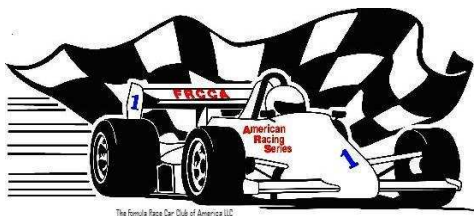


# TRANSMISSION



Formula Race Car Club of America

1980  
30  
Years  
2009

September 2009

Volume 1, Issue 6

## Race—Rain—Race— Drip—Slip Slide Finally Winners!

Race 9 was on the Shenandoah Circuit and was shared with the Woodbridge Kart Club. The day saw wet conditions come after lunch. In fact it was so wet and slippery that the day was stopped after the qualifying events. Points were awarded for qualifying.

In 1600 Mike Kenney, Tyro Guy Frank, SCCA FC Greg Honeycutt, SCCA CF Bob McCown, SCCA FF Terry Vesper, SCCA Vee Doug McLellan, FPA Dan Clark, Dominick Vitale and Kirk Davis.

Race 10 saw a much brighter day dawn and remain for both the FRCCA and the WKC.

FPA had Dan Clark winning ahead of 2<sup>nd</sup> in points Andy Graham. Following Graham was Kirk Davis and Dominick Vitale.

Formula Ford saw Terry Vesper win hands down.

Formula Vee had Matt Hayes winning over Bill Carroll.

F1600 saw Ron Beard win over Mark Carberry and Anthony Caracappa.

Tyro was won by

Andrew Stoeckert followed closely by Guy Frank with John Holliday finishing 3<sup>rd</sup> in his first race with the club.

FC Greg Honeycutt continued his winning ways over John Bachmann.

Race 11 & 12 were held on Summit Point. Weather again would play a key role in the races. Saturday was cloudy in the morning and wet in the afternoon. Only the Tyro race was actually able to be completed on Saturday.

The Tyro race had Guy Frank in his Banshee and Andrew Stoeckert in his Zink locked together as they have been all season long. This time Frank would come out on top with John Holliday rounding out the podium.

The Formula Pro-Avanti race got 5 laps into the 12 lap scheduled distance before rain really began coming down. With that, all cars were stopped in the pit lane and after about 1 ½ hours the day was called complete. The race would be completely restarted on Sunday.

That evening every-



Kirk Davis and his Beauty Queen



Mark say "AHH the good Life" (don't let my wife know)



Work'n at the CAR WASH  
Mike Kenney washes even the bottom of his car

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### Special points of interest:

- August & September 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.

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John Smyles

John Smyles – John has done almost everything there is to do in the club. He has worked corners, helped with track clean up, help with Technical Inspection and now is the Chief Technical Inspector.

Smyles is the right name for this tall joking machine, he is always smiling and always has something funny to say. Speaking of say he is never short for words or without a story. He is deep into physical fitness and loves racing. He “lost” his car in a flying incident 2 years ago and is still looking to recover and start racing again.

He, like so many in this club, goes above and beyond in helping people, not just at the track either. He is an all around good guy.

He is also currently starting a vending machine business in the Philadelphia area so if you have a business or work in a business that could use some good food in a vending machine let him know.



Congratulations Bob and Team first Podium of the season



Congratulations Team Donahue on your first Podium Finish

# Race—Rain—Race—Drip—Slip Slide Finally Winners!

(Continued from pg 1)

one enjoyed the 30<sup>th</sup> year celebration picnic despite the rain. Club Founder A.J. Pugliese was honored with a plaque and a round table discussion was held on Club Ford where it began and the differences of the various clubs definitions and rules. Look for a more complete report in coming editions of Transmissions.

Sunday promised to be a better day. It was despite several rain showers that were 0% 'ing on us.

Saturday's races were completed on Sunday with Formula Pro-Avanti starting over. Kirk Davis got a hold of the slick surface and raced hard to win over Dan Clark and Andy Graham. Oscar Pacheco who was in the fray for the podium ended up 4<sup>th</sup>.

SCCA CF was won by Joe Marcinski.

SCCA FF was won by Terry Vesper.

SCCA FV was won by Bill Carroll.

F1600 report is in another article as written by in race reporter Ron Beard.

Tyro was won by Guy Frank with Andrew Stoeckert right in time with him and John Holliday right behind them.

FC had Greg Honeycutt beating John Bachmann but not by much after a fierce battle between Honeycutt and Ian McKechnie until McKechnie's throttle

cable broke.

With Saturday racing out of the way Sunday racing began at about 10 AM.

FPA was won by Kirk Davis with Oscar Pacheco giving a good fight for much of the 18 lap race until it seemed his car started to go off just a little bit. In what was a great battle through the entire race Bob Lima finally finished a race this season and barely beat Andy Graham. Points leader Dan Clark ended up 5<sup>th</sup> after having trouble with oil pressure during the CPR. Clark had gotten off into the wet grass in T10 earlier in the day and had a constant low oil pressure throughout the rest of the day.

Joe Marcinski won the SCCA CF class.

SCCA Formula Vee was won by Jeremy Grenier with Bill Carroll second and Stanley Oberrender 3<sup>rd</sup>. Congratulations to Stan for being on the podium in his first run with the FRCCA.

For formula 1600 see the in-race report by Ron Beard.

Formula Tyro had Guy Frank continue his masterful ways of the weekend over Andrew Stoeckert. However in a foot note Andrew drove a fantastic race in an unfamiliar car after he and John Holliday got together in T10 in the Pole Sprint. Formula Haus lent Stoeckert a house car to complete the day. Another

first time podium finisher was Buddy Donahue in the Team Donahue (Jack is the other end of the team) finished 3<sup>rd</sup>.



What a fight Andy Graham and Bob Lima



In race Reporter—Ron Beard

## IN-RACE REPORT

By; Ron Beard

Starting the 1600 CPR which was delayed from Saturday, Mike Kenny led from the pole and never looked back. Mark Carberry slotted into second with Ron Beard in hot pursuit and finished in the same order. Rounding out the finishing order was Anthony Caracappa and Dani Jackson returning after a several race absence.

For the second race of the day, Ron Beard led from pole and swapped the lead with Mike Kenny throughout the pole sprint race, with Kenny passing Beard into the final turn and holding off Beard's draft move to lead at the line by 3 feet. Mark Carberry followed closely in third with Cappy and Dani Jackson in 4th and 5th.

Beard moved from second position into the lead at the start of the CPR, with Christiaan Peterson in hot pursuit and into the lead on Lap 3. When Christiaan pitted for an oil pressure check, Mike Kenny and Guy Frank picked up the pace, passing Beard on Lap 5. Mike spun on oil in turn 1 on Lap 14, and Beard drafted Frank through the final turn and won at the line by 2 feet! Mike Kenny recovered to finish 3rd, with Mark Carberry recovering from his spin to finish fourth and Dani Jackson finishing fifth.

# 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

BSFCS SCCA Legal CF

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

BSFCS F1600 Renault

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

Update report September 30 2009

Update report September 30 2009

Update report July 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

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

BSFCS Formula First

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

Update report September 30 2009

Update report September 30 2009

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
6	15	Matt Amos	355
8	76	Team LBR (Wollman/Carberry)	245
9	5	FHR	213
10	71P	Christian Pedersen	200
11	35	Jim Peruto	185

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

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





# Summit Super Series

## Points as of September 30, 2009

Update report September 30 2009

Summit Super Series  
F/1600

Position	Car #	Driver(s)	Total Points
1	7	Ron Beard	84
2	76	Mark Carberry	64
3	29	Anthony Caracappa	63
4	71	Christian Pedersen	48
5	11	Rich Schwegler	34
6	69	Andrew Abrahams	22
7	84	Dan Cezar	15
8	57	Greg Lane	14
9	99	Roberto Hertel	11
10	10	Nate Steele	10
11	24	Dani Jackson	7

Update report September 30 2009

Summit Super Series  
F/PA

Position	Car #	Driver(s)	Total Points
1	7	Andy Graham	91
2	71	Dan Clark	90
3	52	Kirk Davis	82
4	13	Dominick Vitale	46
5	15	Matt Amos	35
6	29	Oscar Pacheco	42
7	76	Team LBR (Wollman/Carberry)	23
8	71	Christian Pedersen	22
9	35	Jim Peruto	20
10	20	Bob Lima	27
11	5	FHR	10

Update report July 30 2009

Summit Super Series  
F/Renault 1600

Position	Car #	Driver(s)	Total Points
1	85	Tyler Sandmeyer	60

Update report July 30 2009

Summit Super Series  
F/Renault 2000

Position	Car #	Driver(s)	Total Points
1	58	Sergio Pena	12

Update report September 30 2009

Summit Super Series  
SCCA Legal F/C

Position	Car #	Driver(s)	Total Points
1	50	Greg Honeycutt	108
2	39	John Bachmann	82

Update report September 30 2009

Summit Super Series  
SCCA Legal F/F

Position	Car #	Driver(s)	Total Points
1	24	Terry Vesper	130
3	69	Andrew Abrahams	12
2	51	Vincent Wrynn	10

Update report September 30 2009

Summit Super Series  
F/Tyro

Position	Car #	Driver(s)	Total Points
1	29	Andrew Stoeckert	114
2	30	Guy Frank BSR	86
3	41	Greg Cobb BSR	28
4	55	Perry Ervin	22
5	84	Dan Cezar Jr	20
6	7	Buddy Donahue	15
7	77	Theo Kouloukis	10
8	67	John Holliday	8
9	11	John Caparoso	7
10	3	Charles Volpe	7
11	31	Wayne T	5

Update report September 30 2009

Summit Super Series  
SCCA Legal F/V

Position	Car #	Driver(s)	Total Points
1	55	Bill Carroll	104
3	45	Doug McLellan	84
2	22	Jim Granitski	12
4	19	Stanley Oberender	10



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# American Racing Series Points As of September 30 2009

Update report September 30 2009

Update report September 30 2009

Update report September 30 2009

ARS F/PA

Position	Car #	Driver(s)	Total Points
1	71	Dan Clark	126
2	7	Andy Graham	106
3	52	Kirk Davis	92
4	29	Oscar Pacheco	51
5	15	Matt Amos	48
6	13	Dominik Vitale	44
7	35	Jim Peruto	30
8	71P	Christian Pedersen	29
9	20	Bob Lima	29
10	5	FHR	18
11	76	Team LBR (Wollman/Carrberry)	15
12	91	Chris Terranova	-1
13	12	Jeff Kobza	-2

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	69	Andrew Abrahams	14
3	51	Vincent Wrynn	0
4	94	Dave Cutchins	0

Update report September 30 2009

Update report September 30 2009

Update report September 30 2009

ARS F/T

Position	Car #	Driver(s)	Total Points
1	29	Andrew Stoeckert	124
2	30	Guy Frank BSR	103
3	41	Greg Cobb BSR	29
4	84	Dan Cezar Jr	28
5	11	John Caparoso	17
6	67	John Holliday	16
7	7	Buddy Donahue	15
8	31	Wayne T	13
9	55	Perry Ervin	12
10	77	Theo Kouloukis	11
11	3	Charles Volpe	7
12	17	Raphael Garcia non-Member	0
13	50	Jeff Krause	0
14	57	Mohan	0

ARS SCCA Legal FV

Position	Car #	Driver(s)	Total Points
1	55	Bill Carroll	125
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	102
2	29	Anthony Caracappa	55
3	76	Mark Carberry	55
4	11	Rich Schwegler	48
5	71	Christian Pedersen	43
6	58	Mike Kenney	33
7	69	Andrew Abrahams	23
8	84	Dan Cezar	16
9	57	Greg Lane	14
10	99	Roberto Hertel	11
11	10	Nate Steele	10
12	24	Dani Jackson	7

Update report September 30 2009

ARS SCCA Legal F/C

Position	Car #	Driver(s)	Total Points
1	50	Greg Honeycutt	136
2	39	John Bachmann	84

Smiling Buddy Donahue has a lot to smile about. Now that he knows what the podium is he'll be back!!!



# Timing & Scoring Shack

A question was posed to us at one of the races this season about being more “green minded.” The question was concerning the use of 9 volt batteries and how many we go through in a season.

Well to answer that we go through about 325 batteries in a year. The person questioning asked about using we use rechargeable batteries. To outfit enough for the club may be as much as \$900.00. I have convinced a company to allow us to try them though. So for the next race (October 11) we should have 10 to try. From there we will have to see where we go.

During the day for those using

the test batteries someone will be around to check the voltage several times to see how it drops off as the day progresses.

Other than that the Timing and Scoring area has been pretty quiet. We have been evaluating some new software from our timing system supplier, but we do that from time to time.

Kim and Sue



KIM



SUE



## Sequence of a wreck and all were OK



## Tech-Line

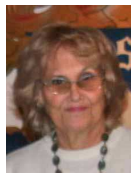
Fuel—Over last winter I learned a lot Well we tired and failed at a rain tire. In fact we tried and failed twice in the same day. We tried the Sumitomo and we tried a Legends car tire. The conclusion was that they were both too hard. The tracks were also very slippery. We are investigating 2 other possibilities though. A Hoosier tire and another Sumitomo.

John Smyles has been named as the new Chief Technical Inspector. John is extremely through which is what we want. Gold card holders can also continue to tech cars.



## Available at a great discount through the FRCCA

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## Registration Table

Hi all not much happening here now. As you all know the club changed the pricing schedule this year so that the price was the same pre-entry or not. This was to try and help out in these economic conditions. There is a good possibility though that we will be going back to the old format of pre-entry at a lower cost than race day entry. That said we are also looking at on-line entry too via the new web site.

The definition of pre-entry may be changing too, that we are still working on. This is because the government reports don't expect a decent recovery until later next year. So we are looking at several alternatives, we have you the racer in

mind all the time. YOU are the customer and the reason the club is here, this is something we keep hearing other organizations around the country don't recognize.

Thanks for a great season!







# Clyde Sez

The 2009 racing season is quickly coming to a close; hopefully the economy has not prevented you from doing some racing, at least. If you are planning to put your racecar away for the long winter off-season, let me tell you it is never long enough to get done what you want to do to your racecar. If you do not like and enjoy "tinkering" with your racecar and send it out to have items adjusted or changed then you are one of the people that feels racing is too expensive. But for those of you that like to play with your racecar think about those items that cause problems, like breaking the throttle cable because you do not have a pedal stop; the same is true for the clutch. The clutch does not work properly when you "Overthrow" the release rod. How about the pedals themselves are they loose and floppy? When was the last time you lubricated the pivots, at the pedal and at the rods that get activated? What about the shifter? Is it where you are comfortable?

Or are you making adjustments in your seating position just to get hold of the gearshift or are you scraping your gloves on the bodywork. How much play is there when you shift from 2<sup>nd</sup> to 3<sup>rd</sup>, can you get reverse and has the gears ever "Popped-out"? If so it is time to get inside the gearbox, like you need good brakes to go fast you also need a positive feeling from the gearbox as well. Some padding here and there plus tightening some rattling panels are all stuff you can do yourself inexpensively. Depending on how much you do will determine how much time it will take but come next season you will enjoy the improvements. I know some of you think you have plenty of time but think about this; just look at the radiators is not it easier to take them off and have them cleaned and pressure tested rather than hoping they will be OK for next season? You know how much damage and expense is unnecessary just because of overheating. Have you been keeping track of your engines compression? It is much better to start and run your engine at least once every two weeks, AT LEAST! If you are running your engine on the points system remember points last much longer if as soon as you switch on the ignition you IMMEDIATELY start the engine. All these items you can do yourself costing time only, if you have a shop do these things it will be costly. Are you starting to understand

"Winners do what losers won't"

Clyde

**Formula Haus** Powers 1, 2 Finishes in the August  
and September Races

Mike Kenney, Andrew Stoeckert,  
Guy Frank and Mark Carberry

# Through the Lens of Bruce Stark





Through the Lens of Bruce Stark



# October 2009

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

# 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					



# 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](mailto:jholliday@rlps.com)

Dominick Vitale—Van Diemen

Formula Haus—Banshees and other cars

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## From the Desk of the President

Boy it has been a quick season! Like Carol Burnett used to sing "seems we just get started and before you know it", I guess I am dating myself.

It has been a definite learning curve for me, sometimes rather steep. We have one more race to go before we end the year.

We had a good year. As of right now, all indicators point to a year in the black, not by much, but in the black. With the economy the way it is I think this is an accomplishment in itself. In a year when most clubs were declining we grew by about 37% amazing. Participation is another story. Prior to the disappointing turnout at the Summit Point race in September we have actually had a positive 2% increase in participation over last season. I think that race may have brought us down to even or slightly below. To me, that is still positive since in speaking with many of the other sanctioning bodies they are much worse in this area.

We are looking to a great schedule next year, more than likely returning to many of the tracks we ran before and perhaps a new one or two. There will be some changes in race day operating procedure to this though. We will also still

be running at Summit Point several times. If it wasn't for Jens and his father Bill we would have been done, and for that none of us should ever forget them.

We may be making some car safety changes too in order to comply with New Jersey. We will keep them as simple as we can. There will be a few additions to the rule book based on things we ran into this season nothing drastic. I still believe we have a sound car package. From our meeting on Saturday night September 26 I think that SCCA has a few problems with their version of Club Ford. Not that we are perfect by any means, but we are consistent. Those notes will be published and put on APEX in the near future. I don't see a joining of

forces between FRCCA and SCCA in the near future. I think there are too many political issues in the way. I actually believe we could get past the mechanical issues but not the political ones.

We are still working on the banquet but right now I am aiming for February 6, 2010, so mark that date in pencil on your calendar. We should know more in a couple of weeks.

Thanks,  
John

