.00 | + | Family Membership | \$20.00 | = | \$ _____ |
| | <input type="checkbox"/> First Gear | \$ _____ | + | First Gear (Reg. dues) | \$ _____ | = | \$45.00 |
| (you must be 21 and under) | | | | | | | |

C- _____ \$ _____

C- _____ \$ _____

C- _____ \$ _____

Source ☐

☐ Enclosed is my check or money order for \$ _____ U.S. DO NOT SEND CASH.

☐ VISA ☐ MC No. _____ Expiration Date _____

I hereby apply for membership in the Sports Car Club of America, Inc. and its _____

Region and agree to abide by the bylaws.

(Region Name/Number)

NNJR / 26

Applicant's Signature _____ Date _____

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