

The SQUEAL

October 2013

The Official Newsletter of the Susquehanna Region of the Sports Car Club of America, Inc. - Incorporated June 29, 1959



Dennis Hanratty, Jr. D Sports Racer

How well can a person with a physical disability do at road racing? Apparently, as well as anyone else, provided that person has the dedication and drive to succeed. Dennis Hanratty, Jr. has shown he has what it takes to get the job done. Having stood proudly five times on the podium's top step, Dennis's awesome D Sports Racing success despite his disability is inspiring. See Alan Leshner's story on Page 4. [□](#)



Dennis Hanratty has succeeded in his racing career despite having to cope with his physical limitations. — Alan Leshner photo

SCCA RallyCross Nationals



This was Jeremy Utterback's "Rent-a-Ride" for the recent SCCA RallyCross Nationals in Tulsa, Oklahoma. — Jeremy Utterback photo

The RallyCross National Championship event was held October 4–6 at Tulsa Raceway Park and 103 drivers made the trip. Jeremy Utterback was one of them. Competitors were treated to a total of ten runs in varying weather conditions. The event began following overnight rain that made the Oklahoma clay slippery, but conditions improved through the event. With three classes for each of three car platforms, front-wheel drive, rear-wheel drive, and all-wheel drive, the heated competition propelled nine drivers to National Champion status. See Jeremy's story on Page 5. [□](#)

From the Editor's Desk



Join us next weekend for the region's final two autocrosses of 2013. Autocross #12 will be run on Saturday, October 26th and Event #13 on Sunday the 27th. Competition in many classes is tight and series champions will be decided at these events. We have the benefit of running these events on the large lot at Hershey. If you'd like to help with setting up these events, the help would certainly be appreciated. Give Geoff a call at 717-367-7853.

The November 17th RallyCross has gelled. The site is an open field just to the east of the Farm Show's satellite parking lot, which is located a short distance east of the main Farm Show Complex. More details in this issue.

All of the above events can be entered on <http://www.myautoevents.com> and each is limited in the number of allowable entries. The autocrosses are each capped at 155 entries and the RallyCross at 40. There's not much time left to sign up, so do it soon or you may miss the opportunity.

An important order of business will be conducted at next week's meeting. On October 22nd at Gilligan's nominations will be opened for Susquehanna Region's 2014 executives. Elections will be held at the November 26th meeting, again at Gilligan's. Be there!

The RallyCross will close our competition season, but the off-season can be a busy time of the year. We have the upcoming holiday season of course, but the real excitement is in prepping the race car for the 2014 season.

I encourage each our Region's 287 members to contribute material to this newsletter. Send your stories and photos to: mail@johnrudy.com — John

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*Susquehanna Region's membership meets
at 7:30 PM on the fourth Tuesday of each
month, except December, at Gilligan's Bar &
Grill, 987 Eisenhower Blvd, Harrisburg, PA.
For more information, go to our website at
www.scca-susq.com*

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AUTOCROSS COMMITTEE

Kate Ritter & Geoff Craig — Co-chairs

Henry Brillinger — Site Aquisition/Relations

Geoff Craig — Course and Grid Design

Chris Paveglio — Pre-registration

Kate Ritter — Registration

Dennis Cipriany — Safety

Ryan Hetrick — Tech Inspection

Anne Demmy — Timing

Charlie Demmy — Starter

Greg Hagan — Novice Program

Dan Woland — EMT Services

Paul Sciukas — Workers

Markus Houser — Truck & Equip. Manager



RALLYCROSS COMMITTEE

Adam Moore & John Roscinski — Co-chairs

★ Meeting Minutes ★

The September meeting was convened at Gilligan's on Tuesday, September 24, 2013 at 7:27.

Alan Leshner gave the Treasurers report and announced that all sponsors were paid up to date. Steve Limbert announced that the Region has 287 members, the same as last month.

A discussion of the Rallycross at the Farm Show lot on Elmerton Ave included the following:

While there are porta-johns located within a 1/10 of a mile of the field, it was decided to rent one for our use.

There was no objection to limiting entries to 35.

The Farm show will install stanchions and banners for us at the rallycross site.

The cones that we use for

rallycross are now located at John Roscinski's garage rather than at the Hershey storage facility as in the past.

A discussion of our autocross events included the following: The farm show will likely agree to move the Jersey Barriers to positions according to our requirements.

Geoff Craig said the Jersey barriers could be moved to allow us to reverse the course for the second event of the day.

Concern was expressed about our not following a schedule for the operation of our events.

It was concluded that we need a race director to oversee operations.

Alan Pozner accepted the newly created position of autocross race director.

We at times have registered more entries than we said we would. One of our problems is the number of walk-ups we experience and the fact that they at times cause us to exceed the number of entries we establish as a maximum. The practice of allowing walk-ups that exceed the maximum should cease.

The maximum number of entries we will accept should be clearly and widely publicized.

The question was raised about finding Region members who have EMT licenses to meet the Farm Show's requirement for EMT coverage. It was decided that we should continue to hire professional EMT's.

Meeting adjourned at 8:32. □

Henry Brillinger,
Acting Secretary

Susquehanna Region's Final 2013 Series Autocrosses Next Weekend

Gear up, race fans! The 2013 Autocross Series Finale is drawing near. Next weekend, October 26 and 27 Susquehanna Region will present its final two events of the season, Autocrosses #12 and #13.

Up-to-date series points and PAX points are available on the Results page of our website. Go to: <http://www.scca-susq.com> to peruse the standings. Allen Kugler is currently at the top of the PAX Points chart, but there are a half-dozen other drivers vying for the position, and with a potential of 20 points still available, the

title is still open. Same goes for several of the class competitions. Their final positions are not yet set in stone. With those series titles still unresolved, the weekend's competition will be as strong as ever. To add to that, the events are being held on the immense Hershey lot.

If you haven't yet signed up, you should do so soon. Info and location information as well as registration for these events is available at <http://www.myautoevents.com>. Don't delay. MAE registration for both events closes Thursday, October 24th at 8:00 PM. □ — John Rudy

Dennis Hanratty, Jr.

Eastern Conference, D Sports Racer — By Alan Leshner

Just about every person who has driven a vehicle in a high-performance setting would agree that it is a very hard thing to do. Now, imagine attempting to control a high-performance car while dealing with a physical handicap. That is exactly what Dennis Hanratty of Mechanicsburg did to win his conference title.

"I was born with a cleft lip and club foot," Hanratty said. "While the cleft lip poses no issues with my racing abilities and has been corrected, my club foot is something that I'd like to shed some light on. When I was born, my left foot did not develop correctly resulting in my foot having some defects and also being turned sideways. I've had many surgeries throughout my life to correct these problems, I can now live life normally.

"My right leg was, and still is, about an inch and a half shorter than my left due to the club foot condition. Also, I am only 5'3" tall, so with these issues pedal adjustments and extensions are usually something that have to be done in order for me to be able to drive race cars."

While Hanratty was lucky enough not to deal with any mechanical issues throughout the season, living a normal life, much less racing at an extremely high level, with his condition is something not to be overlooked.

"I don't want to say that I am the only driver in SCCA who was born with a club foot, because I really don't know if that's a true fact," Hanratty said. "But, I would venture to say I am one of only a few. So, I just wanted to share my story to say, you can accomplish anything you

want, with patience and determination."

Hanratty may have been fashionably late to the Eastern Conference party, but he put his mark on the season scoring five podiums, including two wins behind the wheel of the No.18 EPIC Cameras/Kinesyis Sunscreen West WR-1000/McLaren. His wins came at Summit



Point and Watkins Glen International Raceway. Hanratty also notched a pair of second-place finishes at New Jersey Motorsports Park and a third-place at Watkins Glen. In

addition, he scored a pair of pole positions at Summit Point.

There are some very important people Hanratty would be remiss without thanking. "First and most importantly, I would like to say 'thank you' to my Mom and Dad," Hanratty said. "They were my crew this season, and without them, none of this would have been possible. Thank you to my wife, Jessica, and my son, Ethan, for putting up with me and my racing aspirations.

"A big thank you to Brad Hollinger for all his help and support over the past six-plus, years. Thank you to my sponsors: EPIC Cameras/GSM Outdoors, as well as KINeSYS Sunscreen and SPY Optics. Thank you to Hoosier Tires, Summit Racing, and Hawk Performance Brakes for their generous sponsor contingencies and support."

For more information on Hanratty, visit www.hollingergrouptomotorsports.com 

— Alan Leshner

SCCA RallyCross Nationals Adventure

— By Jeremy Utterback

RallyCross is an up and coming addition to the SCCA family, so I decided to try my hand at a course designed by a team of guys that do this every month. I wasn't disappointed at all. It was a well thought out event at a very great location perfect for laying out three separate courses. The host region has hosted the National Championship the last three years and for good reason. Tulsa Raceway Park has acres and acres of grassy areas along with food and restroom facilities.

Since my family is from the area, I flew in the day before and scoped out the rental car lot. The plan from the start was to get either a VW or Honda as these both had sizable contingency money available for the first three finishing positions. I settled into a 2013 VW Beetle and headed over to look at the course layouts.

At the RallyCross National Championship event, each of the 103 participants used the aggregate time of 10 weekend runs to determine their time for the weekend, with each cone hit worth a two second penalty. The championship event is a three day affair with Friday being the test and tune, tech and

registration day.

I arrived at the site early in the day and registered and tech my trusty steed, then went out to try my skills in the test and tune course. I realized very quickly that it was going to be a challenge to bring my autocross experience to the less grippy Oklahoma clay. I got four good passes under my belt and moved on to watching the more experienced drivers maneuver through the course. There was a very broad list of manufactures represented, but the majority of the cars revolved around the Subaru marquee.

The course began to rut in and I watched a week-old Mazda 2 go belly up in the back section. It wasn't his first time going over. He wasn't hurt and all the safety features of modern cars worked as designed. Friday evening's festivities culminated with the drawing for grid position. This is a very important draw as we expected



A Mazda 2 didn't fare so well in the ruts.

rain that evening and getting on course early before it got ruddy could be the time to beat. I drew grid spot two and was expecting a great start to the event.

Day two started out with a very unusual rainfall of about 5" overnight. That, and the combination of the field owners decision the week prior to turn the ground over, lead to a 6" deep mixture of slick red clay and drilling mud. A minor course change was instituted to keep



Conditions were pretty sloppy at the start of the event but improved. — Jeremy Utterback photos

(Continued on Page 6 - "SCCA RallyCross")

SCCA RallyCross Nationals (Continued from Page 5)



The RallyCross National's event site featured three separate courses. — Jeremy Utterback photo

us out of the *really* wet areas. Since the stock class cars were first on the grid, the safety staff decided that we would either put the modified class out first or wait an hour to see if dried any. The modified class drivers objected to being put out first even though they had tires to run in the muck, so we took the operational delay.

First car off was SCCA's VP of Solo/Rally Howard Duncan in his rental Elantra and it quickly became clear that the four of us on all season tires were in trouble. My first venture out on course was met with a nanny strangled run that left me waiting on the car to let me push the throttle. I spent the rest of the morning trying to find the right combination of fuses and relays to turn off traction control, which wasn't possible as the same fuse runs the fuel pump.

The PM session was much drier and times on the faster and less technical course were quick, even for the heavy VW. I ended day one in third place and was feeling good about my day two showing. Dinner was great. The competition continued into the evening with several of us washing the mud off and heading over the drag lanes for some friendly wagering. This was where the 2.5L of VW fury showed its strength, bringing me in first for the night and some beer

money in my pocket.

Day three began with a few protests in the stock class with a guy trying to pass full fledge rally tires off as winter snows which are allowed in stock. With this behind us we moved on to the course, a combination of both the previous day's courses with some elevation changes add in to make it interesting. My runs didn't fare well after the ground dried up and the drivers with the better prepped cars showed us how to lay down times. I managed to stay ahead of three cars and squeak out an 8th overall. The awards ceremony was a quick affair since there are only 9 classes in the RallyCross family.

After a thorough washing I headed back to the airport and made my way back to the hills of Pennsylvania. Would I do it again? Yes I would, I'm already planning a trip next year. It was announced at the conclusion of the event; that the 2014 RallyCross National Championship will be held at I-80 Speedway Greenwood, Nebraska, October 4-5.

If only we could get a field as good as this, we could bring events that would leave participants smiling ear to ear. There is something special about throwing a car around on the traction deficient dirt. ❑ — Jeremy Utterback

2013 RallyCross National Champs

Stock-FWD - Tim Hardy, '91 Ford Escort GT
 Stock-RWD - Jayson Woodruff, '94 Mazda Miata
 Stock-AWD - Charles Wright, '06 Mitsubishi Evo
 Prep-FWD - Chang Ho Kim, '89 Honda Civic Si
 Prep-RWD - Sam Henry, '94 Mazda Miata
 Prep-AWD - Edwin Cunill, '06 Mitsubishi Evo
 Mod-FWD - Leon Drake, '91 Volkswagen Golf
 Mod-RWD - Michael Cadwell, '94 BMW 325iS
 Mod-AWD - Warren Elliott, '06 Mitsubishi Evo IX

The Chevrolet Monza

— By John Rudy

The Chevrolet Monza. It's doubtful many of the current crop of auto enthusiasts even recognize the name as its debut was nearly 40 years ago. Chevy used the Monza moniker twice, first for a turbocharged model of the 1961-1969 Corvair and again for a sporty, sub-compact car line from 1975 through 1980 that featured hatchback 2+2, notchback Towne Coupe, and wagon models. This later run was an extension of the earlier Vega platform that replaced the much maligned Corvair.

GM shared the Chevrolet Monza platform with other corporate models; Buick Skyhawk, Pontiac Sunbird and Oldsmobile Starfire. All were rear wheel drive. While the Monza and its siblings were promoted as being sporty cars, the era of their production belies the true story.

It was an unfortunate time for performance car enthusiasts in general, particularly with regard to American-built automobiles. In the early 1970s federal government agencies and auto insurance companies began a campaign that put a heavy damper on a decade-long trend of increasingly more powerful and thirsty cars. At that same time gasoline economy and automobile safety concerns came to the forefront along with increased demands for lower vehicle emissions.

Through the mid-70s and early-80s horsepower numbers plummeted. Smog pumps and catalytic converters became required equipment. Cars grew heavier, slower, and burdened with anti-smog equipment. To try to pacify a noticeably discontented buying public, the automakers added insult to injury by overloading cars with more lavish appointments and options, which added weight and further burdened their performance.



The Chevy Monza 2+2 was a sporty sub-compact introduced for the 1975 model year and could be ordered with a V8. It enjoyed a six-year production run. — *Internet photo*

Import car builders were also seriously affected with this era's requirements to meet U.S. emissions regulations, crash testing and safety requirements, most noticeable in increased ride height and bulbous bumpers. Regulations were so stringent that many European car makers stopped importing to the U.S. market.

Although the newly introduced 1975 Chevy Monza shared its H-body platform with the Chevy Vega introduced five years earlier, its chassis was beefed up to handle more power than the Vega's 4-cylinder engine could muster.

At the time of the Monza's development, GM owned the rights to the Wankel engine and had intended to introduce its "revolutionary rotary engine" as the upscale engine option in the 1975 Monza, but persistent reliability and emissions issues with the motor forced GM to scrap the rotary's introduction.

In its place Chevy crammed a 262 cubic inch (4.3 liter) V-8 into the engine bay. The 262 was Chevy's smallest-ever production V-8 engine and it made all of 110 smogged-up horsepower. Interestingly, the 262 didn't pass California's

(Continued on Page 8 - See "Monza")

The Chevrolet Monza *(Continued from Page 7)*

more stringent emissions standards and in 1975 only, the few V-8 powered Monzas delivered to California were equipped with California emissions-certified 350 cubic inch motors rated at a dismal 125 horsepower.

By the time GM decided to abandon the rotary engine, the Monza's chassis and body were already fully developed with an all-new three-link, torque arm rear suspension design and a very high driveshaft tunnel separating the driver and passenger seats. The Monza's distinctive high driveshaft tunnel was needed to accommodate the rotary engine's driveline, but since the rotary was scrapped and time to the Monza's introduction was short, the high tunnel was left in, the only remaining evidence of GM's production rotary engine foray.

There were 731,505 Monzas produced over its six year run from 1975 to 1980 in a variety of models, including the gaudily decorated Spyder and the heavily body paneled Mirage.

For Monza owners looking to boost performance, there were plenty of aftermarket speed parts. The little 262 V-8 had the same external dimensions as all other Chevy small block engines, so any variation of the small block from the 262 to a bored and stroked 400+ cubes could be bolted in. That would easily solve the power problem, but for a legal, street driven car, the invasive emissions inspections were nearly impossible to circumvent.

Despite the sharply increased cost of gasoline and government emissions regulations for street driven cars, the racing community remained active through this period and heavily modified Chevy Monzas began showing up at road race tracks and drag strips. Probably the most notable road race examples were the DeKon Monzas engineered by Lee Dykstra and Horst Kwech and seen

regularly in IMSA and endurance races like Le Mans. Drag racer Bill "Grumpy" Jenkins and several other notables ran Monzas in NHRA drag racing as well. Monza race cars of this era command sizeable sums when sold or auctioned, but collectors ignore the H-bodies.



Al Holbert #14 DeKon (c/n 1008) Phase-3, chased by Michael Keyser #1 DeKon (c/n 1003). Here, Keyser won the IMSA Daytona Finale 250 on Nov. 28, 1976. — Internet photo

Adding insult to injury, there appears to be a general lack of regard for cars of this "low performance" era. While there is an abundance of aftermarket parts and body panels available today for nearly all GM cars and trucks, they have nothing for the Monzas or their siblings. The few devoted H-body owners that remain find support in grassroots groups like The H-Body Organization at <http://www.h-body.org> or V-8 Monza at <http://www.v8monza.com>.

If this article piqued your curiosity about the Monza, there's plenty of info on the internet. http://en.wikipedia.org/wiki/Chevrolet_Monza is a good starting point.

Why this intro to the Monza? Well, it's a lead-in. After my successful 1981 campaign in the MGB, I decided to look for something with a V-8. My ride of choice was a Monza 2+2 that saw duty in Stock, Prepared and Modified category competition. I'll tell you more about *my* Monza next month. □ — John Rudy

Our November RallyCross — By Henry Brillinger

The Susquehanna Region will be running a RallyCross on a new site on November 17, 2013. The site, shown to the right outlined in black, is a parking lot field used by the nearby Pennsylvania Farm Show and Expo Center located in Harrisburg, PA. The lot is 700 feet long and 300 feet wide. The entry fee is \$40 if you preregister on <http://www.myautoevents.com> by Thursday, November 14 and \$50 the day of the event. **We will accept no more than 40 entrants!**



Entrants will get eight runs and some pre-event parade laps. As usual, scores will be based on the total time of the eight runs plus any penalties. You can find the lot by entering “1301 Elmerton Ave., Harrisburg, PA” on your GPS or Google Map. — Henry Brillinger



This is the attractive entrance to the paddock which will be located along the trees shown here. Other parking will be allowed on the paved lot just across Sycamore Drive. This event will stress car control over speed on the short straights that connect the turns on the course. Some of the lot is compacted and some is not, thus it may impose a need for some imaginative course design.



This is the view from where the paddock will be located. Farm Show maintenance staff plan to mow the lot before we use it. Minimum equipment requirements will allow the car that you run to be your daily driver, your rental car or your highly modified Subaru or Mitsubishi rally car. Come join us.

— Henry Brillinger photos



Sunday, November 17, 2013

RALLYCROSS

Rush Movie Review

— By Chris Paveglio



Rush is a racing movie for all of us racing aficionados as well as the rest of our family. (Well, maybe not the kids.) Ron Howard has done a great job with the portrayal of both Niki Lauda and James Hunt and their rivalry and animosity, as well as somewhat begrudging respect. The film has a “vintage film” look to it, with the way the color palette is muted and skewed to a cyan and yellow tint. It’s like what old 16mm film would look like if it really was 40 years old now. And it’s not a distraction, it just puts a kind of artistic aura on the film as a whole.

The film covers the beginnings of both driver’s careers in Formula 3. It portrays them as having some on-track contact and developing hard feelings that each other is a bad driver. The film progresses and goes into personal details of the drivers’ lives, delving into how they interact with others, who they are dating, the relationship with their respective team owners and team mates. It’s very clear how determined and calculating Lauda was (and is), and how much Hunt was living large and being successful on track due to his talent. Each driver’s personal life and life philosophy seems complete opposite of the other.

Required for a racing movie is racing footage of course. For us, the real racing types, I’d say there was certainly not enough track action

shown. Then again, I could watch 10 hours of nothing but in-car camera from Road Atlanta or Le Mans and call it a good day racing.

The action was very realistic. I won’t go into great detail, maybe you’ve read the *AutoWeek* piece on it. The track footage was realistic and action-y enough. It was there to more or less keep the personal story moving along and of course play pivotal roles in the story. Sometimes I felt it was too jumpy or had too many close-ups of tire banging or other “heart pounding” scenes that were played up. Too much of the “MTV video editing” generation, but only for a few moments. Hopefully the DVD will have either an extended race version, or just extra race footage to watch. In keeping with the vintage aura, the film makers included some nice period “on screen” graphic effects to sum up some mid-season races and keep the plot moving.

The film left me, and the rest of the group that went to see it, very satisfied on most every aspect. Primarily it’s a gripping and dramatic view on the two drivers lives and relationship. It’s supremely well done in that regard, as you can feel the tension between the drivers. You can also feel for them as they handle their personal struggles as well.

Fair warning for parents - there is a lot of swearing, some sex, and rather intense scenes of Lauda in the burn unit that made almost the whole theater gasp a little. But those scenes do support the surrounding plot extremely well.

Rush is on par, or better than, *Grand Prix*, and far and away better than *Le Mans* or *Driven*. If you haven’t seen it in the theater yet, go right away to see it. You will not be disappointed, you’ll leave wanting to see the 1977 season start soon as the last scene is over!

I give it 10/10ths! – Chris Paveglio

Involved Members

Region Members Contribute Over 1000 Hours at Summit Point

— By Alan Leshner

Susquehanna region's road race worker core may not be large, but WOW, they sure put in the time! A review of D.C. Region's race worker lists shows nine Susquehanna Region members who put in time at Summit Point in 2013. Most of this was in support of the MARRS program, but our workers also showed up to help at the Double National/Majors, the Spring Drivers School and the Jefferson 500.

Flagging & Communications (aka corner working) received the lion's share of worker hours. In addition, work time went toward pit and paddock, tech, instructing and stewarding. Yes kids, I'm gonna name names.

Corner Workers

Tom Anwyll worked 6 MARRS races. Diane and Earnie Dingle worked 7 MARRS races and the national. Joe and Sandy Gray worked at 7 MARRS events, the School, the National and the Jefferson 500. DeWitt Payne worked at 5 MARRS races plus the National.

Other positions

David Gernet and Angela Slocum worked pit and paddock at 7 MARRS races plus the National; and drove formula cars in many of the events. Steve Hyatt was a tech worker at 5 MARRS races plus the School, the National and was a steward at the Jefferson 500. Darren Stonesifer (E/P Porsche) was an instructor at the Spring Drivers School.

Looks like our guys and gals covered a lot of bases during the 2013 season. Thanks to all for representing our region at Summit Point, and a personal thank you from a driver (me) for helping to put on the show.

— Alan Leshner

SOLOMATTERS

Eliseo Salazar: A Note to US Solo

I have driven in the narrow streets of the Monaco F1 Grand Prix, on the long 4 mile plus straight at the 24 Hours of Le Mans, started in the front row of the Indy 500, navigated the desert of the Dakar Rally, competed against the great Loeb in the World rally Championships, etc., etc. BUT.... I had never been on a Paddock with 1,000 cars plus!

It all started when I decided to do something that could benefit safety on the streets of my native country of Chile, a small way to try to eradicate illegal races. We lack proper racing tracks, so autocross was a good alternative. We called it SoloRace Chile. I had the fortune to have the invaluable help of my friend Roger Johnson. We launched the program in Chile with 30 entries and within 3 months had grown to 120 cars fields.

In my racing career I've always shot for the pinnacle of every discipline, so what better than make our graduates come to the biggest event, Solo Nationals. We did so with 3 guys. To say that it was a learning experience, it's a big understatement. We found very dedicated competitors, with a lot of experience. Our guys had done only 3 events on their life, so it was a struggle on the track, but a great time sharing cars with the gracious owners who let us drive their vehicles. The organizers were very helpful and we ended up having a great time. I personally did a few runs, without official times, to get the feeling of it and I would definitely like to do it properly next year.

Thanks to everybody who made the experience an unforgettable one. We will be back! — Eliseo Salazar



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2013 Region Event Schedule

- Jan. 22 Membership Meeting at Gilligan's
- Feb. 14 Executive Board Meeting at Gilligan's
26 Membership Meeting at Gilligan's
- Mar. 26 Membership Meeting at Gilligan's
- Apr. 6 Autocross #1 at Large Lot, Hershey
7 Autocross #2 at Large Lot, Hershey
23 Membership Meeting at Gilligan's
- May 5 RallyCross #1 at Trail-Way Speedway, Hanover
18-19 Carlisle Autocross (not a series event)
28 Membership Meeting at Gilligan's
- June 2 Note change - Single Autocrosses #3 at Farm Show Complex, Harrisburg
25 Membership Meeting at Gilligan's
30 Autocross #4 at Giant Center, Hershey
- July 7 Double Header Autocrosses #5 & #6 at Farm Show Complex, Harrisburg
21 Autocross #7 at Giant Center, Hershey
23 Membership Meeting at Gilligan's
28 RallyCross #2 at Trail-Way Speedway, Hanover
- Aug. 18 Double Header Autocrosses #8 & #9 at Farm Show Complex, Harrisburg
27 Membership Meeting at Gilligan's
- Sept. 15 Double Header Autocrosses #10 & #11 at Farm Show Complex, Harrisburg
24 Membership Meeting at Gilligan's
29 Note change -RallyCross Cancelled!
- Oct. 22 Membership Meeting at Gilligan's
26 Autocross #12 at Large Lot, Hershey
27 Autocross #13 at Large Lot, Hershey
- Nov. **17 NEW! RallyCross at Farm Show's Elmerton Avenue satellite lot.**
26 Membership Meeting at Gilligan's
- Dec. — NO Membership Meeting this month
- Jan. 18 Year End Banquet, Grantville Holiday

autoCamp MOTORSPORT

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Monday-Friday 8:00am-5:30pm

Maintenance:

- Pennsylvania State Inspection
- Certified Pennsylvania Emissions
- Regularly Scheduled Factory Maintenance
- Complete Tune-ups
- Automatic Transmission Flushes
- Fuel Injection Cleaning
- Cooling System Services
- Replace Windshield Wipers
- Coolant System Flushes

Diagnostic & Repair:

- Computer Diagnostic Service
- Expert Brake Service and Repairs
- Air Conditioning Svcs & Repairs
- Diagnose & Repair Charging Systems
- Diagnose & Repair Driveline
- Repair Overheating / Temperature Issues

Wheels & Suspension:

- Mounting Tires up to 20"
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