



POLE

THE NEWSLETTER OF



POSITION

THE NORTHERN NEW JERSEY REGION

AWARD WINNING

Volume 62, Number 3

***Membership Meeting Tuesday, June 21, 2011 at
Il Villagio Restaurant, Morris Plains***



Doug and Carol Case and the famed Poison Arrow Frog Racing Honda at the Once-A-Year Tech held at Driving Impressions, Dover. Unfortunately, no fascinating story could be unearthed about the name.

Photo by Mike Feno

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MAY/JUNE 2011

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I think it's safe to say that the winter of 2010/2011 is finally behind us. Thank goodness for that. I don't want to repeat myself from my last column, but man that was awful. And now this morning it feels like summer has arrived. Spring lasted several days. I'm glad I didn't over sleep I would have missed it.

Now it's time to think of better things. Like racecars and the sweet, pungent smell of 90 weight gear oil. I actually don't use it anymore as my car uses Mobil 1 X4RT synthetic motorcycle oil (I guess nothing lasts forever, I just read that the last car with a factory installed cassette deck rolled off the assembly line back in February). But I do have a quart bottle of Castrol 90 weight oil on the shelf and all I have to do is crack the cap, take a breath and I could be anywhere, Spa 1968, le Mans 1969 or New Jersey Motorsport Park, June 2011. It's like a breath of heaven. Some things just never change. My first racecar, a Triumph Spitfire back in 75 (yes that's 1975) used it for both the trans and rear (mostly it just dripped a lot of it on the ground). It's an odd, heavy almost sickly sweet smell but what it means is racing season isn't far away. This is always the most exciting time of the year for me. Daytona, Sebring, ALMS, Formula One. They're all back and TV is good again! All is right with the world. I can finally go into the garage.

With the break in the weather I can start work on the car and prep for the season ahead. You see, I have an old garage and no matter what I do, during the winter months I just can't get it warm enough to work in there. I don't have to tell you about working with cold hands and how much it hurts when the wrench slips. I guess I just did. I think working on the car is a form of therapy. No matter what else is going on in my life, work, family, a bad round of golf, when I go out to the garage I can forget about it all and get lost in my own world. I can spend hours working on one part. One Saturday I was in the garage for 6 hours. Later in the day I decided I needed to take a break so I ran into the house. I ran into Linda and she asked, "What have you been doing for the last 6 hours?" "I made a part for the car." I replied. "6 hours to make a part?" she asked. Well, yeah. Then I proceeded to explain to her that there's this whole process that has to happen. First you have to visualize it (this alone could take an hour or two). You need to see what the part has to do and where to mount it and how it gets mounted. Once this is done you need to build a model out of cardboard and duck tape. Put the model on the car and make adjustments. Then you build the real thing. Six hours later you sit back in wonder. Man, that was satisfying. I feel great. It's a great day to be alive. OK, well maybe not that great. But I think you get my point. A day has gone by and the only thing on my mind was making that part.

We're looking for volunteers. We need help to put on the race, solo and rally events this season. Why not pick up the phone and make a call to anyone on the inside of the front page. We'll never turn you away and we'll teach you something about motorsports that you probably didn't already know. Sounds like a great proposition to me! So come on, I dare you to give us a call!

By the time this reaches you the Pocono Mothers Day event will probably have been run. And guess what? It was great. Too bad you weren't there. We had a great time. Next time come on out and see what you missed.

Come join us on Tuesday, June 21st at 6:30pm at Il Villaggio Restaurant in Powder Mill Plaza, Morris Plains, NJ for our next membership meeting. See the ad in this issue for more information.

You still have a lot of opportunities left to be part of the greatest car club in New Jersey. Check the schedule in this issue or go to our web site (<http://www.scca-nnjr.org/>). We'll be waiting to hear from for you.

Huber's HASH for May/June

Several years ago, in February of 2007 to be a bit more exact, while in San Antonio for the **SCCA National Convention**, I was introduced to a beer called **Shiner Bock**. Since that time, all of the photos which have appeared at the head of this column have shown at least a portion of a bottle of Shiner Bock. I guess you could say I like it.

This potable has not been available here in the northeast. It is brewed in Shiner, Texas which is just east of San Antonio. In order to purchase and enjoy this brew, I have had to travel a couple hundred miles and bring back my supply of this brew to Jersey. When Nancy & I would visit the grandkids in Virginia, we'd load up the trunk on our way home.

But Hooray and Hallelujah! A couple weeks back, I received a phone call from **Brandon & Melissa Fetch**, a couple of other Northern New Jersey Region members who are Shiner Bock aficionados. The Fetches are transplants from the Dallas area. Brandon told me he'd found it for sale here in Jersey. So I went on line to the brewery's web site and found they were now "traveling the extra miles." There are now five distributors carrying Shiner Bock here in New Joisey as well as a couple of the brewery's other flavors. *Yahoo!*

And, speaking of Texas, word is that the new race track being constructed on the outskirts of Austin is on schedule and will have a listing date on the **Formula 1** calendar for 2012. The name of the track was announced last week: **Circuit of the Americas**.

In the report I read, folks at the **Mooseknuckle Pub** on Sixth Street in downtown Austin, as well as folks at **Wild Bubba's**, described as a ramshackle eating establishment south of the track location on state highway 812, were all in favor of the new track. They're all looking forward to the revenue it'll be bringing to town. But somehow I'm having difficulty picturing **Bernie Ecclestone & Charlie Whiting** visiting either of these establishments and slugging down a couple Shiner Bocks.

Personally though, I think it's kind of "about time" that the F1 circus comes back to the United States. Let's hope construction stays on schedule and next year's **USGP** becomes a reality.

Earl Hurlbut is the **Executive Steward** for our SCCA Club Racing program here in the **NorthEast Division**. Earl is the chap who stands on the top rung of the racing program ladder here in NE-Div. He has been the Exec. Steward for about two years now. In an effort to establish better communications with competitors and volunteers who participate in NE-Div, Earl has announced a schedule of **Town Hall Meetings** for 2011 where race participants may access information and establish a dialogue with him and with other officials. Earl's Town Hall meetings will attempt to provide answers and solutions to issues related to SCCA club racing.

Earl's schedule of Town Hall Meetings for 2011 is:

April 16-17	WDC Regional @ Summit Point
April 30-May 1	NER Rational @ NHMS
May 21-22	WDC National @ Summit Point
May 28-30	MVR Regional @ Nelson Ledges
July 2	MHR Regional @ Lime Rock
July 8-10	FLR Dbl National @ Glen
July 23-24	GLEN Regional @ Glen
July 30-31	STC National @ Beaverun
Aug 27-28	MVR National @ Nelson Ledges
Sept 10-11	NER Regional @ NHMS
Oct 7-9	GLEN Regional @ Glen

The Town Hall Meetings will be scheduled as part of post-track activities on Saturday. The at-track location will be posted at Registration and at Tech at each specific event as well as being announced over the track's PA system.

I've written my thoughts about "red light cameras" in this space previously. Recently several of the companies which manufacture and install these systems have begun producing and televising spurious commercials masquerading as public service announcements. The ads claim that red light cameras make our roads safer when the reality is that there is much evidence to the contrary.



In a number of cities with RLCs, in an effort to generate more revenue, the yellow (amber) portion of the traffic light sequence has been shortened and the result has been an increase in the number of accidents at these intersections. The facts show that lengthening the yellow portion of the light sequence makes the roads safer. The addition of just one second of yellow to any traffic signal reduces violations 40-80 percent and, unlike cameras, actually reduces crashes 25-50 percent.

Last February in Baltimore, it was found that some 2000 citations had been certified as correct by a police officer who had died the year before. Seems that a police officer is required to review all red light photos and swear that a photo has indeed shown that a traffic violation occurred. When the police officer friend of a guy who had been mailed a red light photo citation realized that the signature at the bottom of the citation was that of a cop whose funeral he had attended the year before, the City of Baltimore's red light ticket scam was brought into focus.

And in Edmonton Canada a ticket generated by a "speed on green" camera which takes pictures of all cars passing through an intersection calculated one driver's speed to have been a touch under 90 mph. Another ticket indicated that the driver had been doing 143 miles per hour through a city intersection. The prosecutor said this was "obviously wrong." This began an investigation which resulted in the decision to dismiss all of the speed on green citations which had been issued.

As I am closing out this column and preparing to ship it off to *pole cat* editor **Maureen Coultas**, the May issue of *SportsCar* arrives in our mail box. And of course I always turn to **Gee Dub Henderson's Knee Deep in NEDiv** column first thing. Understand that George has to prepare his column almost two months in advance of the publication of the issue. And unfortunately, the financial announcement from NJMP was probably unexplained news when the *SportsCar* deadline for this issue was looming. In his column, George wonders as to the continued viability of the track. (And I already have taken a phone call from a member who was concerned when he read **Knee Deep**.)

However, we now have additional information available and we are fully convinced that the NJMP schedule for this year is rock solid and will come about exactly as published. All of our SCCA dates are solid – every club's dates are solid. They're going to happen just as published. The **Jersey Devil NESCCA National** and our three regionals in June, August and October are gonna happen. Make your plans to come to these events and participate.

South Jersey Region's newsletter, *At Speed*, mentions in the April issue that several boxes of left-over **Jersey Racing Board** t-shirts from old race events had been donated to our troops overseas. The program makes these items available to injured troops who have been evacuated from the war-zone to receive further care. Quite obviously, in such a situation, the wounded trooper has not prepared an overnight bag.

Some months after the leftover shirts were donated, South Jersey's **Matt Wojtkowiak** reported that he had received a photo of two camo-fatigue clad members of the military holding a couple of donated Jersey Racing Board t-shirts. Didn't mention the location to which the shirts had been shipped or the names of any of the wounded recipients – the military doesn't disclose any of that info – but it should give us all a "warm & fuzzy" to know that our regions' leftover t-shirts are being used to help wounded warriors – guys & gals who've put their lives on the line for us – in their recovery.



Speaking of wounded troops, I recently heard from **Mike Feno** that he is now hobbling around on crutches and able to put some weight on his left leg – the leg he busted in six places while skiing back in January. Mike says he expects to make at least some portion of the race season – if all comes together as he is hoping, he may make it to our Pocono event – the **Joe DeLuca & Linda Gronlund Freedom Races**.

I have to wonder if Mike's given any consideration to getting one of those computer racing programs to help keep his racing skills sharp. Then, if he enters one pro race, he could try to write off the cost of the computer program and peripherals on his income tax as a medical expense. Come to think of it, Mike's gimped leg is his left one – Might there be an automatic transmission available for his Spec Racer Ford?

And shortly after speaking with Mike, I received a phone call from the other member of our NNJR dynamic "break-a-leg" duo, **Doug Mulaney**. You may recall that Doug fell and bounced off several roofs back around Thanksgiving and then had the ladder he had been on come down and break his leg into a half-dozen pieces. He reports that he continues to be on the mend. If his doctor gives the OK, he hopes to make it down to NJMP for the **Devil in the Dark 12-Hour Enduro** and participate at Grid. Thank goodness Grid is at ground level – we sure as heck don't want him on the Control Building roof as a spotter.

Our Region lost one of its most dedicated members at the end of February with the passing of **Sharon Burke**. I met Sharon way back in the mid-1980s when she joined NNJR as Sharon Schwertfeger before she and Jeffrey became engaged. Sharon worked Tech for a number of years and also volunteered in Emergency Services. Later she would be Race Chair any number of times. Sharon served several terms on our Region's Board of Trustees. She competed prominently in our auto-cross program for many years.

Sharon had somewhat interrupted her club activities for several recent years, devoting more of her time to family and raising son Kenneth. But with Kenneth having made his Bar Mitzvah late last year, she was now prepped to come back and spend more time participating in the club activities which she enjoyed.

I know I speak for the entire club when I extend sincere condolences to the **Burke & Schwertfeger families**. We are all saddened by our communal loss.

We also learned of the recent passing of **Sue Kolker's** mother. Mrs. Roche had been living in Arizona for a number of years. Sue & **Bruce** were on a ski vacation in Colorado when they learned of Sue's mother's passing. Our region's sympathy goes out to Sue and her family.

Diane Miller lost a brother recently. Diane & **Dave** had recently visited him in Louisiana and had only just returned from that visit when word was received of his passing. The region's sympathy is extended to Diane and her family.

About a month ago I had occasion to send an e-mail to **Elsa Strong – Linda Gronlund's** sister. I wanted to ask her the color of Linda's Bimmer – the Z3 which Linda had purchased thru her employer, **BMW-North America** not long before 9-11. Elsa still has the car; she has no intention of parting with it. She doesn't drive it very much – it's only got around 4000 miles on the odometer — and then she only drives it in good weather.

Elsa also reported that her mother, **Doris**, is "doing really well. She's busy as ever and in very good spirits." The ladies are planning their trip out to Shanksville for the tenth anniversary services and the dedication of the first stage of the **Flight 93 Memorial**. I think they should consider driving the Z3 out to Shanksville in September.

Oh, and by the way – the Z3 is a deep red color.



Sharon A. Burke (nee Schwertfeger) of Califon, NJ passed away suddenly, at St. Clair's Dover General Hospital, on February 26, 2011, at the age of 47.

Sharon is survived by her loving husband Jeffrey, past NNJR RE, precious son Kenneth, beloved mother Barbara, dear brothers Billy and Danny Schwertfeger. Preceded in death are her late father William and sister Barbie.

Sharon was a member of NNJR for 25 years, where she served on the Board of Trustees. She has been a national licensed technical inspector and holds a regional license in emergency services. She was named the NESCCA Worker of the Year in 1996. She was also a champion auto-crosser where she won dozens of races including 3 invitation only events.

Sharon enjoyed volunteering at Tabby's Place, a cat shelter in Hunterdon County. Sharon helped with Habitat for Humanity projects, and then transferred those skills to help build the pavilion at Memorial Park in Lebanon Twp. She was past president of the Lebanon Twp. PTA and was a founding member of the Lebanon Twp. Educational Foundation. Sharon participated in many Avon Breast Cancer walks with her team of friends.

Donations may be made in Sharon's memory to: Kenneth's 529 College Fund, Tabby's Place 1100 US Highway, Ringoes, NJ 08551, or the National Breast Cancer Foundation, 2600 Network Blvd., Suite 30, Frisco, TX.

Sharon is greatly loved and missed by many.

Please donate to: Tabby's Place in Ringoes - <http://www.tabbysplace.org/>.

Come join us for an evening of good food and
special friends at the

June Membership Meeting
Hosted by the Northern New Jersey Region SCCA

Tuesday June 21, 2011 from 6:30-9:30pm

il Villaggio Restaurant
Powder Mill Plaza, Route 10
Morris Plains, New Jersey 07932

Special Price Fixe dinner includes
Salad, choice of four entrees, dessert and coffee
\$21.95

Special children's menu \$12.95

BYO Libations!
Dinner is optional

Please join us!



Sports Car Club of America Northern New Jersey Region

presents

The Joe DeLuca and Linda Gronlund Freedom Races

3 Sprint Races
Round 1 of the Pro-IT Series

Double and a half NJRRS
Double NARRC
NYSRRC

Pocono Raceway

May 7-8, 2011

More information at
www.SCCA-NNJR.org & www.NJRRS.com

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

Never Forget!

Scenes from The Open House and Once-A-Year Tech, April 10, 2011 at Driving Impressions, Dover, NJ

Photos by Mike Feno



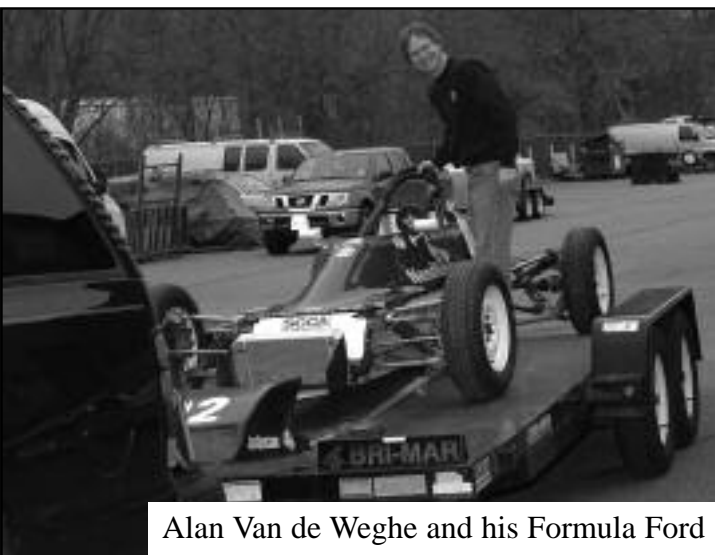
Joe Balbi's Camaro is the first to be teched at the Driving Impressions shop.



Joe Russell checks out Bob Spreen's car.



Bill Hughes is fascinated with Alan's exhaust system as Pete Watson looks on.



Alan Van de Weghe and his Formula Ford



New tech Kevin Farinella learns the ropes from Bill Etherington.

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

Scenes from The Open House and Once-A-Year Tech, April 10, 2011 at Driving Impressions, Dover, NJ

Photos by Mike Feno



Joe Balbi seems to worry over Bill's scrutineering.



Robert Albino waits to have his car teched with Greg Schatz and Jeff Grove.



Kevin and Bill examine Andy Graham's Formula Continental as Andy stands by.



Joe inspects Bill Hughes' "new" BMW. Oh, where is that Corvair now?



Parts of the cars, drivers, crew and tech personnel who came to the event on a cool cloudy day

Scenes from The Open House and Once-A-Year Tech, April 10, 2011 at Driving Impressions, Dover, NJ

Photos by Mike Feno



It takes a crowd to check out a race car.



Dave Hofmann and Carol Case smile through the back of the hatch.



The Poison Arrow Racing Team trailer is for sale.



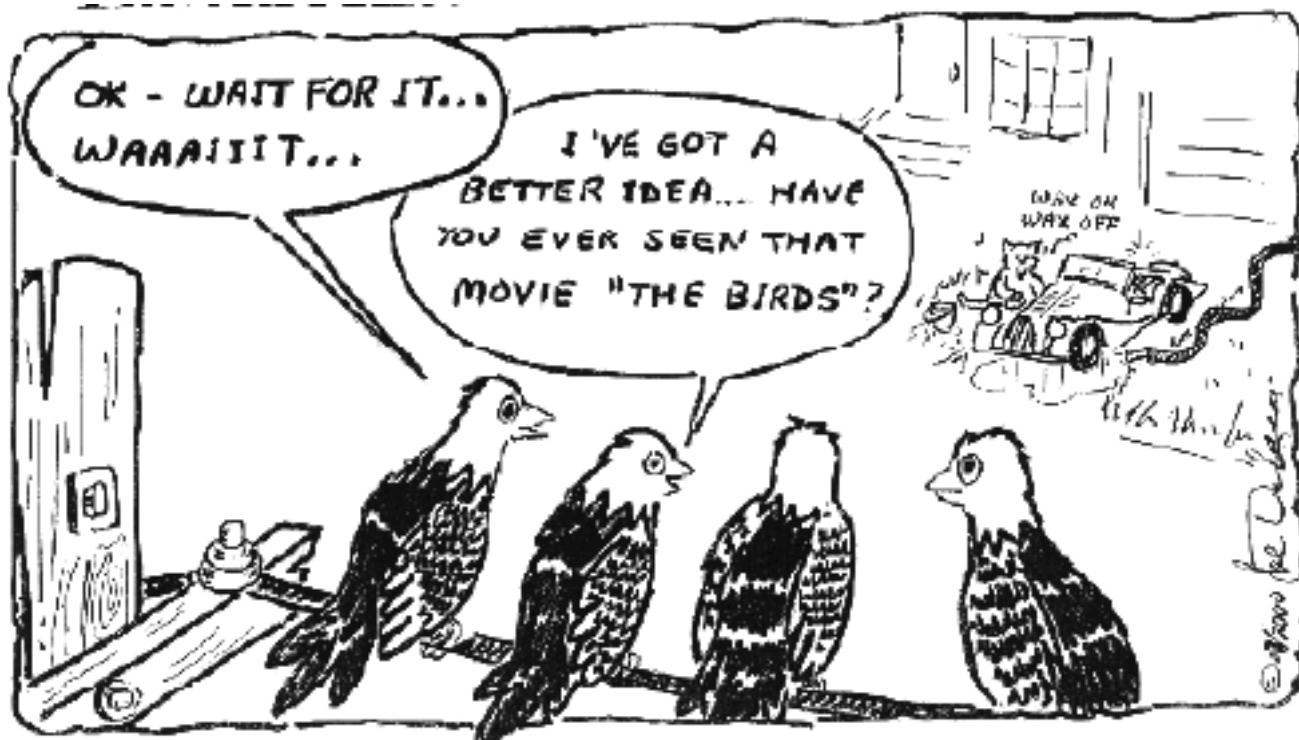
Robby Foley and dad Rob prepare their car for examination (we hope they get a brake).




Thank you to Bob Zecca for the use of the Driving Impressions facility.


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


The Adventures of Raymond the Cat



VV



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are free to NNJR members
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visit www.SCCA-NNJR.org

Full Page

1 issue \$185.00
3 issues \$335.00

Half Page

1 issue \$150.00
3 issues \$230.00

Business Card

3 issues \$115.00

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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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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Membership Application

Dear Prospective SCCA Member:

To apply for a membership in the Sports Car Club of America, the world's largest motorsports enthusiast organization, please complete the form below and return, with payment, to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299.

PLEASE PRINT OR TYPE

Name _____ Birthdate _____

Address _____ Telephone _____

City _____ State _____ Zip _____

E-mail _____

Spouse Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Primary Interest:

Please indicate the area of SCCA in which you plan to participate, or interests you the most.

(please check only one box)

☐ Club Racing ☐ Time Trials/PDX ☐ Rally ☐ RallyCross ☐ Solo ☐ Vintage ☐ Pro Racing

Membership Dues

(Includes region dues)

☐ Individual \$80.00 ☐ Family \$100.00 ☐ First Gear (24 yrs & under) \$45.00

Amount Due

Membership Amount \$ _____

Weekend Membership #1 _____ -\$15.00

Weekend Membership #2 _____ -\$15.00

Referred by SCCA Member _____ # _____ -\$15.00

First / Last Name & Member Number REQUIRED

TOTAL DUE \$ _____

I will become a member in the region I reside in or place me in _____ region.
By accepting membership in the SCCA and any SCCA Region I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members.

Applicant's Name (Signature Required) _____

Date (Required) _____

Payment Method:

☐ Check ☐ Credit Card ☐ Money Order

Visa/MasterCard (only) Acct# _____ Exp. _____

Applications submitted by fax must be accompanied by a Visa or MasterCard account number for payment.

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Dues are not deductible as charitable contributions

2/10

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

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c/o SCCA-NNJR, 5-B Hamilton Business Park, 85 Franklin Road
Dover, New Jersey 07801

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