

Motorsports 2010 Seminars Proved Informative And Varied For All



By ROBIN ERVIN
OAKS, PA - The 25th annual Motorsports Expo provided a variety of informative seminars on a wide range of racing-related topics.

For the mechanically inclined there was a variety of tech classes for them.

Roy Anderson of Anderson Race Cars explained the basics of setting up and maintaining a Street Stock/Factory Stock car.

Fred Turza of VP Fuels described the evolution of the fuel pump and how it has adapted to various types of fuels from pump gas to methanol to oxygenated fuels.

He also contrasted the properties of methanol and oxygenated gasoline.

Renowned shock absorber guru Bob "Shadow" Debois of Shadow racing products explained the mysterious art of shock absorbers and how even the smallest changes in a shock can make significant changes in the way a chassis handles.

Brandon Bernheisel of Bernheisel Race Components/Lazer Chassis discussed the intricacies of Dirt Late Model chassis setup.

Bernheisel described various ways a driver can find traction on slick tracks. He also explained that it's important to fix

the problems going into the corner, not out of the corner.

"Drivers often say to me that their car is too loose coming off the corner and they can't seem to tighten it up," Bernheisel said. "I tell them the problem is that the chassis is too tight going into the corner and that's why they are loose coming off the corner. Once the tight condition is fixed, the car handles better."

Full Tilt Racing's Clark Gayner gave an informative introduction into the world of kart racing.

He described all forms of karting; such as the superspeedway laydown karts, shifter, 4-cycle, 2-cycle and the characteristics of each. Gayner also explained to how to get started in karting and where some of the karting tracks are located in this area.

Sleepy Gomez returned to the Motorsports Expo to present his always informative seminar on how to fix dirt and pavement chassis problems.

Gomez has a knack of explaining complicated technical concepts in ways that are easy to understand.

This year, Gomez presented tips to help "low buck" racers who work on their own cars without the benefit of a garage

full of expensive tools.

He also explained how to use everyday items such as PVC pipes to check the roll center on a racecar and how to check a car's caster with a carpenter square and two metal tape measures.

Randy LaJoie gave a revealing and informative seminar on driver safety at short track racing.

"When the head, chest and pelvis stay in line during a crash the driver doesn't get hurt but that's only part of the equation," LaJoie said. "A driver has to be able to quickly escape from his vehicle as well."

Some Modified chassis have roll bars that impede a driver's quick escape in the event of an emergency.

LaJoie also stressed the importance of properly bolting the seat to the chassis and properly securing the seat belts to the seat.

The webbing should be mounted short because it decreases the movement of the belts during a crash. Also improperly mounted belts can tear on impact.

LaJoie advises adding extra bars to the chassis to better secure the race seat.

"The best race seat in the world won't do a driver any good if its not securely fastened to the chassis," he said.

Racing business lawyer Meri Van Blarcom-Gupko, in her sixth year of giving a legal seminar at the expo, gave a fascinating and informative discussion on the important topic of legal issues in racing.

She talked about the importance of waivers and releases for tracks as well as liability in the garages and participants (both adults and minors).

"This is still an evolving field," Blarcom-Gupko said. "Each state is different in its statutes".

When a legal problem occurs across state lines, the legal difficulties become magnified. "In the matter of Interstate injuries and business contract problems where the parties reside in different states," Blarcom-Gupko said. "The matter of jurisdiction must be resolved before the content of the dispute can be even considered."

Those who aspire to becoming professional racing photographers listened intently to award winning motorsports photographer Bob Yurko as he gave an assortment of tips and advice on how they can achieve their dreams.

"The key to standing out from the other photographers is educating yourself about all aspects of photography," Yurko said. "Know your camera and how to use it."

He advised aspiring photographers to be creative and experiment when deciding how to capture what they see.

Yurko also emphasized the importance of respecting the drivers and the crew's workspace and how to shoot dramatic, intense photos without interfering with a race team work.

"I always strive for that one photo that stands out," Yurko stated. "Quality is more important than quantity."

Most of all Yurko stressed



safety and always keeping an eye open for moving racecars to avoid being run over.

Ernie Saxton by far had the biggest crowd of any seminar. The room was filled to capacity with racers who listened intently to his presentation on basic team sponsorship. Saxton stressed that potential sponsors are interested only in 'return on investment' and "what can you give me that I don't have now."

He then described a long list of ways a team can promote their sponsors in order to keep their sponsors happy and attract new sponsors.

Two racing series promoters discussed their respective series.

Danny Wilson of Steel Block Bandits Late Model series introduced those present to his touring series, which is centered in a six-hour radius around Winchester Va.

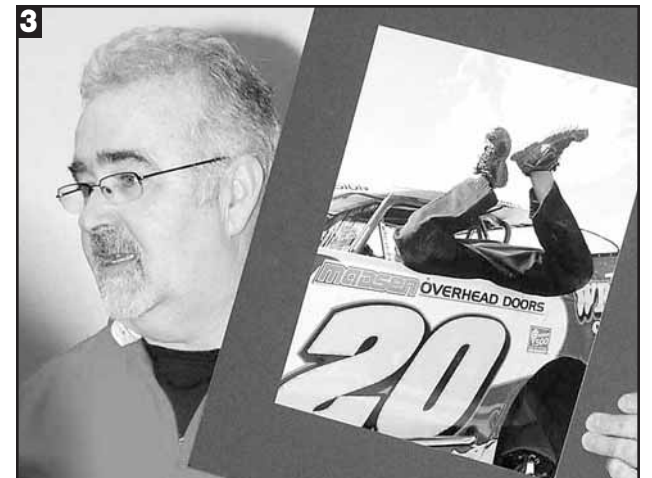
The series consists of 15-20 races. All cars are required to race steel-block engines. According to Wilson, 73 percent of the drivers use a 358 cubic inch steel motor and local

driver wins 66 percent of the races in their series because a driver does not have to be a member to race in their events. Joe Grandinetti, the Race Saver series regional director, outlined what his series offers to local racers who want to race a Sprint car but have a very limited budget.

The Race Saver 305 Sprint car series will run at New Jer-

sey's Bridgeport and New Egypt speedway.

For the media, there was a media workshop on race track public relations and how the symbiotic relationship between the media and track promoters can be enhanced. Wayne Harper of Pa.'s Lincoln Speedway and Dale Pielow of Black Rock, N.Y., Speedway hosted the discussion.



New Egypt Speedway Picks Up FASTRAK Late Model Sanction

By DAVE ROBERTS

OAKS, PA - Recognized as one of the top level dirt-surfaced Modified tracks in the Northeast, N.J.'s New Egypt Speedway has signed a five year deal with the FASTRAK Racing Series to sanction Late Model competition at that track beginning with this 2010 season.

New Egypt co-promoters Bill Miscocki and Fred Vahlsing made the announcement at a FASTRAK seminar presented at Motorsports 2010 last Friday evening.

This past September, then FASTRAK regional director Mike Sweet contacted Miscocki and Vahlsing about expanding the FASTRAK region into New Jersey. For Miscocki, it didn't take long to make the decision to bring the fast growing organization into his facility.

"We did it (agreement) all in one day," said Miscocki, who in addition to operating New Egypt also owns a FASTRAK Late Model driven by Mike Williams. "They came up here for a meeting and we got it done very quick."

FASTRAK is one of the fastest growing racing organizations in the United States.

Currently in its fourth year, it's gone from a single digit number of tracks to facilities in 25 states. FASTRAK makes it simple for its drivers to win a national championship. Competitors can take their top 12 finishes and compete in the season ending Grand National events to win point fund money. Currently, there are 11 FASTRAK Northeast weekly sanctioned speedways with a few more tracks possibly on the fence.

The 2010 FASTRAK Northeast Touring Series will consist of 15 races beginning at Tyler County Speedway on Saturday, April 17. The series will end on Saturday, September 24 at Pa.'s McKean County Fair Speedway.

Miscocki is looking forward to bring the FASTRAK concept to New Egypt, while knowing that it will take time to get established.

"I'm going commit myself to this (FASTRAK at New Egypt) for five years," emphasized Miscocki. "I'm putting my neck on the line with this, but I believe that it'll work."

With FASTRAK coming into the 2010 NES program, what was the Super Stock division at that track will be dropped from the schedule. Several of the Super Stock drivers/team members were at the meeting and expressed some concerns about the rules and the purse that Miscocki was offering for the 2010 FASTRAK competitors at New Egypt.

Miscocki responded that FASTRAK was calling all of the shots, and if FASTRAK was allowing certain rules, then he would go along. FASTRAK Northeast co-directors Mike Leone and Vick Emig also attended the seminar and addressed the audience. They advised the New Egypt racers that if they had questions about the FASTRAK rules, they were to call Brad Hibbard, FASTRAK lead tech inspector.

While Miscocki didn't bring up the actual purse for the FASTRAK Late Models at New Egypt, he did say that it would initially be on the light side.

"It's going to be on the small scale at first," he said. "If we can get more cars out, then I'll pay out more money. I feel that this can be something big down the road. We're going to have to build it first."

Just how many cars does Miscocki expect for the first season in 2010?

"I don't know. If I could get ten cars, I'd be thrilled," he said.

Following the 2009 season, the John Wight-owned Brewerton and Fulton Speedways joined the FASTRAK organization.

More information on the FASTRAK Late Models at New Egypt can be found at the track's newegypt Speedway.com or at fasttrakracing.com.



SEMINAR TOPICS at Motorsports included 1) "Making Power" presented by Fred Turza (pictured), tech director of VP Race Fuels; 2) shock absorber tips from Bob Debois (left) and Jerry Gradoff (right) of Shadow Racing Products; 3) taking photos at the race track, presented by AARN staff member Bob Yurko; and 4) the Race Saver Sprint Cars, with series founder French Grimes (left) and region director Joe Grandinetti (right) speaking to the audience. (Photos 1 & 4: Bob Yurko; No. 2: Jim Smith; No. 3: Bob Armbruster)