



POLE
THE NEWSLETTER OF



AWARD WINNING
POSITION
THE NORTHERN NEW JERSEY REGION

Volume 60, Number 5

**See you at the JERSEY ROAD RACING CLASSIC,
October 16-18, 2009 NJMP Lightning**



The front straight with Doug Hobby and Mike Rand battling it out at the "I Got Your Stimulus Right Here" Regional Race at Lime Rock, May 30, 2009

Photo by Mike Feno

Contact Information	Page 2	Upcoming Events	Page 14
Nuts & Bolts by Chris Mosley	Page 3	Saturn of Denville, Livingston, Mt. Olive Ad	Page 14
The Adventures of Raymond the Cat	Page 3	Stable Energies Ad	Page 15
Huber's Hash	Page 4-6	G&S Autoworks Ad	Page 15
Jersey Road Racing Classic Flyer	Page 7	TeamDI Pro IT Ad	Page 16
Scenes From "I Got Your Stimulus Right Here"	Page 8-11	Driving Impressions Ad	Page 16
Regional Race at Lime Rock		Company Casuals Ad	Page 16
2009 Nominating Committee	Page 12	Tread Zone Information	Page 17
September 11th	Page 12	Help Wanted! for 2010 NeDiv Roundtable	Page 17
Who Is Bob Spreen?	Page 12	Pole Position Advertising Rates	Page 18
Membership Anniversaries January - October '09	Page 13	Pole Position Publication Information	Page 18
Recent New Members	Page 14	Frankly Financial & Frank McKinley Ads	Page 18
		SCCA Membership Application	Page 19

SEPTEMBER/OCTOBER 2009

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Nuts & Bolts by Chris Mosley

I can't believe that by the time you read this, summer will be almost over. I don't know about you, but to me I feel like hasn't even started. I guess this may be due to the fact that this has been the wettest and coolest summer I can ever remember. The weather folks say it is the 3rd wettest and coolest on record. Here we are, it's the third week in August and the heat and humidity have finally reached summer status.

I guess the other thing that made summer slide by was all the economic turmoil. I don't know about everyone else, but we cut back our racing/traveling schedule quite a bit this year. With all of the uncertainty out there, one needs to be somewhat cautious. This has had an effect on the club as well as overall turnouts for race events have been down from last year (with the exception of the MARRC/MARRS Challenge). This weekends event looks to be another good one.

So what else can you do when the weather and the economic slump put a dent in your schedule? Well this summer I've done a fair amount of reading. Some historical stuff (Undaunted Courage, The Lewis and Clark Expedition) not for the faint of heart and those who do not like history. I also caught up on some great auto books.

Go like Hell, by A.J. Baime. Is the story of the Ford/Ferrari wars of the mid sixties. It's told in a first person account of Henry Ford II's obsession to beat Ferrari at LeMans. At a cost of a hundred million, Henry got his revenge for Enzo backing out of the deal that would have made Ferrari a Ford built and owned sports car in 1963. It's a quick read full of facts and seldom seen looks behind the doors of Ford and Ferrari during the sixties.

Let'em All Go. The story of Auto tracing by the man who was there. Chris Economaki. This is another great read by the first man to report on auto racing's greatest races. If there was a race in the 50's, 60's, 70's or 80's Chris was there to report on it. Most of you have probably met Chris at one of our events. A great story about a really nice man in the racing world.

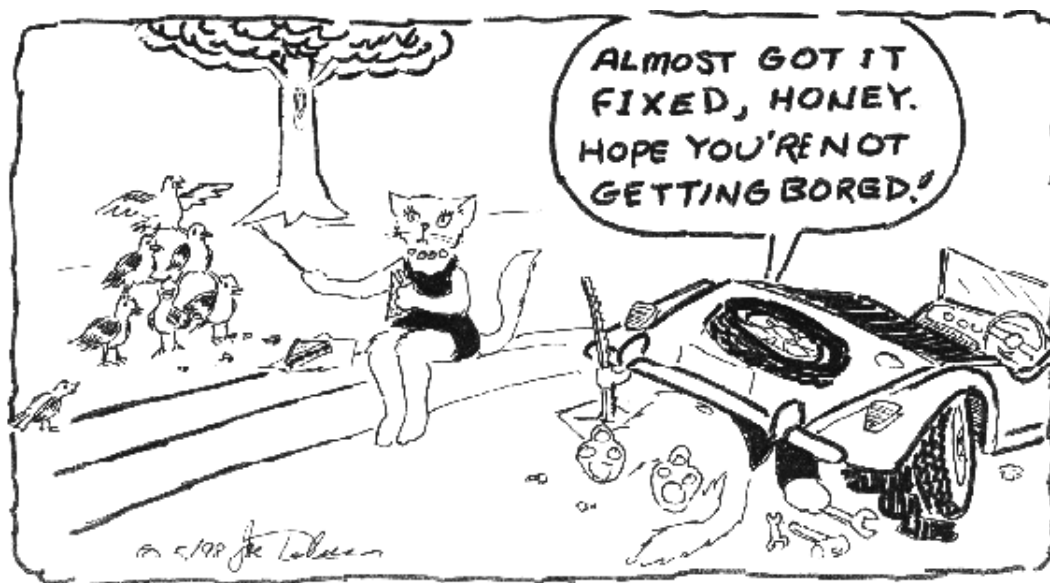
Last but not least, Racing with Mercedes by John Fitch. Who is John Fitch? You have probably seen him at Lime Rock walking around the paddock or driving a car of his own design , the Phoenix around the paddock. John is in his 90's now, but back in the 1950's John drove any kind of race car he could get his hands on. He drove for Briggs Cunningham at Sebring and Le Mans. He drove fore the Corvette team at Sebring in 1963. But his finest years where in the mid 50's when he drove for Mercedes and he won the GT Class at Mille Miglia driving a Mercedes SL300. He also won the Tourist Trophy Ireland with Stirling Moss and finished fourth in the World Sports Car Championship. That year also saw the lowest point in his career. He was co driving a Mercedes at Le Mans, 1955. His co driver Pierre Levegh was running in 6th when he crashed into to a stalled Austin Healy, sending their car into the crowd and killing 80 spectators. John went on to race. He also invented things. Next time you go into a toll booth, look at that crash barrels that are filled with sand or water. John Fitch designed those to save lives on the highways.

OK, so what's next? Well coming up in September its the Team DI Pro IT double at the ARCA race in South Jersey at Thunderbolt.

Rally, the Pine Barrens Express. Solo, check the schedule for upcoming events.

Don't forget, the JERK at Lightning in October. The best deal you can get for your racing dollar.

Come on out and support your club. We can always use extra bodies at the track or solo and rally events. Get involved, you might actually like it!



The Adventures of Raymond the Cat

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



Huber's HASH for September/October

As summer once again winds down and we find ourselves face-to-face with autumn, I am saying, "Where-in-the-hell-did-the-summer-go?" Of course we all know that it rained for the entire month of June and again for most of the month of July. Finally as we got into the month of August we were getting some days in the 90s. And, since we'd not had any really hot days up until mid-August, we were really feeling the heat. Despite the rain this summer, we've had several successful events in all our competition areas. And, while race entries have suffered from the sickly economy, our NNJR **competition chiefs** have adjusted schedules and sanctions and we've had some real successes to counter the red ink entries in the ledger. A big round of thanks goes out to all the competition chiefs and all the members who worked long and hard to make our events a success.

And a tip of the NNJR fedora has to also be given to our sister region at the other end of our state, the **South Jersey Region**. We've joined with them to conduct a couple of events at **New Jersey Motorsports Park** in Millville. These have been strongly attended and were well-conducted races.



The **Somerset (LPD-25)** continues under construction at the Northrup Grumman Avondale Shipyards in Louisiana. This is the ship which has steel from the Shanksville crash site in her sternhold. Her sister ship, the **New York**, returned to the yards at the end of July flying three brooms signifying the successful completion of her US Navy sea trials. New York's bowstem contains several tons of steel which was recovered from the rubble of the World Trade Center. She is scheduled to be commissioned into the service of the US Navy at a ceremony to be held on November 7th in New York. When the Somerset is completed, she will be commissioned into service as the **USS Somerset** sometime in 2012.

Too late to make the last issue of the *Pole Position* I received a note from NNJR member **Marilyn Moorhead** that her granddaughter, **Amanda** had been selected as valedictorian for her graduating class at Wilkes-Barre Area High School in Pennsylvania. Amanda maintained a 4.0 average throughout her high school career. I saw Amanda at the Pocono Double Nationals in August and was able to congratulate her. The Pennsylvania Moorheads are all SCCA members and Amanda was volunteering along with her Dad **Steve** and her brother **Mickey** in Timing & Scoring.

Speaking of Wilkes-Barre, I was in a beer store in New Jersey recently. (*You may insert your own snide comment here....*) I noticed a brand which I had never seen before. (*Insert your comment of shock & stunned disbelief here....*) It was a six-pack of a brand called "**New Jersey**" beer. When I got home with the six-pack, I noticed that it had been brewed in Wilkes-Barre, Pennsylvania. Shouldn't there be a law enacted?

In another beer related item, I saw an article in the paper about a brewery located in Cherry Hill, NJ called Flying Fish Brewing Company which is naming their product in honor of NJ Turnpike exits. **Exit 4**, reported to be a Belgian style ale, was issued earlier this year and **Exit 11**, described as a hoppy American wheat ale, was issued more recently. More of these "**Exit #**" beers will be issued every couple months.

Getting back to Cherry Hill and the name "Flying Fish," this burg is over near Camden and Philadelphia, so it's about fifty miles from the Jersey shore – nowhere near any flying fish. Maybe it's near some *floating fish*, rafting their way down the Delaware River after croaking further upstream. But it's nowhere near any *flying fish*. Oh well, this is New Jersey and our state is also home to the "River Horse Brewery" in Lambertville. I guess you can name your brewery whatever you wish.

I have to wonder, however, why someone would want to name a beer after a turnpike exit. Do these brews have the aroma of Diesel exhaust? Do these ales taste like you licked an automobile tire before taking a sip? Maybe they taste like the cardboard toll ticket you get when you enter the Turnpike if you don't have EZ-Pass. I just don't get it. If they wanted their brews to have a sort of Turnpike tag to them, why not name them in honor of the New Jerseyans who were recognized by having the Turnpike Authority name rest areas for them: **Molly Pitcher** or **Thomas Edison** or **Vince Lombardi**?

There's a lot of hype and talk about distracted driving nowadays. We all see drivers in the lanes next to us who are jabbering away on their cell phones or texting while driving. But a recent article in the *Christian Science Monitor* suggests another cause of distracted driving. A British behavioral psychologist says that an overuse of road signs conditions drivers to be less attentive. He

mentions the US in particular as conditioning drivers to be less observant because of an overabundance of traffic signs. Trained to rely on instructional signs instead of using their own judgment creates what he terms “inattentional blindness.” He says that, despite better roads in the US, the overuse of signage causes accidents among inattentive drivers who are perhaps relying too heavily on signs.

One city in Holland removed all regulatory signs and road surface markings a couple years ago. Drachten, a city with a population of about 50,000 found that traffic flowed smoothly and pedestrians walked more safely. Their collective sense of responsibility and consideration created a safe environment.

Back in February at the National Convention in Las Vegas, the SCCA had invited **Dr. Rick Brinkman** to present a motivational talk to the membership. Brinkman spoke to us on the subject of “Conscious Communication.” Afterward I signed up for his occasional e-mail reports and I look forward to receiving and reading them from time to time. Imagine then my shock when I learned on the 11:00 news late in July that Brinkman’s father, Felix, had been murdered in his Manhattan apartment. The senior Brinkman was 90 but had continued to lead an active life and worked a full day every day. He had been a holocaust survivor. One arrest has been made and another “perp” is still being sought.

At the National Race on the Thunderbolt Track at NJMP in Millville in June, New York Region’s **Johannes Krauss** had a problem with the shift linkage on his H-Production VW Scirocco while he was on course during the race. He drove off the racing surface and got as far off-track as he could – behind the Armco guardrail. Getting out of the car, he began diagnosing the problem. Finding that he’d lost a part in the linkage, he searched for a suitable temporary fix. He found that a nut from the Armco guardrail would effect a temporary repair and used it on his car to get going again and finish the race.

On the Sunday following the Mo-Hud Nationals held at Lime Rock in late July, New York’s **Terry Dunn** held a 90th birthday party for her neighbor **John Fitch** who lives only a stone’s throw from the Lime Rock track. John is the inventor of the Fitch barrels we see along the highways, as well as a decorated WW-II fighter pilot credited with shooting down a Messerschmidt-262 jet, and was a Mercedes-Benz Formula 1 driver in the 1950s. All reports say a wonderful time was had by all. And belated best wishes to John for many more years of good health from this writer.

I would be grossly remiss to not recognize my bride, **Nancy**, who is celebrating her 25th anniversary with SCCA and the Northern New Jersey Region in August. We met at Lime Rock in June of ’84. Nancy attended several races in July before deciding that she would join in August. Nancy was the region’s Chief of Timing & Scoring for a bunch of years and was the NE-Div Divisional Administrator for several more. Nancy has become friends with folks in the Timing & Scoring community from across the nation. If Nancy showed up unannounced at any SCCA race event anywhere in the United States, someone in T&S would comment, “Why didn’t you tell us you’d be here, Nancy?” When I was Regional Executive, she shared the load with me and didn’t get recognition for it. She made my job much easier. She proofreads what I write before it goes off for publication. (I will block this paragraph from her view.) And she made it possible for me to be a grandpa to five great little ones. Love you, Hon!

Bob Melhado reports that he is doing really well with his recently installed new hip joint. The original equipment Polish parts were wearing out so he had some new American iron installed on July 20th. He’s not dancing a *Mazurka* or a *Krakowiak* yet, but he is planning on being Chief Steward for **Lime Rock’s Vintage Festival** over the Labor Day weekend. After that he will head back to the body shop and have the left side parts replaced. (Note to Bob: Make sure the surgeon orders parts for the correct side. If he installs another right hip on your left side, your leg will face the wrong direction and you’ll be walking in circles.)

Dave Schmidt, out there in Michigan, is doing well after surgery to remove his larynx and replace it with some sort of *Walkman* or maybe an *MP3* or maybe some old *Victrola* parts – whatever. Dave’s wife **Beej** enjoyed a couple weeks of silence but now has to put up with his babbling again. All of us back here in New Jersey wish you a continued good recovery, Dave!

Two former NNJR members met up with one another at the Monterey Historics in August. **Gary Pitts** sent me an e-mail saying that **Doug Hill** had worked with San Francisco Region’s Emergency Dispatcher at Laguna Seca Raceway. Doug & Gary renewed their acquaintance at the event. Gary moved out of New Jersey about 25 years back and wound up in the San Francisco area. He was the Regional Exec of SFR for a couple years. Doug left NJ about 20 years back after being very active with our NNJ Fire & Rescue team. He’s now living in the Indianapolis area and is either with or has recently retired from K&K Insurance where he is or was one of their Motorsports guys.

New England member, **Ken Payson** had a heavy crash in his Spec Miata during *MoHud’s John Stim Nationals* at Lime Rock on August first. Ken was following another car closely into turn 5A and could not see that **David Brand** had spun in his Lotus and was sitting in the middle of the track facing counter-race. When the car in front of him jinked to the left to avoid Brand’s car, Ken couldn’t avoid slamming headon into the Lotus. He was transported to Sharon Hospital and later to a hospital in Hartford.

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

Michael Lo was following the involved cars and his camera caught the accident. The You-Tube link is a long internet address, so if you can't get it into your computer, e-mail me and I will send it to you as an attachment.

http://www.youtube.com/watch?v=NIHfGGgTVsc&url=http%3A%2F%2Fwww%2Eimprovedtouring%2Ecom%2Fforums%2Fshowthread%2Ephp%3Ft%3D26494%26page%3D2&feature=player_embedded

Ken is doing well and will be required to wear a neck brace for a period of time while some vertebrae are healing. But although he has had to cancel at least one fishing trip, a full recovery is expected.

Sadly, I must report that while the last issue of the Pole Cat was at the printers, our SCCA family lost one of its most beloved members. On June 27th **Christine Wenzel** succumbed to the cancer which she had been battling. A week earlier on June 19th a couple hundred folks paid tribute to Chris at a dinner in Torrington following a day of racing activity at Lime Rock. Although it was said that Chris had felt she was too ill to attend the dinner, few thought that she would leave us so soon thereafter. The Region's sympathy goes out to her husband **Ray** and to the entire **Mahler family**. "*Wir trauren mit Euch!*"

In July we received the sad news that New York Region's **Mary Bailey** had passed away. Mary had been coping with a cancer for several years. Mother Bailey and her husband **Paul** were Flaggers back when the Bridgehampton Race Circuit was still an active racetrack. The Bailey family, Mary, Paul, and their "track-brat" kids **Kathy & Kelly**, lived less than a quarter mile down Millstone Road from the track entrance. If there was a race at "the Bridge," there was a party at *Chez Bailey* on Saturday night after the day's racing. If it was your first time at the Bridge, you didn't need routing instructions; you just followed the traffic — or, if you were late, you just found a parking space at the side of the road when you saw the lines of cars already parked there and followed the noise to the house. Back then, Paul was employed as a cop on the local police force.

One time, as the music the shouting and the noise of the fireworks was escalating to the point that it was difficult to hear the person standing next to me, someone asked, "Aren't you afraid that someone will call the police?" We just pointed to Paul and said, "They're already here. The guy lighting the fireworks with his cigar is a cop."

Flaggers and other volunteer workers who went to *Chez Bailey* to continue the day's festivities would eventually curl up on the floor at Baileys to sleep it off. Of course that curling up would only happen late – very late – into the night. It was almost impossible to tip-toe one's way across the floor because of all the sleeping SCCA volunteers. Thankfully, because of some obscure New York statute which prevents sporting events from getting under way before one o'clock on Sundays, there was "recovery time" built into the situation on Sundays. But flagging at the Bridge on Sunday afternoon was never easy — the cars always seemed so much louder than they had on Saturday.

The last time I attended a party at *Chez Bailey* was on a Sunday in September 2006, after a bunch of us had gathered to dedicate a plaque at a park in Sag Harbor named for **Linda Gronlund**. Mary had already been diagnosed and was being treated for her cancer, but she partied hearty and was once again a great hostess. No one did a swan dive off the second floor balcony onto the first floor deck or onto the roof of a car parked in the driveway that day but there were fireworks and we were loud. It was so fitting.

Nancy & I went to the wake for Mary in Sag Harbor on Sunday, July 12th. As we took our leave at the casket, it was after the 4:00 o'clock funeral home closing hour and there were only a very few folks still there, several of them SCCA folks. I said to Mary, "Typical. The SCCA folks are among the very last to leave a party at the Baileys'." **George Zola** said he was gonna sleep over on Monday at Baileys after the post-funeral collation. Good! Someone had to represent the SCCA days of old. George was also scheduled to sing Schubert's "*Ave Maria*" at the service. Damn, I wish I could'a been there. Rest in Peace, Mary.

Good Luck to all the NNJR competitors who will be heading to Lincoln, Nebraska to participate in the **Solo Nationals**. The same goes for all those who will be going to Road America to compete or volunteer at the **Runoffs**. And Good Luck also to the competitors who will be taking part in the **NARRC Runoffs** at Lime Rock.

Our regional Bylaws require that the list of proposed officers and trustees for the following year be published in the October issue of the *Pole Cat*. Since we now publish the *Pole Cat* only six times a year, this is the issue in which they must appear. Look for the proposed slate elsewhere in this issue. If you feel that you can do as good a job as someone who has been selected by the nominating committee, then go to the bylaws section pertaining to nominations and toss your name into the hat. http://www.scca-nnjr.org/NNJR_Mgmt/Bylaws.shtml

And on a more global note, let me again mention that **Richard "Dick" Patullo** of the New England Region has thrown his hat into the ring for election to the SCCA Board of Directors for Area One here in the NorthEast Division. I have known Dick for about 35 years and would be hard pressed to come up with someone better to represent our interests at the national level. We have been most fortunate in our recent Director representatives, with **Bob Introne** and **Kathy Barnes** having been the previous Area One Directors. I am fully confident that Dick Patullo will carry on this tradition of excellence. "Hooray for Dick" – and "Hooray for us!"

NNJR presents

Jersey Road Racing Classic



October 16 to 18, 2009



Dual TeamDI Pro IT Finale
Same race format as 2008
(3 races per group)
Dash4Cash

Register at www.NeSCCA.com

New Jersey Motorsports Park - Lightning

“I Got Your Stimulus Right Here” Regional Race at Lime Rock, May 30, 2009

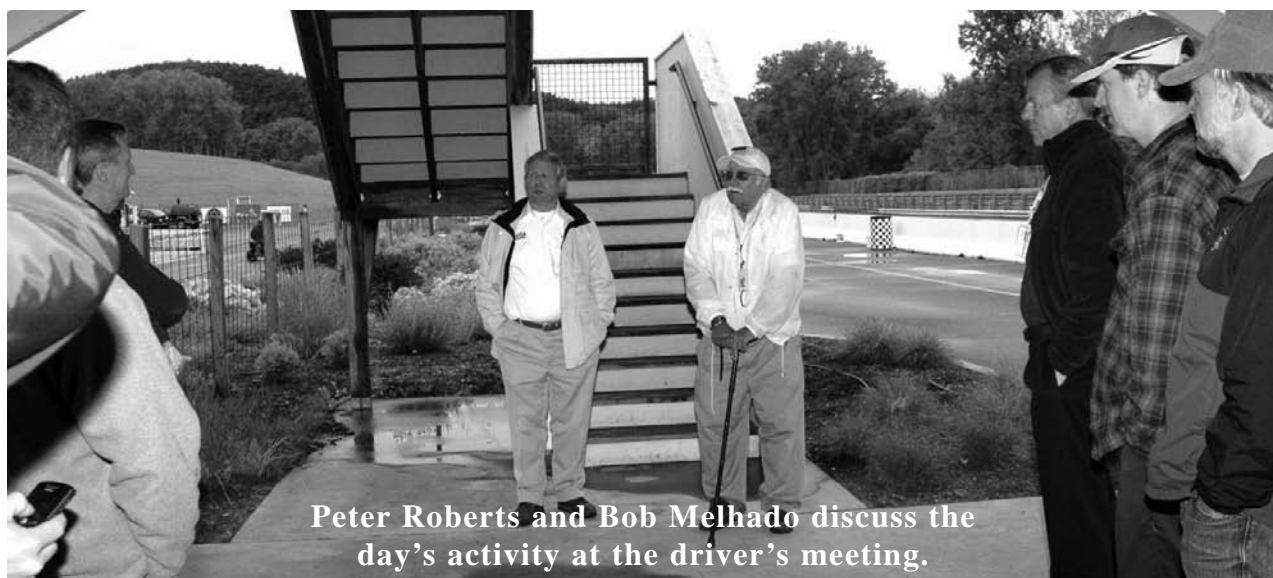
Photos by Mike Feno



Chris Pluta registers with Gina Tierney.



Chief Registrar Terry Roberts with helpers Gina Tierney and Jan Poor.



Peter Roberts and Bob Melhado discuss the day's activity at the driver's meeting.



Getting ready to go out to the flag stations: Pete Kroth, Mark Sobel, Darrell Anthony, Lou Giallenella, Linda Fanning, Andrew Smith and Al Olmstead.

“I Got Your Stimulus Right Here” Regional Race at Lime Rock, May 30, 2009

Photos by Mike Feno



Barbara Kilmer in the timing tower.



You can't be confused with these directions.



Flag station at pit entry.



Karen Petersen lines them up.



Spec Miatas pass the flag station at the esses.

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

“I Got Your Stimulus Right Here” Regional Race at Lime Rock, May 30, 2009

Photos by Mike Feno



Exiting the esses.



Pete Watson throws the checkered flag as Darrell looks on.



Flaggers at Big Bend.



The party begins!



Peter Mahler, Tim McGraw, Andrew Smith and Mark Sobel enjoying some well-earned refreshment.

“I Got Your Stimulus Right Here” Regional Race at Lime Rock, May 30, 2009

Photos by Mike Feno



Diane O'Connor, our GRIDdle Chief.



More partying.



Bob Melhado and Sue Kolker still smiling after a long, busy day.



Walter Huber in attendance, as usual.



Equipment Chief Steve Ambrose and Race Chair Darrell Anthony satisfied with the day's success.



The end of a great day.

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

2009 Nominating Committee

Jeff Burke, Chairman	908-832-2543
Darrell Anthony, Treasurer / Board member	973-697-5871
Tim Andriesen, Board member	973-285-7575
Joe Russell, Member-at-large	201-406-9368
Butch O'Connor, Member-at-large	973-729-2714

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

Regional Executive
Secretary
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, 2009

For the sport,
Jeff Burke
NNJR Nomination Committee Chairman

Every September we remember back to that day. The sky was a color blue that we have not seen since. Within a milli-second the world changed forever. We heard that the World Trade Centers were attacked. We heard about the Pentagon and a plane going down in Pennsylvania. Everything changed in the world, then we heard something unbelievable, two NNJR members were lost in Pennsylvania. Joe DeLuca and Linda Gronlund were taken from us.

Since that day we realized that we can't sit around and wait. If you want something you have to set goals, make plans and go after it. Those of us that were blessed to have known Joe and Linda on a personal basis are better for that. We 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.

Who is Bob Spreen? by Frank Sanchez

He is a rare breed.

To many he was one of the few that could challenge the mighty Factory Group 44 fleet of racers.

To some he was a high level Corporate Officer of British Leyland the automotive parent company for Jaguar, Triumph, MG and Austin Healy.

To others he was and still is an inspiration, always having words of encouragement for those not as fortunate.

To yet others he embodies the "never say never" club racer attitude.

To a few he was a great race engineer that never failed to answer entry level questions posed by wet behind the ears novices.

To those that have been around for a while he was a great racer.

He was fast, raced everyone clean and never failed to deliver.

For those that have not had the opportunity to meet him you should try to do so.

He is one of a kind. A great person. A rare breed.

We all can learn from him.

It was at Thunderbolt this past event when I had occasion to be behind Bob during the small bore race and I remembered all the times in the past that I wish I was as fast as he. So I waited.

After all he always said patience is an important racing virtue.

He did not disappoint.

He is the same "Gentleman Bob" I remember.

He put himself in harm's way by moving over into the marbles, waived me by, and I thanked him, just like he always would do to me over and over again many, many years ago.

The cars may have gotten faster and more technologically advanced but in my mind he is still faster. He is still the rabbit that needs to be chased.

Bob has been away for a while and in his return to the tracks has had some bad luck.

A bad clutch at Lightning kept him from competition and he wrecked his classic MG Midget at Thunderbolt this past race.

To those that knew him, they know he always said, "its about having fun and been part of a family " .

Bob , I know I speak for " the family " when I say, fix that legendary MG and come back.

Membership Anniversaries January – October 2009

Fifty Years

Boris Kwaloff	Montclair	2/59
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Forty Years

Laraine Galfas	Maywood	3/69
Joe Jamros	Bridgewater	9/69

Thirty-Five Years

Louis J Saker	Freehold	3/74
Michael J Killeen	Sparta	4/74
James C Patton	Denville	4/74

Thirty Years

George J Podgorski	Glastonbury, CT	3/79
Frank M Hughes	Glen Rock	6/79
Arthur W Pearson	Sunnyside, NY	9/79

Twenty-Five Years

Gary M Brodsky	Bridgewater	3/84
William V Hughes	Hardwick	3/84
Dave Miller	West Caldwell	3/84
Diane Miller	West Caldwell	3/84
Phil Hunt	Long Valley	3/84
Daniel Balkunow	Punta Gorda, FL	4/84
Fred Cimino	Bridgewater	4/84
Robert J Foley	Randolph	4/84
Thomas Pane	Erie, CO	5/84
Cynthia M Yavorski	Livingston	5/84
Bruce Kolker	Trumbull, CT	6/84
Basil F O'Connor	Sparta	7/84
Warren Schiff	Rutherford	7/84
Thomas J Ullrich	Bloomington	7/84
Gregory Kentera	Highland Mills, NY	8/84
Victor A Sytzko	Fair Lawn	8/84
Fred Gaspar	Linden	8/84
Nancy G Huber	Kinnelon	8/84
Sheryl Connell	Narvon, PA	9/84

Twenty Years

David Scaler
Clayton B Westervelt
Deborah Zuilkowski-Nathan
Brian E Travers
Keith Franklin
W Burns Moore
Tracy Hughes
Maura Perry
Stephen A Yavorski
John McKnight

Fifteen Years

Anthony Crea
David Wendling
Julie McCormick Hunt
Andrew Zuch
Sharon Zuch
J Mark Korey
John E Reynolds
Thomas H Sabiel Jr
Peter M Franzese
Mark C Heinzelman

Ten Years

Alex Scaler
G Andrew Siska
Janet Taylor
Anna Marie Boruch
Joseph Boruch III
Richard R Hromin
Tristan R Welling
Wayne Kung
William D Etherington
Gene Giorgini
Kathleen Giorgini
Kayley Giorgini
Sophia Giorgini
Raymond R Moser

Five Years

Stephen Gentilella
Michael J Mazzola
Thomas H Sabiel
William A Bifulco
James T Roberts
Robert Zecca
Richard Wolfson
Keith Woodruff
Edward Lange
Robert Sabia
Ronald Kleinman
Aiden Welling
Linda Louie
Thomas Bolger
Katy Skavnes
Dmitry Zhilinsky
Rhea C Fountain
Charles A Lennon
Michael Gershanok
Rachel Youngren
Brian O'Neill
Scott Maloney
George Wilk
Mary Ellen Grimes
Matthew Rooke




Recent New Members

James W Anderson
Marilyn K Andriesen
Lauren E Andriesen
Emily L Andriesen
Patrick J Andriesen
Raymond V Cann
Caroline Doty
Andrew Dunkinson
Theodore Falk
Michael Giaimo
Dan Govender
Daniel Hedian
Mike Kobialka
Mike Marenick
Peter J McCarthy
Thomas W Patterson
Patrick Richichi
Michael Roleira
Robert M Senft
Matt Vincent Tudisco
Susan Tudisco
Jack Tudisco
Katie Tudisco
Adolf J Battifarano
Edward A Bochinski
Donald Boyce
Jeff Bruckner
Willa Bruckner


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Morristown, NJ
Morristown, NJ
Morristown, NJ
Morristown, NJ
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Livingston, NJ
W Milford, NJ
Somerset, NJ
Piscataway, NJ
Plainsboro, NJ
Garfield, NJ
Berkeley Heights, NJ
Glen Ridge, NJ
Livingston, NJ
Cranbury, NJ
Princeton, NJ
Berkeley Heights, NJ
Spotswood, NJ
Park Ridge, NJ
Park Ridge, NJ
Park Ridge, NJ
Park Ridge, NJ
Oakland, NJ
Sussex, NJ
Edison, NJ
Maplewood, NJ
Maplewood, NJ




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Sean Curran
William R McElarney
Tommie A Monto
Andrew Nagy
Dan Neff
Joan M Olszewski
Michal Polanski
Daniel Schwertfeger
Surjya Sen
Jon Skolnick
Brian L Smith
Roger William Spreen
Daniel A Cavanna
Vanita Desai
David Eng
Craig Gordon
James K Hovey
David Hsu
Lou Hudyman
Dominick P Incantalupo
Philip Dongjoon Kim
Manwai Lu
Ben Michael Pasaniello
Jonyean Pei
Robert Salerno
Clyde Siazon
Zack Skolnick
Vincent Tudisco
Joey Silva Valente
Cynthia Valente
Sean Valente
Julia Valente
Carlos W Vedia
Grant Winston
Faisal Yamin

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North Brunswick, NJ
Hillsborough, NJ
Hillsborough, NJ
Clinton, NJ
Verona, NJ
Fort Lee, NJ
Califon, NJ
Parlin, NJ
Springfield, NJ
Morristown, NJ
Elmwood Park, NJ
Lake Hiawatha, NJ
Allentown, NJ
Randolph, NJ
Fort Lee, NJ
Franklin Lakes, NJ
Clifton, NJ
Florham Park, NJ
West New York, NJ
Cliffside Park, NJ
Bloomfield, NJ
Fords, NJ
Cranford, NJ
Franklin Lakes, NJ
Bogota, NJ
Springfield, NJ
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Springfield, NJ
Springfield, NJ
Springfield, NJ
Parlin, NJ
Larchmont, NY
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Contact 35-Year SCCA Member

STUART LASSER

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STUART.LASSER@WHEELSNJ.COM

Upcoming Events for 2009 season

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

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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!

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

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Inside Front Cover

3 issues \$455.00

Back Cover

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!

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

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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.

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01	<input type="checkbox"/> Regular Member	\$65.00	+	Regular Member	\$20.00	=	\$ _____
02	<input type="checkbox"/> Spouse Member	\$23.00	+	Spouse Member	\$ 5.00	=	\$ _____
03	<input type="checkbox"/> Family Membership	\$101.00	+	Family Membership	\$20.00	=	\$ _____
	<input type="checkbox"/> First Gear	\$ _____	+	First Gear (Reg. dues)	\$ _____	=	\$45.00
(you must be 24 and under)							

C- _____ \$ _____

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☐ Enclosed is my check or money order for \$
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Region and agree to abide by the bylaws. (Region Name/Number)

NNJR / 26

Applicant's Signature _____ Date _____

**Dues include payment for subscription to SportsCar (\$24 value).
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Please visit our website at www.scca-nnjr.org



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