



POLE POSITION

THE NEWSLETTER OF THE NORTHERN NEW JERSEY REGION



Volume 58, Number 8

Next Membership Meeting Tuesday, November 20th
Come to the Annual Dinner Dance on Sunday, December 1st!
HAPPY HOLIDAYS!



Darrell Anthony and Alan Van de Weghe in the pits with Bob McCutcheon and his new Miata at the completion of the Watkins Glen enduro.

Photo by Jackie McCutcheon

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NOVEMBER/DECEMBER 2007

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Membership Meeting on Tuesday, November 20th, 2007 at 7:30 PM The Ponderosa Steakhouse, Eagle Rock Avenue, West Orange

**For the November 20th Annual Membership Meeting, we will have as our guest speaker, noted automobile photographer Dom Miliano, giving a presentation entitled "Cars and Cameras".*

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.

Swap and Shop

are free to NNJR members
and our friends on the website,
visit www.SCCA-NNJR.org

Full Page

1 month \$185.00
3 months \$335.00

Half Page

1 month \$150.00
3 months \$230.00

Business Card

3 months \$115.00

Inside Front Cover

3months \$455.00

Back Cover

3 months \$455.00

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.

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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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.

Why wait for delivery?

Take a short drive to Stable Energies and get that part now!

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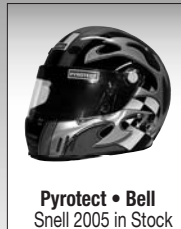
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What's DA Matter This Month?

The 2007 season is winding down but NNJR still has plenty going on. The 2008 race season schedule is taking shape, going to be an interesting year for sure. Ernie and the Solo squad is completing the as usual busy schedule. Wendell and the Rally staff have the Pine Barrens Express and Teddy Bear Rally, see later in this issue for more details.

I had the extreme pleasure of attending Bob McCutcheon's 2nd drivers school and his first race at Watkins Glen. Bob has a sweet Spec Miata. Bob's crew for the school was Jackie McCutcheon and Alan VanDeWeghe, Bob was in good hands. I came up to crew for the enduro, that would be Bob's first race. The school and enduro were sanctioned

by the Glen Region, this has to be is one of the most hospitable regions in the SCCA. I had a great time playing crew and the post racing festivities were second only to NNJR.

On September 19th about a dozen or so NNJR members made the trip down state. We have all been hearing about the progress being made at New Jersey Motorsports Park so we headed down to see for ourselves. Well, we were quite impressed with what we saw. NJMP will be the premier race track in the USA, best thing is it is in New Jersey. Visit their website at <http://www.njmotorsportspark.com> <<http://www.njmotorsportspark.com/>> and you will be quite happy.

NNJR's own Chris Economaki, the Dean of Motorsports, was honored by NJMP when the owners unveiled a plaque which will be mounted on the track's Media Building, it dedicates and names the building in honor of Chris.

We will have our The Annual Membership Meeting on November 20 at 7:30 P.M. at Greg Gellas' Ponderosa Steakhouse on Eagle Rock Avenue in West Orange. We will have a very special guest speaker, Automobile Photographer Dom Miliano. Come on out and enjoy a fine meal and share 2007 Motorsports stories. Greg Gellas and his staff at the Ponderosa do an excellent job as hosts and the food is excellent!

The NNJR Annual Dinner Dance will closely follow on Saturday, December 1, 2007 at 7:00 P.M. to 12 P.M. at the Birchwood Manor in Whippany. See the flyer in this issue for more details. We are honored to have Chris Economaki as our special guest.

There has been a lot of talk about the Street Survival course for teenage drivers. NNJR will lead the way in the SCCA with this invaluable education tool for our kids. Contact Mike Feno, Rob Foley, Walt Huber or Frank Cioppettini for details and when the next meeting will be held.

Racing:

By time this hits your mailbox we would have attended the Mini-Convention in Rocky Hill Connecticut. Look for NNJR to have events at NJMP, Pocono and Lime Rock. Look for the NNJR crew to make 2008 a great season. Look for Dave Hofmann, Jackie McCutcheon, Steve Ambrose and Bob McCutcheon to get things done. Look for the North American Road Racing Championship (NARRC) to change in 2008. Look for an improved points schedule and additional races. Also, look for a New Jersey Road Racing Championship to reappear.

Solo:

The 2007 Solo season was very, very successful. Look for 2008 to be even better. Check <http://www.Autox4u.com> and the NNJR website for details.

Rally:

The Pine Barrens Express is one of the best in SCCA. The Teddy Bear Rally for Toys for Tots is a must in December, support the US Marines.

The Board of Trustees:

We look forward to partnering with South Jersey, Philly and NePA (Tri-Region members). Having New Jersey Motorsports Park in our backyard will make racing the very best in the great Garden State we live in.

This is your region, get involved!

As 2007 draws to a close, I hope your season was successful, your dreams came true and your goals met. I wish all of you Happy Holidays and a healthy, wealthy and wise 2008. May the spirit of peace and happiness find our NNJR family and friends. Can't wait til 008, it will be GREAT!

For the sport, come on out to play and party!

Darrell

HUBER'S HASH for November/December

In last month's column I wrote several paragraphs about the Region's July meeting and the visit from two members of South Jersey Region to update us northerners on the progress at the New Jersey Motorsports Park. **Joe Volpe**, NJMP's Director of Motorsports Activity, and **JD King**, SJR's Assistant RE, came to our meeting and got everyone fired up about the new track being built at Millville in south Jersey.



On September 19th the official groundbreaking ceremony was held. If I was fired up before that date, then I became even more excited about NJ Motorsports Park after the event. I counted eleven NNJR members present at the groundbreaking. This level of representation was only outdone by the South Jersey Region – 31 members – but that was to be expected. So it is quite obvious that our NNJR membership is also excited about the new track.

Take a moment (well, actually several moments – I'm sure you will get caught up in the photos and info) and visit the NJMP website. <http://www.njmotorsportspark.com/index.html> Learn more about the new tracks and the excitement they will bring to us and our sport right here in New Jersey.

Although I have been a believer that this racetrack was eventually going to happen *someday*, I was nonetheless still somewhat skeptical about whether the project would come off in my lifetime. When I attended the groundbreaking and listened to speakers tell the audience what has happened up 'til now, when I actually saw what's been done in the last several months, I realized that this steamroller (that's a figurative steamroller; no macadam has as yet been laid), ain't gonna be stopped.

NJMP is being constructed on about 700 acres of former woodland which adjoins the Millville Airport. A large tract of woodland has been cut down, acres and acres of land have been cleared, and a great deal of dirt has been moved. There are photos on the NJMP website and the NNJR website, but they really can't show you the vast extent of the land which has already been cleared and graded.

At the groundbreaking I listened to politician after politician — there had to be a dozen or fifteen who spoke — go on about the project. Although I recognize that in many cases much of what comes out of the mouth of a politician can be closely compared to that which flows from the rear of a diarrheic bovine, I see that this thing is real. It is no longer ideas; it is no longer just paper. The years of political maneuvering and the work which has already taken place on this project have resulted in an impetus which will bring it to completion. When this many politicians from both sides of the legislature's floor endorse a project, then it's gotta fly.

Legislation has been passed at the local, county and state levels to enable this project. Permits at all governmental levels have been granted. The local population has been sold on the project; the business community is on board; the politicians recognize the positive effect which will come to the community, the county and the southern portion of New Jersey.

Some will say, "I'll believe it when they pave it." And others will say, "I will believe when it is halfway to completion." When I heard and saw how much has already been accomplished, I say that paving is perhaps one percent of the project. I think — seeing what's already happened — permits, clearing, grading, etc. — you could say that more than half the project toward the first race track is already complete.

Harvey Siegel, the race track guru who resurrected VIR, said he'd been warned as to how difficult it was to move a project thru the legislative nightmare which is the state of New Jersey. Not believing these warnings at first, he said he now realizes that these folks were correct. He said he's never encountered such problems. But — and it's an important but — they are beyond these difficulties now. The New Jersey legislative nightmares are in the past. All the applications, grants, permits, *et cetera* are in place and site work is on-going.

And there's more good news....

Just before the politicians and the principals picked up their 28 gold-tipped shovels (honest — 28 of 'em — Chris counted 'em — all tipped with gold) was the unveiling of a plaque which will be mounted on the track's Media Building. It dedicates and names the building in honor of the Dean of Motorsports News: *National Speed Sport News* founder & Editor Emeritus, SCCA and NNJR member, **Chris Economaki**.

After the "official groundbreaking" the South Jersey Region hosted a reception in a local watering hole in Millville called the "*Next Oar*" — The restaurant is '*next door*' to its parent establishment, "*The Oar*" — get it? The food was great, the service likewise, and the whole ambiance is several cuts above what we're used to. They closed the place for the

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

SJR-SCCA function – it was a “Private Party.” You definitely will want to eat there when the track opens next year. Trust me on that one.

JD King (SJR’s Ass’t RE) mentioned to me that this SCCA function was perhaps the first “outside economic benefit” (outside of lunchtime sandwiches or ‘*coffee & a buttered roll*’ bought by construction workers) to the community and the county. Kind of a neat little distinction for the SCCA.

The Hubers and the **Panases** stayed over in a local hotel. The *Country Inn*’s lounge had just closed when the two NNJ couples arrived at the hotel and finished checking in after the South Jersey Region party in town. When things get under way at the track next year, I will betcha that they’ll be staying open later than ten p.m. The SCCA is gonna keep this sleepy town up late next year!

Earlier I mentioned that the new tracks are being built on a portion of what was once a buffer for the Millville Airport. The airport dates back to just before the US entry into World War II and was then known as Millville Army Air Field. More than 1500 pilots trained here in the Republic P-47 “Thunderbolt” fighter aircraft.

When you get to the track next year you will want to take a few hours to go over to the airport and tour the Army Air Field Museum located there. We enjoyed touring the museum the day after the groundbreaking.

And just a couple more items before I close....

The Region’s condolences go out to **Joe Russell** whose mother passed away on October 12th. Joe’s been our region’s Chief Sound Control Judge as well as a National Scrutineer for many years. He was also a Trustee of the Region for two terms. Joe’s mother had been in failing health in recent months.

And I’m hearing that Glen Region Steward, **Joe Willer** is ailing. Joe is a very active Steward who probably has been to every track in the NorthEast Division at least once each season for years. Best wishes for a speedy recovery, Joe.

I love the name of the next rally in the South Jersey series. It’s the **Best of Bad Taste Rally** and it’s coming up on Sunday, November 11th. Folks who know this writer will understand why I like the name. See the flyer at www.midatlanticrallyseries.com/flyers/BadTasteFlyer2007.pdf

Following that only six days later will be the start of the **Pine Barrens Express**, the eighth event in the 2007 Mid-Atlantic Rally Series. This one uses both dirt and (some) paved roads. You get a hint of the type roads used by the recommendation that rally cars have a *minimum* of five inches ground clearance. Can we all say *Skid Pan*?

If you survive the Bad Taste & Pine Barrens or if you simply want to compete in an easier, simpler rally, consider NNJR’s traditional **Teddy Bear Rally**. This one will be held on the day after our Annual Dinner-Dance event (see below).

Sunday, December 2nd is the day. The entry fee is a new Teddy Bear which is donated to the Marine Corps “Toys For Tots” drive. It’s an easy, fun rally which has been pleasing entrants for more than fourteen years now. Details elsewhere in this issue.

Congrats to **Bob McCutcheon** who earned his Competition License recently at the Glen Drivers School. I guess Bob will be driving his Spec Miata more next year and our region’s equipment truck somewhat less.

I came up on a car with one of those “Student Driver” signs across the trunk lid recently. That was not a problem until I saw the name of the driving school on the door: “*Adventure* Driving School.” Damn! I pulled away from him real fast.

The club’s **Annual Meeting** will be held at **Greg Gellas’ Ponderosa Steak House** on November 20th. Guest speaker will be **Dom Miliano**, a long time member of the region who has photographed motorsports professionally for many years. Make it a point to attend this one.

And another good time will be had at the **Region’s Annual Dinner-Dance** on Saturday, December 1st. Once again this year, the Dinner-Dance will be held at the lovely *Birchwood Manor* in Whippany. Come see the Region’s membership wearing clean clothes. Come see them wearing something other than whites. Guys wearing suits. Gals wearing dresses. This alone is worth the price of admission! But as an added attraction, come to the Annual Dimmer and hear NNJR’s own **Chris Economaki** – yes the very person after whom the new Media Center at New Jersey Motorsports Park is to be named! – who will be our guest speaker. I haven’t heard what Chris will be speaking about but I don’t care. Chris could give a dissertation on “the use of motor oil sludge in the preparation of brownies” and I’d be held spellbound.

Come to NNJR's Next Big Events!

The Annual Membership Meeting,

November 20, 2007 7:30 P.M.

Ponderosa Steakhouse, Eagle Rock Avenue, West Orange
Guest Speaker, Automobile Photographer Dom Miliano

The NNJR Annual Dinner Dance

Saturday, December 1, 2007, 7:00 P.M. to 12 P.M.

Birchwood Manor

11 North Jefferson Road, Whippany, NJ 07981

(973)887-1404

**Chris Economaki, highly accomplished motorsports personality and
NNJR member will be our very special guest speaker**

The very elegant and beautifully appointed Birchwood Manor in Whippany will again host our annual dinner dance. The cocktail hour featuring open bar and hot and cold appetizers will be held in the lovely glass atrium, lit by dimmed chandeliers and candles, and decorated with a holiday flair

Included in the evening's festivities are membership anniversary presentations and the installation of new officers.

Directions

From the North: Take 287 South to exit 39A to Route 10 East to the first traffic light, Jefferson Road. Go through the light and jug handle onto Jefferson Road North. Birchwood Manor is approximately one mile on the left.

From the South: Take 287 North to exit 39A and follow the directions above.

Mail to: Diane Henderson, 90 Oakwood Drive, Wayne, NJ 07470 before November 26th, please. Make checks payable to SCCA/NNJR. Questions? Call Diane at (973) 696-0679.

Names_____

Dinner selection: Roast Prime Rib of Beef_____
Chicken Francese with Lemon Butter Sauce_____
Encrusted Salmon_____

Childresn's Dinner Chicken Fingers_____

Amount Enclosed: Adults #_____@ \$47.50 each _____
Children #_____@ \$18.00 each _____
Total Due \$_____



**RARITAN VALLEY SPORTS CAR CLUB
PRESENTS**



THE PINE BARRENS EXPRESS

FLYER AND REGISTRATION FORM



TAKE THE CHALLENGE !! RALLY in the Pine Barrens of South Jersey. All tulip Instruction format, mileage to every turn, closed controls and lots of unpaved roads...

**Saturday
November 17, 2007**

**An SCCA Mid-Atlantic & NE Div
Championship Event**

For more information and a Registration Form see inside...



Raritan Valley Sports Car Club



Rallymaster: Fred Cochran 732-271-5185 (11am to 11pm)
Email: info@rvscc.com or rallymaster1@verizon.net

REGISTRATION 1:00 PM

FINISH 10PM (approximately)

START/FINISH - Lakehurst Fire Co #1 207 Center St. Lakehurst, NJ

For map and start information visit our website www.rvscc.com

Entry \$70 (received by 11/10/07)

\$80 (after 11/10/07)



A Road Rally is not a Race. It is a test of driving skill and precision navigation. The PBX will take place in the afternoon and evening, traversing the state forests in the Pine Barrens of New Jersey. Roads used will be both paved and unpaved (dirt and sand). Legal speeds will be used. **It is highly recommended that vehicles have 5 inch bottom clearance** and auxiliary lights as may be appropriate. All competing vehicles must be **street legal**, properly registered and insured.

There will be trophies for Classes: **Equipped** (no navigational limits), **Limited** (clock, 1/100 odometer and calculator or computer not linked to a clock or mileage device), **Stock** (clock, stock odometer and non-programmable, single memory calculator), and **Novice** (same equipment as Stock, but less than 10 events combined experience). There will also be a **Best Index of Performance** Award and door prizes .

Car numbers will be assigned by class for pre- registered entrants (received by 11/10/07) only. *Registration will close when 70 cars are entered.* So, Pre-register Now!! Visit our website www.rvscc.com for updates.

To Register, send the Entry Form with your check payable to RVSCC to RVSCC c/o Fred Cochran 22 Glen Rd. Bound Brook, NJ 08805-1230 Registration must be received by November 10, 2007 for car number assignment

8

THE PINE BARRENS EXPRESS

<u>Driver</u>	<u>Navigator</u>
<u>Name:</u> _____	_____
<u>Address:</u> _____	_____
<u>City:</u> _____	_____
<u>State:</u> _____ <u>Zip:</u> _____	<u>State:</u> _____ <u>Zip:</u> _____
<u>Email:</u> _____	_____
SCCA Region _____	SCCA Region: _____
Member Club _____	_____
(Circle One)	
Class: Equipped	Limited Stock Novice
Car: Make _____	Model: _____ Color: _____
Year _____	Plate: _____ State: _____

Entry Fee \$ 70 (until 11/10/07) \$80 (after 11/10/07)
General Instructions available at www.rvsc.com
Note the following :
The entrants warrant that the above entered vehicle is on the road legally and 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/\$10,000 or the minimum requirements of the state of registry, whichever is higher.
Failure to comply disqualifies parties from entering and competing in this event.



Motorsport Club of North Jersey and the Northern New Jersey Region of the SCCA



17th Annual Teddy Bear Rallye

A Charity Rallye Supporting the Marine Corp's Toys for Tots



Sunday, December 2, 2007

Sign-up at 10:30 a.m., First Car Off at 12:01 a.m.

Trophies will be awarded for each class (Expert, Intermediate and Novice)

1st Place Novice Class, 2nd Place Novice Class

1st Place Intermediate Class, 2nd Place Intermediate Class

1st Place Expert Class, 2nd Place Expert Class

Dead Last But Finished

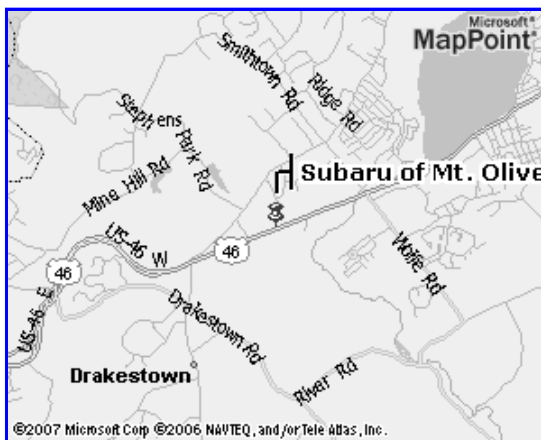
Best Husband & Wife Team, Best First Time Team, Best RVSCC, Best SCCA

Come enjoy a low pressure 'FUN' event while contributing a bear or other stuffed animal to the Marine Corp's Toys for Tots Program. The Rallye will be less than 70 miles with lots of awards. Run in 3 Classes: Novice, Intermediate and Expert to give everyone a chance at trophies. You can bring the whole family; 2, 3, 4 or even more in a vehicle.

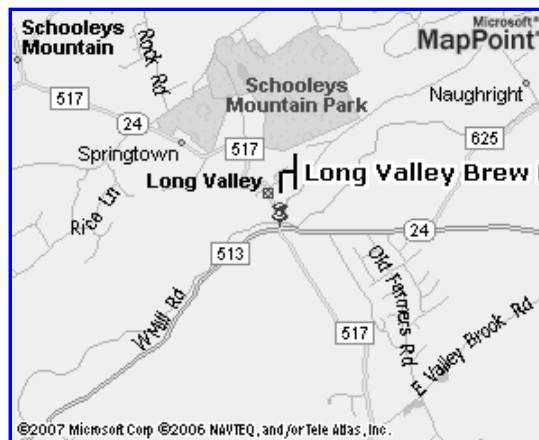
No rallying experience or special equipment is necessary. All you need is a car (any car will do) with a working odometer (a trip odometer is preferable), plus paper and pencil. Please plan on staying after the rallye for a lively discussion and the presentation of trophies.



**Cost per car: A Teddy Bear or other stuffed animal
worth at least \$25
Limit: 25 Cars**



Starting Point: Subaru of Mount Olive
364 Route 46 West, Hackettstown, NJ 07840
Phone (908) 509-9000



Ending at: Long Valley Brew Pub
One Fairmount Road, Long Valley, NJ
07853
Phone (908) 876-1122

More Information: Call John Groot at 908-766-7955 or e-mail at JohnGroot@aol.com

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

**Scenes from the New Jersey Motorsports Park Ground-Breaking Ceremony,
September 19, 2007**

Photos by Mike Feno



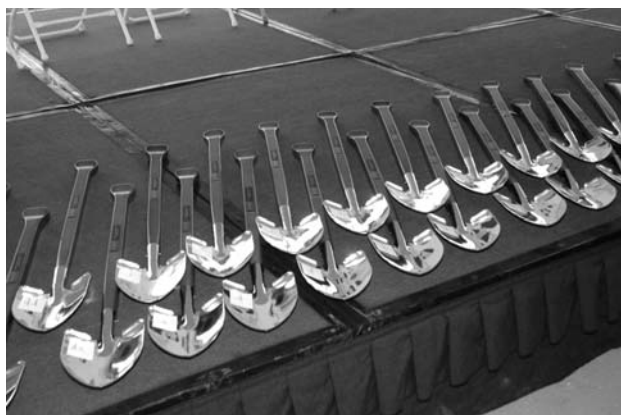
Looking at the entrance to the "Lightbulb" turn on the Lightning track.



The "Lightbulb" turn.



The map of the track.



The gold shovels are ready.



A large crowd begins to gather.



The flyover of a P-47 Thunderbolt.

Scenes from the New Jersey Motorsports Park Ground-Breaking Ceremony, September 19, 2007

Photos by Mike Feno



Mayor James F. Quinn of Millville introduces the principals of the project.



NNJR's own Chris Economaki.



Mayor Quinn, Joe Savaro, Harvey Siegel, Chris Economaki, and Lee Brahlin.



Chris Economaki, Don Fauerbach and Lee Brahlin with the plaque for the media center dedicated to Chris.



The ground-breaking.



South Jersey Region made its presence known.

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

Road Rallys Never End

Wendell W. Newsome

It's been a good year for road rallys. We've had over 15 this year between NER, NNJR and SJR. And that doesn't include the rallys put on by the Finger Lakes region or down in Maryland and Virginia. The Motor Sport Club of New Jersey held two road rallys this year and will be presenting on **The Teddy Bear Charity Road Rally on December 2, 2007**. You can get a flyer for the Teddy Bear here in Pole Position or look on the NNJR rally schedule page (http://www.scca-nnjr.org/NNJR_Rally/Rally.shtml).

Here is a little bit of the history of the Teddy Bear Rally and the Toys for Tots.

Toys for Tots - A Short History 58 years of making holiday magic

Since its inception 57 years ago, the U.S. Marine Corps Reserve Toys for Tots Program has distributed more than 313 million toys to 151 million children. In addition, the Marine Toys for Tots Foundation has supplemented the collection of local campaigns over a 13-year life, providing more than 47.4 million toys valued at \$243 million, plus promotion and support materials valued at \$2.5 million.

Toys for Tots began in 1947 when Major Bill Hendricks, USMCR, and a group of Marine Reservists in Los Angeles collected and distributed 5,000 toys to needy children. The idea came from Bill's wife, Diane. In the fall of 1947, Diane handcrafted a Raggedy Ann doll and asked Bill to deliver the doll to an organization, which would give it to a needy child at Christmas. When Bill determined that no agency existed, Diane told Bill that he should start one. He did.

The 1947 campaign was so successful that the Marine Corps adopted Toys for Tots in 1948 and expanded it into a nationwide campaign. That year, Marine Corps Reserve units across the nation conducted Toys for Tots campaigns in each community in which a Marine Reserve Center was located.

Marines have conducted successful nationwide campaigns at Christmas each year since 1948. The initial objective that remains the hallmark of the program today is to "bring the joy of Christmas to America's needy children".

Bill Hendricks, a Marine Reservist on weekends, was, in civilian life, the director of public relations for Warner Brothers Studio. This enabled him to convince a vast array of celebrities to support Toys for Tots. In 1948, Walt Disney designed the Toys for Tots logo, which the organization still uses today. Disney also designed the first Toys for Tots poster used to promote the nationwide program.

Celebrities to help support the program over the years include Nat "King" Cole, Peggy Lee, Vic Damone, Bob Hope, John Wayne, Doris Day, Lorrie Morgan, Tim Allen, Kenny Rogers, Billy Ray Cyrus and many more.

The 2003 Toys for Tots campaign was the most successful campaign in the 56-year history of the program. Marines distributed 15 million toys to 6.5 million needy children. Local campaigns were conducted in 456 communities covering all 50 states, the District of Columbia and Puerto Rico, the most extensive coverage ever. For more information for Toys for Tots, visit www.toysfortots.org.

**

The Teddy Bear Charity Road Rally

For those of you who were around back in the late 80's and early 90's Northern New Jersey SCCA in associated with the Motorsport Club of North Jersey and the United States Marine Corps Reserve created the "Tots for Tots" Teddy Bear Rally. This year's event will mark the 17th Annual "Toys for Tots" Road Rally. And we are looking for your help to make it the best year ever.

This year will be the 17th year in a row that this charity events has collected unwrapped toys (stuffed animals) for the "Toys for Tots" program.

This event is open to the general public and requires only a car or light truck with a working odometer and a pen to compete. The fee, per car, is a brand new Teddy Bear worth at least \$25.00 retail which will be donated to the USMC Reserve Toys For Tots Program. Registration opens at 10:30 AM, first car off at 12:01. Awards for 1st and 2nd in each of 3 classes (Expert, Intermediate, & Novice), Best First Time, Best Saturn, Best Family, Best Husband & Wife, Best RVSCC, Best PCA & Dead Last But Finished.

For those of you who have not been on the Teddy Bear rally over the past 15 years, this is a easy to follow, NON-TIME-SPEED-DISTANCE event, that uses PHOTO CLUE's and write instructions to successfully navigate the team through the route to the finish.

Hope to see you there on **December 2nd**.

There is also the **Covered Bridge Rally** held each year in the NER. Catch up with it on **November 3, 2007**. This is a serious but fun event and covers some truly beautiful country. Look for the flyer and registration form on our web site:

AT: http://www.scca-nnjr.org/NNJR_Rally/Rally.shtml

OR: <http://www.ner.org/schedule.htm>

Last, but definitely not least for me, **November 17, 2007** will see the running of the 2007 **PBX**. The **Pine Barrens Express** is one of the most popular road rallies in the Northeast. It regularly draws over 50 cars..... and we hardly ever lose any in the Barrens anymore. You can get your flyer and registration form here

OR: (http://www.scca-nnjr.org/NNJR_Rally/Rally.shtml)

OR: www.rvsc.com.

So, if your racing season has drawn to a close but you still feel the need to get out there and drive, come on out. We'll be glad to see you.

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Solo Road Trip to Heartland Park

by Rob Foley

I get berated often for the smoke and mirrors existence I have with NNJR, particularly since I am one of our few long-term National level Solo competitors. Aside from competing at Divisional, National Tour and ProSolos starting in 1986 (!), I have been making an annual trek to Kansas for the Solo Nationals since 1989, only missing 1997, due to Cathy being pregnant out to >>>>>here and due within days of the event with Stephanie that year. That has meant six years of Salina, and twelve years of Topeka, the first ten at Forbes Field and last year and now this year at Heartland Park. It has been suggested to offer some of my experiences. Here's the short story from this year's Nationals journey.

Having made this trip for now 18 years, the 1270 miles from the Foley Family Racing HQ has gotten real-same-old. It took me a while to figure out, but taking I-80 across Pennsylvucky is both quicker and cheaper than getting to Carlisle and picking up the PA Turnpike, despite being about 30 miles farther. I swore it didn't feel like that this year, since I saw more Troopers on my way out on Wednesday 9/19 than I have in my 27 years of driving this road. Ohio wasn't much better, between being paced the entire length of I-71 from I-76 to Columbus by a dark colored Crown Vic with an A-pillar spotlight and a push-bar. Then driving around Columbus on I-270, and almost being in the sandwich of a chain-reaction collision due to a break check to rubberneck a previous same type of accident. The trip really didn't start to flow until the other side of Indy, at the 10 hour point. I had been making random phone calls to a couple of Philly Region drivers, Brian Connors and Dave Newman, who run with NNJR from time to time, and had both their cars in Brian's 36' gooseneck. They were on a mission to make "Foot-High Pies" in Highland, Illinois for dinner. This place does business as the Blue Springs Café, and is kind of like a non-chain Cracker Barrel, but with much better desserts. They were about an hour ahead of me, and despite a trailer tire blowout, the similar Ohio traffic issues, and a Powerstroke with a Check Engine Light, weren't hurting too bad timewise for dinner last call. They made it, although it was a fight for pie. They got told if they wanted fruit, they would have to go to McDonalds for some apple, but two pieces of cherry were ultimately delivered. Meanwhile, what did I have? MickeyD's at a Pilot. But I made up that hour. As we were getting near St. Louis, they decided to stop for the night, picked a Sleep Inn and Suites and told me the number for the Goldilocks and three bears room with a bed for each of us. What they didn't tell me about was the every direction was a dead end parking lot. A sure fix for road glaze is backing up a crew cab truck and 25' ball to ramp door trailer through 90 degree turns and a wiggle through the porte-cochere, without knocking into any flower pots. The mission was successful, and being last one in the room, I got the pull-out couch.

The next morning, off we go, after basically helping finish the breakfast set-up at the hotel, next to an unsatisfactory Starbucks stop because Brian has never outgrown being a picky eater, to finally hitting the road. Remember how I said they were consistently ahead of me on travel time day one? Here's why: I will admit to usually towing at around 75, which is basically flow of traffic anyway in Missouri since the speed limit on I-70 is 70. So I settle in at 75, occasionally seeing 80, and the white speck that is Brian's trailer is getting smaller and smaller.....it seems that the truck has a "sweet spot" of 2200 rpm, with combined with gear ratios and tire diameter, works out to 84 mph. I tell them I'll see them in Topeka 300 miles up the road. Guess who got there first? Me, by about 20 minutes. We both had fuel stops, and I guess gas pumps quicker than diesel, and I was only potty-breaking for one.....

There was a "new" system for assignment of Paddock spaces this year, with a competitor staffed group handling space assignments instead of Heartland Park staff. It wasn't an improvement. Our collective little group was really happy with the space we got last year, and we wanted it again. I waited in a line that didn't move for the 20 minutes it took the hare to catch the tortoise, during which time I was met outside by old pal Mike "Jr." Johnson, the lesser spouse of Diane (maiden name of Lopusniak), who used to live in Rutherford. He had one rented for his Evolution Performance Driving School, and another friend, Rod McGeorge, had the next door garage rented, each which came with 15'x 65' spaces opposite. He wanted the three enclosed trailers as a corral. After much discussion on could we deal with the garage neighbors on the other side of Rod for the next week we bagged the line, just signed the waiver and drove in. It still took way too long to figure out how to arrange a 36' gooseneck and two 20' boxes in the 30' x 65' space, but it got done eventually.

I'm not sure the garages are worth \$800 for the week, but it was convenient to have access to water, compressed air, and a centralized location to hang-out. Heartland Park Topeka as a motorsports facility is excellent in a quantitative way, but considering the qualitative, no chance. It has all brand new buildings and amenities, but zero ambiance, even to an autocrosser, where I do admit it is unusual to have bathrooms with full plumbing and showers, an enclosed tech building, and the opportunity to spend \$800 per week for a garage. But the food sucks and is spendy, and the joint is just full of "don't do's", and the place just looks like a newer version of Raceway Park. We have our own issues with the pavement surface we run on, which has an excess of sand in the asphalt mix that gets pulled out by tire friction, and builds up to a immediately off line. Marbles don't even begin to describe it. Tangential lateral acceleration is more like it when any creativity is taken attacking a given corner. The fact the pad we are on is only slightly bigger than each of the course areas

we had at Forbes makes for an awful lot going on in a little space, little being relative, as the pad is roughly 1000' x 1000'. Getting cars in and out of the funnel connecting the course area is a traffic engineering nightmare, as that portion of the paddock which is used for grid and staging is not fully paved. It has been made to work, but not comfortably well. Spectator viewing is compromised too. We are typically used to being able to see our competitor's runs, except when car numbers are close and you are out on course at the same time. Grid being a ways away makes that tough. This event, same as the Run-Offs, has one year left on the original contract. We are wondering where the Solo Nationals will end up next, but given the history of the event being in Kansas since the early 80's, there will probably be a strong political push to keep it at HPT.

My Thursday afternoon arrival was to run the ProSolo on Friday and Saturday, if nothing else for seat-time and acclimation to the sandy HPT asphalt. Courses walked so-so, but fortunately drove way better than they appeared. ProSolos are parallel mirror image courses, with a



HPT Solo Pad Aerial View



Photo credit: Bill Loring

SCCA Solo Event Trailer

dragstrip style christmas tree start; three heats of 2 runs each side, with scoring done on combined best times from each side. I was 4th out of a lot in the Prepared Index class though both heats on Saturday, nobody more surprised than me, behind three DP cars, a class which has a very soft index factor. Saturday moved me back a ways, to about my expected finish, but the car felt good and I was on my game.

Sunday was the official Nationals practice, where they took the tree down and doctored up the Pro Courses just enough to take the hard acceleration out of them. You got five runs, and I choose to run all of them mid-morning, in order to replicate my 2nd heat, surface rubbered in class competition time that I would be competing in on Thursday/Friday. Several other EP cars were doing the same, and it became readily apparent that maybe I had a genuine chance at some big success this year. Only the previous year's champ was ahead of me, and the other car/driver combos I thought I would be chasing were clearly struggling. Hmmnn. Sunday night was the first banquet of the year, for ProSolo drivers, and it was as usual, kind of a yawner. Even the traditional Pro Solo "Victory Lap", at the local special dancing establishment, which shall remain nameless since this is a family publication, was only so-so for outrageousness.

Alluded to earlier was that the Solo Nationals is a fully staffed by competitors event. The more senior positions are filled by people working on their non-competition days. As a young old-timer, I was asked to be Chairman of the Protest Committee for the Tuesday/Wednesday run days. The responsibilities are similar to the judicial role Club Racing Stewards of the Meet play. We get protests, examine evidence from both sides, and determine legality and penalties if the paper is upheld. We also handle offering the opportunity of appeal to either party. Let's just say I had a busy two days, and the first time I saw cars in competition was 1st heat Thursday. We played take-apart VW, looked at an XR4Ti with an ice-water filled cooler in the backseat as an intercooler reservoir, and got to ask a driver how come if you stopped on course for a worker in your way, why was it by your own admission 600' past where you said you saw him, and past where he was clearly well off the course by statement of your own witness?

I barely made it in time to the Wednesday banquet, going straight there from the HPT Protest Shed, grungy t-shirt, shorts and all, and still with much paperwork to complete. It does pay to have friends in the right places though; since Mike "JR" Johnson was emceeing, he had a reserved table assigned to him and seven of his friends. The Tuesday/Wednesday class competition champions were crowned and trophies distributed, and fortunately it moved along much better than in years past. We were out of there and having ice cream at Coldstone Creamery across town by our hotel by 9:30pm.

But then it was showtime on Thursday, to the faster of the two courses. The previous busy protest days had given me no opportunity to mind -bleep- myself, so it really felt just like picking up from where I left off on Sunday. The first run was way more slippery than I expected, and the car felt like it was all over the place; the time: 42.9 +2 cones. Other EP raw times I was hearing were mid to high 43's and even 44's. I was thinking what part of the course did I miss? Since I knew

cleaning it up and getting a little more tidy in places would be faster, I absolutely made sure I hit my marks and stayed off cones. The result was a 42.745, and that was a spanking to the class. It also gave them some incentive, since my ride is –way- less prepared than the other top 5 cars, and they knew they were getting outdriven. I ended up going a tenth slower and picking up a slalom cone on my 3rd and final run, and finished the day in 4th 0.104 out of the lead, behind two previous class champions and someone else who snuck by on their last run.

Friday was to the course where I thought I had some advantages, since it seemed to favor torque more than anything, and that is one thing my stock injection motor has. I also came into day 2 with another help. I picked up a co-driver, as Paul Krysiak, better known as husband of Kathy Barnes, who had developed a rod-knock in his Civic on Thursday. This allowed me to have the benefit of hot tires on my first run as second driver. And to good advantage I took it, running a 45.7 on run one. I had the class by a time zone. I was dirty with another slalom cone on run 2, and on # 3 had a “what might have been” run going on until the funky you got grip – now you don’t HPT pavement caught me out on the very last turn before the lights, causing an ever so slight but taking forever to pull straight push. Tenth and a half slower 45.9. Tom Ellam of San Francisco Region got me by exactly a tenth for the day, running a 45.6, making his total MOV over the two days .204 seconds. Gnats! Without the push could I have clocked the 45.5 or 4 I needed to win? I dunno, but it would have been closer. My goal for this year was to attempt to snag the last trophy; I never expected to be the one sitting in the lead the majority of E Prepared class competition. With what I know my car needs, and even has had sitting in the garage all year, if parts and work had been done already my story might be much different.

Photo credit: Bill Loring



Photo credit: Rupert Berrington

Souvenir Photo of me and my Ride!

The Saturday ride home was basically uneventful, aside from having to go 4-low off-roading to get out of the hotel at 5:30am due to getting boxed in by a NASCAR fan. Brian and Dave had Foot-High Pie for lunch. I kept trucking, and had a pretty good straight through trip, pulling into Foley Family Racing HQ at 1am CDT/2am EDT, 19.5

hours for that 1270 miles, which I think is a record elapsed time for me towing on this route. I'll be trying to beat all my results next year.

The Adventures of Raymond the Cat



2008 NARRC Reserved Numbers - A Note from Kristen

Dear Drivers,

I will be doing the NARRC numbers again this year. ONLY e-mails will be taken for requests. NO phone calls, thank you. I have a new e-mail address for NARRC number requests only.... ksheppardnarrc@gmail.com. Requests may begin on November 1st. If you send an e-mail to any previous e-mail addresses or prior to November 1st I will not be honoring it, so please take note of the change. I have been told the groupings will be done at the mini-convention the first weekend of November. Once I receive those groupings I will start assigning the numbers. If you reserved a number last year, you have until the first of the year to reserve it otherwise its first come, first serve.

Thank you, Kristen Sheppard
ksheppardnarrc@gmail.com

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SCCA's Guide to Racing "Go Ahead - Take the Wheel"

You may have already heard some of the buzz surrounding the SCCA edition of the book "Go Ahead - Take the Wheel." What you may not be fully aware of are the benefits this resource can provide our region, prospective members, and existing members. Let me ask you this, have you ever been approached by someone asking how they can begin racing with the SCCA? Or have you known anyone that might have interested in racing but simply didn't have the necessary information to make it a reality? All too often novices do not even recognize all of the questions they should be asking leading to further confusion.

This book does a great job of simplifying the process and essentially invites readers on a guest tour of the inner workings of our club. It provides detailed information on Solo racing, Performance Driving Experience events, opportunities for volunteering with the club, and wheel-to-wheel Club Racing. It truly is a "How To" of SCCA racing.

So next time someone does approach you asking how they can begin racing, just point them to the SCCA Collection website (www.SCCACollection.com) where this guide can be found. (Books may also be ordered by calling 888-267-2187.) This 192-page book is sold solely by the SCCA national office and its regions for \$16.95.

Thanks,

Mike

2007 Club Racing Season

The 2007 Club Racing Season for our Northern New Jersey Region seems to have been a great success. To recap, we started in May with our traditional Joe DeLuca and Linda Gronlund Freedom Races Double Regional and Enduro at Pocono. This year, for the first time the 150 minute Enduro was a “Twi-light” affair. With a great deal of planning, the support of the NNJR Board, the help of the Pocono Raceway staff and the dedicated hard work of countless volunteer specialty workers, we completed an event that by all accounts was greatly enjoyed by the entrants.

At this point our season and indeed our Region faced a critical decision. By early June it had become apparent that Northeast event participation was significantly below what had been seen in prior years. Many potential explanations for this, all of them probably valid. As I’ve learned since becoming Club Racing Chair, the costs associated with hosting an event are driven to the greatest extent by the track rental fee. The two remaining events on our schedule, the National and Regional at Lime Rock Park, posed a significant financial challenge as we wrestled with the possibility of not having enough entrants to cover the costs of running races at the venue with the highest daily rental. After careful consideration our Board decided to go forward with both the National and the Regional races, control our discretionary costs as much as possible and remain a “Racing Region”. In the end, and again with the help of so many dedicated volunteers and the support of the racers themselves, we hosted the “50 Years at Lime Rock National” and the “Racing for a Cure Regional Presented by Reinertsen Motors - Saab” events, both of which were enjoyed by everyone in attendance - and NNJR lives to race another day!.

Now we look forward to 2008. From what I’m reading and hearing, it looks like there will be fewer available dates at Lime Rock Park. On the other hand, everything points towards turning wheels at New Jersey Motorsport’s Park’s Lighting and Thunder circuits beginning in beginning in July. Pocono will be on our Calendar – and yes, it will be Mothers Day weekend again! The final schedule will be determined at the Mini-Con in November, at which point we’ll know officially how many events we’ll be hosting or co-hosting next year.

And this is where I’d sure like your input and opinions. Whether you are a Specialty Chief, Volunteer, Driver, crew member or Club Member who loves coming I’d really appreciate hearing from as many people as possible your thoughts on the following questions:

Pocono

Should we continue with the Double Regional Format for the Sprint Race(s)?

Should we again schedule an Enduro?

Another Twi-Light Event?

A Saturday or Sunday afternoon event?

Lime Rock Park

Conventional Regional or a Restricted Regional that would allow more track time for the eligible classes?

Double Regional?

National?

New Jersey Motorsports Park – admittedly, this is much more open ended as we don’t yet know that much about how events will work at these new tracks. But in general:

For the early events, particularly when the tracks first open, should there be a concerted effort to offer “Open Test Days” on Fridays? Should a Drivers School be offered?

Single or Double Regional? This question has to do primarily with track time. A full weekend Single Regional event will offer more track time.

Enduro – Should we host an Enduro as part of a race weekend?

Should we host a “Major Enduro” as a full weekend event?

Countless people – far more than can be named here, and I’d be afraid of forgetting and inadvertently insulting someone anyway – have made my time as Club Racing Chairman one of the most enjoyable endeavors I’ve ever been involved with. Learning the behind the scenes “stuff” that it takes to host a racing event and seeing the unselfish dedication of so many people has been humbling to say the least and makes me appreciate our sport, our hobby, our passion even more.

So, as we make our plans for the 2008 Season, please let me know what you think and what you’d like to see from your Northern New Jersey Region. And most of all, anything goes! Please let me know your honest thoughts and ideas so that we can make our Region not just the premier racing region in the Northeast, but in the entire Country.

Thanks again for a fantastic 2007 Season and I look forward to hearing from you.

Dave Hofmann

Dhofmann7@comcast.net

217 Laurel Court, West Creek, New Jersey 08092



**NORTHERN NEW JERSEY REGION
SPORTS CAR CLUB OF AMERICA
Board of Trustees Meeting
August 14, 2007**

The meeting was called to order at 6:45 PM at Driving Impressions located in Dover, NJ.

Present: Darrell Anthony, Rob Foley, Mike Feno, Diane Henderson, Jeff Burke, Bob McCutcheon, Frank McKinley and Bob Zecca.

Secretary's Report – The secretary's report from June and July were read and approved.

Treasurer's Report – Frank Cioppettini was present. The region was running at a negative amount by the end of July but after all income from Regional less expenses we feel that the region's financial condition will improve considerably. The Treasurer's report was accepted.

COMMITTEE REPORTS

Racing Committee:

Dave Hofmann was not present.

The Pocono regional made money, the National broke even and the Lime Rock regional lost money.

Membership Committee:

Mike Feno was present.

Mike asked Frank to send \$300.00 to post office for postage.

Dom Miliano has approached Mike about speaking at a membership meeting on how to photograph cars. The meeting will be held on the second Tuesday of November on the 13th at the Ponderosa.

BAE of Wayne has decided not to let us use their parking lot for the Street Survival Series due to legal reasons. Mike will continue to look for a suitable parking lot but at this point it may be too late to run an event for this year.

We will have a general membership meeting in September at the Ponderosa.

Social Committee:

Mike Feno was present.

The board made a motion to have the Holiday Dinner Party at the Birchwood Manor on December 1st. We will send a deposit and at the September meeting the board will determine the price and other details.

The board has agreed that the cost of the region party will not exceed \$3,500.00.

Rally Committee:

Wendell Newsome was not present.

Mini Monte will be held on August 26th.

Solo Committee:

Ernie was not present.

The 2007 solo season is successful to date.

Nomination Committee:

Jeff Burke, Mike Feno and Bob McCutcheon were present. Greg Gellas was not present.

Positions that are up for renewal are RE, Secretary and two Trustees. Darrell, Bob,

Rob and Diane have all agreed to run again in their present positions.

OLD BUSINESS

NEW BUSINESS

The meeting was adjourned at 8:10 PM. The next board meeting will be held in conjunction with the general meeting at the Ponderosa.

Respectfully submitted,

Robert Zecca
Secretary

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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)

PRIMARY INTEREST(S) IN SCCA:

Please indicate the area(s) in which you plan to participate, or which interest you most. Your response will be used to allocate your national dues to the areas you indicate. Thank you.

☐ Club Racing ☐ Pro Racing ☐ ProRally ☐ RoadRally ☐ Solo

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03	<input type="checkbox"/> Family Membership	\$95.00	+	Family Membership	\$20.00	=	\$ _____
	<input type="checkbox"/> First Gear	\$ _____	+	First Gear (Reg. dues)	\$ _____	=	\$45.00
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NNJR / 26

Applicant's Signature _____ Date _____

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Dues also include subscription to the NNJR monthly newsletter *Pole Position*.

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



POLE POSITION

THE NEWSLETTER OF  THE NORTHERN NEW JERSEY REGION

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