



POLE
THE NEWSLETTER OF



AWARD WINNING
POSITION
THE NORTHERN NEW JERSEY REGION

Volume 59, Number 5

JERSEY ROAD RACING CLASSIC, October 17-19, 2008
NJMP Lightning



David Teal waves the checkered flag at NJMP.

Photo by Mike Feno

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Jersey Road Racing Classic

October 17 to 19, 2008

Pro-IT Finale

**The end of season shootout
Special races
Special prizes**

**Register at
www.NESCCA.com**





What's DA Matter This Month?

As I mentioned last issue the Race division is the biggest division and most susceptible to economic turmoil. Well we had some turmoil last week at NJMP. There was a schedule that put our NJMP event against a NARRC event at NHMS and an endurance race at Nelson's Ledges. So our car counts were lower than expected. Did this hurt us as a region? Yes. So what do we do? I know what we didn't do. We saw the problem and the Race Committee attacked the problem. How to get more cars to enter or get a new customer base to use the sudden glut of time on our hands? We decided to reorganize the race groups and add a PDX. Well ... how do you do that?!?!?!?!?

With the fine help from SCCA home office in Topeka Club Racing's Terry Ozment, Janet Farwell and Deanna Flanagan we learned what we had to do. We then contacted Matt Green from Blue Mountain Region who knows about PDX's. Stewards Peter Klein and Peter Roberts were drafted into the PDX management team. We contacted NNJR's own Perry Aidelbaum who has the best Solo website in the world (www.AutoX4u.com) to get the word out. The word got out and the demand for this event went through the roof. It appeared we may have found a new customer base and event mechanism to attract more SCCA members to come to the track. We need to do more of these in 2009.

The NNJR race at NJMP was a huge success as seen by the smiles of our competitors. I know I had a great time and improved each and every time I took to the track. Were there some people that were upset with the regroupings? I'm sure there was and will always be. Things need to change when we don't get the car counts we need to make the event a success. Hopefully in the future we will not have the schedule conflict or boycotts or miscommunication or usual misinformation for one of our events.

The success of this event was due to the commitment of the SCCA volunteers. On Friday we had drivers to stewards manning the flag stations for the Test & Tune, Matt Rooke (an ITS driver), Terry Hanushek (steward) and I (ITS driver) plus a few others manned the corners, now I remember why I flagged. That was a lot of fun. Dan Cassino (grid), Dave Teal (start) and Dan Zane (F&C on Friday plus the light at Station 2) all stepped up to assist NNJR when our chiefs could not make the event, we owe them a lot of thanks and gratitude. All the volunteer instructors for the PDX also stepped up, nothing but praise for them. SCCA is about teamwork and having fun. NNJR and SJR do that rather well.

NJMP is a top line facility. Joe Volpe and his crew from NJMP were always there when we needed them. Joe races with the HRG and hopefully soon he will get the chance to take a break and race with the SCCA. We look forward to many, many years of racing to come at NJMP. If we in the SCCA can use our expertise to assist NJMP in any way then we should do that. This is the best facility on the east coast in not in the country.

We also held an event at Lime Rock in July, the Evergreen Performance Products and Driving Impressions National Races and Pro-IT. Yes, it is still a mouthful. This year with the facelift at Lime Rock we had a great turnout and some great racing. We used the classic configuration, the first time cresting the uphill and looking at West Bend was a trip. Where did it go? All references were gone! We all had a great time and the new management team at Lime Rock was very receptive to our needs. We look forward to many years of cooperation between LRP and NNJR. Thanks go out especially to Scott Mayo.

The Driving Impressions Pro-IT race at Lime Rock was a nice addition to the schedule. This was for double points so the field was full. You figure 38 IT cars racing on 1.53 miles would have been a crash-fest, but the Pro-IT drivers are just that, Pros! Thanks again to Bob Zecca and the Pro-IT staff for putting on a great event. I can see the Pro-IT being a fine support series for the area.

Our next race will be in October at NJMP on Lightning. This will be the Jersey Road Racing Classic to be held on Friday the 17th to Sunday the 19th. The 'Jerk,' as this event is known as, will be a year end culmination and should

allow NARRC and MARRS competitors to battle each other after their respective series are complete. Look for an email soon on the details for this event.

Every September I remember back to that day. The sky was a color blue that I have not seen since. When my boss came by and told me a plane hit the World Trade Center I imagined it must have been a small sightseeing plane. Then a few minutes later came word of another plane. That was the milli-second the world changed forever. We had the news on the big screen in our lobby so we could all watch in horror the days events unfold. We heard about the Pentagon and a plane going down in Pennsylvania. I would concentrate as well as I could on that day. I had removed myself from the SCCA a few years before to concentrate on making money and climbing the corporate ladder. I then received an email from Walt Huber that would bring me back to the SCCA family, I had all the wrong goals. Since that day I realized that we can't sit around and wait. If you want something you have to set goals, make plans and go after it. I was and still am blessed to have known Joe and Linda on a personal basis. Under my driving suit and layer of Nomex I always wear my 'Raymond the Cat' tee shirt from the late 1980's. I miss the spirit and enthusiasm of Joe and Linda. What plans and goals do you have? Go after them! The world is an ever changing place.....

God bless America and all the men and women that make this the best and safest place in the world.

Thanks,
Darrell Anthony
NNJR-RE
re@scca-nnjr.org

PS - Thanks to NeedMoreRacing for the hot dogs on Saturday night at NJMP.

2008 Nominating Committee

Jeff Burke, Chairman 908-832-2543

Bob Zecca, Board member 973-361-0508

Darrell Anthony, RE Darrell@NeedMoreRacing.com

Dave Hofmann, Member-at-large 609-978-1870

Butch O'Connor, Member-at-large 973-729-2714

Pursuant to the NNJR By-Laws, the following positions are up for election this year:

Assistant Regional Executive

Treasurer

Two Trustees

Any member wishing to be considered as a candidate for an elected office should make his or her wishes known to the Nominating Committee before October 1, 2008.

HUBER'S HASH for September – October

Summer is winding down as I write this, and of course we are all wondering, “Where-in-the-hell did the summer go to?” But it has been a busy summer in all of the categories of our club’s endeavors. On the wheel-to-wheel racing side of things, even though Lime Rock shut down in order to repave from Memorial Day until after July 4th (cancelling two SCCA race weekends and screwing up everyone’s schedule), other venues continued and there were events on any weekend you wanted some activity.



Perhaps the biggest item on the sports car calendar here in our home state was the reintroduction of sports car road racing to New Jersey at *New Jersey Motorsports Park*. My GPS says it’s about 140 miles from the Morristown area here in the northern part of the state to the track in Millville down in Cumberland County. But I can shave about ten miles off that and also avoid the Turnpike and Parkway with their frequent weekend shore-traffic inspired delays by using other major highways to get to Millville. It is really quite easy to get to NJMP and it is also a pleasant ride.

The *Lightning Track* at NJMP held the inaugural SCCA races on the weekend of July 19th & 20th. This race meeting was hosted by the **South Jersey Region** and assisted by the Northern New Jersey Region along with volunteer race workers from a host of NE-Div regions. It was a smoothly run event which I firmly believe was enjoyed by everyone who attended. South Jersey Ass’t RE and event Race Chair **JD King** pulled out all the stops and not only had box lunches for all on both days, but also had a catered dinner for all the participants on Saturday evening. The dinner had several buffet tables and folks could get hamburgers, franks, pulled pork or chicken, a variety of salads, fresh fruit – and, well, let’s just say that if you went away hungry, it was your own damn fault!

We knew that the *Lightning Track* was going to live up to its name and be a fast circuit. The race schedule called for the races to be fifteen laps each. However, when the qualifying times were examined, Chief Steward **Terry Hanushek** realized that the lap times were even faster than had been predicted. Terry petitioned the Stewards of the Meeting to allow the races to be twenty percent longer than originally planned. The track has plenty of runoff room in almost all areas and the lengthened races were safely conducted. The day still ended with time to spare. Everyone felt that it was a great way to bring SCCA racing back to our state!

Five weeks later it was Northern New Jersey Region’s turn to host an event on the *Lightning Track*. Regional Exec **Darrell Anthony** and our **Board of Trustees** scheduled it to be a three day weekend. Always on the original schedule were a full card of *Regional Races* plus a *Pro-IT* race. But the early entry indicated that the region could have the Friday be a “Test & Tune Day” which would really help drivers who had not experienced the July race weekend. So DA & the BoD made the arrangements for this change.

Then with perhaps a week to go before cars would be beginning to arrive at the track, another schedule change was arranged by DA with the help of **Matt Green** of the Blue Mountain Region. Matt is the *Chairman of the Time Trials Safety Committee* and the best person we could have gotten to help put on a *Performance Driving Experience* interspersed with the regional races on Sunday. The region had more than twenty new drivers come out and learn how to drive their street vehicles better. Thanks have to also go to all the driver-instructors who came out on such short notice and instructed these novices. Conducting this PDX will go a long way toward bringing new blood into our club.

While I cannot say enough about all the work which Darrell did in making all these arrangements and reacting to the sparse race entry, there are others who earned huge kudos for their work at the “*Racing for a Cure*” event on the *Lightning Track* in August. Our three Race Chairs, **Steve Ambrose** and **Jackie & Bob McCutcheon** were here, there & everywhere taking care of every need in all the volunteer specialties. (And Bob McCutcheon, who recently completed his driving school requirements, also managed to compete in the Regional and the Pro-IT events with his Spec Miata!) Competition Chairman **Dave Hofmann** was another who did yeoman’s work in preparing for the first Northern New

Jersey NJMP experience. Thanks to all the volunteers who were there to support the region at the track, but especially those who organized the weekend and did all the preliminary work.

Perhaps you noticed that there's a new photo at the top of this HASH column. (And, then again, perhaps you didn't.) Figuring that the old photo of me holding a *Shiner Bock* in "*Dick's Last Resort*" on the San Antonio Riverwalk while attending an *SCCA Convention* was getting a bit dated after appearing in almost all the issues since March of '07, I had a new picture taken.

NNJR member and former Showroom Stock competitor, **Stu Lasser** was profiled recently in the business section of the Morris County newspaper. Stu is the owner of three Saturn dealerships located in Denville, Livingston and Mount Olive as well as a Subaru dealership also located in Mount Olive. These profiles of Morris County executives are a regular feature in the newspaper. Usually, though, the reporter who writes these pieces uses only half the devoted space to present the executive's thoughts on his business and the business climate in the field. The remaining half of the article is devoted to the exec's favorite food, favorite restaurant, last book read, favorite vacation spot, etc. Stuart says he told the interviewer that if that was what the article was to be about, he would say, "Forget it."

Always putting family first, Stu does mention that he quit racing in order to spend that time with **Jill & Hal** in family activities. Plus there is one paragraph in which he tells how he got into the car business: "It wasn't planned," says Stu, "but I always loved cars, so I guess it was natural. I raced cars as a hobby, and the first race I was in the guy in front of me flipped over. We became friendly and he had dealerships, so I switched from advertising to the car business."

Received word that **Arthur Pearson's** mother, Evelyn B. Pearson, passed away on July 14 after a valiant struggle with a variety of health issues which included several strokes and multiple infections. Mrs. Pearson was just a few weeks short of her 96th birthday. A memorial service was held in August. The region's sympathy goes out to Arthur and Jodie and the entire Pearson clan.

Last month I mentioned a business whose name seemed to be an misplaced choice. Recently I saw another in this category. In Ogdensburg, NJ, I passed a hair salon called "Tangles." Isn't that the negative of what they should be calling this business? They might just as well have called the place "Dandruff Hair Parlor" or the "Split Ends Salon."

If you are like most other folks who use the computer for sharing e-mail messages and articles of interest, then someone has surely sent you a piece about a new US Navy ship called the *USS New York (LPD-21)*. The ship's bow section contains twenty-four tons of steel (just about 1/1000th of her gross tonnage) which was melted down from steel in the rubble of the World Trade Center. The *USS New York* is the fifth ship of this class.

Not generally known, however, is the fact that the eighth & ninth ships to be constructed in this class will be known as the *USS Arlington* and the *USS Somerset*. The *USS Arlington* will incorporate Pentagon steel in her construction and the *USS Somerset* will have steel in her hull from a coalmining dragline excavator which was in the field across the road from where the plane with **Joe** and **Linda** on board crashed. I remember seeing this rusting, black old excavator silhouetted against the sky on a hill opposite the crash site on a couple of our early visits to the temporary memorial. When I didn't see it on more recent visits, I didn't realize what had become of it until I read about the *USS Somerset*.

Junior Tech Inspector **Kenneth Burke**, son of **Sharon & Jeff Burke**, has been letting his hair grow. No, he's not gonna try out for a role in a movie about the 1960s era. Rather, Kenneth wants to let it get long enough so he can donate to "*Locks of Love*." This is the non-profit organization which uses donated hair to create and provide hairpieces to children suffering from long-term illnesses resulting in hair loss. That's what I call a worthy cause. "Way to Go, Kenneth!"

I mentioned last issue that **Kris Skavnes** had been inducted into the Road Racing Drivers Club. On August 15th, page one of the sports section of the Morris County Daily Record had a large story with color photo about Kris' racing in the *Grand-Am Koni Challenge Series*. Hopefully the article will still be available on the internet at <http://www.dailyrecord.com/apps/pbcs.dll/article?AID=2008808150343> when you read this issue. It's a great article about Kris and his association with ICY/ Phoenix, Subaru and **Joe Aquilante & Dave Rosenblum**.

Received a note from **Bob Melhado**, apparently about a Honda Element. "Your usual article in *Pole Position* often comments on the funny license plates you see. Well I saw one yesterday that made me chuckle. There was a new Honda SUV in front of me and it has a boxy shape. The license plate said **BOXZILLA**." (Thanks for sending that to me, Bob. Oh, and *Happy Birthday* to you! Remember, you're still exactly a year older than I am.)

And, speaking of birthdays, Happy Birthday to **Bunny Jenkins**! Of course, a gentleman would never reveal a lady's age, so don't bother to call and ask. I won't tell. Hubby **Fred** and their kids & grandkids threw a nice party with many of her friends in attendance at a restaurant in Fairfield on August 16th. I had a lengthy conversation at the party with long-time NNJR member, **Boris Kwaloff**. I also saw MG Car Club member **Karl Marx** and his wife, **Mary**, but didn't get a chance to speak with them at the party. Gosh, I remember when we celebrated Bunny's fiftieth birthday with a cake at Lime Rock, following a day of racing. It's hard to believe that was twenty years ago already.

When I am home on Saturday mornings, I always try to listen to "Car Talk," a call-in radio program on WNYC, FM 93.9 MHz. *Tom & Ray Magliozzi*, otherwise known as "Click & Clack, the Tappet Brothers," offer advice and recommendations to folks who call in with car-related problems. Most of the questions involve the mechanicals of a vehicle but not infrequently the problem is something else.

This week a guy called to ask how to get a snake out of the dashboard of his car. Seems his wife & kids had spent the day at a park. When they were leaving, while strapping one urchin into a car seat, the wife saw that the kid was planning on bringing a garter snake home. She screamed and whipped the kid back out of the car but not before the kid dropped the snake inside the vehicle. The snake has now taken up residence in the car and the wife refuses to drive or ride in the car. The husband says he sees the snake slithering along the floor during his morning commute just about every other day. If the critter was in my car, I would make sure to put a tight rubber band around each of my pant legs before driving the car. Listening to Click & Clack is a fun way to spend an hour each Saturday morning.

The Adventures of Raymond the Cat



Upcoming Events

- September 20, 21 - Race- SNJ Regional, NJ Motorsports Park,
(Thunderbolt), Millville, NJ
- September 20 - Solo- Points #11 Raceway Park,
Englishtown, NJ
- October 17, 19 - Race- NNJR Regional "Throwdown", NJ
Motorsports Park, (Lightning), Millville, NJ
- October 18 - Solo- Points #12, Raceway Park,
Englishtown, NJ
- October 25 - Solo- Points #13, Raceway Park,
Englishtown, NJ
- November 1 - Solo- Test & Tune- Weather Permitting
- November 8 - Solo- Test & Tune- Weather Permitting
- November 15 - Solo- Test & Tune- Weather Permitting
- November 22 - Rally - Pine Barrens Express, Rallymaster Fred Cochran
(rally master1@ verizon.net)
- December 7 - Rally- Teddy Bear Charity Rally, Rallymaster Jim Groot
(JohnGroot@aol.com)

Scenes from the Racing for a Cure and Driving Impressions Pro-It Races at New Jersey Motorsports Park, August 23 and 24, 2008

Photos by Mike Feno



Peter and Terry Roberts in the registration window, as usual



Walt Huber with Roz Rosintoski without his camera.



At the tech shed, Bill Etherington, Joe Russell and Bill Hughes “scrutinize”.



NNJR's Chief of Fire & Rescue, Jeff Burke, eyes the “fickle finger of fate”.



Stewards and workers gather to organize the weekend.



Nancy Huber and Linda Louie in the timing tower.

Scenes from the Racing for a Cure and Driving Impressions Pro-It Races at New Jersey Motorsports Park, August 23 and 24, 2008

Photos by Mike Feno



The stewards' control center with Peter Roberts, Terry Hanushek and Bruce Kolker.



The back of timers in the tower, Jack Oliver, Max King, Marianne Krauss and Shirley Zane. (Hint: don't try to get their faces while they are timing.)



Pit out and turn one at NJMP's Lightning track.



Lining up the cars on the false grid for qualifying.



Assistant race chair Steve Ambrose looking very official in the official cart.



Dan Casinno gets another group on the track.

Scenes from the Racing for a Cure and Driving Impressions Pro-It Races at New Jersey Motorsports Park, August 23 and 24, 2008

Photos by Mike Feno



Chief Steward Peter Klein starts off the drivers' meeting by showing how Thunderbolts used to take off from the nearby airport.



Gary Bargerstock, Sound Chief Joe Russell and Joanne Tinsey enjoying a day at the beach.



They can't be dancing to the mellifluous sound of race cars, can they?



Lining up the grid for the Driving Impressions Pro-It Race.



Our fearless leader, Darrell Anthony, about to do battle.



The famed "Poison Arrow Frog Racing" Honda of Doug Case ready to mix it up.

Scenes from the Racing for a Cure and Driving Impressions Pro-It Races at New Jersey Motorsports Park, August 23 and 24, 2008

Photos by Mike Feno



If our Equipment Chief, Bob McCutcheon, is here, who is watching the the equipment?

The NNJR van on a pick-up cruise



just before a passenger car pulled up to ask for directions (they got lost and somehow drove onto the track!).



Terry Roberts still works while others play.



Jack Oliver awaits a hot dog from chief chef, Corey Van DeWeghe.



Checking the winning raffle ticket numbers.



The hot dog line grows longer.

Bruce Kolker briefs the corner workers before they head out to their stations.



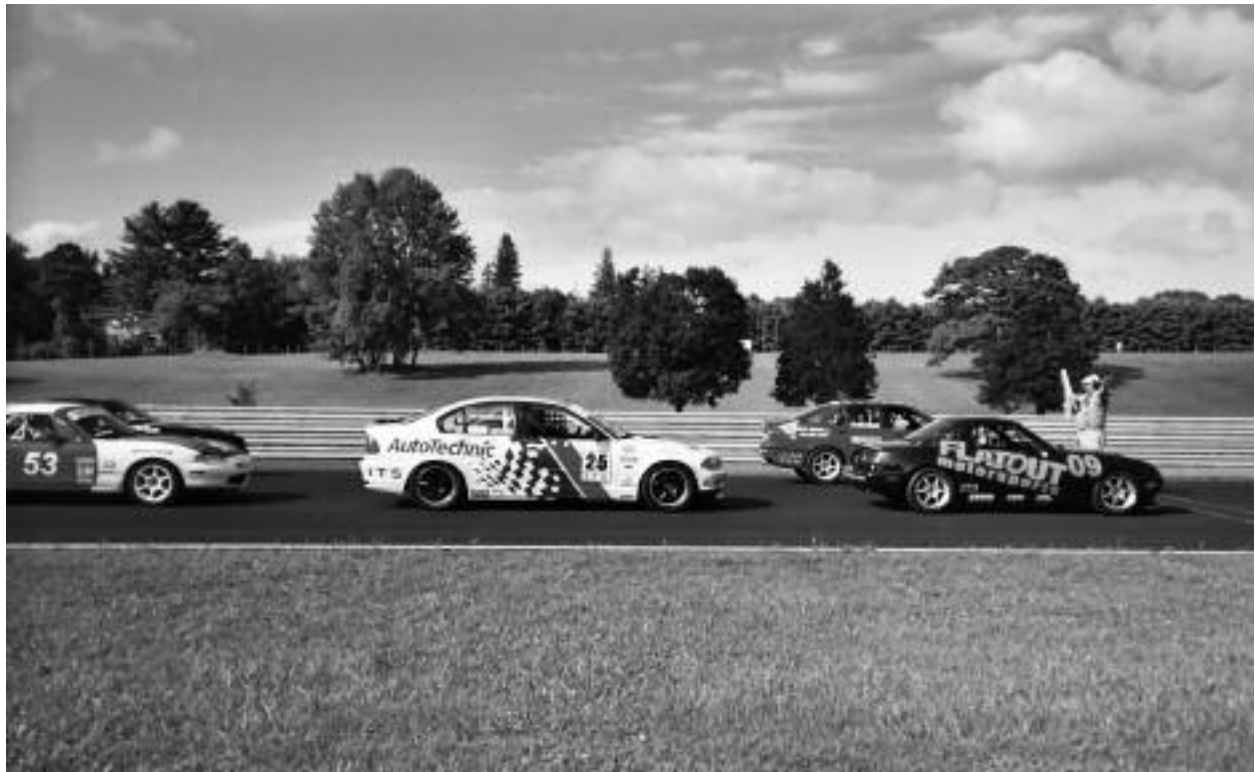
Driving Impressions Pro-IT at Lime Rock, August 2, 2008

Photos by Bob Zecca



Driving Impressions Pro-IT at Lime Rock, August 2, 2008

Photos by Bob Zecca



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

Some of the many workers from many regions who contributed to a successful Northern New Jersey Region Race weekend

Photos by Mike Feno



**NORTHERN NEW JERSEY REGION
SPORTS CAR CLUB OF AMERICA
Board of Trustees Meeting
July 8, 2008**

The meeting was called to order at 7:05 PM at Driving Impressions located in Dover, NJ.

Present: Darrell Anthony, Rob Foley, Mike Feno, Ben Phillips, Greg Gellas, Frank Cioppettini, Frank McKinley and Bob Zecca. Butch O'Connor and Joe Russell were present as guests.

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

Treasurer's Report – Frank Cioppettini was present. The region is overall in good shape. The minutes were read and approved.

COMMITTEE REPORTS

RE Report:

Racing Committee:

Dave Hofmann was not present.

The board proposed a sliding scale for the entry fee for National race at Lime Rock. The original entry fee is \$450 and will decrease based on increased entries. The board voted and approved the sliding scale entry fee system.

The board decided that in order to have HRG run as a separate race group they must have a minimum entry of 15 cars per event. If the event that fewer than 15 cars are entered then the HRG classes will be combined with other appropriate race groups. If this occurs, HRG participants will have to conform to the current 2008 GCR.

Membership Committee:

Mike Feno was present.

Joe Russell was present to discuss the 2010 NE Roundtable location. He visited 3 hotels located in the Parsippany area. Joe is coming up with ideas for seminars in hope of luring participants to the event.

The next scheduled meeting will be held in September. The location is yet to be determined.

Social Committee:

Mike Feno was present.

The Street Survival program is tentatively set for October 5th located at the Mack-Cali office complex in Parsippany.

Rally Committee:

Wendall Newsome was not present.

Solo Committee:

Ernie was not present.

In general the solo program is going very well year-to-date.

OLD BUSINESS

NEW BUSINESS

The next board meeting will be held on August 12th.

The meeting was adjourned at 8:30 PM.

Respectfully submitted,

Robert Zecca
Secretary

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

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	Full Page		Half Page		Business Card
are free to NNJR members	1 month	\$185.00	1 month	\$150.00	3 months \$115.00
and our friends on the website, visit www.SCCA-NNJR.org	3 months	\$335.00	3 months	\$230.00	
	Inside Front Cover		Back Cover		
	3months	\$455.00	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.

Been downsized, laid off or retired?

Do you know somebody who has?
What should you do with that 401(k)?
How safe is your pension?

To find out & learn how your
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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.

* Investments* *Insurance* *Planning*

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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

National Office Use Only	
C-	\$ _____
C-	\$ _____
C-	\$ _____
Source <input type="checkbox"/>	

Annual National Dues		Annual Regional Dues		Total
01	<input type="checkbox"/> Regular Member \$60.00	+	Regular Member \$20.00	= \$ _____
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)

Enclosed is my check or money order for \$
 VISA MC No.

U.S. DO NOT SEND CASH.
 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)

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Applicant's Signature _____ Date _____

**Dues include payment for subscription to SportsCar (\$24 value).
 (Dues are not deductible as charitable contributions.)**

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

Address changes to: Darrell Anthony
24 Pine Hollow Court, Oak Ridge, New Jersey 07438



Brian Holtz and Alan Van DeWeghe enjoying the Saab pace car courtesy of Reinertsen Motors of Denville, NJ