

# TRANSMISSIONS

The Formula Race Club of America's official Magazine



Formula Race Car Club of America

April, 2010

Volume 2, Issue 2

## Summit Point Rounds 4 & 5



Oscar and Dominick

The Formula Race Car Club of America was in action again, this time on their home track at Summit Point WV.

After a Friday morning practice session, the first of 2 full days of racing was headlined by a fantastic race in the FRCCA Spec Ford Club Class of Formula Pro Avanti Field. While Matt Amos put on a driving instruction day, Kirk Davis nursed a late race ailing engine home to a second place finish. The real race was for the third step on the podium. This race was between 3 veteran drivers in Andy Graham, Dominick

Vitale and Oscar Pacheco. Third place was swapped no less than 15 times at the start/finish line. And who knows how many around the track. At one point the 3 actu-

ally went 4 wide down the front stretch while lapping a car. Even other competitors' crews up and down pit lane were more interested in this race rather than even their own car.

In the end, Graham got the position however Vitale got fast lap of the race.

FRCCA Club Ford Spec Class F1600 saw a returning Guy



Frank in the Formula Haus entered car take a convincing win over Greg Lane and Dean Berry completing the podium.

Formula Ford saw Wally Uslosky tak-



ing the win over hard charging Terry Vesper and the visiting Bill Cosenbater completing the podium.

Formula Mazda was won by Bruce Lawrence out of The Speed Connection stables over fellow Speed connection driver Ty Young in the Young Engineering ride. Club Ford was won by

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### Special points of interest:

- CLYDE SEZ
- From the Presidents Desk

# Who Are We

Transmission is the official Magazine of the Formula Race Car Club of America LLC.

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## Classified Rates

5 lines— \$20.00

5 Lines with photo—\$2500

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Free to FRCCA Members



## 2010 off and Running

Ralph Kennedy.

FRCCA Club Spec Ford Formula Tyro (the novice class) was won in convincing style by John Donahue in the Team Donahue Special; the car is shared between John and Buddy Donahue. Completing the podium was John Caporaso in a Lola.

Formula Vee saw Bill Carroll win over Stanley Oberrender.

The day was a nightmare for scheduling due to intermittent heavy rains but the entire day was able to be completed.

Sunday posed a whole new set of races for the drivers. The day started and ended wet. After morning practices, heavy rains descended upon the speedway and several races are possibly getting moved to another date due to standing water. However the races that did get in were very tight.

Formula Mazda was won by Ty Young by a wing over Bruce Lawrence.

Formula Vee was won by Bill Carroll over Stanley Oberrender

The Formula Haus “Drive of the Day”; which is a \$50.00 prize for the driver who most impressed the corner workers and is voted on by them and announced at the end of a day of racing after the ballots are tallied. The winner was Wally Usloski.

The next race on the schedule is July 10 & 11 at Summit Point where 2 full days of racing will be held again.

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Tight FPA racing is the norm





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# Timing & Scoring Shack

Timing Shack – There are often questions on how to read the timing sheets we give you at the end of the races. Below we have a sample and how to read it.



KIM



SUE

Class(es)                      Session

**RACE RESULTS FOR F/1000 F/C F/F F/PA CPR**

Race Event → **RACE #14 - LAST RACE-POCONO**  
 10/11/09 ← Event Date  
 At: Pocono Intl Raceway, Length: 1.4 miles ← Track

| Best Lap | Best Time | Veh# | Class  | Interval  | Laps |
|----------|-----------|------|--------|-----------|------|
| 15       | 00:55.446 | 71   | F/C    | Lap 20    | 20   |
| 14       | 00:58.053 | 7    | F/PA   | Lap 19    | 19   |
| 16       | 00:58.183 | 71o  | F/PA   | 00:01.784 | 19   |
| 14       | 00:57.984 | 52   | F/PA   | 00:02.834 | 19   |
| 16       | 00:58.869 | 29   | F/PA   | 00:25.737 | 19   |
| 19       | 00:59.544 | 97   | F/F    | 00:26.348 | 19   |
| 18       | 01:00.896 | 91   | F/PA   | Lap 18    | 18   |
| 14       | 01:02.663 | 11   | F/1000 | 00:11.732 | 18   |
| 8        | 00:59.429 | 35   | F/PA   | Lap 8     | 8    |
| 1        | 01:04.500 | 25   | F/PA   | Lap 7     | 7    |
| 1        | 01:03.677 | 20   | F/PA   |           | 1    |
| 1        | 01:04.731 | 45   | F/F    |           | 1    |

Laps Completed → (points to Laps column)

Interval behind → (points to Interval column)

Class → (points to Class column)

Car Number → (points to Veh# column)

Best Lap time for driver → (points to Best Time column)

Best Lap time completed on lap → (points to Best Lap column)

Total Event Time → 00:46:34

Best overall lap and driver → on lap 15 by SAM LANG

Margin of Victory → 02:27.485

Chief of T&S: Kim & Sue

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

Printed on Friday, April 18 20:14 2010

Results provided by KLB Kronos and dBoom RaceTime

Date Report Printed → [ ]

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## FRCCA versus F-1

### Advantage FRCCA's F/PA Division!

*If you saw the F-1 race from Turkey then you will understand why the FRCCA F/PA has it BETTER! The racers that choose to race in this unusual class would have handled the situation between Vetal & Weber in this manor; Weber would have given Vetal room for his over-aggressive move, yes, given way! BUT after the event would say something like this “ the next time I have to move over to prevent an accident I will take these two incident to the safety committee and you may very well be asked to race in a different class”. The racers in the F/PA are first SPORTSMEN; competitive, safe and fast BUT they respect and trust each other and it is a major part of the class. Because of the starting order there is much passing and that makes for exciting racing, crashing is not exciting to the educated spectator. Hopefully, some day soon the “Pro” series will see the value of the FRCCA's type of racing, of course it will weed out the drivers that do not respect each other. If you think you are the only one on the track and other driver should move out of your way, you are foolishly mistaken.*



## Registration Table

Reggy the Registrar –

I am not sure exactly where we will be for registration at Summit Point in July.

It will be marked. With John not allowed to drive we can only bring one vehicle. Of

course it will be the van and trailer.

If we have normal July weather drink plenty of fluids and stay out of the sun.

If anyone has any ideas to make anything go smoother just let

John or Sue know. We are always looking for ways to streamline the processes.





# Clyde Sez

## ELECTRICITY BATTERY, POINTS, & COILS

The ignition system on your racecar is actually 2 different systems. There is a Primary and a secondary route of electricity. The primary system starts at the “+” positive on the coil and feeds to the “-” negative side which is wired directly to the points; when the points are closed a direct short happens and the condenser gets charged. Next the points open and the short is gone but the condenser releases its charge and that action causes the Secondary system to be activated. The secondary system is the large wire coming out of the center of the coil. Once this system is activated the spark is released from the coil that spark travels through the heavy wire to the center of the distributor cap. The inside of the distributor cap has a carbon button that is spring loaded to put pressure on the rotor so there is a quality contact with the rotors contact which is also loaded against the carbon button to insure a good contact. The spark continues along this path and as the distributor rotates the rotor contacts each of the contacts that lead to each spark plug. The final path of the spark is that it travels through the spark plug wires to the spark plug itself and this is where the spark must jump a gap and that is when the fuel mixture is ignited.

Some of the mistakes I have witnessed are filing the end of the rotor thinking by cleaning the end will clear up the miss; NO you have just moved the path further apart causing the spark to jump an extra time. Installing a high energy coil for a hotter spark BUT there is no charging system in many racecars therefore all that happens is you deplete the battery energy quicker and a misfiring happens near the end of the race. Many times the battery is in poor condition and cannot hold a charge; a low battery cannot keep up with the demands of high RPM used during competition. Bad connections at the battery, coil, distributor cap or at the spark plugs is a path to DNF. Many drivers think the spark plugs are pre-set; they are NOT! The same plug fits different engines V-8, V-6, Straight 6 plus 4 cylinder engines may be using the same plug but the engines could have different compression ratios therefore different plug gaps ALSO tighten the end of the plug that the wire gets connected to. When all the contacts are secure it slows down the corrosion that always happens when you have loose contacts. When the connections are bad you will have a bad running engine. All the connections must “Clip” into position or be fastened properly making sure there is no dirt while insuring a full contact fit. If you need to file the contact, be sure to remove all the loose filings before connecting the fitting. The timing of the engine as well as the proper firing order is needed to obtain a good running race engine. The firing order of a formula ford engine is 1-2-4-3 while a good place to start the timing is at 39 degrees set while the engine is revving at about 4500 RPM’s. I would suggest that you mark the wires and the distributor cap as well as the flywheel. None of these things are hard to accomplish but it does take time to do it right and as we all know *“we never have time to do it right the first time, but we always find time to do it over again”*

Clyde

## **SPONSOR CORNER**

**Formula Haus – Formula Haus has been a longtime supporter of the FRCCA. The latest program from Formula Haus is “Drive of the Day”.**

**“Drive of the Day” is a \$50.00 award voted on by workers each day. This award will be given to the driver who has impressed the workers with their talent and drive for the day. Car must be displaying a Formula Haus Decal to be eligible.**

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Thank you! Chris Terranova, Fossil Racing and Castrol for the end of day give aways at Shenandoah.

# 2010 Formula Race Car Club of America Sanctioning Schedule

|   |
|---|
| <p><b>East Coast Formula Car Championship</b><br/>Sanctioned by <b>FRCCA</b></p> <p>Race 1—April 10 Pocono 1.5-mile<br/>           Race 2— April 11 Pocono 1.5-mile<br/>           Race 3— April 24 Shenandoah CW<br/>           Race 4—April 25 Shenandoah CCW<br/>           Race 5—May 22 Summit Point<br/>           Race 6—May 23 Summit Point<br/>           Race 7—July 10 Summit Point<br/>           Race 8—July 11 Summit Point<br/>           Race 9 —July 31 NJMP Lightening Double Points<br/>           Race 10— Aug 1 NJMP Lightening<br/>           Race 11—Aug. 21 Shenandoah CCW Double Points<br/>           Race 12—Aug 22 Shenandoah CW<br/>           Race 13— Sept. 18 NJMP Thunder Double Points<br/>           Race 14—Sept. 19 NJMP Thunder<br/>           Race 15—Oct. 2 Pocono 1.5-mile Double Points<br/>           Race 16—Oct. 3 Pocono 1.5-mile</p> <p>Best 13 of 16 races Note 4—Double points races</p> |
|---|

|   |
|---|
| <p><b>Bill Scott Formula Car Series</b><br/>Sanctioned by <b>FRCCA</b></p> <p>Race 1— April 24 Shenandoah CW<br/>           Race 2—April 25 Shenandoah CCW<br/>           Race 3—May 22 Summit Point<br/>           Race 4—May 23 Summit Point<br/>           Race 5—July 10 Summit Point<br/>           Race 6—July 11 Summit Point<br/>           Race 7—Aug. 21 Shenandoah CCW<br/>           Race 8—Aug 22 Shenandoah CW Long Track</p> |
|---|

|  |
|--|
| <p><b>East Coast Formula 1000 Championship</b><br/>Sanctioned by <b>FRCCA</b></p> <p>Race 1—April 10 &amp; 11 Pocono 1.5-mile<br/>           Race 2— Pocono 2.5-mile Long track Tentative<br/>           Race 3—May 22 Summit Point<br/>           Race 4—May 23 Summit Point<br/>           Race 5— June TBD<br/>           Race 6—June TBD<br/>           Race 7—July 10 Summit Point<br/>           Race 7—July 11 Summit Point<br/>           Race 8—July 31 Aug 1 NJMP<br/>           Race 9—Aug 22 Shenandoah CW Long Track<br/>           Race 10— Sept. 18 &amp; 19 NJMP<br/>           Race 11—Oct. TBD<br/>           Race 12 - Oct. TBD</p> |
|--|

|   |
|---|
| <p><b>Northern Challenge Series</b><br/>Sanctioned by <b>FRCCA</b></p> <p>Race 1—April 10 Pocono 1.5-mile Double Points<br/>           Race 2— April 11 Pocono 1.5-mile<br/>           Race 3 —July 31 NJMP Lightening Double Points<br/>           Race 4 — Aug 1 NJMP Lightening<br/>           Race 5 — Sept. 18 NJMP Thunder Double Points<br/>           Race 6 —Sept. 19 NJMP Thunder<br/>           Race 7 —Oct. 2 Pocono 1.5-mile<br/>           Race 8 —Oct. 3 Pocono 1.5-mile</p> |
|---|

|   |
|---|
| <p><b>Southern Challenge Series</b><br/>Sanctioned by <b>FRCCA</b></p> <p>Race 1— April 24 Shenandoah CW Double Points<br/>           Race 2—April 25 Shenandoah CCW<br/>           Race 3—May 22 Summit Point<br/>           Race 4—May 23 Summit Point<br/>           Race 5—July 10 Summit Point<br/>           Race 6—July 11 Summit Point<br/>           Race 7 —July 31 NJMP Lightening Double Points<br/>           Race 8— Aug 1 NJMP Lightening<br/>           Race 9—Aug. 21 Shenandoah CCW<br/>           Race 10—Aug 22 Shenandoah CW<br/>           Race 11— Sept. 18 NJMP Thunder Double Point<br/>           Race 12—Sept. 19 NJMP Thunder</p> |
|---|

|   |
|---|
| <p><b>FRCCA School</b></p> <p>Chalk Talk—March 30 Time &amp; Place TBD</p> <p>School Day 1— April 10 Pocono 1.5-Mile<br/>           School Day 2—April 11 Pocono 1.5-Mile</p> |
|---|

Canceled

Canceled

Canceled

## July 2010

| Sun                    | Mon       | Tue       | Wed       | Thu       | Fri       | Sat                    |
|------------------------|-----------|-----------|-----------|-----------|-----------|------------------------|
|                        |           |           |           | <b>1</b>  | <b>2</b>  | <b>3</b>               |
| <b>4</b>               | <b>5</b>  | <b>6</b>  | <b>7</b>  | <b>8</b>  | <b>9</b>  | <b>10</b> Summit Point |
| <b>11</b> Summit Point | <b>12</b> | <b>13</b> | <b>14</b> | <b>15</b> | <b>16</b> | <b>17</b>              |
| <b>18</b>              | <b>19</b> | <b>20</b> | <b>21</b> | <b>22</b> | <b>23</b> | <b>24</b>              |
| <b>25</b>              | <b>26</b> | <b>27</b> | <b>28</b> | <b>29</b> | <b>30</b> | <b>31</b> NJMP Light-  |

## August 2010

| Sun                    | Mon       | Tue       | Wed       | Thu       | Fri       | Sat                  |
|------------------------|-----------|-----------|-----------|-----------|-----------|----------------------|
| <b>1</b> NJMP Lighten- | <b>2</b>  | <b>3</b>  | <b>4</b>  | <b>5</b>  | <b>6</b>  | <b>7</b>             |
| <b>8</b>               | <b>9</b>  | <b>10</b> | <b>11</b> | <b>12</b> | <b>13</b> | <b>14</b>            |
| <b>15</b>              | <b>16</b> | <b>17</b> | <b>18</b> | <b>19</b> | <b>20</b> | <b>21</b> Shenandoah |
| <b>22</b> Shenandoah   | <b>23</b> | <b>24</b> | <b>25</b> | <b>26</b> | <b>27</b> | <b>28</b>            |
| <b>29</b>              | <b>30</b> | <b>31</b> |           |           |           |                      |

# Classifieds

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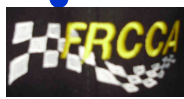
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## From the Desk of the President

Hi Folks,

Well We are 1/2 way through the season and we have had low numbers on the grid but fantastic racing on the track.

The last race at Summit Point was one of the best shows we were ever pleased to see. Between Andy Graham, Oscar Pacheco and the recharged Dominick Vitale swapping places back and forth and, by the way, throw in Wally from FF and it was nose to tail all the way through.

I am hoping to see the paddock side get more crowded for the end of the season. I know it's rough out there but if you can at all make it let me know we'll get you there and doing what you love some how.

New people to the club have commented on the friendliness of the club. They have also noted how people go out of their way to help them.

Our club is based upon acts like this and it is a fact that I am very proud of. I have been involved in many organizations that were so cut throat that you were afraid to go to the bathroom alone. Well maybe not quite that bad but I was drug into a couple of pit brawls, and I mean drug.

This club is something special no let me rephrase that the people that make up this club are special. A different breed if you will.

If our club has a downfall it is that we are too small and we need more

and more members to replace those who "retire" in one form or another. Since the last race we have lost 2 more regular drivers, boy that hurts.

I throw down the gauntlet to each of you to bring 2 potential people to a race yet this season. To do 1 car show, to hand out just a couple of fliers.

In August we have at least 2 potential drivers that are going to try out cars. Get us a couple more we will make time for them to get a drive.

Thanks, John

