



POLE

THE NEWSLETTER OF



AWARD WINNING POSITION

THE NORTHERN NEW JERSEY REGION

Volume 62, Number 5

September Membership Meeting will be held at Tiff's in Morris Plains on Tuesday, September 20th from 7-10pm



Kenneth Burke, Jane Tomczyk, Phil Tomeo and Joe Russell doing their tech duty at the NJMP Lightning Challenge.

Photo by Mike Fenno

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SEPTEMBER/OCTOBER 2011

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Nuts & Bolts by Chris Mosley

I hope that all of our members and their families are OK and doing well after this past weekend. What a week! An earthquake and a hurricane in the same week. Is New Jersey great or what?

My old friend Miriam said that to decide is to settle or conclude, to determine or influence the settlement, to make up or cause to make up one's mind. It has also been said that to not decide is really deciding. You have decided not to decide. Miriam has also stated that making a decision is the passing of judgment on an issue, firmness of character or action or determination.

We all make decisions every day. They may be as simple as do I want cereal or eggs for breakfast? Do I drive the Bentley or the Aston to work today (the story of my life)? It's tough. Some days I just want to cruise others I just want to have fun.

The Board of our club, the Northern New Jersey Region, meets every month to discuss what we as a club should or should not do. The decisions are many and affect every one of the 600 plus members. We decide about races, solos, rallies and where and how we should spend the monies that the club earns. The past two years have been very tough. Income from races is down, income from solo is down and well, rallies have been run with as few as twelve entries. Need I say more?

Three months ago, I suggested to the Board, as a cost saving measure, that we should investigate sending the Pole Position to our members through email; that we should take a bold step into the future of communications. OK, don't get your shorts wrinkled, there's still time as we are targeting the Jan/Feb 2012 issue as the first one to go to email. It currently cost the club over ten thousand dollars a year to maintain and deliver the Pole Position magazine to our members. This is more than the club receives in dues every year. The original idea was that the membership dues would be used to offset the cost of club communications. With declining revenues from our ventures, we cannot continue to spend this money without some kind of return on investment. Simple Business 101. We talked, then talked some more about this during the last three months at every Board Meeting. We have covered the pros and cons and every board member has had his or her say in what we should do and what would be in the best interest of the club. So, the Board has decided that we would let the final decision be made by you, our members. Here's how it works. If you want to continue to have the Pole Position delivered to your door (or PO Box) by snail mail, we need five volunteers. Yep. It's that simple! Of course, the volunteers will be responsible for running the magazine and finding sponsorship (add space) to offset the production and mailing costs of the Pole Position magazine. The rest of us would continue to contribute our columns and pictures and help with the production as we do now. Pick up your phones and call us. Let the Board know you're going to volunteer!

You asked for it and we responded. The September Membership Meeting will be held at Tiff's in Morris Plains on Tuesday September 20th from 7-10pm. The cost is twenty dollars per person. This includes unlimited house wine and beer from 7:30 to 9:30 and several different meal selections. Please refer to the ad in this issue for more details.

I would like to say thank you to all who came down and worked or participated in the Summer Thunder at NJMP Thunderbolt. It was the best attended and run event we have had this year. A great job was done by all and everyone had a really great time. Thank you to all, you deserve a round of applause.

I would also like to mention the new Mentorship program created by Linda Santangelo-Mosley. She has been working on this for a while and has begun meeting with the local North Jersey schools and colleges to promote this new program. For those of you who haven't heard about this, we believe this is a great idea to get younger folks involved in the club events. The basic idea is to get club drivers to become mentors to students by agreeing to let a student come and be part of your race team for a day or weekend event. I'd also like to thank Matt Rook for the excellent presentation he put together to help promote the program. You can learn more about the program by giving Linda a call or sending her an email.

Huber's HASH for September/October



An issue or two back I mentioned that the Texas brew, a bottle of which I've had in my hand in each of the photos appearing at the head of these reports for the last several years, was coming to New Jersey. *Shiner Bock*, a brand of beer which comes from the small town of Shiner Texas had not been available in New Jersey until April of this year. Since 2007 I've mentioned Shiner Bock several times in these pages and so it was no huge surprise that some folks were aware of my predilection for this brew. However, it was quite a surprise when one Sunday in mid-July I received an e-mail from **Bill Etherington** who was enjoying himself on the beach at Belmar. Bill wrote that he looked in the sky and what did he see but a plane flying a banner advertising Shiner Bock.

Recently I was assigned as Chief Steward for the **Tri-Region Double Nationals at Pocono**. The only other SCCA event held at Pocono in 2011 was our Region's **Joe DeLuca & Linda Gronlund Freedom Races** back in May and Nancy & I were unable to be there for that. So this was my first opportunity to see the changes to the track surface resulting from the installation of the NASCAR mandated "Safer Barriers." Since our type of "road racing" utilizes two of the infield's paved roadways, several sections of this new barrier must be removed so that our race cars can get onto these infield roadways and return. The Safer Barrier installation required a foundation of concrete which rings the inside of the tri-oval. It is 'at grade,' but this concrete was "crowned" so as to produce a speed bump of substantial consequence when a race car traverses it while going at speed. Let's hope the track addresses this problem before the SCCA heads back to Pocono.

On the Friday of the Pocono weekend **Lenore & Dave Panas** celebrated their Golden Wedding Anniversary! During the end of day social gathering Tri-Region had an anniversary cake for Lenore & Dave and also supplied a Disc Jockey who had some "swing music" and early rock recordings to help bring back memories of the early sixties. Everyone enjoyed helping celebrate the Panases' momentous occasion. Congratulations to Mr. & Mrs. Panas!



At the **Meadowlands Pro-Solo** event which our crack **NNJR Solo Gang** hosted in May, the Region presented **Howard Duncan, VP of Rally & Solo**, with two of our **SCCA Wire Wheel Car Badges**, one for him and another for **Terry Ozment, VP of Club Racing**. The Region had these badges made up as "Thank You" gifts for our Chiefs of Specialty last year. Recently we received a photo of Howard and Terry smilingly displaying their new club badges at SCCA's home offices in Topeka.

Car badges such as these were a club staple forty and fifty years ago. They've not been available from the SCCA or its merchandising partner for about 35 years. Our Northern NJ Region had them remade and now several hundred of our members' cars are proudly sporting our club's logo!

Regular readers of this column are perhaps aware that Nancy & I are dual members of several other nearby SCCA Regions. Among them is **Mohawk-Hudson**, the region up around the Albany area. Mo-Hud is a region of about 400 members and has a very active bunch of folks. We drove north to Albany one evening in July when Mo-Hud arranged a fun outing on an "Albany Aqua Duck" tour. Everyone boarded a large, open air, amphibious vehicle similar to a World War II landing craft and we toured the city while the guide pointed

out various sights. We also slipped into the Hudson River and sailed around on the water for a while, with the captain again pointing out sights of interest. While we were afloat at one point, the captain cut the motors and we listened to the progressive rock band, “Kansas” as they performed a concert at a pavilion in a park on the shore. Good fun and an enjoyable evening spent with friends.

One of my EZ Pass tags failed to read properly at the Tappan Zee Bridge recently. I’d had this tag for a bunch of years and the EZ Pass folks suggested that the battery was failing and the tag should be replaced. When the new tag arrived in the mail, I placed the old tag in the shipping bag and mailed it back to the EZ Pass facility which is located on Staten Island. A week or so later, I accessed my EZ Pass account to make certain that the dead battery tag had been taken off my account. It had been. But I also noticed a toll charge on my account for the evening that I had mailed the tag. I knew that I hadn’t been anywhere near the NJ Turnpike extension from Exit 14 to 14A at any time recently. I can only figure that I got hit for a toll while the old tag was riding in a mail sack in a postal truck on its way to Staten Island. I guess the battery wasn’t all that dead.

The design of the *Flight 93 National Memorial* in Shanksville Pennsylvania emphasizes tree planting as a means of restoring the former coal producing strip mine surrounding the crash site to its natural state. A major reforestation effort will begin with the planting of a tree-lined walkway to the crash site and 40 memorial groves, one for each of the passengers and crew on board Flight 93. When the memorial is completed, over 140,000 trees will have been planted.

Work continues on the memorial and it is expected that the first phase will be ready when the dedication takes place in September. While construction costs for the Pentagon and World Trade Center Memorials have been fully funded for some time, the fundraising for the Flight 93 Memorial’s construction is lagging. The reason for this lag in the Shanksville memorial’s funding is because there are no major corporate entities in that area such as is the case in New York and Washington. Southwestern Pennsylvania is not the location of lots & lots of deep pocketed financial houses or military contractors. Thus, the funding relies largely on the generosity of small, individual donors for its support.

Marianne Krauss has continued to conduct her 50/50 raffles at race events and has again raised several hundred bucks since I last wrote about this. And with matching funds now available from the *National Parks Foundation*, Marianne’s efforts have been doubled. *Way to go, Girl!*

And speaking of the *Flight 93 Memorial*, a recent article in the Wall Street Journal mentions that a number of folks who have ties to the *Families of Flight 93* are going to be running in the New York City Marathon. Among them will be **Elsa Strong**, sister of **Linda Gronlund**. The idea for members of Families of Flight 93 to run this year’s 2011 race was born a few months ago, when **Christine Homer**, sister of co-pilot **Leroy Homer**, reached out to other members of the group and asked if they would like to join her, the same way they did for a particularly emotional New York City Marathon back in 2002 when fifteen members of the Families of Flight 93 competed. That fall, wearing shirts which read, “They never gave up and neither will we” — in reference to the 40 passengers and crew members on the plane—all 15 completed the race.

Elsa had organized that first group of Flight 93 runners in 2002, and will be running again along with over a dozen other representatives from the Families group. She has previously run in marathons and felt that running was a way to cope with the grief. Elsa & Christine will be the only two repeat runners from the 2002 group. This year’s runners are seeking to raise pledge donations for (*wanna guess?*) the construction of the Flight 93 Memorial in Shanksville.



But before the NYC Marathon which will be run on November 6, the Flight 93 Memorial will be dedicated and the first stage will be opened to the public. I am aware of a bunch of Region members and friends who will be travelling out to Shanksville for the ceremonies on September 10. **Jim & Janet Taylor** are planning to be there. I've heard that **Tom Pane** will fly in from Colorado. Family members **Doris Gronlund** (pictured) & **Elsa Strong** along with **Craig** will be there. And Doris' cousin **Tove** is coming from Norway to attend. I've also recently learned that **Lorna Dallas**, the lady who portrayed Linda in the feature film "United 93" and who sang our National Anthem so beautifully at the **Joe & Linda Freedom Races** a couple years back, will be attending with her husband, **Garry**. And just announced today is a report that our friends will hear Grammy award winner singer & songwriter Sarah McLaughlan perform at the dedication. Super!

I spoke with **Joe Specht** of **TreadZone** a few days ago. I had driven out to Birdsboro PA near Reading to get some new tires for the motorhome. Our rig had the original equipment, eight-year old tires on the rear axel. On our ride back from a Lime Rock event, we'd had a blowout on one of them. I was fearful of driving out to Birdsboro without a spare, and the tire changing equipment which Joe brings to the track couldn't handle the large 19½" tires on the motorhome. So I took our Tracker to my next race and Joe brought one new unmounted Michelin to the race in Millville for me. I took the new tire home and had it mounted by a local truck garage here in New Jersey. Now that I had a mounted spare again, I was less apprehensive about driving the motorhome to Pennsylvania to have all four of the rear axle tires replaced.

Joe is a good guy and **TreadZone** is now the **title sponsor** of our **Jersey Racing Board Pro-It Series** here in the NorthEast Division. Joe and TreadZone have been a strong presence in Pro-IT right from the series' get-go a couple of years back. If you need tires for any vehicle — from your wheelbarrow or tow trailer on up to your motorhome or John Deere tractor — get hold of Joe at TreadZone. It's a sure bet that he will be able to get you the size you need in the brand you prefer for whatever application you need. Thanks Joe!

I'd be remiss if I didn't also mention two other strong supporters of the Pro-IT Series. Both **Bob Smart** of *Smarty's Tires – Northeast Racing Enterprises* and our **own Bob Zecca** of *Driving Impressions* have helped support the Pro-IT Series since it began and have been instrumental in making it the successful race series which it has become. Thanks to you both!

Geoff Hall's mother passed away unexpectedly over the weekend of July 24. Geoff is a photographer from SJR as well as a Race Host for the post racing festivities. He also flags when his schedule allows. Geoff does a lot to support the racing effort in NJ. The region's sympathy goes out to Geoff.

Word received from **BJ Schmidt** out in Michigan is that she and **Dave** have become grandparents. **Austin David Scholl** arrived on June 22nd weighing 7 lbs 8 oz and sporting a full head of black hair! Austin is the Schmidt's first grandchild, the son of their daughter Tina and her hubby Matt. Everyone is fine, happy and healthy reports Beej. She casually mentions that the baby "is gorgeous" and then she adds, "But then, I am the Grandma!!"

I mentioned fund-raising a few paragraphs back.... At the **JRB's Lightning Challenge** at the end of June, the lunchtime drive arounds raised over \$800 which was donated to the "*Susan G. Koman Race for the Cure Fund.*" **Rosemary Brahin**, the wife of NJMP principal **Lee Brahin** commented, "You have a great group of drivers, staff, volunteers and spectators. Even Lee was shocked and happy at how much was raised."

Rosemary is active in the fundraising efforts of the Susan G Koman cause and she expressed a thank you to all for their kindness and support of the cause.

For perhaps a year or more as I travel around, I have seen these green signs here, there and everywhere. They propose that some nearby project is “putting America to work,” ostensibly by funding through the “American Recovery & Reinvestment Act.” The problem is that I never see any road work or other construction being done anywhere near the signs. I’m forming the opinion that it must be some sort of top secret project which the government cannot discuss further without disclosing some state secret.



I mentioned **Mo-Hud Region** a couple paragraphs back. MoHud will conduct a **Street Survival** course on Sept 18 somewhere up around Albany. I believe the Chairman for MoHud’s Street Solo will be **DJ McArdle** who is also a very active member of the *Patroon Chapter of the BMW Club*. BMW is, of course, the group which originated the Street Survival program. DJ conducts the BMW’s PDXs and also the MoHud PDXs. MoHud will have a PDX @ Lime Rock this fall and also one at that club track up near Monticello, NY (whatever the name). I gotta say, it’s for sure that DJ will conduct a good Street Survival. Contact MoHud RE, **Russ Burckhardt** via his email - russtduck@nycap.rr.com if you’re interested in helping at any of these events.

I sincerely hope that none of our NNJR members or friends of the Region were extremely adversely affected by Hurricane Irene. While the winds were not as awful as had been predicted, the effect of the extreme rainfall left a worse result. This issue of the **Pole Position** has been delayed in part by rain-caused difficulties at **One Source Communications** in Whippany where the **Pole Cat** is printed. The nearby Whippany River came up over its banks and into the building. And the roadways hereabouts are either awash or washed out in lots of places. I’m glad we can finally say, “Good Night, Irene”!

In a couple of weeks our Region will be having one of our periodic membership meetings, this time at a new venue, “**Tiffs**” on Speedwell Avenue in Morris Plains. **Linda Santangelo-Mosley**, our Social Chairperson, has made all the necessary arrangements. Look for additional information and details elsewhere in this issue. Here’s hoping we will see many of our members come out and enjoy a fun evening.



And as we once again come to closing out our summer season, my Uncle Sam and I wish to leave you with a sign I found on the outside wall of a Rest Area building in Massachusetts – the birthplace of freedom — as I was heading up to New Hampshire Motor Speedway this summer. This Rest Area is located on Interstate 495 just outside Chelmsford, shortly before you turn onto Route 3 which takes you into New Hampshire. I can only guess that there were enough folks who were doing



this that it became a problem and necessitated installing the sign. “**I want you... to hold it!**”

Come join us for our
Quarterly Membership Meeting
Hosted by the
Northern New Jersey Region



Tuesday September 20, 2011 from 7-10pm

Tiff' 's Casual Grill & Bar
231 Speedwell Avenue
Morris Plains, New Jersey

Dinner \$20pp includes:

Unlimited House Wine and Beer 7:30-9:30

Caesar Salad
Chicken Marsala
Penne a la Vodka
Meatballs in Marinara Sauce
Tilapia Francaise
Red Bliss Potatoes
Vegetable Medley
Dessert, Coffee and Soda

RSVP: Linda Santangelo-Mosley

lsantangelomos@optonline.net



Scenes from The Fourth Annual Lightning Challenge at NJMP
June 25 & 26, 2011

Photos by Mike Feno



Kate Yeager and Lynn Hanushek taking care of registration.



Registrar Valerie Heun and Terri Zane have everything under control.



The grid crew caught sitting down! Front row, Lou Stavoli, Diane O'Connor, Karen Petersen and Doug Mullaney. Back row, Judy Greer and Bill Von Suskil.



Darrell Anthony having too much fun in the pace car.



The view from the pace car.



Pete Watson throws the checker.

Scenes from The Fourth Annual Lightning Challenge at NJMP
June 25 & 26, 2011

Photos by Mike Feno



Another view from the pace car.



Pat Robbins, Shirley Zane, Jack Oliver and Linda Louie in the timing tower.



The worker party begins.



More familiar faces.

**Scenes from The Fourth Annual Lightning Challenge at NJMP
June 25 & 26, 2011**

Photos by Mike Feno



AG Robbins and T&S's Meg Meyer.



Control Operator Dan Zane, along with Operating Stewards Kyle Disque and John Nesbitt.

The Millville
Army Airfield
Museum is
worth a visit.



Here are just some of the many corner workers we thank for their tireless efforts.



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

Scenes from The Fourth Annual Lightning Challenge at NJMP

June 25 & 26, 2011

Photos by Mike Feno



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Darrell Anthony / Charles Argila
Randy Bennett / John Bornholdt

- Charles Broring / Ken Brown / Robert Childress / Alex Collins / Michael Dickson / Kyle Disque
 Alice Fatherree / Louis Giallanella
 Dale Gogel / David Gomberg / Judith Greer
 Geoffrey Hall / Lynne Hanushek
 Terry Hanushek / Valerie Heun
 Walter Huber / Viren Kapadia / Sue King
 Ray Maliszewski / Sue Marshall
 Bruce Marshall / Andrew McDermott
 Meg Meyer / Michael Murphy
 Karthik Neralla / John Nesbitt
 Diane O' Connor / Butch O' Connor
 Jack Oliver / Karen Petersen / AG Robbins



Pat Robbins / Joseph Russell / Louis Stavoli / Dennis Steskal / Jim Taylor . . . **THANK YOU**



The Red Flag Rule

Dennis Dean, WDC Region

In SCCA Club Racing, a Red Flag is the Operating Steward's last resort tactic to gain control of traffic on the race track when a major incident(or incidents) makes continued traffic through the incident point(s) unsafe. In the vein of John Nesbitt's Driver's Guide to the GCR, consider this brief tutorial a Driver's Guide to Red Flags . . . what to do . . . and what NOT to do. Hopefully, you all once learned this in Driver's School and this is nothing more than a refresher!

The primary point to keep in mind is that before an Operating Steward calls for a Red Flag, one of the things he (or she) immediately considers is whether or not there is the potential to make matters worse, not better,when the Red Flag comes out. The lore of SCCA racing is replete with stories of a Red Flag coming out and some driver seeing it immediately jumping on the brakes in a panic stop and collecting any number of unsuspecting trailing cars in another major accident. Some of the most talented drivers in SCCA have fallen into that trap. Hopefully, this summary will help you, as a driver, to avoid those pitfalls, as well as the Flaggers and Starters who must communicate with you during and after the Red Flag situation. Your immediate actions are governed by whether or not you are in sight (ahead of you) of the incident.

If you can see the incident, make every effort to stop before arriving on the scene. The primary purpose of the Red Flag is to prevent uncontrolled race traffic from transiting the incident scene. Keep in mind that there may not be an open route through the incident. HOWEVER, be VERY conscious of the cars around you and do everything possible to not collect anyone on your back bumper as you stop. Just as when you see an accident in front of you on the freeway, you need to be stopping quickly enough to not get into the incident but slowly enough to not get rearended in the process. As you come to a stop, do so on one edge of the racing surface. It really is preferable to have all the cars in an area stopped on the same edge of the track, so that emergency vehicles don't have to weave through you enroute to the scene. It's important to remember that wherever you stop, you need to be able to see a flag station. Preferably that is a station in front of you or to the side, but if it's behind you, that's fine as long as you can see it in your mirrors. The point is that in order to get traffic moving after the Red Flag, the flag stations need to be able to communicate with all drivers by flag from the flag station.

If you have good vision on the track and cannot see an incident, then your primary concern is to slow down and stop in a gradual manner without collecting someone in the process. Once you see the Red Flag, get your hand in the air and then slowly come to a stop on the edge of the track surface (again, it's preferable if everyone in a given area is on the same side of the track). If you need to slowly proceed further down track in order to have good visibility to a flag station, that's fine, do so, but keep in mind that there may very well be emergency vehicles coming from behind you and it's preferable to have you not moving when they get to you. When stopping, try not to block Pit Out or any other entrance or exit points to the track that emergency vehicles might use.

When the Operating Steward judges that it is safe to proceed, a Black Flag All will be directed. When the Black Flag is displayed proceed slowly to the pits, paying special attention to any direction you may receive by handsignals from workers in the vicinity of the incident. You may have only a narrow path through the incident scene. Remember, the Operating Steward will seriously frown on any secondary incidents! While there is no prohibition to passing another competitor during a Black Flag All, there is nothing to be gained from it, even during a race session and it should happen only under the most

unusual situations. In some particularly serious situations, the Operating Steward may choose to display Double Yellow flags at all stations, which prevents any passing except in the case of mechanical breakdown, so be sure to observe all flag stations as you normally would while proceeding to the pits.

An important reminder! While it is perfectly fine to work on a car while it is in the pits during a Red Flag or Black Flag All situation in a practice or qualifying session, but NOT during a race. (See GCR 6.7.2) Penalties will invariably result and they can be quite harsh.

Since individual drivers see relatively few Red Flags (even experienced Operating Stewards don't see many), it's not surprising that few are familiar with what happens next if the session is to be restarted. During a practice or qualifying session, cars will simply be released on course in the same order that they entered pit lane. However, if it is a race session, GCR paragraph 6.8 covers the process. If the incident happens close to the start of the race, the restart may be done in the original starting order. In all other instances, the restart will be in the physical order the cars crossed the control line on the last completely scored lap. So, once the decision is made to restart the race, the Chief of Timing and Scoring will determine which lap was the last completely scored lap and will then generate a restart list for the use of the Pit Marshalls to re-grid any cars as may be required. So, if you passed anyone in the last lap prior to the Red Flag, depending upon when and where it happened, you will have those cars re-gridded ahead of you.

One last reminder, when a race is restarted, each pace lap will count as a race lap.

So, the Cliff Notes version of the Red Flag procedures:

A. If you can see the incident:

1. Stop as quickly as possible without starting another incident.
2. Stop on the edge of the racing surface, preferably on the same side as any cars stopped in front of you.
3. Stop where you can see a flag station in some direction.
4. Don't block Pit Out or any other entrance or exit point to the track.
5. Cautiously proceed to the pits after the Black Flag All is displayed. If yellow flags are not displayed, passing is allowed, but discouraged.
6. No working on cars during a stopped race session.
7. If a race is to be restarted, re-gridding will occur in Pit Lane according to GCR 6.8.
8. On restarting a race, any pace laps count as race laps.

B. If you can't see the incident:

1. Signal your intentions and then slowly come to a stop in a manner that minimizes any possibility of further incidents.
2. Stop on the edge of the racing surface, preferably on the same side as any cars stopped in front of you.
3. Stop where you can see a flag station in some direction, but preferably to your front or side.
4. Don't block Pit Out or any other entrance or exit point to the track.
5. Cautiously proceed to the pits after the Black Flag All is displayed. If yellow flags are not displayed, passing is allowed, but discouraged.
6. No working on cars during a stopped race session.
7. If a race is to be restarted, re-gridding will occur in Pit Lane according to GCR 6.8.
8. On restarting a race, any pace laps count as race laps.

Scenes from the John Stim Memorial Races at Lime Rock Park, July 2, 2011

Photos by Doug Mullaney



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

NORTHERN NEW JERSEY REGION
SPORTS CAR CLUB OF AMERICA
Board of Trustees Meeting
May 10, 2011

The meeting was called to order at 7:45PM at Driving Impressions located in Dover, NJ.

Present: Darrell Anthony, Rob Foley, Bob Zecca. Linda Santangelo Mosley and Chris Mosley. Jason Evangelista and Walter Huber were present.

Secretary s Report – The Board Meeting Minutes from April were read and approved.

Treasurer s Report –Darrell Anthony was present. The region is in fair financial shape. Solo had two rainout weekends and the Pocono regional was weak in attendance. Moving forward for the rest of the year we expect to get stronger financially.

COMMITTEE REPORTS:

Racing Committee:

Darrell Anthony was present.

Pocono regional event was discussed. Overall things went very well and racers were happy with the event but not too happy with conditions of the track. Attendance was fairly low.

Membership Committee:

- Walter Huber was present.
- Linda came up with an idea for a worker mentor program where we will approach local tech schools for students who may be interested in working at SCCA events. We will approach the schools in hopes of recruiting students in hopes of growing Membership.

Rally Committee:

- Fred Cochran was not present.

Solo Committee:

- Ernie Anderson was not present.
- The Pro Solo event at the Meadowlands is coming up on 5/21.

Social Committee:

Linda Santangelo-Mosley was present.

Our next membership meeting will be on 6/21 at the Il Villagio restaurant in Morris Plains.

Operations Committee:

OLD BUSINESS

Stephanie Chang resigned from the board due to personal reasons. The board is actively looking for a replacement.

NORTHERN NEW JERSEY REGION
SPORTS CAR CLUB OF AMERICA
Board of Trustees Meeting
May 10, 2011

NEW BUSINESS

No new business.

The next meeting will be on June 14th. The meeting was adjourned at 8:58 PM.

Respectfully submitted,

Robert Zecca
Secretary

NORTHERN NEW JERSEY REGION
SPORTS CAR CLUB OF AMERICA
Board of Trustees Meeting
June 14, 2011

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

Present: Linda Santangelo-Mosley, Chris Mosley, Greg Gellas, Bob Zecca. Darrell Anthony and Matt Rooke. Butch O Connor, Walter Huber, Jason Evangelista, Aminah Mohammed, Josh Ramirez were present as guests.

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

Treasurer s Report – Darrell Anthony was present.

Overall the region is in fair shape. Most events to date have run at a loss including the Pro Solo.

COMMITTEE REPORTS

Racing Committee:

- Darrell Anthony was present.
- The region had a successful Pocono event.
- We are preparing for the Lightning Challenge coming up at the end of the month.

Membership Committee:

Walter Huber was present.

Linda, Aminah and Bob have been working on a Membership Mentor Program to team up students from local technical schools and drivers at race events. We are in the process of approaching schools with this idea.

The board is going to work on taking videos at the track for use in proposed future membership projects.

The board has decided to “Go Green” regarding the Pole Position starting January 1, 2012 whereas the newsletter will be sent via email and no longer be printed.

Josh Ramirez and Jason Evangelista have agreed to join the Membership Committee.

NORTHERN NEW JERSEY REGION
SPORTS CAR CLUB OF AMERICA
Board of Trustees Meeting
June 14, 2011

Social Committee:

Linda Santangelo-Mosley was present.

We have a June 21st membership meeting at the Il Villaggio Restaurant in Morris Plains.

The board is looking at future dates for other membership meetings.

Rally Committee:

- Fred Cochran was not present.

Solo Committee:

- Ernie was not present.
- Pro Solo ran at a slight loss that was expected. Other solo events-to-date also ran at a loss.

OLD BUSINESS

Due to the resignation of Stephanie Chang from the board Chris Mosley has appointed Butch O Connor to the board.

NEW BUSINESS

There is no new business.

The next board meeting will be held on July 19th .

The meeting was adjourned at 8:47 PM.

Respectfully submitted,

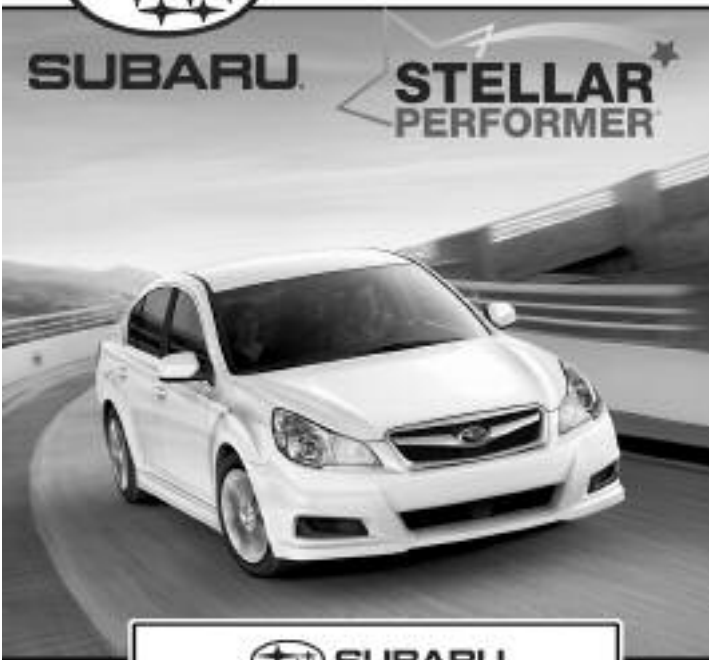
Robert Zecca
Secretary

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Deadlines

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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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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 \$45.00
(24 yrs & under)

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| | |
|---------------------------------------------------------------|----------|
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| Referred by SCCA Member _____ # _____ | -\$15.00 |
| <small>First / Last Name & Member Number REQUIRED</small> | |

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Applicant's Name (Signature Required) _____

Date (Required) _____

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POLE POSITION

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