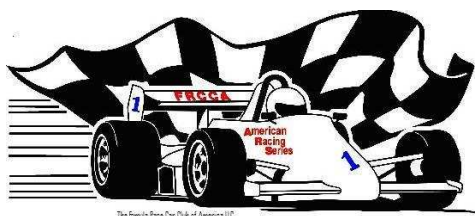


# TRANSMISSION



Formula Race Car Club of America

August 2009

Volume 1, Issue 5

1980  
2009  
Years

## So Much to do so Much to See so MUCH RACING RACING RACING RACING

The Formula Race Car Club of America was in action again in July at the Summit Point Raceway.

The FRCCA races were held in conjunction with the Woodbridge Kart Club and the Pro Formula 2000 Series. The FRCCA also had its' first opportunity to work with the Car Tech Mazda Series.

Friday practice ended with torrential rain in the afternoon. So much rain fell that we had rivers running down the paddock lane.

Saturday dawned sunny and clear and the humidity fell after all of the rain, so it was a great day for racing.

Formula Vee had a great entry list and saw Dave Thompson win the CPR after a great on-track battle with Bill Carroll. Finishing 3<sup>rd</sup> was Doug McLellan. Dave Thompson set fast lap in the CPR and Matt Hayes won the Pole Sprint.

Formula First saw Glen Trimper take the top step of the podium in the clubs' first F/First race.

Formula Tyro saw the battle continue between

Andrew Stoeckert and Guy Frank. Frank took the Pole Sprint but Stoeckert came back and won the Competition Points Race over Frank and Greg Cobb. Rounding out the top 5 was Jack Donahue and Dan Cezar Jr.

Formula Continental CPR saw Jeff Owens take the checkers over Rejean (Ray) Proulx and Ian McKecknie on the third step of the podium. Rounding out the top 5 were Greg Honeycutt and John Bachmann.

Winning the Pole Sprint was McKecknie. On Owens way to the win he also picked up the fast lap of the race.

Formula Ford was won by Bernard Bradpiece with Terry Vesper standing down 1 step on the Podium.

Formula 1600 saw rookie Andrew Abrahams jump out to a sizable lead on the first lap and never look back. If he had, though, he would have seen fellow rookies Nate Steel and Ron Beard battling for position through most of the race. Steele would prevail in this outing with Beard holding down the 3<sup>rd</sup> position. Rounding out



Bill Carroll and Amanda (Bill Loves the Wild Life)



Ed Pinkerton



Greg Honeycutt one of many winged cars in the pits

### Inside this issue:

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### Special points of interest:

- July Races
- CLYDE SEZ is BACK
- Points
- Note on notes
- From the Presidents Desk

**BLUE GRASS  
CANCELED**

# Who Are We

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

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## Advertising Rates

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

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

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## ALL Advertising is 1/2 listed price for members



Sue Heckman  
Secretary asst scorer  
and whatever

You might say I drag Sue into whatever racing I have ever done. But I know she loves it sometimes more than me I think. She has been an Assistant Scorer for about

8 seasons. She has been club secretary for about 8 months. She works her rear off not just on race weekends but also at home helping me with all the stuff we need to do before a race. Without her there would be no club!

**Worker of the  
month—  
Sue Heckman**



# Some Much to do so Much to See so MUCH RACING RACING RACING RACING(Continued from pg 1)

the top 5 were Anthony Caracappa and Roberto Hertel.

The 1600 pole sprint went to Beard and fast lap of the race was Abraham's. Steele was probably the "Lucky Dog" of the race with a suspension bolt in the front snapping after the checkered flag on the cool down lap.

Formula Pro Avanti saw fast qualifier Andy Graham win a hotly contested race between himself and FPA rookies Matt Amos and Christian Pedersen. Amos would end up second and Pedersen 3<sup>rd</sup> in his first outing in his new class. Kirk Davis and Dan Clark rounded out the top 5 in the exciting race.

The Car Tech Mazda group lined up for their first ever standing start on the front stretch. When the green was shown they all thundered into turn 1. Standing next to them on the grass you could feel the ground as they pounded their way down the straightaway. It was a very exciting start for them and for those lucky enough to see it.

In a very close race from front to back the winner ended up to be Joe Calasacco, with Bruce Lawrence taking the second step and fast qualifier Steve Jenks taking the third step. Rounding out the top 5 were Guy Pipitone and hometown favorite Jeremy Grenier. Grenier also managed to take the fast race lap honors.

Sunday was just as beautiful as Saturday with temperatures in the 80's

and track temps in the low 100's; another perfect day for racing.

Formula Tyro once again saw the battle up front between Stoeckert and Frank with Stoeckert coming out on top. Finishing on the third step of the podium was Dan Cezar Jr. in only his 3<sup>rd</sup> outing. Dan is showing much promise in his short time racing.

Stoeckert also took home the pole sprint and the race fast lap.

In Formula Vee, Matt Hayes won over Bill Carroll and the ever present Doug McLellan. The FV Pole Sprint winner was Steve McWilliams.

Formula Pro-Avanti was again a battle for the top 3 positions between the same 3 drivers as Saturday. It seemed it was just a matter of who would be ahead at the conclusion of the 40<sup>th</sup>-mile. This day it was the 15 year old rookie Christian Pedersen, Matt Amos was again second and Andy Graham ended up third.

Rounding out the top 5 were Kirk Davis and Dan Clark. Fast qualifier for the day was Christian Pedersen, second was Matt Amos and third was Andy Graham.

Formula 1600 saw a spirited race at the front between Ron Beard and Anthony Caracappa. Beard ended up with the win and Cappy second. Beard also picked up the Pole Sprint and the race fast lap.

Terry Vesper came home in the

top spot in Formula Ford.

In Continental Jeff Owens picked up right where he had left off on Saturday winning yet again with Rejean right behind and Greg Honeycutt settled for third. In his effort to gain the top spot Rejean pulled down the fast lap of the race.

Bruce Lawrence brought his Mazda home in first place over a hard charging Steve Jenks and Guy Pipitone.

Winning Formula Renault 2000 was point leader Tyler Sandmeyer.

The weekend was very successful as far as racing and working with 3 very distinct race groups. The entire weekend finished within minutes of the schedule and the racing was hard, competitive and fast... the way it should be. We look forward to more race dates with the Car TECH Mazda group and we are very excited to see the Formula Vee ranks growing. We look to August 22 and 23 at the Shenandoah track to be just as exciting and competitive.



## WANTED—Race day help

1 or 2 Tech inspector(s) — Work requires class inspection in the morning and technical impound and inspection post race including scales.

1 Pit runner from scoring to paddock - work requires afternoon work can still watch races you will bring sheets to grid and posting.

1 Grid person—Work in afternoon for races to line up cars in proper starting spot can watch races too.



570-669-9589

[www.formularacecarclubofamerica.com](http://www.formularacecarclubofamerica.com)

Formula Race Car

Club of America

Where Formula Cars Have the Right of Way

# Bill Scott Formula Car Series

## Points as of August 1, 2009

Update report July 30 2009

BSFCS F1600

Position	Car #	Driver(s)	Total Points
1	29	Anthony Caracappa	575
2	7	Ron Beard	490
3	71	Christian Pedersen	445
4	76	Mark Carberry	355
5	11	Rich Schwegler	345
6	69	Andrew Abrahams	195
7	84	Dan Cezar	165
8	57	Greg Lane	160
9	99	Roberto Hertel	145
10	1	John Heckman	90
11	24	Dani Jackson	0
12	28	Jeff Zeller	0
13	77	Arnie Levine	0

Update report July 30 2009

BSFCS SCCA Legal CF

Position	Car #	Driver(s)	Total Points
1	10	Bob McCown	102

Update report July 30 2009

BSFCS F1600 Renault

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

Update report July 30 2009

BSFCS SCCA Legal F/C

Position	Car #	Driver(s)	Total Points
1	50	Greg Honeycutt	605
2	39	John Bachmann	445
3	53	Jeff Owen	210
4	29	Rejean Proulx	185
5	61	Ian McKecknie	165

Update report July 30 2009

BSFCS SCCA Legal F/F

Position	Car #	Driver(s)	Total Points
1	24	Terry Vesper	845
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 July 30 2009

BSFCS F/PA

Position	Car #	Driver(s)	Total Points
1	7	Andy Graham	699
2	71	Dan Clark	620
3	52	Kirk Davis	505
4	13	Dominik Vitale	495
5	29	Oscar Pacheco	358
6	15	Matt Amos	355
7	20	Bob Lima	291
8	76	Team LBR (Wollman/Carrberry)	245
9	5	FHR	213
10	71P	Christian Pedersen	200
11	35	Jim Peruto	185

Update report July 30 2009

BSFCS F/Tyro

Position	Car #	Driver(s)	Total Points
1	29	Andrew Stoeckert	795
2	30	Guy Frank BSR	705
3	84	Daniel Cezar	315
4	41	Greg Cobb	270
5	10	HMG	215
6	77	Theo Koloukus	175
7	11	John Caporaso	165
8	57	Jeff Mohan	165
9	55	Perry Ervin	159
10	7	Buddy Donahue	150

Update report July 30 2009

BSFCS SCCA Legal F/V

Position	Car #	Driver(s)	Total Points
1	45	Doug Mclellan	600
2	55	Bill Carroll	575
3	22	Jim Granitski	280
4	6	Dave Thompson	185
5	19	Steve McWilliams	160
6	49	Matt Hayes	110





# Summit Super Series

## Points as of August 1, 2009

Update report July 30 2009

Summit Super Series  
F/1600

Position	Car #	Driver(s)	Total Points
1	29	Anthony Caracappa	55
2	7	Ron Beard	52
3	71	Christian Pedersen	48
4	76	Mark Carberry	36
5	11	Rich Schwieger	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

Update report July 30 2009

Summit Super Series  
F/PA

Position	Car #	Driver(s)	Total Points
1	7	Andy Graham	65
2	71	Dan Clark	62
3	52	Kirk Davis	49
4	13	Dominick Vitale	39
5	15	Matt Amos	35
6	29	Oscar Pacheco	25
7	76	Team LBR (Wollman/Carberry)	23
8	71	Christian Pedersen	22
9	35	Jim Peruto	20
10	20	Bob Lima	19
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 July 30 2009

Summit Super Series  
SCCA Legal F/C

Position	Car #	Driver(s)	Total Points
1	50	Greg Honeycutt	72
2	39	John Bachmann	52

Update report July 30 2009

Summit Super Series  
SCCA Legal F/F

Position	Car #	Driver(s)	Total Points
1	24	Terry Vesper	94
3	69	Andrew Abrahams	12
2	51	Vincent Wrynn	10

Update report July 30 2009

Summit Super Series  
F/Tyro

Position	Car #	Driver(s)	Total Points
1	29	Andrew Stoeckert	82
2	30	Guy Frank BSR	52
3	41	Greg Cobb BSR	28
4	55	Perry Ervin	22
5	84	Dan Cezar Jr	20
6	77	Theo Kouloukis	10
7	11	John Caparoso	7
8	7	Buddy Donahue	7
9	31	Wayne T	5

Update report July 30 2009

Summit Super Series  
SCCA Legal F/V

Position	Car #	Driver(s)	Total Points
1	45	Doug McLellan	84
3	55	Bill Carroll	68
2	22	Jim Granitski	12



# American Racing Series Points

## As of August 1 2009

Update report July 30 2009

Update report July 30 2009

Update report July 30 2009

ARS F/PA

Position	Car #	Driver(s)	Total Points
1	71	Dan Clark	86
2	7	Andy Graham	73
3	52	Kirk Davis	54
4	15	Matt Amos	48
5	13	Dominik Vitale	34
6	29	Oscar Pacheco	34
7	35	Jim Peruto	30
8	71P	Christian Pedersen	29
9	20	Bob Lima	19
10	5	FHR	18
11	76	Team LBR (Wollman/Carrberry)	15

ARS SCCA Legal C/F

Position	Car #	Driver(s)	Total Points
1	10	Bob McCown	14

ARS SCCA Legal F/F

Position	Car #	Driver(s)	Total Points
1	24	Terry Vesper	108
2	69	Andrew Abrahams	14
3	51	Vincent Wrynn	0
4	94	Dave Cutchins	0

Update report July 30 2009

Update report July 30 2009

Update report July 30 2009

ARS F/T

Position	Car #	Driver(s)	Total Points
1	29	Andrew Stoeckert	91
2	30	Guy Frank BSR	65
3	41	Greg Cobb BSR	29
4	84	Dan Cezar Jr	28
5	11	John Caparoso	17
6	31	Wayne T	13
7	55	Perry Ervin	12
8	77	Theo Kouloukis	11
9	7	Buddy Donahue	7

ARS SCCA Legal F/V

Position	Car #	Driver(s)	Total Points
1	55	Bill Carroll	84
2	45	Doug McLellan	75
3	22	Jim Granitski	24
4	19	Ed Pinkerton	8

ARS F/1600

Position	Car #	Driver(s)	Total Points
1	7	Ron Beard	67
2	11	Rich Schwegler	48
3	29	Anthony Caracappa	47
4	71	Christian Pedersen	43
5	76	Mark Carberry	27
6	69	Andrew Abrahams	23
7	84	Dan Cezar	16
8	57	Greg Lane	14
9	99	Roberto Hertel	11
10	10	Nate Steele	10

Update report July 30 2009

ARS SCCA Legal F/C

Position	Car #	Driver(s)	Total Points
1	50	Greg Honeycutt	94
2	39	John Bachmann	54
3		Steve Garito	0



## Timing & Scoring Shack

Well the Hungarian Grand Prix proved that the FRCCA scoring is as good as the FIA is.

For those who missed it the qualifying results were unavailable when the session was over. Drivers were wondering around asking each other “what time did you turn” trying to figure out who was on pole.

We had a similar incident after the Mazda qualifying on Saturday. Which I might add was the first session on Saturday. We had times but they were a little off when the timing system was set for an F/C fast lap which was believed well over the 1:14 time frame.

The Mazda cars turned in the 1:13s so we had to go by each cars in-car timing system. No sweat the Mazda guys were great to work with.

We also had the opportunity to work with the F2000 Pro Series personal. They were very nice to work with too.

It is always interesting to see how other operations work and to meet the people in the same areas of responsibilities as our officials and we are all similar in the issues we face and things we have overcome to make things work.



KIM



SUE



## NOTES on this and That **BLUE GRASS CANCELED WATCH FOR IT NEXT SEASON!**

### Notes;

- ⇒ Friday Afternoon bath that is what the guys down at the entrance got . Water was up to the second ring on a trash barrel Andy Abrahams and Dan Cezar not to mention Wayne had to keep moving to higher and higher ground.
- ⇒ It was great to see 6 FV at the track, feed back was they all had a good time.
- ⇒ Including the F2000 Pro Series there were more formula cars there than any where on the Mid and NE regions in a longtime.
- ⇒ Anyone see Greg Honeycutt's new tow ride? It is cool an old ambulance lots of room and plenty of neat switches left in it.
- ⇒ Did I say how great next year is going to be lately? It is!
- ⇒ We pulled off an amazing feat on Saturday with 2 rolling classes and a first time standing start for the Formula Mazda crowd.—at the same time!! (or) in the same race.
- ⇒ Bob Lima had his F1 Repco Brabham out on Friday, he said it really came to life at about 7,000 RPM.
- ⇒ It was great to see Dan Cezar Jr. make the podium on Sunday.
- ⇒ Racers are like kids, when they can't do what they want they find something to occupy themselves. Point in fact the Hoosier tire guys—when it rained so hard we were looking for boats on Friday afternoon what were they doing? Having paper boat races down the river running in front of their hauler.
- ⇒ An apology is required from our grid officiating staff to the FV drivers. In particular Steve McWilliams who lost a clutch sitting on the grid. What happened was we were told we had a clear track and had the cars start only to find out that there was a Kart retrieval truck coming the wrong way up the track. I apologize but it could have been a bad situation if they had left the pit.
- ⇒ Other than the last point, the weekend went off like clock work. All 3 groups sharing the track made it work and we ended within a few minutes of the expected time.
- ⇒ When one of the F2000 cars got well hung up and it took an extra 25 minutes to get him in we worked with the WKC race director (Brandon) and kept our races to the desired length and end up not 25 minutes off time but only 15 minutes ... you guys made up 10 minutes.
- ⇒ We were all glad to see Perry Ervin and his lovely wife Jeanne at the track on Sunday after an accident on the way to the track on Friday crashed their truck and trailer.

## Tech-Line

Fuel—Over last winter I learned a lot out about fuel. I spoke with VP, Sunoco and a few lesser known companies. Track fuel has been brought up to me several times.

It is one of those tough decisions not just because of what to go with but the logistics of the whole thing too. Some companies will drop off for us and pickup but so many guys still use gas station gas which is the intent of the pump gas rule. No matter the quantity we talked about it is always more expensive than gas station gas.

What made me think about this

again is the fact that one of our competitors got bad gas for the last race.

That is one thing that won't happen with spec. gas. Another is the use of oxygenated fuel which isn't legal. VP was very explicit in saying that we wanted to keep our competitors off of oxygenated fuels.

Trying to keep a level playing field in such a technological time is tough. What makes it even more difficult is the wide cross section of people we have in the club.

It is interesting with the announcement of the Honda entry into FF that the conversion kit alone is priced at \$12,000.00. This is considered to be

grass roots??? I don't think so.

Remember the tech inspector can check anything from weight to carbs anytime and unannounced.

Remember everyone is racing for trophies and bragging rights not a seat at Indy or a Million dollars. If you feel the need to cheat do it at checkers not on the race track.

Thanks and be safe.



## Available at a great discount through the FRCCA



## Registration Table

Registration seems to be going well. If you have any constructive changes that you would like to see let us know. We are always looking for ways of making things go smoother and faster.

Please remember to make sure we get any changes in contact information, or medical information throughout the year. Just note it on the entry form and we will take it from there.

Remember too that we have a new web site with points posted. [www.formularacecarclubofamerica.com](http://www.formularacecarclubofamerica.com)

Changes are noted on the home page. All the necessary forms and the rule book is on the site now.

Glad to hear that Clyde (or however he spells his name) is back.

Well this is a short one this month.







# Clyde Sez

The FRCCA & BSFCS are at the mid-way point of the 2009 race season. Are you keeping up with the demands of these thoroughbred, fussy racecars? Regardless of the number of races you have done this season, you should change the brake fluid. For whatever reason the brake fluid has an attraction to absorbing water. When the brake fluid is contaminated to boils at a much lower temperature and is what causes brake fade or as some drivers call it a 'Long pedal'. The fluid in the clutch master does not get used as much therefore it is not subject to "fade" BUT if it is too contaminated you may think the clutch is bad when all that is wrong is bad fluid.

Most Hewland MK-8 & 9 transmissions leak out of the shift selector rod; if you are not catching the leak, you have no idea how much has leaked out, the last thing you want to do is overheat the gearbox. The ratios cost over \$200.00 each while the "Dog rings" are about \$150.00 each and this does not take into account bearings or labor. Either fix the leak or catch the leaking fluid somehow. I have seen those microwave soup containers hanging on the shift linkage to catch the drippings and the driver returns the caught gear lube back into the transmission before going racing.

Nobody seems to pay attention to the rubber build-up inside the rims, until the wheel goes out of balance. Simply wipe out the inside of the rim with something like food grade silicone to not only clean the rim but also to help protect from the build-up, hopefully the rubber "clag" will slip off the silicone. I mention "Food grade" because the standard silicone does attract dirt while the food grade does not.

In closing I must say it is time for you to make those changes to the cockpit area of the racecar to make your job of driving more comfortable. You have enough to do just to race fast and safe you cannot remember to jiggle this or shake that or whatever you are doing now to get the job done. Everything must be where YOU want it forget about what it looks like, it needs to be where you want it and you must be comfortable, not being slammed around and bruising or hurting yourself.

## **Formula Haus** Powers 1, 2 Finishes in the July Races

Matt Amos, Christian Pedersen, Andrew Stoeckert, Guy Frank, Nate Steele and Dan Cezar Jr.

304-725-4644



# Through the Lens of Bruce Stark





Through the Lens of Bruce Stark



# August 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	Shenan- doah 22
Shenan- doah 23	24	25	26	27	28	29
30	31					

# September 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	Blue Grass 4	Blue Grass 5
Blue Grass 6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	Summit Point 26
Summit Point 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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**AVAILABLE AT REGISTRATION TABLE!!!!**

## From the Desk of the President

WOW that was some weekend! It was neat to see all the formula cars in one place.

The racing was great too! You guys put on one hell of a show. You also did what we are good at and stayed on-time.

Having the Car Tech Mazda group there was a hoot too. We are already looking at doing more together next year. I don't know if many of you got to talk to them since we were so spread out so let me tell you they were all great guys and very professional. I was proud they asked to come and join in our fun.

I know one question that I will be getting very shortly - - what about the new Honda engine for Formula uh Ford? From what I have read they are all hyped up on some things we already have. Longevity of the engine. Without the splash shield in the crank case, we can get good time out of our club spec engines. No we don't have the answer for using less valve springs but they are relatively cheap. As far as working on the carbs, well it doesn't really seem to be a problem for many and the basics are not hard to learn. Ignition, you don't have to use points now. So why spend the esti-

mated \$12,000.00 on the change over kit? Parts—well they are harder to find in some cases but they are out there. It looks like they are trying to create yet another spec class in the Formula Car world. Just what we need. One more class to make the classes smaller and diminish the ranks so fendered cars can rule. Don't get me wrong I like all kinds of racing but I love Formula Car Racing. Adding another ingredient to what is already confusing to an outsider isn't the answer.

Some may say well the FRCCA has done it, that is true we did do it and have kept the same basic rules for 30 years now. So what we did isn't the problem but may be the answer in many ways. AJ and his initial engine spec people did a wonderful job.

What I am doing with the club isn't adding but re-initiating. The Club Spec Classes (F/T, F1600 F/PA ) aren't changing the basics. We have made the club, more inviting to the SCCA legal cars and drivers, this has been our push, not re-inventing the wheel of formula car racing but trying to get it to roll again.

So what to do with the Honda if they bring them they will race. It is that simple. We can't dictate what the sport is doing ....YET! We will continue to work towards making the sport of formula car racing and the FRCCA into one of the major players not only in the NE and Mid-Atlantic but as far as we can. However that said the heart and soul will always be where we are! The goal is to keep you guys racing no matter what and by whatever means I have to.  
John

