



POLE
THE NEWSLETTER OF



AWARD WINNING
POSITION
THE NORTHERN NEW JERSEY REGION

Volume 62, Number 6

Annual Meeting - November 15 7PM - 10PM \$20
Tiff's Casual Grill & Bar, 231 Speedwell Avenue, Morris Plains, NJ

Update your e-mail to receive Pole Position after this issue!



Linda Gronlund and Joe DeLuca

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NOVEMBER/DECEMBER 2011

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Nuts & Bolts by Chris Mosley

As I am packing to go to the JRRC or “JERK” as it’s more commonly known, I am wondering what happened to the year. It seems like only a few weeks ago I wrote about the smell of gear oil and the anticipation of a new racing season. I had begun to make plans for a great year of racing. Unfortunately the season didn’t quite pan out the way I had hoped. It took me eleven months to sell my DSR and find to the right Sports 2000. It was time for me to make a change. I’ve spent the last eleven years in DSR. I sold my car to a nice guy from Michigan who bought it mainly for his young son. John Jr. and John the 3rd had left Michigan at 12:30 on a Friday afternoon and at about 11:00 that night, they called me from Denville to let me know they would be at my house at 8:30 Saturday morning to pick up the car. They arrived on time, we loaded everything into John’s trailer and then came in the house to take care of the finances. When we were done, we walked outside and there was John, the younger, sitting in the car in the trailer. The smile on his face went from ear to ear. They arrived home late Saturday night and John called me to say they had arrived safe and sound and were looking forward to running the car the following weekend at Waterford Hills. They ran the car and John the younger sent me a nice email thanking me for selling him such a great car. He also sent me a link to his “you tube” account so I could watch his rookie race. The kid is going to have a great time!

So, in August, I finally found the right car for me at the right price. I bought a Sports 2000 from a nice guy in PA. It’s a Shannon. What, you never heard of a Shannon? I am not surprised. It’s one of only seven Shannons ever built. This one is the only one that was built to be a true Sports 2000. The other six were built with Oldsmobile quad engines to run the mid-west Pro series back in the early nineties (back in the last century). So here I am, finally, going to the last event of the year and it is going to be a great weekend. The weather looks good and there are 160+ entries. All the makings of a really great event.

While I didn’t spend a lot of time racing this year, I did get a fair amount of track time. Since I couldn’t race, I volunteered my services at some of our races and wouldn’t you know it, I got to drive the pace car at several of them. At Pocono, I think I got more laps in than if I had run the event in my own car (well, actually I did drive my own car, we used my Crossfire for the pace car). At thunderbolt I again got more laps in than I would have gotten in a race weekend. So even though I didn’t race all year I still spent a good portion of the race season leading the pack. Not bad. If you’re not racing, you should volunteer your time to help out the club, you might have a really good time and you might get some great track time.

This weekend we will be trying out the Mentorship Program idea that Linda Santangelo-Mosley proposed to the NNJR board a few months ago. It is a program designed to get people involved in the club by spending the weekend with a driver and being part of his/her crew. I volunteered to be the first to give it a go. We will let you know how it turns out.

In the last issue we asked for volunteers to run the Pole Position magazine. We needed five folks to run the magazine if you wanted to keep it coming to you as a hard copy through the mail. As of today, no one has stepped forward. Beginning with the January 2012 issue, we will be emailing the Pole Position magazine to all of our members. I am asking you all to make sure we have your current, correct email address so you won’t miss an issue. Go to the scca-nnjr.org site and give us your email address.

Up coming events:

November 9th – Board of Trustees Meeting at Driving Impressions, Dover

November 15th – Annual Meeting and Elections at Tiff’s on Speedwell Avenue in Morris Plains (watch for the email blast)

January 29, 2012 – Region Party at Packanack Lake Club House, from 2-6:00pm.

Huber's HASH for November/December

I attended the **NNJR Board of Trustees** meeting last evening and it appears no one from the general membership has stepped forward and volunteered to take on the responsibility for raising the advertising revenue which the BoT feels is necessary to enable continuing to print and mail an ink & paper edition of the region's **Pole Position** newsletter – i.e., the rag you're reading right now.



As a result, in the future the old **Pole Cat** will be issued as an on-line publication only. Our club newsletter will be available to the membership and others via the internet. This therefore requires that those of you who have internet and e-mail capability must be certain that your membership profile on the great computer at the SCCA National Office is up-to-date and that it has your accurate e-mail address. In the future, when a new issue of the **Pole Cat** is available, it will not simply arrive at your front door mailbox, it will instead arrive at the in-box of your e-mail account.

Unfortunately this also means that for those of you who prefer to read the old **Pole Cat** while comfortably seated in the room of your home which has the smallest windows, this will no longer be a convenient option. You will first have to convert the screen image to a hard copy by tapping the "print" key. (Please don't call to suggest that you might bring your 'lap-top' with you and perch it – as its name suggests – on your lap. This is an image which I do not wish to develop in my mind.)

And those of you who are still mired in the last century – those without a computer and an internet connection – well, you'll just have to head for your local library and have Marian the Librarian link you through to www.scca-nnjr.org and read it there. Or you can contact any of the club Officers or Trustees listed in the first column of names on page two – they're the ones who voted to abandon ink & paper copies – and discuss your situation with them. Don't call me; I wasn't in favor of it.

On the plus side.... Also discussed at the recent Board of Trustees meeting was having the internet version of the **Pole Cat** be transmitted in full, living color. All of the photos which **Mike Feno** and others take at our meetings and competition events, plus most of the artwork in the rest of the newsletter, are already in color or can easily be made colorful. But until now this has all been rendered down to black & white for the ink & paper version.

But above all, please make certain that your email address which is on your membership profile with the club's national office is up-to-date. If you've never opened your membership profile on the great computer in Topeka or if you experience difficulty when you do try, give me a call (973-838-8884). I will talk you through it. After one visit, it's a snap!

If your membership profile is current, you will receive your electronic copy just as soon as it is put out on the internet. By comparison, the issue previous to this one, the Sept-Oct ink & paper issue was put into the US Mails in early September and a number of folks waited several weeks for the issue to finally arrive via snail mail. **Don Mei's** copy of that issue arrived in nearby Connecticut on October tenth!

The **National Runoffs** were once again held at **Road America** in Elkhart Lake Wisconsin in late September. And for the third time in his racing career Northern New Jersey Region's own **Roger Siebenaler** won the Formula Vee National Championship. This was Roger's first national championship since winning back-to-back FV championships in 1999 & 2000. He's been a member of NNJR since joining the club in 1983.

Roger has lived in Vermont with wife **Sherry** for most of those years but he still keeps his car and his membership here in northern New Jersey. **Congratulations, Roger!**

Each year at the Runoffs the club announces the “**Workers of the Year.**” There are nine recipients of this award, one per division. The awards are given to the volunteer workers in the club’s licensed specialties who have excelled in their dedication to our sport, not only throughout the current year, but have been steadfast in their promotion of the club and working toward its betterment over the years. In our NorthEast Division the **BFGoodrich Tires SCCA Club Racing Worker of the Year is Bart Carlevaro.** Bart’s been a member of NNJR for well over ten years and is our region’s **Chief of the Pits.** And not only is Bart active in this position for our region, he participates with other regions’ events also – and is Chief for a number of those other regions as well! **Congratulations, Bart!**

Each of the winners in the nine SCCA divisions, regardless of specialty, receives a set of BFGoodrich Tires plus a patch, plaque and jacket to commemorate the achievement.

After all the divisional award recipients have been announced, all the winners’ names are put in a hat and one worker is selected for a grand prize which consists of a trip to the **Mobil 1 Twelve Hours of Sebring** at Sebring International Raceway, and will include airfare, lodging, tickets, track hospitality, golf cart for use during the weekend and pit and paddock tours, all courtesy of BFGoodrich Tires. Guess whose name was selected from that hat and is the winner of the Grand Prize trip to Sebring? Yup! – You guessed it! So once again: **Congratulations, Bart!**

The city of New York and Mayor Mike Bloomberg are anxious to add more red-light cameras in NYC. The current 150 sneaky Kodaks may be increased to 225. In 2010 the current picture-taking traffic light snoops resulted in \$52 million worth of tickets to unwary motorists. Just another reason to stay out of the Big Apple.

And back on this side of the Hudson, the State of New Jersey is looking for public input on the next motor vehicle inspection program. This was received from our region’s **Chief of Tech, Bill Etherington** who works for the state. Bill says that one of the options being considered for the motor vehicle inspection program is to shut down the central inspection lanes and go with an all private inspection station setup like the states of Pennsylvania and New York have. Is this good or bad? What do you think about this idea? More information about this potential change is available at: <http://www.nj.gov/dep/bmvim/notice.pdf> If you wish to participate in the survey go to the following link — www.surveymonkey.com/s/MVCPublicSurvey — and fill out a brief survey.

Also received word recently that **Emery Duell** has become a ‘Member of the Firm’ at Beattie Padovano, LLC in Montvale. Emery has been an SCCA Flagger, he’s worked Timing & Scoring, he’s competed in Solo – in short, he’s been an active member of NNJR for a whole bunch of years. This promotion at Beattie Padovano brings Emery to equity status (ownership) within the firm. **Congratulations, Emery!**

On Saturday, September 10, the first phase of the new **Flight 93 National Memorial** was dedicated and opened to the public. Several region members along with a number of **Linda’s & Joe’s family members** were at the dedication in Shanksville. **Jim & Janet Taylor** were among the region members who attended and I believe a report on their visit which Jim prepared is included along with some of his 400 photos elsewhere in this issue.

Nancy & I watched the dedication ceremonies on television from our home. President Clinton mentioned at the end of his prepared talk that he had become aware of the fact that fund-raising for the memorial is lagging by some \$10 million. I was most pleased when Clinton said that he’d spoken with Speaker of the House John Boehner before the dedication began and that the two of them had agreed to organize some fund-raising efforts in the Washington DC area which would be expected to raise the funds which are currently lacking.

Nancy & I had chosen to visit the new memorial on a quieter day when fewer people might be present. About four weeks later, we were in Pennsylvania and headed for the recently dedicated memorial. It was a mid-week October day and much of the foliage in that area of Pennsylvania had turned to the colors of autumn.



The new memorial is beautiful. Each of the forty passengers and crew is remembered with a large white marble tablet. The actual impact site is visible somewhat more than a hundred yards out in a field called 'sacred ground' and is marked by a large boulder. The boulder in the sacred ground is only accessible to family members and they must make prior arrangements to go in. It is really a quiet, moving place to visit.



On the other hand, missing now is the former temporary memorial with all the trinkets & mementos which had been left there. Visitors – average folks like you & me – had left toys, caps, notes, badges & patches, license plates, flags & banners, etc. – all manner of stuff. That is largely missing now. The new memorial is cold, hard marble & concrete. But that's how it must be, 'cause in fifty or a hundred years, the visitors won't have the same attachment, the current history, the same types of feelings which we have today. The caps, patches, notes, flags & tshirts won't mean the same to a visitor many years from now. They won't have lived 9-11.

Nancy asked about the items which we remembered from the former memorial — the mementos. A National Park Service Ranger told her that they are in storage and will be made available when a sort of museum opens sometime down the road from now. That will be nice.

We've got our **Annual Meeting of the Region** coming up on November 15 at "Tiff's" in Morris Plains. We will be electing several positions to our region's Officers and Trustees board at that meeting. The region met there in September – our first gathering at this location – and everyone enjoyed the food and the service. So come on out in a couple weeks and join us for a good time. There should be more info elsewhere in this issue.

We will be leaving shortly heading for a weekend at **New Jersey Motorsports Park** and the NE-Div season-closing regional races, "**The Jersey Road Racing Classic**," which is fondly known by its other name, **The Jerk!** The entry is strong and the weather forecast is for some excellent autumnal weather! Look for reports and color photos in the next issue of the old *Pole Cat* – that's the issue which you will receive via the internet.

**Thank You for a great 2011 season!
Time for 2012.**

Sunday January 29, 2012

NNJR Region Party

Race, Solo and Rally Awards

2:00 till 6:00

www.SCCA-NNJR.org

The Packanack Lake Clubhouse

www.PackanackLake.com

is located at

52 Lake Drive West, Wayne, New Jersey 07470

Ten years on, dedication and commemoration

NNJR members Joe DeLuca and Linda Gronlund remembered during Flight 93 National Memorial ceremonies and service.

—by Jim and Janet Taylor, NNJR

The National Park Service has completed the first phase of the Flight 93 National Memorial near Shanksville in southwestern Pennsylvania. The site is about four miles outside the small town, just on the west side of the Allegheny Mountains and southeast of Pittsburgh.

Formal dedication and official opening ceremonies were held over the weekend of September 10th and 11th in conjunction with the annual Remembrance services. The 2011 event coincided with the tenth anniversary of the crash of United Flight 93.

Even on the Friday before events began, gray skies and light rain did not deter numerous visitors to the site. The new memorial and plaza was not yet open, so the curious and the reverent were directed to the temporary site that some may have visited in earlier years. The temporary memorial used an older, existing building as a small interpretative center and allowed viewing the site from a hillside vantage point.

In 2001, the area was simply a field on the site of an earlier surface-mining coal operation. Although the immediate area has been improved for the memorial, everything else remains natural, with rolling hills and many scenic points.



A large boulder marks the crash site.

At the entry gates, plaques and storyboards tell the story of Flight 93 and provide pictures of the passengers and air crew. The long walkway from the gate passes about 100 yards from Flight 93's point of impact. The first thing a visitor sees is the large boulder marking the spot; for the ceremonies it was decorated with brightly colored floral displays.



Close-up of a photograph taken by a local resident minutes after the crash. It is displayed on a storyboard near the entrance.

Besides having to deal with the heavy security requirements necessary for the VIPs and quickly learning the subtleties of the new park, the National Park Service (NPS) was

additionally challenged by heavy rains during the previous week. Stages, gear, and other facilities had to be moved on short notice, and fields anticipated for parking turned sodden.

The park service brought in rangers from many other facilities to bolster the new park's staff. Throughout the weekend, the NPS staff maintained their courtesy, efficiency and sense of humor.

"It's like holding a rock concert in your garage," said one harried NPS ranger while trying to direct traffic, hold back errant pedestrians and answer questions all at once. "We're holding up OK though."

Security was tight and the park's operating hours were altered to accommodate the necessary security sweeps on Saturday and Sunday. "Locked-down" meant just that, and everyone entering had to pass through tight, airport-grade security each day. All bags were searched and random pat-downs occurred.

All those stories you've heard about black SUVs and beefy guys in cheap sunglasses? Believe them—they were present by the many-dozens, and most of the large vehicles had Washington, D.C. or Maryland license plates.

Saturday also marked the opening of the new road into the Memorial site. It is now a well-marked turn off of U.S. Route 30, and eliminates the previous back road routes. The new road is more than three miles long and was jammed end to end by 8:30 Saturday morning.

People attended from all over, and license plates from many states could be seen in the parking fields. One couple had driven in from the Allentown area the same morning, and another gentleman had driven alone from Rochester, NY. Still another family came up from Washington, DC—all present "just because."

Saturday's dedication ceremonies evoked emotion, patriotism and celebration. Topical, timely, and often poignant addresses were presented by two former presidents (George W. Bush, Bill Clinton), Vice President Joseph Biden, Director of the National Park Service John Jarvis, Interior Secretary Ken Salazar, and Speaker of the House John Boehner. Each recounted the events of the tragic day from various perspectives.

The Flight 93 Families and their guests filled the center audience area, many chatting and hugging. The program began with various musical tributes by a brass quintet and a bagpiper. The crowd stood voluntarily when the Flight 93 Memorial Chorus performed “America the Beautiful.”

In his invocation, Father Daniel Coughlin said, “Here, a prayer rises from sacred ground.”

After other remarks, poet Robert Pinsky read the list of names in alphabetical order. After each, two newly-cast memorial bells tolled—first a sonorous low note, followed closely by an echoing and plaintive higher tone. The combined sounds produced a distant and ethereal effect.



From left, G.W. Bush, Secretary of the Interior Ken Salazar (in hat), Laura Bush, Bill Clinton, Dr. Jill Biden and Vice President Joe Biden.



Sarah McLachlan performing during the dedication.

Sarah McLachlan performed her compositions “I will remember You” and later, “Angel”.

Each of the dignitaries gave brief addresses. Gordon Felt, president of Flight 93 Families, extended honor and thanks to the first responders at the scene, and also to the “volunteer ambassadors” who have worked with NPS at the site assisting visitors in many ways. “Let us hold fast to the lessons learned in this field,” he said.

After noting that the events of Sept. 11, 2001 caused “the largest loss of life on American soil since the battle of Antietam”, George W. Bush said, “That day taught us that evil is real and so is courage.”



Bill Clinton noted, “There has always been a place in common memory for those who make the certain sacrifice...with almost no time to decide, they gave the country an incalculable gift.”

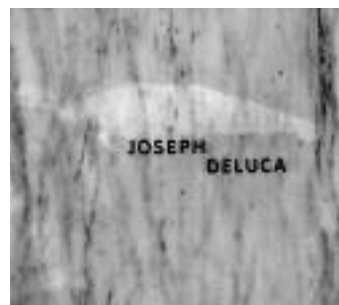
At the end of his prepared remarks, Mr. Clinton brought the crowd to its feet cheering when he said “I did not realize that this site still needs another \$10 million to be complete. Speaker (of the House) John Boehner and I have agreed to start a bi-partisan effort to raise the money. Let’s get this done!”



John Reynolds, Chair of the Flight 93 Advisory commission, formally presented the Memorial site to NPS and the American people. The memorial Wall of Names was dedicated and unveiled. The wall is straight and stark and white, aligned to show the final flight path of the aircraft. Forty names are etched into individual marble panels.

Vice president Biden said in his address that “There is hope to be found after tragedy...and there is not a single solitary tragedy that America cannot overcome.”

After the ceremonies closed, the Flight 93 Families had 45 minutes of private access to the plaza and wall area before the public was admitted. Many family members touched the carved name of their loved one or had their picture taken with the name.



While unable to locate anyone from Joe’s family in the large crowd, we were able to meet Linda’s mother, Doris Gronlund, and sister Elsa Strong. Both were smiling and radiant at the end of a long and emotional day. We introduced ourselves as members of NNJR and mentioned that Linda had been our “flag boss” at the races. This brought even bigger smiles to their faces.

“The club meant so much to them,” Mrs Gronlund said. “Linda enjoyed the people so much.” We conveyed love and best wishes from everyone in the club to the family, then parted with handshakes and hugs as others moved in to chat.



Families gathered around the new memorial wall, positioned to show the aircraft’s final path.

On Sunday, the anniversary day broke as clear and sunny as it had been 10 years prior, a fitting backdrop to the annual Commemorative service. Although exact numbers were not available from NPS, Saturday's crowd was estimated at around 10,000. "That's the number we planned for," said one ranger, "and I think it was very close. It will probably be larger today."

It likely was larger. The crowd wrapped many rows deep around the stage area on three sides. Red, white and blue were the colors of the day, whether on a necktie, motorcycle leathers, a cap or a T-shirt. Many in the crowd carried American flags and planted them by their chairs to flutter in the breeze.

If Saturday's dedication ceremonies had a national and patriotic feel, Sunday's event was distinctly lower key and much more personal and touching. Not somber exactly, but perhaps more tightly focused and speaking directly to the hearts of the victims' families.

The service was timed to begin at the approximate time the passengers took their collective decision to resist the hijackers and attempt to regain control of the aircraft. On stage were Pennsylvania Gov. Tom Corbett, Congressmen Mark Critz and Bill Shuster, former governor Tom Ridge, and Gordon Felt along with other dignitaries.

The national and state flags were presented by the color guard from Shanksville Volunteer Fire Company. As on the previous day, the stage was also backed by flags of Puerto Rico, Germany, Japan and New Zealand for the many nationalities of passengers on the flight. It was noted in the invocation that during the investigation at the site, a rainbow appeared one morning, seeming to end in the field and giving great hope to those present.

After a moment of silent remembrance, Somerset County coroner Wally Miller led an emotional responsive reading. Everyone responded "We will remember them" to each verse: "in the morning and the evening ... in the summer and the fall ... in moments of sorrow and joy ..."



The hillsides and public viewing areas were packed both days.

The reading of names began, the moment again chosen to match the time of the crash. Around the plaza and in the fields, the crowd was pin-drop quiet as family members approached the microphone and spoke the names of those lost. As before, the two bells tolled after each name; a low note and the echoing higher tone.

Yesterday, hearing the names read was a formality—today it was a touching reminder of the human toll. Names were prefaced with "my mother...", "my sister...", "my husband..." One name was read, followed by "...and unborn child."

Not all families had a reader present, and some names were read by others. Joseph DeLuca was one of the doubled readings. Linda Gronlund's name was read by Ms. Tove Johnsen, a cousin visiting from Norway.

Each of the dignitaries made brief remarks and many of the speakers used the phrase that has become the motto of the new memorial: "A common field one day; a field of honor forever." Governor Tom Corbett said, "These events have no comparison in American history. This site is, truly, the home of the brave." He added, "What makes us different (as Americans) is that we refuse to be victims. The grace and dignity of those who died here marks the greatness of their spirit."



Linda's name was read by "Cousin Tove".

Bill Shuster said, "At Lexington and Concord, at the Alamo and on Flight 93 Americans banded together and said 'No, this will not stand.'" And he added, "Only in America would people meet, take a vote, form a plan, and act on it." That is exactly what the passengers on Flight 93 did, agreeing to storm the cockpit at all costs.

Former Pennsylvania governor Tom Ridge, who later became the Director of Homeland Security, spoke directly to the crowd, thanking everyone for coming and noting what such a presence means to the families. The families in turn rose in applause.



Ridge continued, speaking directly to the victims, "Moments and people come through our lives and remind us to cherish what we have. We promise that future generations will know your names as we have been blessed to do."

The keynote address was given by John Hendricks, founder of Discovery Communications. One of his employees had been on board Flight 93 and he has been a leader in fund raising for the memorial. He spoke directly to families, promising to continue the mission of completing the next stages of the memorial.

Again, after the service the Families and guests moved to the plaza near the Wall of Names. The afternoon visit by President Obama required press and public to make a "stay or go" decision prior to his arrival. As he would not be making an address, we chose to leave before he arrived, but we did get to see Marine One approaching in the distance. Mr. Obama spent time in the plaza area, meeting with several of families and shaking hands with the public.

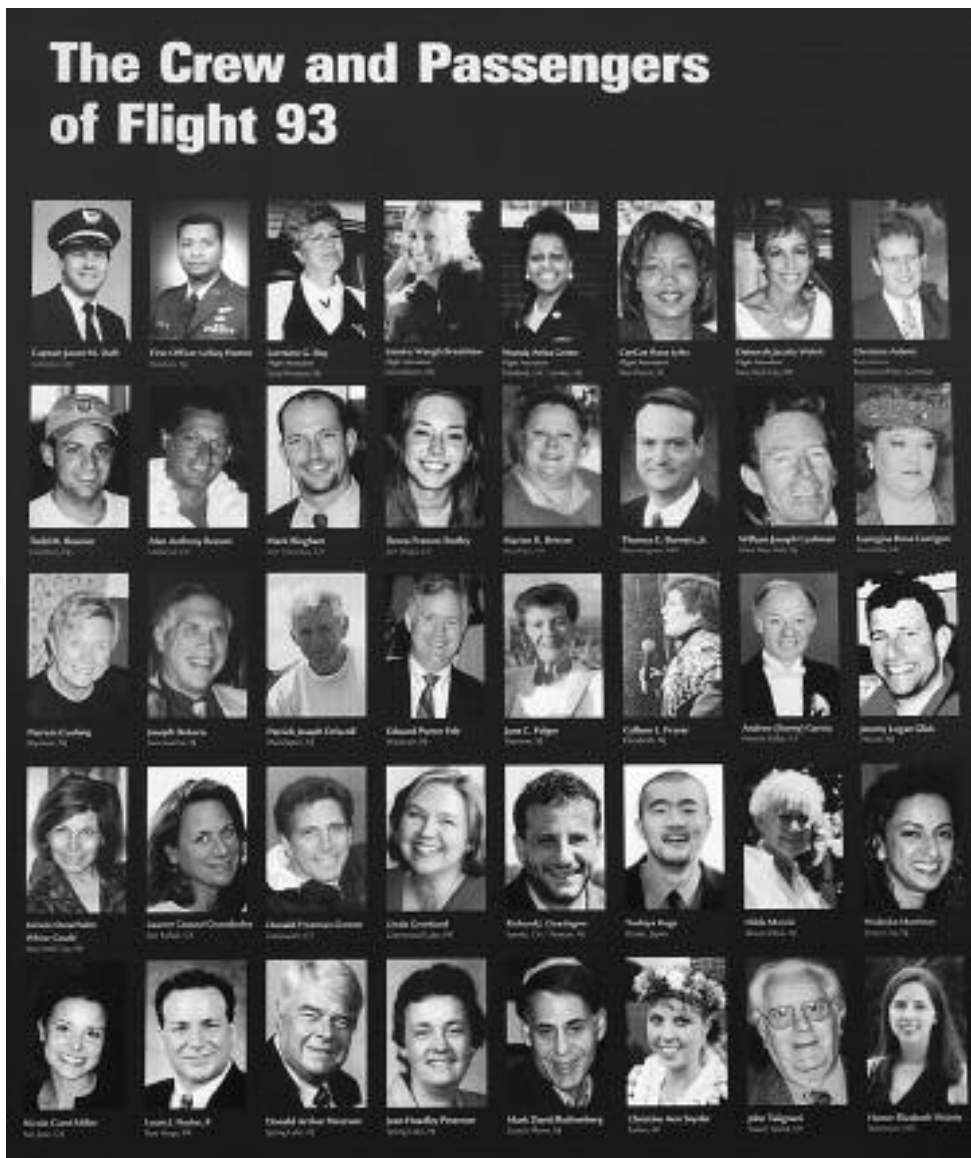
An even more somber and less publicized private event occurred on Monday, when unidentified remains of victims were interred at the crash site. The park was closed to all but the families, relatives and invited guests.

Three flag-draped caskets were present and clergy of the victims' many faiths – a Buddhist priest, a rabbi, a Lutheran minister and a Catholic priest – offered prayers and remarks. During the burial ceremony, the families placed roses on each casket and a military guard fired a salute. "Taps" was sounded over the field and a piper played a lament.

The families were deeply moved by Monday's proceedings. A few days later, as part of an e-mail exchange, Doris Gronlund wrote:

We are rested a little, and can talk about the three days without crying too much. But the Rabbi said something wonderful... "We bury the hurts and the things that are unhappy and sorrowful. Throw the dirt on the casket and bury it, then go out and be a blessing to others." So that is where we are now. So much thanks for the prayers and good vibes sent to us. We truly had that peace that passeth understanding."

The Flight 93 National Memorial site is now officially open with direct access by main roads. The entire area has a rugged beauty that makes a visit well worthwhile. Information can be found on the NPS website at www.nps.gov/flni/index.htm.



**ANOTHER WINNER:
CONGRATULATIONS!
NNJR MEMBER
ROGER A. SIEBENALER
2011 NATIONAL CHAMPION
FORMULA VEE**



Roger Siebenaler of North Hero runs his checkered flag lap after winning the 2011 SCCA Formula Vee national championship in Elkhart Lake, Wisc., on Sept. 23.



1, (4), Roger Siebenaler, North Hero, VT, Mysterian M2, 13.
 18, (18), Dave Scaler, Flemington, NJ, Mysterian CM2, 13.
 25, (33), Harry Schneider, Columbia, NJ, Adams Aero FV, 12.



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

CONGRATULATIONS!
NNJR MEMBER
BART CARLEVARO - GRID/PIT
BF GOODRICH TIRES
RACE WORKER OF THE YEAR
NORTHEAST DIVISION



The Sharon Burke Memorial Bench Dedication
September 24, 2011

Photos by Mike Feno



Sharon Burke's bench in Lebanon Township Memorial Park.



Plaque on the bench donated by the Lebanon Township Education Foundation.



Jeff Burke addresses the friends of Sharon.



Jeff and Kenneth reminisce.

**Scenes from The Monthly Meeting held at Tiffany's, Morris Plains,
October 20, 2011**

Photos by Mike Feno



Members enjoying the open bar before the meeting.



A very well-stocked self-service open bar.



John Henderson at the excellent and ample buffet table.



RE Chris Mosley made the rounds during dinner.

**Scenes from The Monthly Meeting held at Tiffany's, Morris Plains,
October 20, 2011**

Photos by Mike Feno



Fred Cochran, Rally Chair, gives his report.



Butch O'Connor reports for the Nominating Committee.



New member Peter Steckler gets introduced.

Linda Sant-Angelo Mosley tells the members about the mentor program to help new members get involved in club activities.



Dave Panas told about the Flight 93 memorial activities at the Glen.



Darrell Anthony gives his Race Chair report, to the amusement of Charles Argila.

TreadZone Pro IT Series 2011 Season Results

ITS

- 1st - Rob Driscoll - www.AutoTechnic.net
- 2nd - Jeff Henderson - www.AutoTechnic.net
- 3rd - John Hainsworth - RidgeSpeed Racing

ITR

- 1st - Robert Thiele - www.BMWMotorsportCollection.com
- 2nd - Ben Phillips - BigSpeed Racing - NNJR
- 3rd - Dan Jones - Jim Locke Automotive

ITB

- 1st - Rob Foley - Hooptie Racing - NNJR
- 2nd - Steven Noake - Collins Brothers Moving
- 3rd - Michael Tinis - Lizardos Engineering

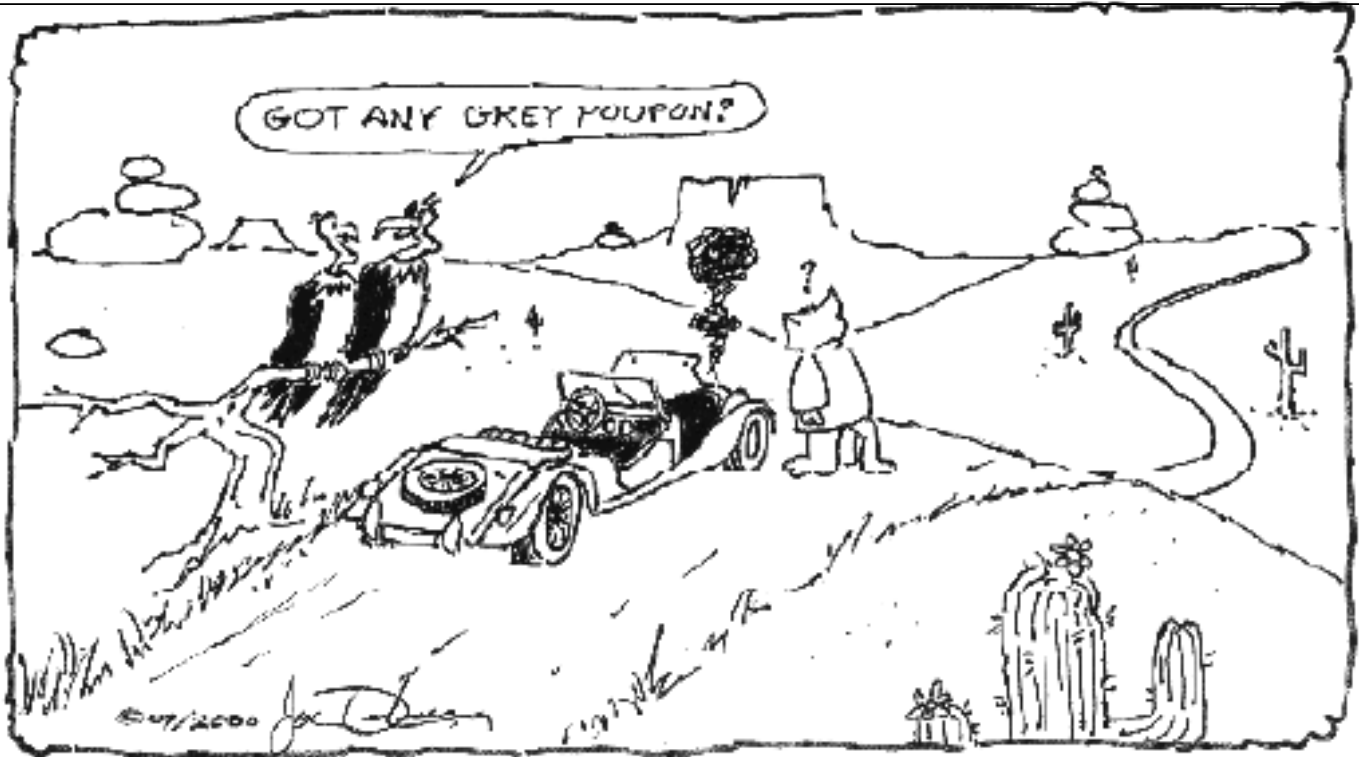
ITA

- 1st - Christian Chandler - www.AutoTechnic.net
- 2nd - Demetriusdis Mossaidis - Halfmoon Racing
- 3rd - Doug Case - Poison Arrow Frog Racing - NNJR

SM

- 1st - Marc Cefalo - www.Planet-Miata.com
- 2nd - Jon Farbman - Drillmastrers marching Shoes /
www.FlatOut-Motorsport.com - NNJR
- 3rd - Dylan Murcott - www.FlatOut-Motorsport.com

The Adventures of Raymond the Cat



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Nomination Committee formed

Frank Cioppettini – Chairman

Walt Huber – Member at large

Perry Aidelbaum – Member at large

Matt Rooke – Board of Trustee Representative

Linda Santangelo-Mosley – Board of Trustee Representative

Nominations

Chris Mosley – Regional Executive

Chris has volunteered for another term to pilot NNJR into the future.

Bob Zecca – Secretary

Bob has volunteered for another term as NNJR's secretary. You can find Bob at his business, Driving Impressions providing safety equipment to our members.

Brandon Fetch – Trustee (replacing Butch O'Connor)

Brandon joined in March of 2009 and is very active in Club Racing. You can see Brandon wheeling his Miata at a race near you.

Andrew Warren – Trustee (replacing Greg Gellas)

Andrew has been racing for many years in his Miata. Andrew joined NNJR in 2008.

The Board wishes to thank Butch and Greg for their years of service. I'm sure they will be near if we need any assistance.

Pole Position Advertising Rates

As of March 2009

Swap and Shop

are free to NNJR members
and our friends on the website,
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.

Pole Position is published bi-monthly by the Northern New Jersey Region, Sports Car Club of America, 5-B Hamilton Business Park, 85 Franklin Road, Dover, New Jersey 07801. Application to mail at Periodical Postage Rates is pending at Berkeley Heights, NJ 07922.

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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 \$45.00
(24 yrs & under)

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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POLE POSITION

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