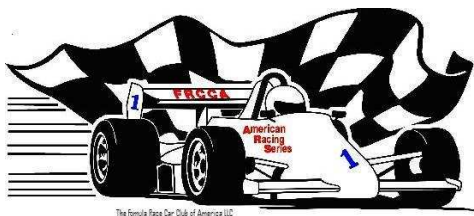


TRANSMISSIONS

The Formula Race Club of America's official



Formula Race Car Club of America

October / November 2009

Volume 1, Issue 7

1980
300
Years
2009

End of a New Season

By; Ron Beard

The final 1600/CF race started in fine style, with 1600 pole sitter Ron Beard promptly spinning on the pace lap. He recovered and retook his position for the start the race up front. Rich Schwegler outfoxed the field at the start and rocketed into the lead, with Beard and Greg Kokolus (CF pole) in hot pursuit.

After several side by side turns Beard finally managed to pass Schwegler on lap 2, but he couldn't shake Kokolus who moved into the lead on lap 5.

Kokolus went on to win by 4 seconds over Beard, followed by Schwegler. Dean Berry finished a fine fourth while battling fuel pickup problems. Bob Kennedy and Jeff Zeller rounded out the field. Kokolus had the fast lap of the race.

In Pro Avanti, Andy, "Nigel Mansell",

Graham had his work cut out for him. Needing the maximum number of points to stay in the title hunt against Dan Clark, for the American Racing Series Championship.

After Clark suffered a suspension failure in the qualifying session, crew chief Bill Pederson worked feverishly to get the car to the grid. His efforts were successful.

At the start of the race, a hot contest between Oscar Pacheco, Bob Lima, and Andy Graham broke out. The lead went back and forth between the 3 of them several times over the opening laps.

Meanwhile the Clark / Pedersen duo knew exactly what they had to do to win the championship. Dan followed Kirk Davis in fifth. That was exactly where he needed to be regardless of what Gra-



New FV Champ Bill Carroll



New
comer from Arizona (baby it's
cold out here) Dean Berry



Glad to see him back
Jeff Zeller

Inside this issue:

BSFCS Points	4
ARS Points	6
CLYDE SEZ	9
T & S	7
Reggy Table	8
Tech Line	8
Classifieds	13

Special points of interest:

- October Races
- CLYDE SEZ
- Points
- From the Presidents Desk

Who Are We

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

Mailing Address -

150 Willow Lane

Nesquehoning, Pa. 18240

Main Office phone—570-669-9589

Publisher—Formula Race Car Club of America LLC

Editor—Sue Heckman

President—John Heckman

E-mail—frcca@ptd.net

Official Web Site—www.frcca.com

Web Master—Russ Czinke

Advertising Rates

Full Page—\$150 /1 \$750.00 / 6 \$1000/10

Half page— \$85.00 /1 \$475.00 /6 \$750 /10

Quarter page— \$50.00 /1 \$250.00/6 \$400 /10

Business Card—\$10.00 /1 \$50.00 /6 \$80.00/10

Congratulatory Ad—

\$10.00

Classified Rates

5 lines— \$20.00

5 Lines with photo—\$2500

Additional lines—\$1.00

Free to FRCCA Members



ALL Advertising is 1/2
listed price for members



End of a New Season

(Continued from pg 1)

ham could do.

Graham did what he had to do. He managed to stay in front to the finish despite the pressure from Pacheco and Lima. Pacheco took the fastest lap of the race away from Graham and the one point that went with it. Dave Wolman followed Clark in Jeff Zeller's Lola, due to mechanical problems with his Van Dieman. Dominick Vitale had a fine performance early on until a spin and highsidings of the car dropped him out of the race.

Winning the Tyro race was Rich Schwegler Jr. in his first race with the club. Following Schwegler were John Caporaso, Jack Donahue and Charlie Volpe.

Winning the Formula Continental race was Greg Honeycutt.

This was the final race of the first season under new management. Generally, it is felt that it was a successful season. Saying that we also realize that there is a long road to get to where we want to be. Next season holds many hopes. Keep in touch to see how they shape up.



2010, Now where?, What to expect?

By; John Heckman

Taking over in January 2009, in all honesty, I wasn't sure what to expect. I was almost physically sick at our first race, I was more nervous than I ever was when I drove any car.

You would think that the learning curve is starting to flatten out a little. I have news. It isn't. Trying to set up the 2010 season is proving to be a steep part of the curve too. When to race? Where to race? Who to team up with. What numbers will we have next year? So many questions to figure out.

Yes, this season went very well. Now we must make drastic changes in some of our long owned philosophies. So old rules must change to conform to various standards out in the rest of the industry. Please read your rule books carefully this year when they come out. Seat belt and helmet rules are changing. Flag rules are being modified. They are not hard changes but they are necessary. The ultimate goal is to become self sufficient again. Although it is along way off. With the coming season flexibility will be the key. We will be going to some new places with new people. I have made some alliances with old friends and found some new ones... I hope. We have made it through what was supposed to be one of the worst years ever. We made it through and the last figures showed that we had an approximate 37% increase in membership. That is great; however, what wasn't as good was the 2% increase in race entries. I know, I know, many and I mean many businesses would have done anything for these numbers, including the company I work for during the day.

This is a business regardless of the fact that it is also a hobby. Think of it as a resort type of an industry. To all of you it is a hobby to me it is a hobby. However to the bank, the race tracks and the government it is a business. I have been trying to treat it that way with a grain of understanding and the true realization that it is a hobby to you, my customers. Hopefully I been successful so far at that. Someone sent me an email that lowering prices is for losers. I took that as a dig at me personally. However, when dealing with something that is truly a hobby, and no one has to do, I realize that food and shelter come long before fun, because it is the same with me. Family comes ahead of desire in all respects. I would rather have a lot of people doing something at a lower price than a few people do it at a higher price.

With all of this said, I guess what I am saying is trust me that I am making entries and everything else as low as I can and still keep the organization going.

So where are we going? I have a plan and that is to expand. How do we get there? Well I am working on that. It starts right here with the people who have been the backbone of the organization for so many years. What to expect? Racing as much as we can do as often as we can!

Bill Scott Formula Car Series

Points as of September 30, 2009

Update report September 30 2009

BSFCS F1600

Position	Car #	Driver(s)	Total Points
1	7	Ron Beard	785
2	29	Anthony Caracappa	655
3	71	Christian Pedersen	445
4	76	Mark Carberry	440
5	99	Roberto Hertel	415
6	11	Rich Schwegler	345
7	58	Mike Kenney	210
8	69	Andrew Abrahams	195
9	84	Dan Cezar	165
10	57	Greg Lane	160
11	1	John Heckman	90

Update report September 30 2009

BSFCS SCCA Legal CF

Position	Car #	Driver(s)	Total Points
1	4	Joe Marcinski	204
2	10	Bob McCown	103

Update report July 30 2009

BSFCS F1600 Renault

Position	Car #	Driver(s)	Total Points
1	85	Tyler Sandmeyer	550

Update report September 30 2009

BSFCS SCCA Legal F/C

Position	Car #	Driver(s)	Total Points
1	50	Greg Honeycutt	920
2	39	John Bachmann	715
3	61	Ian McKecknie	210
4	53	Jeff Owen	185
5	29	Rejean Proulx	355

Update report September 30 2009

BSFCS SCCA Legal F/F

Position	Car #	Driver(s)	Total Points
1	24	Terry Vesper	1180
2	11	Bernard Bradpiece	190
3	69	Andrew Abrahams	110
4	51	Vincent Wrynn	95
5	94	Dave Cutchins	90

Update report July 30 2009

BSFCS Formula First

Car #	Driver(s)	Total Points
57	Glen Trimper	103

Update report September 30 2009

BSFCS F/PA

Position	Car #	Driver(s)	Total Points
1	7	Andy Graham	959
2	71	Dan Clark	890
3	52	Kirk Davis	810
4	13	Dominik Vitale	575
5	29	Oscar Pacheco	528
7	20	Bob Lima	456
8	15	Matt Amos	355
6	76	Team LBR (Wollman/Carrberry)	245
9	5	FHR	213
10	71P	Christian Pedersen	200
11	35	Jim Peruto	185

Update report September 30 2009

BSFCS F/Tyro

Position	Car #	Driver(s)	Total Points
1	29	Andrew Stoeckert	1085
2	30	Guy Frank BSR	1020
3	84	Daniel Cezar	315
4	41	Greg Cobb	270
5	7	Buddy Donahue	235
6	10	HMG	215
7	77	Theo Koloukus	175
8	11	John Caporaso	165
9	57	Jeff Mohan	165
10	55	Perry Ervin	159
11	67	John Holliday	85
12	3	Charles Volpe	80

Update report September 30 2009

BSFCS SCCA Legal F/V

Position	Car #	Driver(s)	Total Points
1	55	Bill Carroll	860
2	45	Doug Mclellan	600
3	22	Jim Granitski	285
4	19	Steve McWilliams	250
5	49	Matt Hayes	220
6	6	Dave Thompson	185
8	15	Jeremy Griener	110
7	19	Stanley Oberender	85



Pocono Speedmiester

Points as of October 31, 2009

Update report October 31, 2009

Pocono F/PA

Position	Car #	Driver(s)	Total Points
1	71	Dan Clark 1 Win	18
2	29	Oscar Pacheco no Win	18
3	7	Andy Graham	12
4	35	Jim Peruto	10
5	20	Bob Lima	8
6	5	Chris Yeaton	7
7	52	Kirk Davis	7
8	15	Matt Amos	6
9	76	Team LBR (Wollman/Carrberry)	5
10	13	Dominik Vitale	4

Update report October 31, 2009

Pocono SCCA Legal C/F

Position	Car #	Driver(s)	Total Points
1	10	Bob McCown	12

Update report October 31, 2009

Pocono SCCA Legal F/F

Position	Car #	Driver(s)	Total Points
1	24	Terry Vesper	12
2	45	Dean Berry	12

Update report October 31, 2009

Pocono F/T

Position	Car #	Driver(s)	Total Points
1	29	Andrew Stoeckert	12
1	11	John Caporaso	12
3	7	Team Donahue	10
4	3	Charles Volpe	8

Update report October 31, 2009

Pocono SCCA Legal F/V

Position	Car #	Driver(s)	Total Points
1	55	Bill Carroll	24
2	22	Jim Granitski	10

Update report October 31, 2009

Pocono F/1600

Position	Car #	Driver(s)	Total Points
1	7	Ron Beard	22
2	11	Rich Schwegler	22
3	84	Dan Cezar	8
4	28	Jeff Zeller	8

Update report October 31, 2009

Pocono SCCA Legal F/C

Position	Car #	Driver(s)	Total Points
1	50	Greg Honeycutt	24



American Racing Series Points

As of October 31, 2009

Update report October 31, 2009

Update report October 31, 2009

Update report October 31, 2009

ARS F/PA

Position	Car #	Driver(s)	Total Points
1	71	Dan Clark	132
2	7	Andy Graham	122
3	52	Kirk Davis	99
4	29	Oscar Pacheco	64
5	13	Dominik Vitale	53
6	15	Matt Amos	48
7	20	Bob Lima	38
8	35	Jim Peruto	30
9	71P	Christian Pedersen	29
10	76	Team LBR (Wollman/Carrberry)	20
11	5	FHR	18

ARS SCCA Legal C/F

Position	Car #	Driver(s)	Total Points
1	10	Bob McCown	15

ARS SCCA Legal F/F

Position	Car #	Driver(s)	Total Points
1	24	Terry Vesper	151
2	45	Dean Berry	24
3	69	Andrew Abrahams	14
4	51	Vincent Wrynn	0
5	94	Dave Cutchins	0

Update report October 31, 2009

Update report October 31, 2009

Update report October 31, 2009

ARS F/T

Position	Car #	Driver(s)	Total Points
1	29	Andrew Stoekert	124
2	30	Guy Frank BSR	103
3	11	John Caparoso	31
4	41	Greg Cobb BSR	29
5	84	Dan Ceazar Jr	28
6	7	Buddy Donahue	25
7	67	John Holliday	16
8	3	Charles Volpe	15
9	31	Wayne T	13
10	55	Perry Ervin	12
11	77	Theo Kouloukis	11

ARS SCCA Legal F/V

Position	Car #	Driver(s)	Total Points
1	55	Bill Carroll	139
2	45	Doug McLellan	76
3	22	Jim Granitski	24
4	19	Stanely Oberender	10
5	19	Ed Pinkerton	8

ARS F/1600

Position	Car #	Driver(s)	Total Points
1	7	Ron Beard	116
2	29	Anthony Caracappa	62
3	11	Rich Schwieger	58
4	76	Mark Carberry	55
5	71	Christian Pedersen	43
6	58	Mike Kenney	33
7	69	Andrew Abrahams	23
8	84	Dan Ceazar	16
9	57	Greg Lane	14
10	99	Roberto Hertel	11
11	10	Nate Steele	10
12	28	Jeff Zeller	8
13	24	Dani Jackson	6

Update report October 31, 2009

ARS SCCA Legal F/C

Position	Car #	Driver(s)	Total Points
1	50	Greg Honeycutt	150
2	39	John Bachmann	84



Timing & Scoring Shack

We did do a small test of just 3 cars at Pocono in October using re-chargeable batteries. The 3 batteries lasted the entire day without missing a beat.

There is still more bench testing that must be done over the winter but it does look hopeful.

With 2009 coming to an end we want to thank all of you who worked with us during the season.

We hope you will all be back in 2010. We will be.

It's funny how at the beginning of a season it looks so long and how short it actually becomes.

It seems like just last weekend that we were trying out figure out what was going on at the July weekend at Summit Point with the Mazda guys.

The winter will go just as fast with the holidays approaching at the speed of light already!

Well we will see you at the banquet.

Hope you ALL have a wonderful Holiday Season!



KIM



SUE



570-669-9589

www.formularacecarclubofamerica.com

Formula Race Car Club of America

Where Formula Cars Have the Right of Way



It was great to see Bill Johnston again. He says Chris Teranova may be back next season. That would be terrific!





Quixote Racing

(619) 561-7774

SAN DIEGO, CA.

Serving the Fv community

www.QuixoteRacing.com

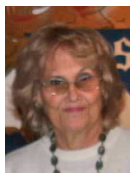
Tech-Line

We will be going with a proven rain tire next season. It will be announced shortly what it is. We will be seeing rules changes in seat belts and helmets for next year. This is because we need to conform to what the clubs we will be running with require as well as the state of New Jersey. Actually when you look at the rules they for the most part make good sense. There are also a lot of misconceptions as to what is required so read the rule book carefully when it comes out. It should be out before the holidays.



Available at a great discount through the FRCCA

Formula Haus
Your Local American Racer Tire Dealer
Announces New Tire Prices
\$540.00 (plus shipping) per set.



Registration Table

Well another season of watching my boys is in the books.

Boy it went quick!

It was a really good season and I think we all had fun and saw a lot of good racing. Most of all we all finished the year safe. We had a lot of new guys come into the club this year and I will eventually remember all your names and faces.

Now we all get to go to a great banquet to Cheer the Champs. I hope we will see you all there it sounds like it is going to be a really good time.





Clyde Sez

Steps to a proper Tune-up

Remove Spark Plugs & test for continuity, (leave out)

Test Spark plug & coil leads for continuity. *You could just ground the plugs & crank the engine over to see if each plug fires a true blue spark.*

Open Throttle; take 1st Cold compression test & record in box below.

Test Distributor Cap as per written guide. *Turn cap over to see inside & crank engine, all wires are to be connected, there should be no spark firing, if the spark travels to a spot that is where there is a defect.*

Test Distributor Rotor as per written guide. *Remove coil lead & hold it with an insulated pliers about 1/2 inch above rotor center, the spark should not go anywhere except the center of the rotor if it goes anywhere else the rotor is bad.*

Test Points for proper contact (Tach & Dwell unit needed). *(Sears still sells these units).*

Set Points dwell angle. *(This can be done while the plugs are out & you are cranking the engine.)*

Check cam lift at push rod. *(Dial indicator needed)*

Set all Valve clearances. *(NAPA sells a feeler gauge that has Go & No-Go clearances on a single blade.)*

Check Valve lift at valve (correct ratio if needed, reset valve). *(Grinding required)*

Install Valve covers without sealant. *(Banshee only, Ford engines can be sealed now.)*

Adjust spark plugs to .028 and install, start engine. *(The better the coil the larger gap can be obtained BUT larger coils shorten the life of the battery charge).*

Set ignition timing to 32 degrees for Banshee engine & 39 degrees for Ford. *(Too much advance & you lean out the mixture & engine damage is bound to happen).*

Reseal valve covers, let dry overnight. *(Banshee)*

Start Engine & check for oil leaks, warm-up to operating temperature.

Take HOT compression test & record in box below.

Check for full throttle.

Using Vacuum/fuel pump pressure gauge check for fuel pump pressure. *(On either engine, less than 3 pounds is NO GOOD!)*

Clyde

		<u>Record all work</u>	
1 st Compression test Cyl # 1	#2	#3	#4
2 nd Comp.(Hot) test #1	#2	#3	#4
<u>CAR # & Model</u>		<u>DATE</u>	

Through the Lens of Bruce Stark



Through the Lens of Bruce Stark



November 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

December 2009

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

Classifieds

MEMBER CARS

John Holliday—
Crossle 62F Formula Ford

Solid and predictable Crossle 62 Formula Ford. Car is ready to race. Just finished restoration the included frame refinish and replacement of all marginally worn hardware. Rack was rebushed and bearing replaced, many rod ends replaced and new bushings in rockers. All suspension parts were re plated with nickel plating. New switches and silicone hoses.

Two sets Panasports w/ Goodyear 160

One set compomotives w/Goodyear rain tires

See pictures at <http://www.flickr.com/photos/38546794@N07/sets/72157620731242933/>

\$9000.00 or offer? I will also sell as a roller.....Or trade/+/- cash for ready to race Crossle 32/35, Lola T342, T540, T640, Zink Z-10 or Z16, Van Diemen??? or other car with wider cockpit....I am open to other ideas or suggestions. Call 717-519-8881, 717-581-6923 or email me at jholliday@rlps.com

Dominick Vitale—Van Diemen

Formula Haus—Banshees and other cars

ULTRA CLEAN RED REYNARD; New RICS, PADCAP, Spec Gears, Removable Steering Wheel, Revolution Rims, New FRCCA Spec tire at time of purchase, Must see to appreciate how clean this racecar is. Racecar is at Formula Haus 304-725-4644 asking \$8,500.00



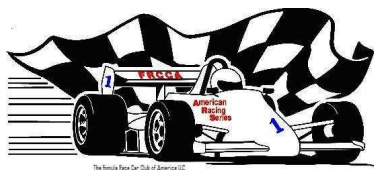
Formula Haus
Your Local American Racer Tire Dealer
Announces New Tire Prices
\$540.00 (plus shipping) per set.

MEMBERS AND
NON_MEMBERS PLACE YOUR
CAR
AND OTHER EQUIPMENT
HERE FOR SALE
MEMBERS 1/2 PRICE NON-
MEM-
BERS
LOW





570-669-9589 Formula Race Car
www.formularacecarclubofamerica.com Club of America
Where Formula Cars Have the Right of Way



Formula Race Car Club of America

150 Willow Lane
Nesquehoning, Pa. 18240
Phone/ Fax: 570-669-9589
Cell: 484-547-3537
Email: frcca@ptd.net

We're on the WEB
frcca.com AND NOW
www.formularacecarclub
ofamerica



High Competition Racing
@ Low Buck Prices

NEW FRCCA HAT AND SHIRTS FOR SALE!
TEE SHIRTS \$14.00
HATS \$19.00
AVAILABLE AT REGISTRATION TABLE!!!!

From the Desk of the President

NOW WHAT?

OK so the season is over so now what do I do?

Well I know one thing. It sure isn't take a vacation. Nope, I have actually been working on 2010 since June of 2009. There is so much happening.

Right now the middle to the end of the season looks to be full. By middle of the season, I mean July.

Still working on school and the beginning of the season. I have been watching the questionnaires, that are coming in from the web site very carefully, and trying to find out just when is the best times for races as well as the best number of races in a season.

I am still hoping to have a general meeting where we can discuss club and organizational matters.

We have the banquet coming up too. For anyone who doesn't know the banquet is in Allentown, PA. on Saturday February 6.

The Banquet will have a DJ and dinner and dancing and of course awards. The Location is the ballroom at the Rodeway Inn in Allentown PA. Bulldog Drive at routes 22 and 309.

Cocktails are at 5Pm. Ticket prices are \$55.00 each or 2 for \$105.00.

They have also given us a special "safe driver" room rate of \$49.00 available through the night of the banquet.

It should be a really good time. The idea guys is to bring your wives, girlfriends and significant others to show them how much you appreciate them. It will also show them that racing isn't all racing. There are a bunch of really good and interesting people involved. It would be great to see more families at the races.

We are also putting the finishing touches on the 30th RCCA/FRCCA festivities.

Many "Alumni" members are getting announcements of the banquet. We hope that many of them show up. We are hoping that this will be a great

time for all. EVERY COMPETITOR from the 2009 season will be getting something ... but you have to be there to get it.

We are already signed up for the 2010 Area Auto Racing Show that will be held in King of Prussia this year. I will have an address for you in the December issue. We can always use help at the shows. We are also planning to do the Harrisburg Farm Show Motorama and possibly Syracuse again.

Well I got more to do so I will sign off now.

John

