



# New Sprint

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

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Audi Racetrack

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## SCCA-CPR 2nd ANNUAL CONE KILLER CLASSIC

By David Mohar

The 2nd Annual Cone Killer Classic was held the weekend of July 21st & 22nd. What an event it was with it's combination of great weather, tough competition and good camaraderie!

The weekend actually began on Thursday with me and my son, Adam, setting up the short fun-run course. Bob Klingler also came up and mowed a lot of grass to begin getting the facilities ready for the event.

Friday turned out to be an airport workday, too, in preparation for the event. We did the work in the morning then in the afternoon, we ran fun-runs on the short course.

Saturday brought a beautiful day with 88 competitors on a fairly technical course. That evening, a delicious meal was prepared by our fellow competitor and "resident" chef, Gary Gurchik. The menu included hamburgers, hot dogs, sausages with peppers and onions, orange Teriyaki chicken, barbequed chicken and all the sides to go with it. Longtime club member Dave Dix, of Dix Honda, graciously donated the beverages for the evening. A dessert table was setup with the desserts that many guests brought to share. Many people camped at the site and socialized around the campfire later that evening.

Sunday morning brought another gorgeous day with many of the 90 competitors hoping they would do even better than they did on Saturday. At the end of the day, we held the award ceremony. Many thanks to all the competitors for coming. Without you, this event would not have been such a success. Also, the club donated \$150 from this event to the National Multiple Sclerosis Society.

Special thanks to Ron Dotts for organizing the Cone Killer Classic, to my sister, Lauren Mohar, for all her tedious work, working out the run orders, organization of workers and all the paperwork. Without her, the event would not have run as smoothly as it did. Thanks also to Gary Gurchik for organizing and preparing the meal for Saturday night, to Dave Dix for donating the beverages, and to Bob Klingler for doing the mowing and providing security for the weekend. I hope next year goes as well as this year. I'm looking forward to it!



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By Dave Kraige

SCCA - Central Penna. Region  
Officers and Executive Committee

<u>Officers</u>		
Regional Executive	David Mohar	(724) 423-8006
Assistant R/E	Gary Gurchik	(814) 941-4925
Treasurer	Lauren Mohar	(814) 359-2902
Secretary	Karen Hoover	(814) 404-4176
<u>Executive Committee</u>		
Solo Chair	Josh Duvall	(814) 466-6455
Newsletter	David Mohar	(724) 423-8006
Membership	Karen Hoover	(814) 404-4176

SCCA-Central PA Region Meetings are Held The Second Tuesday of Every Month at Damon's Grill. Dinner at 6:00 pm and Meeting Begins at 7:00 pm. Upcoming Meetings:

August 14  
September 11  
October 9

NewSprint is a publication of The Central Pennsylvania Region of The Sports Car Club of America, as a service to it's members. NewSprint is issued 9 times a year in January, March, May, June, July, August, September, October, and November immediately before the monthly meeting date of that month. The deadline for NewSprint material is the Friday prior to publication date and all comments, articles, and photos should be submitted to the editor. Classified ads are free to members and \$5 per issue for all others.

**MEMBER BIRTHDAYS—JUNE/JULY**

John Simbeck, Jr.: June 4  
 Robin Szczesny: June 14  
 Chris Belieu: June 17  
 Zachary Beckel: June 22  
 Nathan Coraor: June 23  
 Jonathan Claypool: June 24

Steve Shuss: July 7  
 Rachel Coraor: July 9  
 Lee Watson: July 9  
 Don Wilson: July 10  
 Steve Lower: July 12  
 Gary Gurchik: July 15  
 Karen Hoover: July 16  
 Thelma Pahel: July 29

On June 6th, Dave Kraige and six other lucky members of Audi Club North America had the opportunity to drive the new Audi R8 at the historic Hockenheimring in Baden-Württemberg, Germany. The day started with a shuttle service from our headquarters, Hotel WalkersHof, to the track at 8:15. Driving into the track was very exciting, since Hockenheim is such a historic place. Behind the garages on pit road Audi had a race transporter truck set up with a tent attached to the side. This would be our base of operations for the day. We could see the R8s parked out on pit road, but we were ushered into the tent before we had too much time to peek at them! Once everybody was seated, our instructors, Rob Kunst, Sepp Haider, and Harald Büttner started to go over some of the features of the R8. Harald gave the talk in German for the participants from Germany, and Rob repeated in English for the benefit of the North American drivers. It's surprising how little translation is needed, however. As anybody who has attended a driving school knows, some of the most important instruction comes in the form of hand gestures.

The cars used for the Audi Racetrack Experience are equipped with the R-Tronic semi-automatic transmission, so the instructors systematically talked through the four operation modes (automatic or manual mode, each with regular or sport shifting) and the various controls. They then gave a few pointers on how to correct understeer or oversteer, how to pick a good braking point, how to manage the throttle through a corner, etc. There were also a few tips on how to avoid hurting ourselves or the cars. Basically keep all four tires on the pavement at all times, stay away from the gravel traps, don't pound the curbs too hard, and don't bounce off the rev limiter any more than necessary. And if all that fails, try to go off in a straight line and wait for help to arrive.

Finally it was time to get behind the wheel! We got a quick tutorial on finding a good seating position and a once-over of the controls. After getting in I found the tube-frame R8 supercar to have much more headroom than my sedan-based Coupe quattro 20V! So much for supercars being impractical. The gauges are very well-organized and easy to read, and the R-Tronic lever has a great size and feel to it. It's also perfectly located for shifting, although with the steering wheel paddles there's no need to touch it once you engage drive. Vision out of the car is great. The A-pillars are a bit thick, but not as bad as some U.S. cars. Rear view is exceptionally good considering how little room there is to see out the back due to the car's architecture. I honestly didn't look at much else of the interior. When you are at a racetrack with an R8, things like stereos and navigation systems just don't attract your attention.

The format of the driving school was an instructor in an RS 4 Avant leading four student R8s. There was radio communication between the instructor and student cars so we could constantly receive tips as we drove. Each R8 had two participants who took turns driving. After each exercise the lead R8 would pull aside and let the others pass, so each driver got a chance to attack the course right behind the instructor. We began with a couple slow-speed laps just to familiarize ourselves with the circuit and the R8. We were encouraged to try all the shifting modes and generally play around with the car on these laps to get comfortable with it.

Next, the track was divided into three sectors, essentially the timing sectors you would see during an F1 or DTM race. We speed one sector at a time before attemptir



group conveniently started with sector 1, which runs from the start/finish line to the middle of the Parabolika, the longest flat-out stretch on the track. Turn one, Nordkurve, is a fairly simple, quick right-hander that leads to a short straightaway before the tricky part of sector 1, known as Einfahrt Parabolika. This is a right-hand bend that leads into the long left-hand Parabolika. The best line through here is to apex very late and stay slightly to the right exiting the corner rather than tracking all the way out to the curb on the left. This allows you to get to the throttle earlier, which pays major dividends down the entire length of the Parabolika. As Rob says, you “invest” in the first curve to make gains in the second. This complex is made even more unusual by the fact that the camber of the track changes rather suddenly between the two curves, so you have to be careful not to let this interfere with the right-to-left steering transition. Rob points out “you won’t find this corner in a textbook”.

After driving sector 1 numerous times it was on to sector 2. Here we pick up in the middle of the Parabolika where we left off and accelerate like mad towards Spitzkehre. Brake hard from 5th gear down to 2nd and take a nice late apex through the hairpin to allow early application of throttle. For me this corner was particularly frustrating because the traction control was turned on and could not be disabled for safety reasons. Exiting Spitzkehre the traction control light on the dash was going crazy and the engine’s torque was severely limited. Using very minimal throttle helped some, but I felt the software was much too intrusive here. Extremely safe, though, as you could mat the throttle halfway through the turn and still not upset the car at all. Elsewhere on the course the traction control was very seamless. The dash light flickered from time to time, but the system’s interference was almost imperceptible. Sector 2 continues into the Mercedes-Benz arena. The entrance here is a blast. The right-hand turn looks deceptively tight, but if you trust the car there is enough flat curb to the inside and track-out area to the left that you can go through here full throttle in 4th gear. Then you have just enough time to get back to the right, click down two gears, and sweep through the left-hand corner, just clipping the curb on the inside. From here if your line is correct you can go full throttle all the way to the Mobil 1 Kurve, since the exit of the Mercedes-Benz arena is an increasing-radius curve heading onto the straight where sector 2 ends.

Sector 3 is the most dangerous and challenging sector. On paper it looks relatively easy but the track changes character a lot through here and gravel traps lurk around every bend. The entrance, Mobil 1 Kurve, holds the most potential for disaster since the entry speed is so high and there is a gravel trap lining the entire outside of the curve. Here the key is to nail the entry speed and turn-in point, and then you can just ease down to the apex and accelerate out full-throttle, just letting the car drift out to the curb on the left. It’s a short burst of full throttle to Sachs Kurve, which has by far the most banking of any corner at Hockenheim. The banking allows you to basically go through wide open once you’ve turned in and the car takes a set. For me the section of the track from here to the start/finish line demonstrated the abilities of the R8 the best. The left-right combination exiting Sachs can be taken full throttle if your line is perfect. If not, any time you need to tighten up your line you can just lift off the throttle for an instant and the car will rotate beautifully. Just let the tail come around until you’re pointed the direction you want, and then go right back to the floor with the throttle.

Between the quick side-to-side transition and the minor elevation change through here, the car really dances. It’s all done at very high speed, but the car is so predictable and stable that you can easily come through here as straight or as sideways as you like. The handling of the R8 is almost completely idiot-proof. You can really just sling the car into a corner extremely fast and trust it to hang on. The low polar moment of inertia afforded by the mid-engine design allows the car to rotate (or stop rotating) very quickly, so mid-corner corrections are extremely easy and you can make the slip angles as big or small as you like. The car rotates right around the driver’s seat, so you really feel like part of the car, and the quattro drive system operates as seamlessly as in any other Audi, managing the torque split between the wheels without the driver really being aware of it. From the driver’s seat, you really are not aware of the mid-engine layout, the rear weight bias, or the rear torque bias. The car just *works*. Make an input, and the car responds in exactly the right manner. When you begin to reach the astronomical limits of grip, the car breaks away incredibly slowly into a neutral drift, giving you ample time to make a correction. There are no surprising handling traits at the limit. Instead, it’s just as if the car is nudging you and saying “hey...enough already”.

Then it’s the final two corners of the track. A quick jab of the brakes is needed to get the entry speed correct here. Sepp showed us that the best way through is just to set the wheel to a fixed steering angle and steer through the two corners with the throttle. As in the last section, it’s amazingly easy to adjust the attitude of the car with minor throttle adjustments. Get the line smooth through here and then hold it wide open back onto the start/finish straight!

Time for hot laps! I was really ready to test my skills and see what this track is really like flat-out. In the morning all the sector breaks occurred in the middle of the straights, but now we would have the full track open and be able to hit much higher speeds. 220 kph at the end of the Parabolika was the number Rob had kicked around at dinner the night before. The format for the afternoon was to do 4 or 5 hot laps, then do a cool-down lap and change drivers. We started our first lap by exiting the pits and blasting down toward the tricky right-left kink. The instructors had clarified that when they said “accelerate” were only too happy to oblige! With the right line through the right-hander to hit the throttle

little over 230 kph at the end of the Parabolika. At that point I had to back off to avoid overtaking Rob's RS 4! The power of the R8 is deceptive. It takes off like a rocket in any gear at full throttle, yet it never feels like it's going all that fast. Even with such savage power on tap, it's very easy to modulate the throttle and always apply just the right amount. And the car is so planted that 230 kph (143 mph) seems completely ho-hum, just like a drive down the interstate. Wind and tire noise are not that loud, and the car does not have any vibrations or rattles, so there's not a lot to inform you that you are traveling at ludicrous speed. It's only when you start considering the numbers that you realize how fast you are going.

Then hard on the brakes and three perfect R-Tronic downshifts down to 2nd gear for the hairpin. Awesome. As you apply the brakes at that high a speed the car feels like it wants to wander around a little, but it's very easily controlled. The brakes on the R8 are incredible, though quite noisy. Every time I thought I was using them up completely, I would try pushing the pedal a little harder, and without fail the car would stop even more quickly. This car can throw you into the seatbelt so hard it hurts, but all the while the chassis remains very composed. The car handles bumps extremely well with a very smooth ride quality similar to any other new Audi, yet it remains almost perfectly flat through the corners. The passenger will wear out their knees bracing against the door and the console, but the car is otherwise very comfortable to ride in around the track, although strong neck muscles are needed under these extreme conditions!

We continued lapping in this fashion until about 4:30, when it was time for our wrap-up meeting. It was definitely hard to climb out and turn over the keys, but a little while later after the adrenaline wears off you start to realize that you are a bit tired from being so intensely concentrated all day, and it's probably wise to quit while you're ahead. The Audi R8 Racetrack Experience was a fantastic event. Everybody present had a great time getting a brief chance to drive what is certainly one of the most impressive cars ever built on a beautiful track in its home country. There are murmurs of the Audi Racetrack Experience expanding to locations in the United States, and I'd say it can't happen soon enough!



**6 Generations. 1 Source.**

**A SPECIAL THANK YOU**

The SCCA-CPR would like to extend special thanks to Van Michael and Justin Strous for the donation and installation of the radio broadcast equipment. This equipment not only allows spectators to better hear the times when they are announced, but our events are also being broadcast live on one of the local radio stations. Your generous donation is greatly appreciated!





## Central Pennsylvania Region Sports Car Club of America

### 2007 Autocross Schedule

<b>DATE</b>	<b>EVENT</b>
April 28 (Saturday)	Test & Tune (CPR Members Only)
April 29 (Sunday)	Test & Tune (Open to Everyone)

### 2007 Summer Series

May 6	Event # 1
May 20	Event # 2
June 3	Event # 3
June 17	Event # 4
July 1	Event # 5
July 21 (Saturday)	Event # 6 <b>CONE KILLER CLASSIC</b>
July 22 (Sunday)	Event # 7 <b>CONE KILLER CLASSIC</b>
August 5	Event # 8
August 26	Event # 9

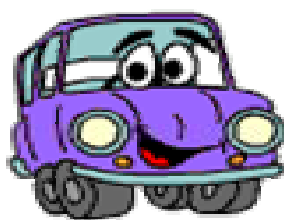
### 2007 Fall Series

September 9	Event # 1
September 16	Event # 2
September 30	Event # 3



# 2nd Annual Cone Killer Classic Photos

A special thanks to Aaron Eberhard for the pictures!



Picture page was done by Adam Mohar



## June Minutes

The meeting was called to order on June 12<sup>th</sup>, 2007 at 7:00 pm by Dave Mohar,R.E. Those present were: Dave Mohar(R.E.), Gary Gurchik (asst. R.E.), Lauren Mohar(tres), Karen Hoover(sec), Dave Kraige, Ron Dotts, Steve and Ryan Lower, Adam Mohar, Charlie Faris.

**Competition:** Steve and Ryan Lower and Ron Dotts competed at the D.C. regional event on May 12<sup>th</sup>. Ryan placed 2<sup>nd</sup> and Steve placed 6<sup>th</sup> in their class. Ron also competed in the Devons National Tour on June 9<sup>th</sup> and 10th along with Sam Strano, Park and Trent Wiker, and Chris Barnard. Sam placed 2<sup>nd</sup>, Park- 7<sup>th</sup>, Chris-9th, and Ron- 11<sup>th</sup> in their classes.

**R.E. Report:** No report.

**Secretary's Report:** Approved as read.

**Treasurer's Report:** Current balance is \$14,686.95(including CD). Lauren also noted that people are taking advantage of the \$5.00 discount offered to new non-members participating for the first time. She will also be looking into purchasing another CD. Tire Rack recently sent the club a check in excess of \$100.00 for commissions on sales.

**Solo Report:** No report. It should be so noted that the club has set the noise limit at 98 on the decibel meter. Anyone exceeding the limit will be notified of future problems with possible disqualification.

**Newsletter:** Dave will be putting together the next edition.

**Membership Report:** 119 current members.

**Merchandising Report:** 2007 T-shirts are in. Merchandise continues to sell. Steve Lower is still doing research on obtaining vinyl stickers.

**Sponsorship Report:** Gary visited sponsors, giving a mug and T-shirt to each.

**Website Report:** No report.

**Old Business:** Cone Killer Classic trophies were decided on and Lauren is in charge of ordering them. They will be similar to last year's.

Greg Sweeney will be the photographer on-site Saturday. No one has been secured for Sunday as of yet. Gary is in charge of food for Saturday evening's meal. Ron Smith will be on-site for selling breakfast and lunch food Saturday and Sunday. The club decided to go with yellow T-shirts for the CKC.

**New Business:** Due to a power failure at Damon's there was no "new business".

**Adjournment:** A motion for adjournment was made by Karen Hoover and seconded by Ryan Lower.

Respectfully submitted,

Karen Hoover

Secretary

## July Minutes– 2007

**The July meeting of the CPR-SCCA was called to order by Dave Mohar on Tuesday, July 10<sup>th</sup> at 7:00 pm. Those present include: Dave Mohar(RE), Gary Gurchik(asst. RE), Lauren Mohar(tres), Karen Hoover(sec), Ron Dotts, Jim Pahel, Dave Kraige, Aaron Eberhard, Steve Shuss, Brian Smith, Mike Cunningham, Doug Kellander, Lee Watson, Robert Klingler, Charlie Faris.**

**Competition:** Several of our members attended the D.C. Pro-Solo event on June 22,23,and 24. Congratulations to: In F-stock: Sam Strano-1st, Van Michael-5th, Park Wiker-9th. In ESP: Gary Gurchik-8th. In STX: Warren Ryner-6th. Ron Dotts attended an event at Park City (Lancaster) hosted by Susq. Region. And competing in Northeast Divisionals in Philadelphia were Ron Dotts, Steve Lower, and Ryan Lower. Ryan placed 1<sup>st</sup> in his class, and 2<sup>nd</sup> (PAX) overall. Thanks to all competitors for the representation of CPR to outside events!

**R.E.Report:** Events are going well and there were 95 at our last event!

**Secretary's Report:** Mike Cunningham made a motion to approve the minutes of June meeting as read. It was seconded by Steve Shuss. Motion passed.

**Treasurer's Report:** Current Balance-\$17,849.94. To date, 29 have taken advantage of the one-time discount offered to new "non-member" competitors. Lauren purchased another \$5000.00 CD. The club now has 2. Tire Rack sent us another checkin excess of \$100.00 for commission sales. All sponsors are paid in full for 2007 season. A motion was made by Jim Pahel to approve the report. It was seconded by Aaron Eberhard. Motion passed.

**Solo Report:** Pre-registration is gaining popularity, with 29 for the last event. Van Michael has an FM transmitter that he will set up for the Cone Killer Classic, making it easier for all to hear the announcer at the event.

**Newsletter:** Dave stated that the next issue is almost ready.

**Membership:** The club has 116 current members and 5 expired and/or transfers.

**Merchandising:** There are many 2007 T-shirts left. 2006 leftover T-shirts will be sold at the price of \$5.00 each at the CKC. Steve Lower is putting together a catalog of "special-order" clothing and merchandise for the club.

**Sponsorship:** All sponsors are paid for 2007. Some donated prizes for the CKC.

**Web-Site:** No report.

**Old Business:** Regarding Season trophies, a competitor must participate in 7 out of the 9 Summer events(in one class) in order to be eligible for a trophy(motion made/seconded by Mike/Ron), and 3 out of the 4 events in the Fall(motion made/seconded by Jim/Aaron).

Regarding the CKC, Ron stated that everything is in motion for the event. Gary needs volunteers to bring desserts for the Saturday evening meal. Raffle for prizes: everyone gets one ticket at registration. Additional tickets can be purchased for \$1.00 each or 7 for \$5.00. A portion of the proceeds from the CKC will be donated to the Multiple Sclerosis Society.

**New business:** No update was available on the progress of the Witch's Rallye.

New ideas for 2008 event trophies was discussed but no decisions were made.

Aaron expressed an interest in planning and over-seeing the "Rallye-training Video" project. He will contact Nate concerning this endeavor for more information.

**Adjournment:** Motion made/seconded by Jim P/Mike C. Motion passed.

Respectfully Submitted,

Karen Hoover, Secretary



# Membership Application

## Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below 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 \_\_\_\_\_ County \_\_\_\_\_

E mail \_\_\_\_\_

Have you been an SCCA member before?  No  Yes: Year \_\_\_\_ Previous Member # \_\_\_\_

Single  Married Spouse's Name \_\_\_\_\_ Birthdate \_\_\_\_/\_\_\_\_/\_\_\_\_

Spouse Member Number If Current Member \_\_\_\_\_

### IF APPLYING FOR FAMILY MEMBERSHIP Please list names and ages of children under age 21:

Name \_\_\_\_\_ Birthdate \_\_\_\_/\_\_\_\_/\_\_\_\_

Name \_\_\_\_\_ Birthdate \_\_\_\_/\_\_\_\_/\_\_\_\_

Name \_\_\_\_\_ Birthdate \_\_\_\_/\_\_\_\_/\_\_\_\_

Name \_\_\_\_\_ Birthdate \_\_\_\_/\_\_\_\_/\_\_\_\_

### PRIMARY INTEREST(S) IN SCCA:

Please indicate the area(s) of SCCA in which you plan to participate, or which interest you most. Your response will be used to allocate your national dues to the areas you indicate. Thank you.

Club Racing  Pro Racing  Rally  Solo

To find your region dues, visit <http://www.scca.com/Join/Index.asp?reference=dues>

	Annual National Dues		Annual Regional Dues		Total
<input type="checkbox"/>	Individual Member \$ 60.00	+	Individual Member \$ _____	=	\$ _____
<input type="checkbox"/>	Spouse Member \$ 20.00	+	Spouse Member \$ _____	=	\$ _____
<input type="checkbox"/>	Family Member \$ 95.00	+	Family Member \$ _____	=	\$ _____
<input type="checkbox"/>	First Gear (you must be age 21 and under)		\$ 45.00		

Enclosed is my check or money order for \$ \_\_\_\_\_ U.S. DO NOT SEND CASH.

Visa/Master Credit Card No. \_\_\_\_\_ Expiration Date \_\_\_\_\_

I hereby apply for membership in the Sports Car Club of America, Inc. and \_\_\_\_\_  
and agree to abide by the bylaws. (Region Name / Number)

Applicant's Signature \_\_\_\_\_ Date \_\_\_\_\_

Dues include payment for subscription To SportsCar (\$24 value)  
(Dues are not deductible as charitable contributions)

WE ARE ON THE WEB

[WWW.SCCA-CPR.COM](http://WWW.SCCA-CPR.COM)

Questions or Comments on Newsletter:

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dmohar@zoominternet.net

CENTRAL PENNSYLVANIA  
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TO \_\_\_\_\_  
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