



POLE
THE NEWSLETTER OF



AWARD WINNING
POSITION
THE NORTHERN NEW JERSEY REGION

Volume 60, Number 3

***What are you doing May 9 and 10?
Come on out to Pocono!***



Reinertsen Motors Saab Dealership in Denville
Photo by Mike Fenno

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MAY/JUNE 2009

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What's DA Matter This Month?

The 2009 season is upon us. Are you in it? What are you doing Mother's Day weekend? Club racing at Pocono, Solo at E-Town road course. The following week is May Daze. What are you doing the weekend after Memorial Day? Lime Rock awaits, come on out for a Test and Tune on Friday and a NJRRS/NARRC regional on Saturday.



Way back when I joined the SCCA I started as a flagger. Getting involved in club racing as well as being able to flag at pro events was a treat for someone that loves motorsports. I also had the bug to drive, how could I afford to go racing on my salary, good question? The best way to get a good sense of competition is to get out and do a Solo. Back then we ran at County College of Morris and an old Ford Plant somewhere down by Edison. Now NNJR has their events at Englishtown Raceway Park in central Jersey. I had the privilege to get that 'this is friggin fun' feeling the other week at E-Town. Ernie, Perry and the rest of the NNJR crew do the BEST job in the SCCA at putting on Solo events and most of all making sure you have a fun safe time. Do I recommend it, you bet. Get out there, they even taught this old driver many new tricks that I forgot from these years of club racing. A big thanks to the NNJR Solo team for being the BEST!!!!!!

Rally time in NNJR. May Daze!!!! This is a short, about 70 miles of driving through beautiful New Jersey. The start is at the world famous Clinton Station Diner just off Rt 78 in Clinton. I'm told that you should bring a sense of humor, I can imagine what Wendell and our partners at Raritan Valley Sports Car Club have in store for this year?

Where were you in March, at NJMP? The Driver's School, PDX and Trials was a great success. New Jersey finally has a world class facility. There will be several SCCA events this year at the best motorsports park in the states. Check www.NJMP.com for details on up coming events.

It is May so it must mean Pocono! Happy Mother's Day!!!! We are back at Pocono for the Joe DeLuca and Linda Gronlund Freedom Races and Enduro, we will also have a TeamDI Pro IT Series round 2 race, this race will be double points. If you have a Spec Miata or IT car come on out and get some track time on the challenging Pocono road course. So you own an IT car, is it legal for STU in 2009? Check the rules, want to race nationals? Want to go to the Run Offs with your IT car?

Seems the economy is making a turn? Did the down turn hit the apex back in early March and we are making an exit? What is it they say about road racing, go in deeper and come out harder? I hope we are on the way out of this economic mess. I for one know the sting of this. We all need to plan accordingly so expect to see cut backs at our events until we get a true handle on what is going on. Are we canceling events in 2009? I hope we don't have to. We race, rally and solo for the fun of it. Get out there and have some fun!

Are you ready for the 2009 season? I know I need a new suit and gloves. We have two (2) great sources for everything you need for race, rally and solo. Check Driving Impressions with the TeamDI brand in Dover as well as Stable Energies in Garfield. Look for their ads in this issue.

I would like to say a great big NNJR hello to Fred Hammond. Fred served on the NNJR board a few years ago and does a lot of work behind the scenes. Thanks Fred, hope all is well!

Yo! Did you ever know anyone that would give you the shirt off his back at the track? Then help you put it on. Make sure it fit well. Check up on you during the weekend. Make sure you had a good weekend. Then the next weekend he shows up with a spare shirt for you to make sure all was well. Our region had someone like that. That is Vinny Blancuzzi. We lost Vinny 4 years ago on April 21st. I'm a better person for knowing Vinny. The world is a better place as well. I'm honored to say Vinny was my friend. I miss Vinny, we need more people in this world like Vinny. NNJR has the Vinny Blancuzzi award for the people in our sport that show this spirit. Let us know if you know any one with this spirit.

This is our club, get out there and make something of it.

For the sport,
Darrell 'DA' Anthony
re@scca-nnjr.org

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



HUBER'S HASH for May/June

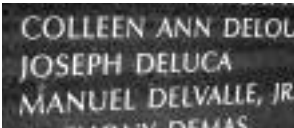
A few weeks ago I received a note from **Barb Feno** asking if I was aware of a 9-11 Memorial located in Bayonne. Barb had learned of it from a friend who lives in North Carolina. This memorial is located on land jutting out into New York Bay looking north toward the Statue of Liberty and lower New York where the WTC Twin Towers once rose. It is a 100' tall monolithic bronze sculpture with a sort of crack or lightning strike down its center. Hanging in the jagged opening is a 40' reflective teardrop. Barb wondered if



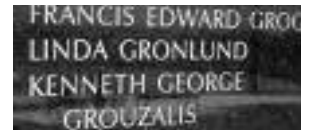
the names on the base might have **Joe's & Linda's** names among them.

I had not heard about this Memorial. Barb's note said that it had been a gift from the people of Russia and Vladimir Putin had been there at the groundbreaking. In one photo of names inscribed on the base I was able to make out several names which I knew were folks lost on **Flight 93**. That meant that Joe's and Linda's names had to be inscribed also.

A few days later I took a ride and found the memorial. It is a really impressive piece by Russian artist Zureb Tserateli and the park where it is located is beautiful and well-maintained.



However, it is not easy to find. If you want to visit, you will find it at the very end of the former Military Ocean Terminal. Take exit 14-A off the Turnpike extension. Then head south on Route 440 before making a left onto "The Peninsula." I recommend a visit; I'm sure you will be impressed. Some of the other photos which I



took were uploaded to the following photo site:

<http://picasaweb.google.com/WalterJHuber/BayonneNJ911Memorial?authkey=Gv1sRgCN2C8Z-CqeWscA#>

In a recent *SportsCar* I noticed that **Boris Kwaloff** is celebrating his Golden Anniversary with SCCA and NNJR this year. Congrats, Boris! — and many more! And **Laraine Galfas** is also celebrating her anniversary with NNJR – 40 years of Flagging! Congrats!

On the last weekend of March, a **Flagging School** was held at Lime Rock to show interested folks the ropes of flagging. The four Regions which conduct races at Lime Rock Park cooperated in putting on the event. I heard there were some 71 folks attending who were complete "newbies." Another 34 people with flagging experience attended an "Advanced Seminar" to brush up and fine-tune their skills. Wow! That sort of interest and turnout can only have a very positive effect on our sport. SCCA members who organized and conducted the weekend included **Leigh McBride, Marianne Lyons & Mack McCormack** of NER, **Rich Alexander** of Mo-Hud, **Brian Zuilkowski & Pete Watson** of NYR, and NNJR's own **Bruce Kolker**. All told, some 21 members of the four regions participated as lecturers, drivers, instructors on station, stewards, registrars and helping with the lunches. It must have been a good school because three weeks later, at the first NARRC race of the season at New Hampshire, eleven of the flag school graduates came out to use their new skills. Great job everyone and Thank You!



Backing up in time.... In early February **Nancy** & I flew west. While on the shaky side of the continent we took in the SCCA National Convention which was held in Las Vegas this year. This was our fourteenth convention. In addition to Nancy & myself, folks representing NNJR were Regional Exec **Darrell Anthony**, Regional Secretary **Bob Zecca, Corina Carrasco, Terry & Peter Roberts, Lenore & Dave Panas, and Bob Dowie**. I am always amazed at all the matters covered at a National Convention. Besides the club's official Annual Meeting with its reports, financials and updates, there are awards luncheons and dinners, plus seminars and meetings for all of our various programs and volunteer specialty areas. It is a very busy several days. All the necessary seminars and meetings leave virtually no free time to enjoy oneself while there. I know DA had his hands full taking care of the business of the region from the moment he arrived in Vegas. Luckily, Lenore Panas was able to snap a photo of DA as he accepted some help getting from one seminar to the next.



Travelling along California highway 49 just outside the town of Plymouth, I came across a pair of signs at the end of a rather tall bridge overpass. No comment which I might come up with could improve upon a simple reading of these two signs.

Last issue I mentioned that we would be driving to Utah on our western swing to visit the *Best Friends Animal Sanctuary*. Nancy has been a supporter of this sanctuary for a bunch of years and she has wanted to visit the place for almost as long. Best

Friends is located about thirty miles east of Zion National Park just outside the town of Kanab. We spent a whole day at the Sanctuary. In the last issue of the *Pole Cat* I mentioned that some twenty-two of Michael Vick's fighting dogs had been brought to Best Friends. When we visited there in mid-February, we learned that the sanctuary has a grading system based on the color of the collar which the dogs wear. If a dog has a green collar, it is friendly and anyone can approach the animal. Yellow collar: take care. If the dog has a red collar, only staff may go near the animal. All of Michael Vick's former dogs are now wearing green collars and two of them have already been adopted by families. They are doing a fantastic job at this place. You can get a better idea of the size of this sanctuary and the work they do with animals by watching a show broadcast on cable and satellite TV's *National Geographic Channel*. The show is called *Dog Town*, which is the name of the sanctuary area where the dogs are housed.



Moving along.... It has been a busy bunch of weeks since returning from the left side of the nation. A few days after getting back it was time for the NorthEast Division RoundTable which was held near Hartford Connecticut. The week after that **Dave Panas** and I headed out to Hazelton Pennsylvania for a **Stewards' Training** session. And just one week after the Stewards' Training, our NNJ Region joined with South Jersey Region to conduct a Drivers School combined with a PDX and a Time Trials at New Jersey Motorsports Park. Several of the key folks from NNJR who were involved in the scheduling and planning phases of this weekend were Club Racing Chair **Dave Hofmann** and RE **Darrell Anthony**. Chief Instructor for the Drivers School was **Butch O'Connor**. Kudos to everyone who volunteered for the weekend, but especially to these three chaps who did a superb job!

I was able to meet up with False Grid volunteer **Barry Newman** at the NARRC Regional event at New Hampshire Motor Speedway on April 18. Back around the end of last year Barry's wife, **Audrey**, was in the hospital for several weeks with bronchial pneumonia and congestive heart failure. Barry reports that Audrey has recovered quite well from these medical issues. She's getting around now and is in rehab. Keep up the good work, Audrey!

Also while at New Hampshire I had a nice chat over lunch with former New England Region RE **Bette French**. You will recall that Bette had a seven bypass heart operation which I mentioned in this column some months back. Bette had been told to expect four or five. When her surgeon checked on her in the recovery room after her operation, he told her that seven was the most bypasses he's ever done on a patient. Bette wanted to know when it was that he'd done a seven bypass on one patient. The surgeon looked at her and said, "Today." Bette looks great and is back at work as the General Manager of Operations at NHMS.

Having started my column with mention of the 9-11 Memorial in Bayonne and locating Linda Gronlund's and Joe DeLuca's name among all the names on the base of the memorial, I will close with mention of something which I know Darrell will have touched on in his RE's column – For a number of years our region has remembered Linda and Joe by placing their names on our Pocono Double Regional held each year in May. The event is a difficult one to plan, staff and manage. But it is because of the great cooperation of our volunteers that we successfully pull off this event each May. Please give any of the region's Trustees or any of the race Chiefs of Specialty listed on the inside front cover a call and find out how you can help at the *Joe DeLuca and Linda Gronlund Freedom Races and Enduro*.

**What are you doing May 9 and 10?
Come on out to Pocono!**



Joe DeLuca
and Linda Gronlund
Freedom Races and Enduro

May 9 – Regional Races & TeamDI Pro IT

May 10 – Regional Races & Enduro

Watch the excitement of the TeamDI Pro IT series.

Check www.NeSCCA.com for the entry



*You asked for it,
more track time and
a single day event
at Lime Rock Park.*

How did we do that?

May 29 – Test & Tune

May 30 – NJRRS/NARRC Regional Races

Check www.NeSCCA.com for the entry



North New Jersey Region of the SCCA & Raritan Valley Sports Car Club



presents



May Daze



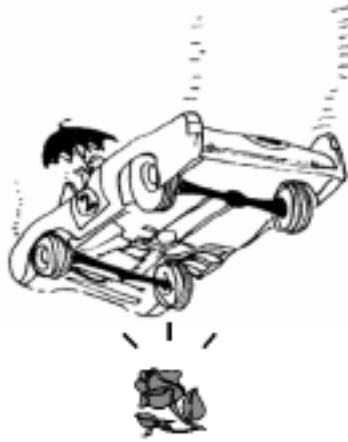
A TSD ROAD RALLY

AWARDS

RallyMaster:

Wendell Newsome (610) 438-4390

Info: email: wnewsome@rcn.com
or rallymaster1@verizon.net



"Don't worry! We'll land on something soft."

PRIZES

Entry ONLY

\$20
per car

CLASSES

(as per SCCA Rules)

Equipped - Anything Goes

Limited - Non-integrated
Time & Distance

SOP - Stock Odo, One memory
Calculator & a clock

Novice - Same as SOP & less
than 10 combined
events

Sunday May 17, 2009

TROPHIES

Awarded For

- 1st Equipped
- 1st Limited
- 1st SOP
- 1st, 2nd & 3rd Novices
- 1—DLBF (Coveted Award)

REG: 9:30 AM; Entrants Meeting: 10:15 AM; Start (Fco): 11:00 AM
START/Finish: CLINTON STATION DINER, Rt. 173 & Bank St, Clinton, NJ
(as viewed from and alongside I-78 West)

This event is a short, 70 mile (approx) TSD rally to warm up your rally skills for a new season. It is prepared by RVSCC and sponsored by NNJR -SCCA.

The rally will be run during daylight. A pen(cil), paper, (flexible) clipboard and an accurate timepiece are the basic requirements. As always a sense of

humor and adventure is preferred.

Any type of car, van or light truck may enter. Mostly paved roads will be used. Safety is paramount, so all vehicles must be roadworthy.

Have Fun! 'Brake' your Cabin Fever and Run!

To Register: Fill Out and Send In the Official Entry Form on the Next Page

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

Official Entry Form

Class _____
Car # _____

May Daze Sunday May 17, 2009

Ever Been on a Road Rally?

If you enjoy scenic drives on back roads Road Rallying is for you. Road rallies test the skills of a driver-navigator team in following simple precise instructions along an intricate and interesting course at legal speeds on little-used public roads, staying carefully on time as you negotiate a series of unpredictable checkpoints.

Please plan on staying after the rally for good food, good stories and an informal awards ceremony. Participants may pre-register by filling out the form below and mailing to the address shown. You can register at the event, however a maximum of 10 'walk-in entries will be accepted, so please pre-register to ensure a starting position.

An * denotes required field:

*Driver _____ *Navigator _____

*Street _____ *Street _____

*City/State/ZIP _____ *City/State/Zip _____

*Telephone (____) _____ *Telephone (____) _____

*E-Mail _____ *E-Mail _____

Member of SCCA Yes _____ No _____ Member of SCCA Yes _____ No _____

Region _____ Region _____

*Vehicle: Year, Make, and Model _____

*Color _____ *Registration Plate _____ *State _____

Entry Fee Enclosed: \$ _____ \$20.00 per car

\$5.00 rebate if both occupants of competing car are SCCA members

This event will be conducted in accordance with the NNJR/SCCA Road Rally Regulations. The entrant warrants that an auto insurance policy with liability limits of not less the \$20,000/\$40,000/\$15,000, or the minimum requirements of the of the state of registry, whichever is higher, is in force for the vehicle entered, and said vehicle is in safe operating condition for the state in which it is registered. In signing this form, the entrant(s) agree to abide by all the regulations and decisions of the rally committee. (If either the driver or navigator is under 18, a Minor Release Waiver must be obtained and signed by both parents/guardians in advance before the event-the Minor Release Waiver is available at www.SCCA.org)

*Driver's Signature: _____

*Navigator signature: _____

Mail completed Entry Form and check for Entry fee payable to NNJR-SCCA to
Wendell W. Newsome, 2700 Bushkill St, Easton, PA 18045

Hello All, I am sending out an announcement of a Pasta Benefit Dinner we are hosting for my sister Chris Wenzel. As some of you know, she is battling Gall Bladder cancer and has recently had to stop working to focus on her treatment and the debilitating effects of continued chemotherapy. During this time her family has experienced a financial burden from both medical costs and monthly bills. Since learning of her diagnosis, Chris has kept an unwavering spirit through the past year. We as a family are proud of her and Ray in this very tough time and want to be able to help as much as we can. We are hoping that this benefit will be a huge success to show support of family and friends. I apologize that some of you will be receiving duplicate announcements of this benefit (mostly on the racing side). Please feel free to pass along the information to others who are not on the list of recipients. I have tickets and am willing to deliver. We would very much like people to buy in advance (this will make life much easier for everyone involved the night of the event). The information is listed below:

Pasta Dinner Benefitting Chris Wenzel

Friday, June 19th 6 - 9 p.m.
Elks Torrington Lodge
70 Litchfield St, Torrington, CT.

Donation \$25 ticket

If not able to attend, please consider making a donation
to an account set up in her name:

Christine Wenzel Fund
C/O Webster Bank
150 Main Street Bristol, CT 06010

Thank you for all your support, we appreciate it.
Fred.

Scenes from the Once-A-Year Tech Held at Reinertsen Motors Saab in Denville,
March 19, 2009

Photos by Mike Feno



Mike Feno's SRF 94 gets a thorough checking from Joes Russell.



Michael Lo's Miata is under scrutiny.



FV driver Jeffery Baringer with Bill.



John Zabriski shows proof to Bill Etherington that there really is a body for his SPU Baby Grand.

The Reinertsen Motors Saab showroom.



Scenes from the Once-A-Year Tech Held at Reinertsen Motors Saab in Denville,
March 19, 2009

Photos by Mike Fenó



Joe investigates the GT 1 Corvette of Joe Foglia.



How many people does it take to tech Matt Rooke's Mazda?



Ashley and David Kupferschmid, Kenneth Burke and Bill Etherington ponder the power-plant of a Miata.



The real Diane O'Connor once again does the photo ID's. Spencer Case, Joe Russell and track chairman Dave Hofmann pose as Butch O'Connor and Terry Roberts look on.

Newbie Chronicles - Race School

By Tim Andriesen

Let's blame it on a video game – Gran Turismo to be exact. That fateful day when I bought the game for my son's PlayStation things were set in motion that would end up with me in a place I would have never expected. As soon as I could, I bought a Nissan Skyline GTR. [“ Godzilla” is more than a car – it's an icon in the car world.] Wow, it would really be cool to have one of those in real life – too bad they never came to the US.

Fast forward - job assignment Sydney Australia. Guess what I saw parked near Manly Beach – a R34 Skyline GTR. A grey market import. Dreams do come true. Now I really can buy one.

It's a bit dirty, but in great condition. More importantly it's 100% stock. And now, it's mine. A 1995 R33 Nissan Skyline GTR. Capable stock of turning sub 8 minute laps at the ' Ring, and in fact the first production car to do so. Sure its fun driving it on the street but what is it really capable of? My buddy Stuart takes his BMW to the track – maybe I should too.

Eastern Creek International Speedway. Wow this is a real track. The grandstands are huge and the wide straightaway seems very long. This is the domain of V8 Supercar racing - Australia's version of NASCAR but where they turn both directions. I have my helmet on, the car is cleaned out and the fire extinguisher is bolted in. Ease it out down pit road. Wait for the all clear from the pit worker. [What? Oh, the number goes on “ that” driver side door. Yea I know, wheel on the other side here.] Out of the pit and into turn one. OK this is cool. A bit faster this lap. [Ahh rear end is coming around. What do I do? Oh yea both feet in! That's didn't hurt but I rather not do that again. Maybe an instructor next session would be a good idea.] Ah Mate! How good was today!!! A gotta do this again...

Back to the states and the Skyline can't go with me. So many great track days and so many good memories. This is really going to hurt selling her. What happens when I get back – I need to get back on the track? Those Evos sure do seem quick and they do have AWD. Here's an “ Apex” silver one for sale. 350AWHP and a kickin sound system to boot! [I can get Robispec to do the suspension and she'll be track ready. Wow, It's quicker but not as stable as the GTR.] Maybe I need to develop better driving skills before we head out to the track. I remember I had a boss when I was a kid that did this Autocross thing in his Corvette.

Englishtown, NJ Wow, these guys run a great program. Sure the surface is a bit rough but the instructors are great, everyone is more than friendly and the event runs like clockwork. I've made some great car friends in Matt and Kristen, Jeff and a host of others, plus my son Chris gets to spend the summer racing with me. [I still have lots of room for improvement though and this definitely helps.] This is great fun and I want to keep doing it but I still have the track bug.

What I'd really like is a real race car. So Marilyn doesn't like (actually hates is the word) the Evo and won't drive it so maybe we can work something out. Yes honey, I can work on a Miata, parts are cheap and for the price of the Evo I can get a car, a trailer and something to pull it. Yes? Cool. [I have 2 Miatas now – one for Autocross and one Spec Miata for the track.]

That's how fate got me into a massive Ford F350 borrowed from Driving Impressions owner Bob Zecca pulling my Spec Miata to my first SCCA Race Driver's School at NJMP. I'm ready thanks to the good advice of the community on the Spec Miata web site and some great SCCA friends including RE Darrel Anthony and Bob Zecca. Bill Etherington even came to my house to tech the car. The car I purchased was in solid shape but still needed a few things. [Updated harnesses were the biggest thing and of course, one can't show up without the appropriate stickers covering the car. You would think someone would sell the “ Spec Miata Sticker Package” but that was not to be. The car came with 3 sets of tires which were old but in good shape though “ dated” . I was assured that RA-1's are near bulletproof and not to worry. The car had been “ nuted and bolted” by Bob's mechanic Rick so I expect it would generally hold up well.] I had all the tools I could every imagine needing along with my brand new driver suit. I was as ready as possible. [As I was pulling out, Rick suggested I check the one thing I hadn't thought of – the trailer. Sure enough half the lights didn't work. After an hour of repairs] I was off guided by my trusty Garmin. One and half hours into the trip, as I was pulling my car through the middle of the Princeton Campus, I was no longer a Garmin fan. It did eventually get me there.

As I pull into the entrance road, I see long line of rigs ranging from pickup trucks pulling cars like mine to huge semis and RV's. I even notice an Ambulance in line. Eventually I get to registration and hand over my novice permit. Off to

the paddocks. There a lot of cars there when I arrive and I' m looking for a friendly face, or at least one I recognize. I finally bump into Matt Rook, who helped me weld the window net on my cars a few weeks earlier. " Where are you parked Matt?" " Back a few rows – go park by me" " What does you rig look like?" " An ambulance" So that' s why it was in line. I park, unload the car and get ready for the first classroom session.

Everything you read about the school tells you to do one thing – read the GCR. Mine was well highlighted by the time I arrived so I was ready. We spend about 2 hours taking about what would happen over the next two days and especially about flags. It was time for the flag test. [I' m totally prepared except I forgot a pen. The couple I had been chatting with before class started, Susan and Doug Nickel let me borrow one. Nice people. They are both going to drive Spec Racer Fords (I had no clue what those are) which arrive at one of the mega rigs.] I pass the test without effort and we call it a night. I also find out Matt will be the head closed wheel instructor.

I head back to the paddock where I catch up with Matt for a beer. The ambulance is one cool idea. Momentarily the idea crosses my mind but the mental picture of an ambulance sitting in my driveway squashes it quickly. Matt tells me my instructor tomorrow will be Tosh Desai. I' d met Tosh at the NNJ holiday party and know he' s a good Spec Miata driver. It' s time for bed.

Now all racers have a budget. Some have bigger budgets than others. Within our budgets we have to make tradeoffs. When you' re getting a new car up and running and new at racing, you always need a few spare parts and the tools the experienced racers bought years ago. I' ve personally gotten to know the people at Sears in the tool department. So where do you cut costs? In my case, lodging. Bob' s truck has a spacious crew cab with plenty of room to sleep. I bring my nice, warm sleeping bag and pillow. As I tuck in for the night, the temperature drops. [Note to self – don' t believe the rating on sleeping bags. In my -15 degree below bag I' m praying for global warming as I' m sure I' ll never make it until the morning. Eventually the sun comes up and its time to have fun.]

I change into my driver' s suit in the back of the truck and climb out into the cold morning. I look at my car and see – frost? Now I have every tool I could imagine using except for an ice scraper. Luckily as the sun comes out my car slowly defrosts.

First up we meet our instructor. Tosh was working with me and one other driver. One instructor to two students is better than any high priced private school provides. How good is this? We hop in Tosh' s truck for instructor ride arounds on the track to start learning " the line" . For the next day much of the feedback from instructor was about driving " the line" . Tosh proved by driving a very large pickup the line would easily be drivable in a small Miata at speed. [He point out breaking points, turn in points, apexes and track out points.] After a dozen laps I had a good feel for what I was supposed to do. It was time to head back to the Paddock to strap in and get on the track.

Beyond " read the GCR" , the next most common advice was " bring a support crew" . I had struggled to find friends who at least knew something about Miatas and I could get to come down to NJMP for two days to support me. To my rescue, thanks to the Spec Miata forums, came Rob Myles, AKA " Wreckerboy" . I didn' t know Rob at all but as I posted up what I was doing he first gave me tons of advice and later, when he saw I didn' t have a crew, volunteered to help me out on Saturday. Rob has been racing Miatas for a while and had tons of great advice. Moreover, he made sure I could keep my mind on driving and the classroom debriefs rather than tire pressures and gas levels. As Rob and many others pointed out, the Spec Miata (and road race) world is one big dysfunctional family where we all help each other out.

Gearing up for the first session took some time. I' m 6ft, 215 and a Miata with a cage in it is a small space. Getting used to the Hans device took time but one thing I want to make sure of is that I had great safety equipment. Once in the car it was off to the false grid for the first session. It' s a bit intimidating sitting there in your car. You wonder how well you will do. Will I spin? Will I be the slowest car? Will I crash? Those thoughts quickly go out the window as you pull onto the track and into turn 1. I started off slow trying to find the line that Tosh found so effortlessly in his truck. I' d catch an apex here and there and got around reasonably well. My goal at first was simple – don' t spin. At the end of the first session I had accomplished that simple goal as I pulled into the paddock and drove back to the truck. Out of my gear and off to the classroom for the first debrief.

The group looked different from the night before as we sat around in driving suits waiting for the instructors. When everyone was there, Matt went though the key subject for the session. Then he went around the room, asking the instructors, corner by corner to provide feedback. The feedback was positive but critical. " Car number 43 (that' s me),

you missed the apex on turn one by 3 feet every time and could carry much more speed. Good start but tighten it up" . Corner by corner we were all told who was doing what well and who needed to improve. I was amazed how the instructors could provide such granular feedback on each car with 20 of us flying around the track. After the group debrief we went outside to visit with our individual instructors. " So how did it feel?" was Tosh' s question? Clearly the one on one sessions initially were about getting you comfortable rather than pounding on specific points. After a couple of minute we were running back to the cars as the group ahead of us was going out onto the track.

Saturday morning became a blur [of track session, group debrief, individual debrief and back to the car]. Each session there was a lecture on one particular aspect before the group debrief and the feedback about our driving got sharper. It' s clear this is a program run by real racers for new racers. These guys wanted to make sure we would be safe on the track – both to ourselves and to the other racers. [One of the key question I was told was " would I race with this guy?"]

3rd session on the out lap I spun after turn 5. Both feet in. Stop the car. I wonder what would be said to me in the debrief?

" 43, why did you spin?" " Well my tires were cold and" " Stop- don' t say anything else" . " Remember on you out lap your tires are cold and have no grip." " 43 – when you spun coming over 5 we were nervous as there were cars behind you and it' s a blind corner. You got on the brakes and locked it down. They passed on both sides and you watched the corner workers for a signal to go again. Great job! Remember everyone, when you spin, two feet in" Nice to get an " attaboy" for screwing up right.

Lunch and then 3 more sessions. As time went on and everyone got more comfortable there was more and more passing. [In our group were three BMWs that were clearly faster than the Miatas. That sometimes happens in real races so get used to it.] By the end of the afternoon I was getting tired. The instructors were telling us they wanted to see more racing and started critiquing passes and pointing out races between small groups of cars that were taking place on the track. We all picked up the pace a bit.

Before dinner, I realized I had a problem. My support in the form of Wreckerboy was headed home and I had no one for the next day. There are several firms that rent cars and provide support and I thought I had lined one up for Sunday. We had crossed wires and they thought I meant at Summit Point the next weekend. One paddock over was a big rig from Windsor Customs. I had swapped PM' s with Chris Windsor about tires the week before so I walk over to see if he was there. He was and I now had support for the next day along with another source of good advice. [Chris got me though my next Driving School as well.]

Dinner was a welcome relief. Not as many drivers were there as I expected but I was keen to talk to some of the workers. We were reminded every session how important these people were to the organization and how, if you were nice, you could learn a lot from them. We were also reminded to wave to the flaggers on your cool down lap. I talked to a few and yes, learn several good tidbits. More than that, they were just good fun people to talk with. We all need to remember that these volunteers are club members just as much as the drivers and without them we wouldn' t have events. Off to bed. [I did get sidetracked into the ambulance with Matt to watch " Tropic Thunder" and have another beer. Many of the lessons I learned were about how to enjoy yourself at the track as much as how to race.] Despite the cold, I slept really well that night.

Sunday I was up at the crack of dawn. I' d thought a lot the night before about how to get faster. Tosh had given me lots of advice about where to brake and where not to brake. It seemed clear to me that to be faster what I really needed was a bit more faith. After another instructor ride around, I decided I just needed to follow his advice. Tap the brake into the light bulb and by half way though be 100% on the gas. After the out lap to warm up the tires, that' s what I did. Amazingly, the car stuck. Amazingly, when I did everything he suggested my lap times seemed much faster (they don' t tell you what your actual times are). After the session he confirmed my times were coming down. More confidence inspiring was that I went from passee to passor. The BMWs were still flying by but no more Miatas were. Now this is the good end of the food chain!

We had two more morning sessions and then a warning of sorts. " What' s a red flag mean?" Pull over to the side as soon as safely possible. 99% of the time you' ll also get a black flag shortly after. I took this as a not too subtle hint. We were also told the last session would be starts and a 5 lap race. Once out on the track this all went out the window and I was really feeling good about my driving. [Yes, I was still missing some apexes but by a smaller margin.

Yes, I could still go deeper into turn 1 before braking but not as much as before. Even turn 3, which had been the toughest turn on the course for me was coming along.] Out of the light bulb, admiring my line and POW – RED FLAG. Hard on the brakes. Maybe too hard? Maybe I should have check my mirror? After a couple minutes the black came out and into the pits we went. Debrief. “ #43, did you look in the mirror before you slammed on your brakes?” “ ahhh, maybe not so well...”

OK guys, its’ time to race” Tosh looked very happy to have gotten me to this point with no major mishaps. A spin or two, one run off in turn 5 where I was heard saying unprintable things as I missed the braking zone. But intact never the less...” Now we get to have fun watching you race” . The drill was that we were going to do 3 rolling SCCA starts. On the first two we race around to turn 5 and reform. On the last one we were to keep racing for 5 laps.

I was on the outside in about row 10. As the pace car pulled away we saw the green and were off. How this pack of car was going to get through turn 1 I had no idea. Amazingly we all made it (I think) and we were racing! By the time we got to 5 and I had been passed by a few and past one back. Reset. Start 2 was a bit easier and we all made it around. Pick up the pace car and now we race for real. On the green everyone was hammer down as everyone knew what to do. By lap 2 the field was spreading out and everyone seemed to have someone to race, even if you weren’ t the leader. I was fighting with another Miata back and forth and made a pass on the last lap. I even held off one of the BMW’ s for a bit until his horsepower advantage on the straight was too much. Coming out of the light bulb and seeing the checkered flag waving was one of the coolest things in the world. I made it. After a cool down lap where I was especially happy to wave to all the corner workers, it was into the pits and “ impound” . Everyone was giving me and the other drivers the thumbs up. We all climbed out of the cars and start reliving each lap and pass. .I could see very quickly what a cool group of people I was joining. An hour of so later when Tosh handed me my certificate and novice permit, I knew I was hooked,

There nothing like a SCCA race driver’ s school. I’ ve been to autocross schools and track based driving schools in other places. There’ s a vibe here you can’ t describe and the level of learning is incredible. The fate that brought me to this place that started with putting that GT2 disc in the PlayStation has put me on a very good path. One more school and then 2 races and I have my regional license. Thanks to those who have helped me down the paths and be assured, I’ ll be in your mirrors.

[Tim went on the next weekend to finish the school at Summit Point in the rain and is looking forward to racing this year in NARRC events to get his regional license.]



Frosted



On the false grid



Joe & Bill



Tim Andriesen & Tosh Desai

IMPORTANT NEWS **ON MINOR WAIVERS**

16 to 18 year old participants must have a waiver from Topeka to enter any hot area—not just drive the track, but also work a corner, ES, Grid, etc. Each region will declare the hot areas for the track for their event so be sure to check at Registration.

To obtain the waiver, contact SCCA membership and licensing for the forms and directions. Generally, these are “turned around” within a week, but as the season starts soon, now is the time to act.

Minor Participants: After years of telling drivers not to include minors as crew, the rule has changed for SPECTATOR events. In order for a minor to be covered by the SCCA insurance, they must be listed as minor participants. For those who use the NESCCA online registration system, there will be a place to put the names of minors in the same box as the crew names. Those who use other registration systems should check with the registrar on the process used. Workers will be asked to list their minor participants on a sign in sheet at Registration. Minors should have an annual waiver or an SCCA photo ID to be listed.

This year’s Annual Minor Waiver is lime green. Why don’t you contact your local Registrar now and get it taken care of before the season begins?!

Upcoming Events for 2009 season

- 05/02-03 - TeamDI Pro IT Round 1, NHMS
05/09 - Solo - Points – Raceway Park, Englishtown, NJ
05/09-10 - Race - Joe DeLuca and Linda Gronlund Freedom Races and Enduro,
Pocono International Raceway, Pocono, PA
05/09 - TeamDI Pro IT Round 2, Pocono International Raceway, Pocono, PA
05/17 - Rally - May Daze – Clinton, NJ
05/23 - Solo - Points – Raceway Park, Englishtown, NJ
05/29 - Race - Test & Tune,
Lime Rock Park, Lime Rock, CT
05/30 - Race – NJRRS/NARRC Regional,
Lime Rock Park, Lime Rock, CT
06/06-07 - TeamDI Pro IT Round 3, NJMP Thunderbolt
06/06 - Solo - Points – Raceway Park, Englishtown, NJ
06/06-07 - Race - SJR - National,
NJMP on Thunderbolt, Millville, NJ
06/11 - Solo - Points – Raceway Park, Englishtown, NJ
07/17 - Race - JRB - Test Day,
NJMP on Lightning, Millville, NJ
07/18-19 - Race - JRB - NJRRS/MARRS/NARRC Regional,
NJMP on Lightning, Millville, NJ
07/25-26 - TeamDI Pro IT Round 4, Watkins Glen
07/25 - Solo - Points – Raceway Park, Englishtown, NJ
08/01 - Solo - Corvette Day – Raceway Park, Englishtown, NJ
08/01 - TeamDI Pro IT Round 5, Lime Rock Park
07/31-08/01 - Race - MoHud - National, Lime Rock Park, Lime Rock, CT
08/08 - Solo - Points – Raceway Park, Englishtown, NJ
08/15 - Solo - Honda Day – Raceway Park, Englishtown, NJ
08/21 - Race - JRB - Test Day,
NJMP on Thunderbolt, Millville, NJ
08/22-23 - Race - JRB - NJRRS/MARRS/NARRC Regional,
NJMP on Thunderbolt, Millville, NJ, Millville, NJ
08/22 - Solo - Points – Raceway Park, Englishtown, NJ
08/23 - Rally - Mini Monte
08/29 - Solo - Points – Raceway Park, Englishtown, NJ
09/11-13 - TeamDI Pro IT Round 6, NJMP Thunderbolt
10/10 - Solo - Points – Raceway Park, Englishtown, NJ
10/16-18 - Race - Jersey Road Racing Classic,
NJMP on Lightning, Millville, NJ
10/17 - TeamDI Pro IT Round 7, NJMP Lightning
10/18 - TeamDI Pro IT Round 8, NJMP Lightning
10/24 - Solo - Points – Raceway Park, Englishtown, NJ
11/07 - Solo - Non-Points - Weather Permitting – Raceway Park, Englishtown, NJ
11/14 - Solo - Non-Points - Weather Permitting – Raceway Park, Englishtown, NJ
11/21 - Rally - Pine Barrens Express
12/06 - Rally - Teddy Bear

Check www.SCCA-NNJR for the latest news and information.
TeamDI Pro IT - www.ProITSeries.com - TeamDI Pro IT
Solo – check www.AutoX4U.com - Solo
Race – www.NJRRS.com and www.NARRC.com – Race

**NORTHERN NEW JERSEY REGION
SPORTS CAR CLUB OF AMERICA
Board of Trustees Meeting
March 11, 2009**

The meeting was called to order at 7:08 PM at Driving Impressions located in Dover, NJ.

Present: Darrell Anthony, Rob Foley, Tim Andriesen, Chris Mosley and Bob Zecca. Butch O'Connor were present as guests.

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

Treasurer's Report – Ben Phillips was not present. The region is fairly strong and financially ahead from one year ago-to-date. The minutes were read and approved.

COMMITTEE REPORTS

RE Report:

Darrell Anthony and Bob Zecca attended the SCCA convention. There was a discussion on the event. The convention was well attended but not much useful information was obtained even though we felt that we needed to be present as a region. We feel that our direction will need to come within and we should not look at Topeka for ideas or answers.

Racing Committee:

Dave Hofmann was not present.

Budgets are not completed for the racing season.

The upcoming event at PDX/Driving School at NJMP seems to be light on entries.

Other scheduled events were discussed.

Membership Committee:

Rob, Tim and Mike Fenno will be working on the Street Survival program.

Our next planned membership meeting will be held in November at a soon to be determined location.

A NNJR open house will be held on April 19th at Driving Impressions.

Social Committee:

Linda Santangelo Mosley was not present. Darrell, Linda and Chris attended the NEDIV Roundtable in CT. NNJR will be hosting the roundtable in 2010. We need to come up with ideas to make this event well attended at a reasonable cost. A keynote speaker will draw for this event. Linda, Chris, Joe and Lenore will be looking into a hotel or venue for the event.

The board has decided to setup a region store on our website with region products with our logo.

Rally Committee:

Wendall Newsome was not present.

Solo Committee:

Ernie was not present.

OLD BUSINESS

No old business.

NEW BUSINESS

No new business.

The next board meeting will be held on April 14th.

The meeting was adjourned at 9:11 PM.

Respectfully submitted,

Robert Zecca
Secretary

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Company Casuals comes on board to provide the official NNJR gear



Check the NNJR website or go to

<http://www.companycasuals.com/nnjscca>



TreadZone, formerly the TireShoppe, located in Birdsboro, PA is an authorized dealer and at track service center for the SCCA Speed World Challenge series and a premier supplier of the Spec Miata series tire. TreadZone prides itself in customer service and supplying a quality product to its customers. TreadZone carries many brands of tires such as Toyo, Hankook, and BF Goodrich. We also carry Team Dynamics wheels for Spec Miata. See our complete list of products at our new faster and user-friendly website at TREADZONE.com or call us at (866) 208-6551.

TreadZone will be attending the following events for the 2009 race season. We will be at Pocono Raceway May 8-10 and August 14-16. We will be at New Jersey Motorsports Park June 5-6, July 17-19, August 21-23, and October 16-18. Call ahead to place an order for delivery at the track, or simply stop to see us at the track for any service needs you may have.

NNJR turns 60 in 2010

We have several events planned for 2010 to commemorate this fine anniversary and they said it wouldn't last.

Help Wanted!

2010 NeDiv Roundtable

will be hosted by NNJR in March of 2010 in Morris County

We need -

Party Planners - can Andy Zuch come out of retirement?

Advertising - get the word out

Registration - a necessary thing, be the first face people see

Marketing - Tell our members of the event

Sponsorship Acquisition - Be a lot of people here, let your product shine

Event Planning - where are we having this event?

Guest Speakers - Who is famous from North Jersey?

Contact

Joe Russell at (201) 406-9368

or

Linda Santangelo-Mosley at (973) 697-2041

if you want to get in on the fun!

This is YOUR region, get involved!

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As of March 2009

Swap and Shop	Full Page	Half Page	Business Card
are free to NNJR members	1 issue \$185.00	1 issue \$150.00	3 issues \$115.00
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	Inside Front Cover	Back Cover	
	3 issues \$455.00	3 issues \$455.00	

Deadlines

Jan / Feb - Dec 20

Jul / Aug - Jun 20

Mar / Apr - Feb 20

Sept / Oct - Aug 20

May / Jun - Apr 20

Nov / Dec - Oct 20

Late copy will go in next issue.

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.

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

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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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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.

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03	<input type="checkbox"/> Family Membership \$101.00	+	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 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

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