



New Sprint

"Better to have been a racer for a moment than a spectator for a lifetime"

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Season Opens With "Test 'N Tune"

Sunday, April 17 was a brilliant sunny day with seasonably mild temperatures at Mid State Airport for the opening event of the year. This, of course, was the annual "Test 'N Tune" event where all the members have a chance to bring out their favorite car and blow the dust off (so to speak). The event does not count toward season points. Rather, its meant to give the drivers an opportunity to give their cars a workout and determine if any modifications or replacements are necessary.

It is also an excellent exercise in remembering how to drive! It's like riding a bicycle, right? WRONG! Good driving skills are acquired skills just like appreciating good wine is an acquired taste. Neither happen overnight. Both require patience and development and practice. So, in Test 'N Tune, the drivers go out on the course and walk the course, remind-

ing themselves what to look for and where the critical points are. Then they get into their cars and remind themselves of the important aspects of driving. Things like looking well ahead of the next set of cones, smoothness in steering, smoothness in throttle, jerky eye movement means jerky steering, and the list goes on and on.

Good weather and anxious drivers brought out a good crowd of

about 36 drivers covering most of the usual classes of cars. Everyone got five runs and an additional three free "fun runs". This was followed by an open session of fun runs where the drivers paid \$1 per run. All times were pretty good with Dave Mohar taking FTD with his BSP class '93 Corvette. Results of the event are posted on Page 5.

by Ron Dotts



Scene from Test & Tune pic by Karen Hoover

Mark Your Calendar

- Event # 3 is the First "Extended Course" Event on May 22
- SCCA-CPR will celebrate it's 50th anniversary on August 13 in Boalsburg. All are welcome. More info in next issue or go to www.cprscca50.homestead.com

Driving School Held at Mid-State Airport

Over the winter months, some consideration was given to having a driver training event. Much discussion took place as to whether we should go to the expense of having "professional" instructors come in like Evolution Driving School or if we should take advantage of our own resources within our Region. It was decided that we should proceed using our own experienced drivers as instructors and loosely fashion the school based on Velocity Driving School events.

Toby Mordkoff, Secretary of SCCA-CPR offered to organize and manage the school. The purpose of the school would be to expose students to the basic driving techniques applied in auto-cross driving. Josh Duvall, Solo II Chair for SCCA-CPR assisted. So on a gorgeous Saturday morning on April 16, eleven drivers (including yours truly) arrived at Mid-State Airport for a

day of leaning.

Toby and Josh laid out the course in two segments. One was a four cone slalom and the other was a simple skid pad. For the uninformed, a skid pad is a circle of cones and the objective of the driver is to go around the skid pad as fast as possible—hence the name "skid" pad.

(continued Page 2, see **School**)

**SCCA - Central Penna. Region
Officers and Directors**

Directors

Regional Executive David Mohar (724) 423-8006
Assistant R/E Gary Gurchik (814) 941-4925

Regional Officials

Solo II Chair Josh Duvall (814) 466-6455
Treasurer Lauren Mohar (814) 359-2902
Secretary Toby Mordkoff (814) 861-6761
Newsletter Ron Dotts (814) 355-4293
Membership Karen Hoover (814) 404-4176
Merchandise Jim Wegielewski (814) 466-6455
Sponsorship David Mohar (724) 423-8006
Website Karl Bender (814) 880-2324

SCCA-Central Penna. Meetings are Held The Second Tuesday of Every Month at Damon's Grill, 1031 E. College Ave., State College. Dinner at 6:30 pm and Meeting Begins at 7:30 pm

EVERYONE IS WELCOME

MEMBER BIRTHDAYS—MAY & JUNE

Peter Cheplick	May 9
George Fink	May 28
Howard Henning	May 31
Daniel Henning	May 25
Dave Mohar	May 30
Andrew Sizer	May 5
John Stevens	May 19
Robert Tarzian	May 22
Clifford Thompson	May 30
Philip Winchell	May 29
Addison Bartlett	June 11
Don Palm	June 5



Altoona SCCA Display Photo by Rob Staph

SCHOOL (continued from page 1)

A slalom is typically three or four cones in a straight line spaced 30 or more feet apart. The objective of the driver is to weave through the cones in the fastest time possible. Toby was the instructor for the slalom segment while Josh was instructor for the skid pad. The students were divided into two groups in the morning, with the first group on the slalom segment and the second group on the skid pad. The groups switched in the afternoon. Slalom and skid pad techniques

taught included early turn in's with steady, smooth steering and throttle steering for weight transfer.

All students felt they learned a great deal. Hats off to Toby and Josh for a job well done.

Toby anticipates at least one more driving school this year so stay tuned to our website and this publication for updates.



Skid pad action on the left and slalom on the right—Pics by Justin Walsh

SCCA-CPR Displays at Local Malls

SCCA-CPR had displays set up in two local shopping malls in April.

On April 3, a one day display was at the Logan Valley Mall. In addition to having a table set up for general information about SCCA and our Region, three members had their car displayed. They were Gary Gurchick with his screamin' red '91 Camaro; Rob Staph with his blue '01 WRX; and Josh Duvall with his '95 Honda Civic.

A great deal of interest was shown in club activities, especially at the Logan Valley Mall display. Many people stopped by for brochures and asked questions about racing

events, how cars are set up, who can participate and general costs. Of course, the most attention was given to the cars at the shows.

Visitors were encouraged to fill out basic name and address information along with requests for copies of newsletters. Their names were put into a drawing box and the winner would receive one free autocross event. The winner in Altoona was Steve Nastoff of Duncansville. Congratulations, Steve !!

And a special thanks to Gary Gurchik, Josh Duvall, Rob Staph, Mike Cunningham, John Stevens, and Jim & Melissa Wegielewski for their generous efforts.

SCCA SOLO CHAMPIONSHIPS GET NEW HOME

TOPEKA, Kan. (May 5, 2005) - SCCA announced today that the 2006 Solo National Championships and ProSolo Finale will be held at Heartland Park Topeka, utilizing its paddock areas and road course. Additionally, the event dates will change to

Sept 23-24 for the ProSolo Finale and Sept 26 thru Sept 29 for Solo Championships. "We are very happy to partner with Heartland Park to create nearly a month of SCCA Championship competition" Director of Solo

Tasha Goodale said. Heartland will now be hosting the two largest amateur championships in the world in the same month. More information at SCCA.com.



MEET-A-MEMBER

MEET PAUL STINSON

On Friday April 29, Just Before Paul and Ruby Left for Jamaica, I stopped in at Paul's Repair Shop and Had A Great Conversation With A Very Busy Member

Paul is a 44 year old mechanic who has owned and operated Peake's Auto Repair in State College since 1989. Paul and his wife Ruby live on Centre Hall mountain with their son Max. The Winter Rallycross events held this past winter were on Paul and Ruby's sprawling property—and the events were designed, organized, and managed by Paul as well. I had an opportunity to attend one of those events and before the event, Paul gave me the “grand tour” of his home garage. When I walked in the door I was amazed to see it filled with Lotuses and other vintage cars. It was then that I realized what a great passion for motorsports Paul has. Here's what Paul had to say.

Question: “Well Paul, when you're not fixing cars or racing cars, what do you do in your spare time?”

Answer: “Actually, I have a side business servicing vintage radiators. I repair, restore, and/or fabricate radiators for vintage race cars like the 1967 Lotuses that raced at Indy. The business has grown to include many types of cars and I have international customers”.

Paul and Ruby Stinson with Their Son Max at the Awards



Question: “How did you get involved with racing?”

Answer: “I actually started with autocrossing back in 1981. Back then we autocrossed with SCCA in conjunction with the local Corvette Club. The races were held at a campus parking lot. I started with a Europa Lotus—it's always been Lotus for me.”

Question: “How long have you been a member of SCCA?”

Answer: “I've been a member of SCCA for about 16 years. Over those years I've held just about every club office including Solo Chair, Assistant Regional Executive, and Regional Executive. Of course, I've been a Safety Steward as well and I served twice as Safety Steward at the SCCA Nationals.”

Question: “Well, it's pretty obvious that your favorite car is the Lotus—why?”

Answer: “Because Lotus is just the complete race car. The handling of the car is terrific. It's designed for lightness and engineered for speed. The total objective of the car is speed and lightness.

Question: “What is your favorite type of racing?”

Answer: “Without a doubt my favorite is Vintage Racing which I have been doing for about 10 years. I enjoy it because of the people and the vehicles. It's not just being on the



Paul Stinson in his Lotus 7

track but rather the whole weekend long experience. There are always lots of social events in addition to the race events to meet people who share the same passions. Actually, you might call it “gentlemen racing”. And you really get to race with some pretty famous names like Brian Redman, Hurley Haywood, Emmerson Fitapoldi, Dan Gurney, and Bobby Rahall.

Question: “What is your favorite race track?”

Answer: “My favorite track is definitely VIR or Virginia International Raceway because it seems to be both the most demanding course and at the same time the safest course. It's really an incredible place with a long history. It also may be the smoothest track in North America”.

Question: “What is the biggest benefit you get from SCCA?”

Answer: “It's really the good friendship and camaraderie that comes with being surrounded by people who share the same interests that I have”.

Question: “What is your greatest achievement?”

Answer: “For sure my proudest achievement is my son Max. You could take everything away from me—just don't take Max. Aside from that, I'm very proud of how the club has grown and I'm very proud to have helped and contributed to that growth.”

 by Ron Dotts

**U.S. Accounting**
and Financial Services, Inc.

2005 Schedule

Solo II Autocross Event Information

Registration & Tech are from **8AM - 9:30 AM**

Date	Event	Location
April 17th	Test & Tune	Mid-State Airport
May 1st	Event #1	Mid-State Airport
May 15th	Event #2	Mid-State Airport
May 22nd*	Event #3	Mid-State Airport
June 5th	Event #4	Mid-State Airport
June 19th*	Event #5	Mid-State Airport
July 3rd	Event #6	Mid-State Airport
July 24th*	Event #7	Mid-State Airport
July 31st	Event #8	Mid-State Airport
August 14th*	Event #9	Mid-State Airport
August 28th	Event #10	Mid-State Airport
* Denotes extended course days		
September 11th	Event #1	Mid-State Airport
September 25th	Event #2	Mid-State Airport
October 2nd	Event #3	Mid-State Airport
October 16th	Event #4	Mid-State Airport



Central PA Region - SCCA

Solo II Results

Test & Tune - April 17, 2005

#	Class	Name	Car	Run 1	Run 2	Run 3	Run 4	Run 5	Best	Pax	Pax#
208	AS	Ron Dotts	Chevrolet Corvette	44.289	43.327	42.376	42.260	41.766 3	42.260	34.991 AS	0.828
301	AS	Karen Hoover	Chevrolet Corvette	48.481	47.749	46.229	45.667	44.720	44.720	37.028 AS	0.828
215	BS	Mike Szczesny	BMW M3	44.369	42.451	42.062	42.720	42.183	42.062	34.533 BS	0.821
213	BS	Albert Bartlett	BMW M3	44.812 1	44.879	45.101 1	43.623	43.849	43.623	35.814 BS	0.821
110	BS	Addison Bartlett	BMW M3	47.400	45.369	44.316	44.497	43.976	43.976	36.104 BS	0.821
206	CS	Don Wilson	Mazda Miata	43.683	42.916	43.087	42.939	44.213	42.916	34.762 CS	0.810
102	ES	Jon McCloskey	Datsun 280ZX	49.743	50.078	49.413	49.868	49.144	49.144	39.610 ES	0.806
307	FS	Karl Bender	Pontiac Firebird	41.496	40.255	40.543	dns	dns	40.255	32.405 FS	0.805
316	FS	Kelly Fitzgerald	Pontiac Firebird	44.694	43.536	43.544	43.194	45.065 oc	43.194	34.771 FS	0.805
205	Fs	Keith Hoover	Pontiac Firebird	45.502 1	45.103	44.646	44.585	44.723	44.585	35.891 FS	0.805
117	GS	Damien Etchaubard	Volkswagen GTI	51.273	47.834	47.013	46.586	46.296	46.296	36.203 GS	0.782
207	HS	Melissa Wegielewski	Honda Accord	47.536	47.152	47.009	47.482	47.516	47.009	36.526 HS	0.777
203	HS	Lauren Mohar	Honda CRX	50.895 1	50.979	57.439	50.681	50.464	50.464	39.211 HS	0.777
201	BSP	Dave Mohar	Chevrolet Corvette	dnf	41.460 2	40.579	40.733	40.158	40.158	33.693 BSP	0.839
210	BSP	Dave Weaver	BMW M3	41.222	40.702	41.344	41.616 1	40.826	40.702	34.149 BSP	0.839
115	BSP	Josh Duvall	Chevrolet Corvette	43.211 1	42.346	40.980 1	40.718	40.684 1	40.718	34.162 BSP	0.839
212	ESP	Gary Gurchik	Chevrolet Camaro	55.405 1	40.656	41.429	40.682	40.351	40.351	33.330 ESP	0.826
118	ESP	Bryan Smith	Chevrolet Camaro	42.146 1	41.575	41.875 1	43.400 2	54.271 oc	41.575	34.341 ESP	0.826
303	EP	Charlie Faris	Mazda Miata	44.153	43.013	42.067	41.777	42.019	41.777	35.845 EP	0.858
120	FJ1	Rebecca Mohar	Kart	60.562	55.057	51.829	53.139	51.113	51.113	39.919 FJ1	0.781
119	FJ1	Adam Mohar	Kart	68.726 1	62.525	59.502	58.350	53.567	53.567	41.836 FJ1	0.781
116	STS	Toby Mordkoff	Honda Civic LX	47.062 1	44.897	44.830	43.979	43.186 1	43.979	35.139 STS	0.799
114	STS	Howard Henning	Honda Civic Si	48.571	48.190	44.069	44.418	44.554	44.069	35.211 STS	0.799
214	STS	Ashley Henning	Honda Civic Si	45.421 1	45.886	45.201 2	46.112	46.154	45.886	36.663 STS	0.799
112	SM	Edwin Shaw	Subaru WRX STI	45.349	54.872 1	43.683	43.535	43.500	43.500	36.627 SM	0.842
218	SM2	Pete Stepanoff	Nissan 300ZX Turbo	47.200	46.624	45.195	45.166	61.862 1	45.166	38.481 SM2	0.852
315	STN	Jon Claypool	Buick Somerset	54.816	49.328	49.155	47.017	46.634	46.634	36.235 HS	0.777
209	STN	Jared Hoover	Subaru Impreza 2.5	50.746	46.918	47.437 1	47.117	46.639	46.639	36.472 GS	0.782
211	STN	Ned Liggett	BMW M3	48.704	45.794	45.183	44.497	44.658	44.497	36.532 BS	0.821
202	STN	Joe Torchiana IV	Honda Civic Si	47.259	45.304	46.435 1	45.458	45.634	45.304	36.742 FSP	0.811
310	STN	Mike Petro	Honda Prelude	53.159	48.621	46.268	46.501	45.732 1	46.268	36.968 STS	0.799
308	STN	Broc Harzinski	Honda Civic DX	44.737	44.395	46.478	44.343	44.470	44.343	37.337 SM	0.842
113	STN	Chase Glickman	BMW 325is	52.138	48.009	47.385	46.965	45.969	45.969	39.625 FP	0.862
217	STN	Jim Saylor	Mazda Miata	55.413	51.413	51.493	50.205	49.329	49.329	39.956 CS	0.810
309	STN	J.J. McCracken	Honda CRX	56.021	49.913 oc	49.595	47.775	48.315	47.775	40.227 SM	0.842
216	STN	Doug Kellander	Buick Somerset	56.959	54.503	52.915	52.383	52.097	52.097	40.479 HS	0.777



Test 'N Tune Pictures by Broc Harzinski

“WOULD YOU LIKE TO GO TO SEBRING?” Paul Stinson Only Had to Ask Gary Gurchik Once

Story by Gary Gurchik

That was the question Paul Stinson ask me on March 11th. A week in Florida, pit crewing and helping out. “We are leaving early Monday morning, can you make it?” Luckily I was able to get off work for a week to go. I went with Paul to Watkins Glen a couple of years ago, and, hearing of past Sebring stories, my answer was a definite yes. Florida, warm weather, racing, good friends—who could say no ? !!

Paul races a Lotus 7 in the SVRA (Sportscar Vintage Racing Association) and he also autocrosses a EP Lotus 7. Along with the SVRA Races, Sebring also hosted round 1 of The American Lemans Series, Speed World Challenge Touring, Skip Barber Dodge Series, and also the Star Mazda Series. This meant there was almost always one of the series on track, practicing, qualifying, or racing. So there was plenty of action to be seen. We had full access passes which allowed us to get up close in the Pro Paddock and the Pit Lane. Seeing the Pro teams with the big transporters and meticulously prepared cars from around the world and extensive technology; and being 10 feet away when a car comes in pit lane for fuel, tires and driver change—and then shrieking away is something every race fan should try to see. With all this activity, I think the crews wear head phones for more than just communications !!

Being mid March in Florida also means Spring Break. They had their own Spring Break Party Zone inside the track with live bands, volleyball, bikini contests, kids play ground, and major car displays. There was plenty to do, with “eye candy” to be seen—on two heels and four wheels respectively. There is also a section called Green Park where the major partying takes place. We took turns driving thru in Paul’s Street 7. Some stories that COULD be written belong in a different forum than NewSprint. Like in Las Vegas, “what happens in Green Park stays in Green Park”.

Back to racing, Paul entered in a 30 minute sprint race as well as a 2 hour enduro. He qualified 12th out of a 61 car field based on his practice laps speed time. He won his class pretty easily and placed 5th overall, with almost a dozen classes being represented. Very respectable ! Paul chose not to race the enduro as Thursday brought on the rain. Not wanting the risk of losing the car, Paul commented “I already know how to weld”. We did some rough estimating on the Enduro winners lap times compared to his. If it were dry and Paul were in it, he would have done very well, possibly even taking the overall, but that’s racing. Another local car racer there, Butch Leitzinger, was racing in the ALMS LMP1 class, which is the top class. He drives for Rob Dyson Racing, car 16. He was leading for a while but finished 3rd behind the almost unstoppable Audi’s. Congratulations to these local men and to all who represented Pennsylvania at Sebring.

If anyone has an opportunity to go to this race, I recommend spending an entire week, getting a full access pass. There is



Paul Stinson in his Lotus 7 at Sebring

so much to see and many racing classes to watch. And to think of the history of Sebring and it’s past participants. I hope this experience will become a “rocking chair memory” when I’m older and in a rest home or wherever—kicking back with a grin on my face. And people will be wondering what I am thinking of. I hope it will be of my week in Sebring.

See you at the Races.
Gary Gurchik, Ass’t R/E



SCENES FROM THE FIRST OFFICIAL EVENT HELD MAY 1 Pictures by Karen Hoover



March 2005 Minutes

Call to Order: Dave Mohar (RE), Gary Gurchik (Asst RE), Lauren Mohar (Trsr), Craig Colwell & Karen Hoover (co-Sec pro-tem), Mike Cunningham, Ron Dotts, Barry Duvall, Josh Duvall, Ryan Lower, Justin Walsh, Jim Wegielewski, and Melissa Wegielewski.

Treasurer's Report: Current balance is approximately \$3400.

Solo2: We have received sanctioning for the upcoming season. The 60 new cones have arrived and are at the hanger. There is no news (yet) on the cafeteria operator. No postcards with the schedule will be mailed (to save money).

50th Anniversary: The Committee (Craig [chair], Lauren, Dave, Gary, Dave Dix, and Stan Smith) have set the date as Saturday, August 13th, at 2pm. The cost will be around \$20/person. See www.cprcca50.homestead.com for updates.

Newsletter: Will proceed when Toby returns and will be distributed electronically.

Sponsorship: The following businesses are on board: 5 Star Suzuki, A&A Auto, DEE Construction, and Dix Honda, while we are negotiating with: God Speed and Black Walnut. The following are possibles: Alice's Restaurant, Penn Auto Sales, Tire Town, B&E Cycles, NAPA, Leitzinger's, and Advanced Auto, while these will be dropped: D.L. and Musser's Autobody.

Membership: The Region has 95 members with 4 renewals and 2 new members in January. The membership information is ready for the new season.

Merchandising: There was a discussion of marking-up items from the national office. Jim seeks advice on pricing and will put together a list of items for the April meeting.

Old Business: *Safety Steward School:* set for March 20th, will be conducted by Dave and Bryan, and will include lunch. *50th Anniversary:* will be held at Stan Smith's in Boalburg (see above for more). *RallyCross:* there was a discussion on awarding points and a decision was made to not have trophies this year; there was also a motion to send a "thank you" to Paul for hosting these events. *Driving School:* set for April 16th; Dave will contact Toby for an update. *Advertise use of runway:* no progress made.

New Business: *Mall Show:* Josh will chair the show at the Nittany Mall on April 23rd and 24th; Gary will chair at Logan Valley Mall on April 9th and 10th. *Lettering on timing vehicle:* tabled until repairs completed. *2005 Witches' Rallye:* Paul has route mapped out and has reserved a party site. *Fund Raising:* motion to sell tickets to Triangle Car Wash, keeping 50%, approved with Gary as chair. *Postal Mail Box:* motion to renew (\$96/year) was approved.

2005 Projects: Event-reward glasses will soon be made: 1st, 2nd (if at least 4 cars), and 3rd (if at least 6 cars). There was also a discussion of parking issues at extended-course events. A date for work on the timing vehicle was set for April 2nd and 3rd.

Adjournment: Mike, seconded by Ryan.

April 2005 Minutes

Call to Order: Dave Mohar (RE), Gary Gurchik (Asst RE), Lauren Mohar (Trsr), Toby Mordkoff (Sec), Jim Ault, Steve Ayer, Paul Corneal, Mike Cunningham, Ron Dotts, Josh Duvall, George Heverly, Karen Hoover, Keith Hoover, Ryan Lower, Marc McMaster, Jenna Roy, Paul Stinson, Dave Weaver, Melissa Wegielewski, and Terry Wilt.

Secretary's Report: The revised ByLaws will be published on the website. All meeting minutes will also be put on the website as soon as possible after each meeting.

Treasurer's Report: Current balance is \$2280. More than \$2500 is being collected from 2005 sponsors. Our Letter of Good Standing has been sent to the national office.

Solo2: The timing vehicle is already at the airport. The test-n-tune set of April 17th will use the regular format except that there will no "fun runs" charge if we take more than the usual number of runs; it was also confirmed that this event is open to all.

Newsletter: The first issue is already on the website. It was noted that our newsletter is entered into the national competition, so we need articles on national and regional issues, as well as an RE report, in each one. To have an article included in the March/April issue, please submit by May 5th.

Sponsorship: Tire Town is the title sponsor for 2005. Other sponsors include: 5 Star Suzuki, A&A Auto, Black Walnut Body Works, DEE Construction, Dix Honda, Gavek Graphics, Gemini Enterprises, God Speed, NAPA (Altoona), Ram Towing, and U.S. Accounting & Financial Services.

Membership: The Region has 96 members with 14 renewals and 3 new members in February and March.

Merchandising (Melissa for Jim): The suggested supplier is PAMP, which has no set-up fee and allows for small runs. It is also suggested that the mark-up be 25-30%. We have developed t-shirt and hat designs and will pre-purchase many of each to have for sale at events.

Old Business: *Safety Steward School:* success – one correction: a SSS is not liable and will be backed by the national office in case of lawsuit. *50th Anniversary:* will be held at Stan Smith's in Boalsburg; no other news. *Driving School:* set for April 16th; fully booked; possible additional schools later this summer – contact Toby if interested. *Mall Show:* Gary, Josh, and Rob Staph brought their cars to Logan Valley Mall on April 9th and 10th, with help from Mike. Josh and Gary will bring their cars to Nittany Mall on April 23rd and 24th. *Lettering on timing vehicle:* in progress and additional decals may be added for the doors and front hood. *Fund Raising:* 25 books of 10 tickets to Triangle Car Wash will be picked up by Gary; recall that the club keeps 50% of the gross.

New Business: *2005 Witches' Rallye:* the date is now set to be October 29th. *Work on Timing Vehicle:* done. *Airport Work Days:* sign up at events. *Invitations to Local Police:* discussed; no action (yet). *Electronic Pre-registration for Events:* discussed; motion to not do this passed. *Summer Series Numbers:* discussed; motion to allow this for \$200 (members) or \$250 (non-members) passed.

2005 Projects: Event-reward glasses will arrive in time for first "real" event. Points for the Summer Series shall be 9,7,6,5,4,3,2,1 with all 9 points given to the winner even if there are no other cars (passed). Solo Champion points as before: number of cars beaten plus one (passed). Solo2 Chair should allow and encourage other members to be Event Chairs – contact Josh. Advertisements being placed in various media.

Adjournment: Paul, seconded by Melissa.



Central PA Region - SCCA

Solo II Results

Event #1 - May 1, 2005

#	Class	Name	Car	Run 1	Run 2	Run 3	Run 4	Run 5	Best	Pax	Pax#			
216	AS	Matt Fisher	Mitsubishi Evo VIII	42.790	43.086	42.272	41.389	41.586	41.389	34.270	AS 0.828			
222	AS	Blake Peterson	Subaru WRX STi	44.053	42.964	42.657	43.902	42.850	42.657	35.320	AS 0.828			
208	AS	Ron Dotts	Chevrolet Corvette	43.908	43.552	43.720	44.159	42.969	42.969	35.578	AS 0.828			
306	AS	Keith Hoover	Chevrolet Corvette	46.755	oc	45.497	47.217	45.878	46.254	45.497	36.625	FS 0.805		
221	BS	Mike Szczesny	Porsche 911	46.021	45.299	44.823	43.987	45.008	43.987	36.113	BS 0.821			
318	BS	Robert Fisher	Nissan 350Z	45.273	44.561	44.329	44.214	44.018	44.018	36.139	BS 0.821			
223	BS	Albert Bartlett	BMW M3	48.110	46.423	45.654	46.314	44.700	44.700	36.699	BS 0.821			
307	CS	Don Wilson	Mazda Miata	44.374	43.587	43.658	43.569	43.529	43.529	35.258	CS 0.810			
311	DS	Rosanne Freeburger	Acura Integra Type R	44.136	44.468	43.403	43.275	43.307	43.275	34.447	DS 0.796			
319	DS	Bill Shearn	Dodge Neon SRT4	45.933	44.980	45.313	44.264	44.511	44.264	35.234	DS 0.796			
322	DS	Justin Fortson	Dodge Neon SRT4	47.239	45.613	45.609	45.886	dnf	oc	45.609	36.305	DS 0.796		
219	DS	Tyler Szczesny	Honda Prelude	48.852	48.047	48.243	46.225	47.262	46.225	36.795	DS 0.796			
212	ES	Mark McClland	Mazda Miata	50.850	49.082	48.850	47.340	47.128	47.128	37.985	ES 0.806			
107	ES	Jon McCloskey	Datsun 280ZX	52.201	50.407	49.327	49.227	48.720	48.720	39.268	ES 0.806			
301	FS	Mike Hoover	Pontiac Firebird	49.127	49.605	47.854	46.441	47.336	46.441	37.385	FS 0.805			
309	FS	Forrest Graeff	Chevrolet Caprice	49.072	48.121	46.866	47.078	47.044	46.866	37.727	FS 0.805			
315	GS	Barry Duvall	Acura RSX Type S	49.818	oc	44.018	43.640	43.056	43.056	33.670	GS 0.782			
112	GS	John Stevens	Alfa Romeo Milano	45.814	45.603	45.204	45.241	45.045	45.045	35.225	GS 0.782			
310	GS	Chris Gottschall	Volkswagen GTI	46.414	46.667	45.900	45.709	45.448	45.448	35.540	GS 0.782			
118	GS	Rick Venturella	Acura RSX Type S	47.664	46.540	46.902	45.932	45.756	45.756	35.781	GS 0.782			
114	GS	Larry Shauf	Mini Cooper S	46.904	1	46.909	47.204	46.779	45.415	1	46.779	36.581	GS 0.782	
218	GS	Robin Szczesny	Mini Cooper S	49.137	oc	50.514	47.111	48.685	48.074	47.111	36.841	GS 0.782		
211	HS	David Kraige	Audi Quattro Coupe	47.974	48.290	46.988	46.667	45.605	45.605	35.435	HS 0.777			
209	HS	Melissa Wegielewski	Honda Accord	46.941	46.926	47.014	46.337	46.121	46.121	35.836	HS 0.777			
205	HS	Bill Cunningham	GMC Sonoma	48.165	47.124	46.886	47.278	46.729	46.729	36.308	HS 0.777			
308	HS	Jon Claypool	Buick Somerset	47.364	1	47.448	47.067	46.039	1	47.067	36.571	HS 0.777		
119	HS	Josh Gavlock	Chevrolet S-10	49.601	48.880	48.808	49.434	48.811	48.808	37.924	HS 0.777			
105	HS	Jim Staph	Chevrolet Cavalier Z-24	51.420	49.914	50.269	1	51.035	51.908	49.914	38.783	HS 0.777		
203	HS	Lauren Mohar	Honda CRX	53.036	52.282	51.327	50.539	1	51.395	51.327	39.881	HS 0.777		
201	BSP	Dave Mohar	Chevrolet Corvette	42.265	42.147	42.409	41.845	47.855	3	41.845	35.108	BSP 0.839		
115	BSP	Josh Duvall	Chevrolet Corvette	43.902	42.562	1	41.985	41.778	2	42.014	41.985	35.225	BSP 0.839	
320	BSP	Greg Peters	BMW M3	47.258	45.694	44.940	45.340	44.897	44.897	37.669	BSP 0.839			
215	ESP	Gary Gurchik	Chevrolet Camaro	42.296	41.760	41.706	41.505	1	41.430	41.430	34.221	ESP 0.826		
304	ESP	Jeremy McCauley	Ford Mustang GT	44.689	43.569	43.244	43.416	44.189	43.244	35.720	ESP 0.826			
225	ESP	Jim Wegielewski	Nissan 300ZX	45.070	45.801	oc	44.582	43.759	43.638	36.045	ESP 0.826			
314	ESP	Bryan Smith	Chevrolet Camaro	52.461	44.612	44.113	2	44.697	3	44.027	1	44.612	36.850	ESP 0.826
104	BP	Rob Staph	Chrysler Conquest	48.599	oc	45.143	44.462	44.575	45.304	44.462	38.282	BP 0.861		
220	CP	Steve Eastman	Chevrolet Camaro	43.486	49.708	42.327	42.690	42.364	42.327	36.190	CP 0.855			
313	CP	Mike Cunningham	Ford Fairmont	44.526	44.894	44.391	44.627	1	44.495	44.391	37.954	CP 0.855		
106	CP	Russ Tressler	Chevrolet Camaro	47.202	1	46.286	46.189	45.961	45.961	39.297	CP 0.855			
316	EP	Charlie Faris	Mazda Miata	52.193	oc	46.650	43.850	43.147	43.303	43.147	37.020	EP 0.858		
217	EP	John Thompson	MG B	47.558	45.144	45.980	44.974	47.215	oc	44.974	38.588	EP 0.858		
111	DM	Larry Moore	Honda Civic Si	46.577	45.090	45.850	44.650	45.904	44.650	39.247	DM 0.879			
116	FJ1	Rebecca Mohar	Kart	56.326	60.655	57.865	56.483	56.328	56.326	43.991	FJ1 0.781			
224	STS	Ashley Henning	Honda Civic Si	46.336	45.253	46.169	1	44.934	44.698	44.698	35.714	STS 0.799		
317	STS	Nathan Coraor	Honda Civic Si	46.460	45.219	45.369	44.852	45.150	44.852	35.837	STS 0.799			
324	STS	Nate Duvall	Acura Integra	47.695	46.234	46.578	46.178	44.986	1	46.178	36.896	STS 0.799		
214	STS	Aaron Eberhard	Mazda Miata	47.051	47.813	47.952	47.032	46.634	46.634	37.261	STS 0.799			
102	STS	David Lindsey	Mazda RX-7	52.892	51.206	52.394	49.401	49.684	49.401	39.471	STS 0.799			
108	STS	Michael Sember	Mazda Miata	DSQ	DSQ	DSQ	DSQ	DSQ	999.999	798.999	STS 0.799			
323	STX	Bill Bailey	Toyota Corolla	49.713	46.078	45.647	45.546	45.302	45.302	36.332	STX 0.802			
101	SM	Josh Matta	Honda Civic	43.266	41.890	41.281	41.196	1	40.875	40.875	34.417	SM 0.842		
204	SM	Kent Douglas	Honda Civic	44.528	1	42.943	43.612	42.889	1	41.985	41.985	35.351	SM 0.842	
109	SM	John Franzen	Chevrolet Camaro	43.420	49.743	48.626	48.399	47.758	43.420	36.560	SM 0.842			
321	SM	Anthony Dragotta	Honda Prelude	45.489	45.408	1	45.741	44.427	43.994	43.994	37.043	SM 0.842		
120	SM	Toby Mordkoff	Acura RSX Type S	45.254	46.356	45.239	44.343	44.429	44.343	37.337	SM 0.842			
302	SM	Dan Loncher	Mitsubishi Eclipse	47.426	47.045	47.086	46.730	46.818	46.730	39.347	SM 0.842			
312	SM	Dawn Orwick	Chevrolet Camaro	52.094	52.442	oc	50.536	48.828	48.445	48.445	40.791	SM 0.842		
121	SM2	Pete Stepanoff	Nissan 300ZX Turbo	45.223	44.805	1	46.456	45.692	44.862	44.862	38.222	SM2 0.852		
202	STN	Joe Torchiana IV	Honda Civic Si	46.890	47.084	46.012	45.231	46.044	45.231	36.682	FSP 0.811			
213	STN	Broc Harzinski	Honda Civic DX	46.655	61.246	1	46.383	44.488	43.948	43.948	37.004	SM 0.842		
110	STN	Bruce Stephens	Volkswagen GTI	52.859	49.000	48.029	48.199	47.756	47.756	37.345	GS 0.782			
305	STN	Ed Rockwell	Pontiac Firebird	47.568	oc	49.472	1	47.305	47.138	46.873	46.873	37.733	FS 0.805	
210	STN	Bill Anderson	Mazda Miata	48.208	46.769	45.912	45.867	45.135	45.135	38.004	SM 0.842			
207	STN	Doug Kellander	Buick Somerset	50.301	50.953	49.360	49.151	49.134	49.134	38.177	HS 0.777			
116	STN	Chase Glickman	BMW 325is	48.652	1	46.542	45.478	46.112	45.072	45.072	38.852	FP 0.862		
103	STN	Chris Barnard	Eagle Talon TSi	49.528	48.124	48.026	1	47.432	46.544	46.544	39.190	SM 0.842		
206	STN	James Moreshire	Mazda RX-7	52.836	52.152	50.892	50.396	49.503	49.503	39.899	ES 0.806			
325	STN	Paul Goebel	Scion iC	57.232	52.698	51.672	51.663	51.465	51.466	39.989	HS 0.777			
303	STN	Tony Kittell	Eagle Talon	50.183	48.008	48.273	49.948	48.228	48.008	40.423	SM 0.842			
117	STN	Adam Mohar	Kart	54.929	oc	52.894	53.603	53.251	53.463	52.894	41.310	FJ1 0.781		
401	NC	Barry Duvall	Acura RSX Type S	44.395	44.713	43.113	42.836	42.855	42.836	33.498	GS 0.782			
406	NC	Keith Hoover	Chevrolet Corvette	45.141	1	42.858	43.228	1	46.469	42.858	34.501	FS 0.805		
418	NC	Jeremy McCauley	Ford Mustang GT	43.043	42.506	43.507	45.835	2	46.069	42.506	35.110	ESP 0.826		
411	NC	Ron Dotts	Chevrolet Corvette	44.298	42.623	1	42.472	43.180	42.846	1	42.472	35.167	AS 0.828	
427	NC	Melissa Wegielewski	Honda Accord	47.210	45.436	46.218	2	45.733	dns	45.436	35.304	HS 0.777		
426	NC	John Stevens	Alfa Romeo Milano	45.209	45.501	45.354	45.559	45.309	45.209	35.353	GS 0.782			
421	NC	Chris Gottschall	Volkswagen GTI	45.712	45.515	44.841	1	45.428	1	39.164	oc	45.515	35.593	GS 0.782
405	NC	Ed Rockwell	Pontiac Firebird	47.010	46.218	59.595	oc	45.221	46.166	45.221	36.403	FS 0.805		
424	NC	Jim Wegielewski	Nissan 300ZX	45.024	44.103	44.607	47.559	oc	dns	44.103	36.429	ESP 0.826		
419	NC	Karen Hoover	Pontiac Firebird	50.250	51.929	49.618	49.164	45.323	45.323	36.485	FS 0.805			
412	NC	Anthony Dragotta	Honda Prelude	44.346	44.335	43.344	46.366	44.584	43.344	36.496	SM 0.842			
414	NC	Greg Peters	BMW M3	45.186	46.264	1	44.477	44.715	44.601	44.477	37.316	BSP 0.839		
415	NC	Josh Duvall	Chevrolet Corvette	45.915	oc	44.493	44.622	44.519	43.982	1	44.493	37.330	BSP 0.839	
410	NC	Pete Stepanoff	Nissan 300ZX Turbo	45.131	44.684	44.557	44.160	44.662	1	44.160	37.624	SM2 0.852		
413	NC	Mike Cunningham	Ford Fairmont	45.009	44.164	44.083	76.459	45.365	44.083	37.691	CP 0.855			
417	NC	David Lindsey	Mazda RX-7	47.713	50.049	50.954	51.231	49.942	47.713	38.123	STS 0.799			
422	NC	Dan Loncher	Mitsubishi Eclipse	46.628	46.401	45.807	45.952	49.963	45.807	38.569	SM 0.842			
423	NC	Tony Kittell	Eagle Talon	46.602	46.725	46.987	45.840	dns	45.840	38.597	SM 0.842			
409	NC	James Moreshire	Mazda RX-7	49.094	48.624	48.753	51.338	51.009	48.624	39.191	ES 0.806			
402	NC	Chris Barnard	Eagle Talon TSi	48.151	46.787	47.650	47.855	46.947	46.787	39.395	SM 0.842			
428	NC	Adam Mohar	Kart	dns										

**CENTRAL PENNSYLVANIA
REGION - SCCA**

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