

THE SNARLING EXHAUST



OCTOBER 2014 WWW.CNY-SCCA.COM



THE SNARLING'S NEW LOOK
FINALLY PUBLISHED – TAKE A LOOK AROUND

Asst. R.E. Report
What does Ed have to say?

Meeting Minutes
The September Minutes are in!!!

Oct 4 Solo
A Possible new venue!?

A Publication of the Central New York Region Sports Car Club of America

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Your photo credits in one convenient location.





SNARLING EXHAUST

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All editorial opinions expressed in this publication are solely the opinions of the author, and are not necessarily representative of the policies of the Central New York Region or of the SCCA.

An email subscription of the Snarling Exhaust is free to anyone. There is no longer a printed version of the Snarling Exhaust newsletter, we urge you to print a copy and take it with you.

Classified advertising is free to region and out-of-region members. Any submitted classified ad is subject to approval by the CNYSCCA region.



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FLORIDA CHIT CHAT...

Submitted by: Bob Holcomb



The weekend of March 29th and 30th I worked a Florida Region SCCA event at Palm Beach International. For those of you who have never been or seen the current track layout, it is roughly a 2 mile track with several long straights, some wide and some sharp turns with little in the way of elevation change. This was my second outing at PBIR this year, each being at station 8, the far apex of a right hand turn and also located by the end of the drag strip at PBIR. My partner for both events was Ted Waller who was recently featured in a photo in SportsCar. With roughly 175 entrants, it wasn't a huge field but there was good racing all weekend depending upon the group on track.

The historic group was a bit weak with roughly 12 entrants. Saturday a F/F took first over all after spinning in turn 4 then working his way past a 1968 Corvette. Sunday the F/F was a DNF while the Corvette took first over all. The SRF and Miata's put on their usual show of tight pack racing. To end the day on Saturday, a 90 minute enduro was held. After two laps behind the pace car, the pack was given the green and on their first green flag lap coming through turn 7 a SRF was punted by a car unknown and hit directly at our station in the one section of tire wall that was not backed up by any concrete jersey barriers. Yes indeed, a SRF can move a tire wall...a lot. The driver was okay, mad as heck that he got punted, but okay. The car wasn't damaged too badly, but it was retired for the weekend. Ted and I are middle-aged, yet despite

that, we back pedaled out of the line of the SRF quicker than a pair of 20 year olds! The 90 minute enduro ended up running roughly 80 minutes as a very strong thunderstorm blew in and the race was called early, much to the relief of the F&C members. For Sunday it was just racing, no enduro.

All in all at station 8 we had 3 impacts (one was a drive away) and a half dozen or so spin and goes. The fun on Sunday was the drag strip, which ran much of the day with the shut down directly behind us. Some very nice equipment for an amateur day of drags, including an electric motored rail job. Kind of freaky to see it come by silently vs. the ground rumbles of the other cars. The most unique, for me, was a roughly 1962 to 1964 era Dodge 4 door sedan that looked better than when it came out of the factory...and yes it DID shake the ground.

Wed. April 2nd, my wife Nancy and I met Glen Region members John & Jeree Gamble at Daytona International Speedway. John and Jeree work at Watkins, John in F&C, Jeree as Paddock. My wife Nancy works T&S. We left John's red Dale Jr. Monte Carlo parked at the Daytona Tour ticket office parking lot and it immediately became a subject of many cameras. We had lunch at The North Turn Restaurant out on the beach. It was there in 1948 when they held the NASCAR races on the beach and part of the paved roads. The cars would race north up the beach then hang a left turn next to the restaurant and back onto the paved roadway, then race south to another left turn which put them back onto the sand beach. All the walls and the ceiling are covered with memorabilia and if you are a race fan and get a chance to go, GO! The food is

typical bar food, most folks chose to eat at the tables on the large deck, then check out the hundreds of photos and hanging car parts (hoods, doors, etc.).

The included photos were taken near the restaurant. The one with checkered flags (myself, Nancy & John) is the actual location where the cars would come off the sand and onto the paved roadway. You can walk through the gate, just not drive through it (unless you are really, really drunk and want a one way ride to the local jail). The Mercedes 450 was in the parking lot for The North Turn Restaurant. We waited a while but the owner didn't come by. If anyone knows the owner, tell he or she that we saw their car.

The new construction at Daytona International is in the one word that a certain local car dealer uses, "H-U-G-E"! Not only will it incorporate new seating, but luxury suites,



restaurants, etc. The word I got at the Daytona 24 HRS was the back stretch grandstands are to be torn down and eventually are due to end up at Phoenix. Say one thing for NASCAR, they know how to recycle, just look at the metal grandstands at Watkins Glen as an example.

All in all, a nice winter in Florida. I didn't work as many races as I did in 2013 while Snow Birding but for 2015 when I plan to work more than 2013, although 9 race event days for 2014 was better than staying inside in Liverpool for the winter.

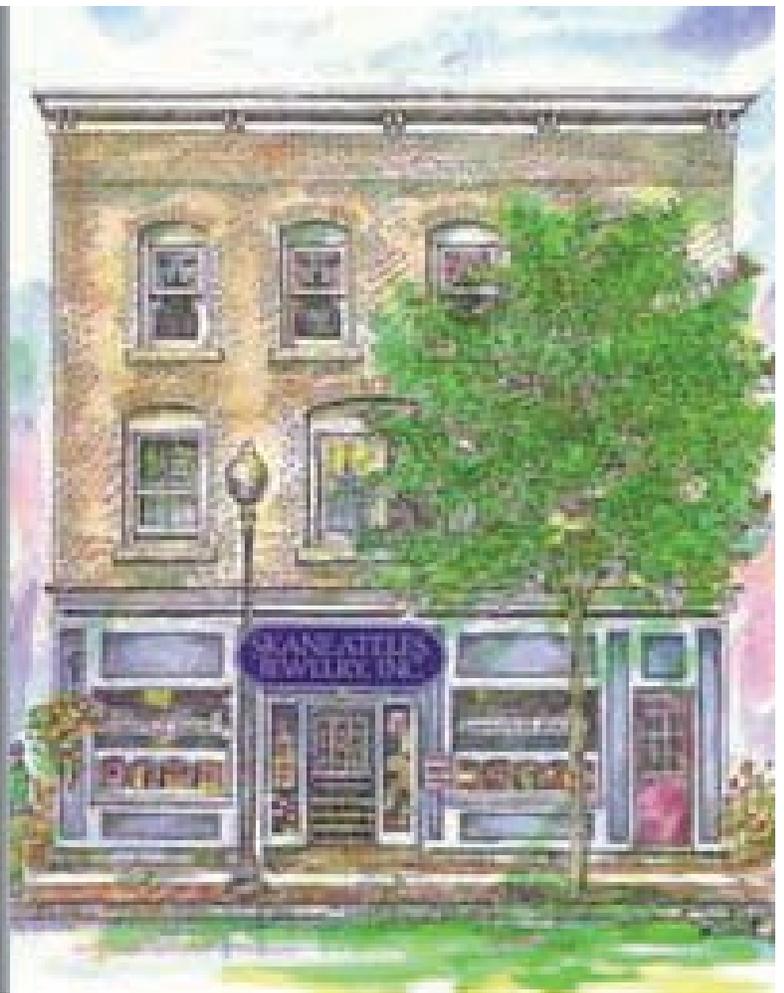
Submitted by Bob Holcomb
Sec. CNTR SCCA

Photo Credits:
John & Bob (Jeree Gamble).
Bob, Nancy & John (Jeree Gamble)
Mercedes (John Gamble)

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SEPTEMBER 2014 FASTRACK NEWS



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EVENT SCHEDULE

NEXT EVENT

SATURDAY, OCTOBER 4th, 2014

WHAT: CNY SOLO (TENATIVE)...Check the website before attending.

WHERE: CAYUGA COMMUNITY COLLEGE, FULTON

UPCOMING EVENTS

JANUARY TBD

WHAT: CNY SCCA ANNUAL AWARDS BANQUET

WHERE: BORIO'S RESTAURANT (TENATIVE)



September Meeting Minutes

Bob Holcomb

MEETING MINUTES FOR CNYR SCCA, WEDNESDAY, SEPTEMBER 10, 2014

Call To Order: The meeting was called to order at 7:12 p.m. by R.E. Scott Newton.

R.E.REPORT: Scott Newton welcomed all to the meeting and commented on several attendees, new or infrequent, that might not be familiar to many members.

The following introduced themselves to the membership and the members in turn introduced themselves to the new attendees.

Former R.E. Paul Grover, former Activities Director and F&C Chief Joe Russell now from NNJ, Chris Murphy who participates in our Rally Cross program and Mark Mangicaro.

Scott said that Dan Hurley is working to get a new issue of Snarling Exhaust out.

Dan asked the members for any information that could be included in a new issue.

Scott said that in July CNYR SCCA was represented at the Street Scene Car Show, a group mainly of younger gear-heads who showed some interest in our activities such as SOLO.

Scott also said that he has been contacted about having a display area at the annual Syracuse Auto Dealers Expo to be held at the Onondaga County ON-CENTER in February, 2015. There will be room enough for up to three vehicles and Scott is looking for volunteers to provide cars for the display.

Scott also made mention of the tragic death of 14 year old Kierstin Eaddy at an Autocross in Texas back in July and said that extra precautions should be considered when planning a SOLO or Autocross course so this type of tragic outcome may be prevented in the future.

ASST. R.E. REPORT: Ed Leubner said he attended the SVRA event held on Friday, Sept. 5th in downtown Watkins Glen.

Ed said the grouping of cars was nice, although he thought the person splitting the cars for the grid was brave, as many cars didn't know how to follow his direction.

Ed also had a nice time at the Seneca Lodge getting to meet a representative from Grass Roots Motorsports magazine.

TREASURER REPORT: Jay Cartini said that all monies have been received from our SOLO sponsors, including a formerly outstanding balance from 2013.

Repairs to our SOLO van have been paid for and Jay thanked Matt McGill for towing the van in for the needed repair work.

Congratulations to John Speicher, a participant in our SOLO program who was awarded the Autocrosser Of The Year for his participation. John also provided CNYR SCCA with an additional SOLO sponsorship from an Auburn car dealer and we thank him for that.

SECRETARY REPORT: Bob Holcomb made a motion asking for approval of the July meeting minutes as they appeared on our web-site. Mike Gagliardi seconded, motion carried.

Bob said that the region had made a donation to the Alzheimer's Association in memory of Teresa Newton, R.E. Scott Newton's mom, who had recently passed away.

SOLO REPORT: Mark Bizzozero said the SOLO van had hoses replaced, so all fluids are now good and a loose sway bar had been corrected and the van now runs better than it had ever run.

Mark said our last event was out of region with a BMW Club and Finger Lakes Region SCCA at R.I.T. in Rochester on August 24th. Mark ended up 40th out of approx. 112 participants which included 17 from CNYR.

Our next event will be the Day /Night SOLO to be held Sept. 20th at the Cherry Valley Kart Track.

Mark said an event scheduled for the former K-Mart strip plaza in Fulton for Sat., Oct. 4th, is still on the agenda but he has not had any recent communications from management there, so check our web-site for any updates.

RALLY CROSS: No report.

Scott Newton did say that Jim Quattro is still acting as temporary chief of specialty but location have been an issue. As in SOLO, check our web-site for any updates.

COMPETITION REPORT: Mike Gagliardi said CNYRP is slowly progressing as more and more paperwork required by the state and local governments has been arriving.

Mike attended but did not participate in the recent Perth, Ontario “Race the Runway” event.

Only 100 vehicles are allowed and the fastest run of the day was by a Lamborghini with a run of 348 KPH, or approx. 217 MPH!

F&C REPORT: Mick Levy said that the annual FLR SCCA “Fun One” is Sept. 13 -14 at Watkins Glen, with long course on Sat. and short course on Sun.

The Ferrari Challenge cars will again be at Watkins the weekend of Sept. 19 to 21 for a weekend of pro-racing. At the Ferrari Club of America event recently held at Watkins Aug. 29 – 31, two races were held for the Ferrari Challenge cars on Sat. the 30th. One car had a brake rotor issue on the pit straight resulting in a part of the rotor being so hot it started to melt the track surface.

Bob Holcomb reported that at the NASCAR Sprint Series race at Watkins on Sunday, Aug. 10th, he had a car crash directly at station 2 just after Denny Hamlin crashed into the sand barrels at pit entry causing a full course caution. In Bob’s incident the driver, Alex Kennedy, was not happy about being “punted” by another car but he did manage to calm down during the resulting red flag to clean up both incidents.

ACTIVITIES REPORT: Rob Sgarlata absent, no report, no 50-50.

OLD BUSINESS: None

NEW BUSINESS: Not official business, but former R.E. Mike Donofrio said that his modified Miata and his BMW are both for sale should anyone be interested.

Mick Levy asked about the Snarling Exhaust publication delay and thought it wasn’t fair to our advertisers. New editor Dan Hurley agreed and as stated previously is actively seeking articles to put in a new issue.

ADJOURNMENT: Lee Hidy made a motion to adjourn, Rex Franklin seconded, motion carried and meeting adjourned at 8:17 p.m.

Submitted by Bob Holcomb
Secretary, CNYR SCCA



THE ASSISTANT R.E. REPORT

Ed Leubner

From the Assistant R.E., Ed Leubner

September? Wow! Where did the summer go? Seems like we were just prepping cars for the beginning of the season and here it is mid-September already. Since it has been a while since my last ramblings, as they say on TV, previously.....

Solo Safety Steward training - Back in May, we held training to provide the club with additional members that would be able to act as Solo Safety Stewards at our Solo events. Participants included both existing members along with a couple of new members to provide us with plenty of qualified stewards.

Chump Car - Last year the ChumpCar Series came to Watkins Glen International (WGI) for the first time. I signed up to work as a pit marshal. It was an interesting but cold experience since the race was held mid-April. This year ChumpCar came to WGI over the Memorial Day holiday weekend. Many of you know that members Karl Hughes and Jon Coffin have been campaigning Karl's E30 BMW for the last couple of seasons at various events in the Northeast. This year Mike Donofrio joined them as a driver and they invited me to be part of the pit crew at the WGI event. I figured, why not? I would get a chance to be part of a real race team!

ChumpCar events are typically endurance races. The WGI event consisted of 6 hours Friday, 8 hours Saturday, and 6 hours Sunday. This race at WGI not only attracted teams from up and down the east coast, but also a large contingent of teams came down from Canada for this event. Overall there were close to 90 cars entered with hundreds of drivers and crew-members. My job was to help set up our pit stall that would be home for the weekend. This included moving tires, fuel jugs, tools, chairs, etc. between the trailer, garage and pit stall as needed. Before each race we checked brakes, tires, fluids, torqued critical fasteners and basically made sure everything was race ready. During the race, drivers are allowed to run a maximum of 2 hours before they have to switch. At these driver swaps, myself and another crew member were responsible for refueling the car – one pouring in fuel from two 5-gallon jugs and the other with a fire extinguisher. For safety, crew members who are refueling must wear full face helmets and fire resistant gear. Once the fuel was in, we checked lugnut torques, tire pressures and tire wear. At the same time, the drivers were swapping places and assisting each other with securing belts and radio connections. Everything had to be completed in 5 minutes to avoid losing track positions. During the time the car was on track, we took turns on the radio signaling our drivers when a caution period came out and more importantly when it ended and the green flag came back out. On Friday our team ran well all day ending up 7th out of 86 starters. For my first time being on race team, I thought that was pretty impressive. As the weekend progressed, attrition began to take a toll on a number of the cars - Including ours. About two hours into the Saturday's race, the drivers began to have issues with the transmission jumping out of gear. Ultimately we ended up replacing the transmission. This repair caused our Saturday finish to drop to 75th out of 84 starters. However, we were able to get the car on track before the end of the race to make sure everything worked. Sunday we ran without a hitch, finishing 5th out of 70 starters. Not too bad considering the mad thrash to replace the transmission the previous day! At the end of the weekend, I helped the team pack everything back into the trailer for the drive home.

It was great experiencing the highs and lows of our race. Something I would do again. In fact, I did! The guys invited me again this time to go with them to Calabogie, Ontario over the July 4th weekend. Calabogie is a relatively new track located about 45 minutes west of Ottawa. It is a 4 hour drive from Syracuse. It was a great facility and the people and weather were fantastic. Unfortunately, we suffered major engine issues during the Saturday race that required us to replace and rebuild the BMW 4 cylinder. Fortunately, we were able to use a garage stall with a lift to facilitate the change out. However, the repairs took more time than expected and we were not able to rejoin Saturday's race. But Sunday we started the race and our repair job kept the car running all day. We ended up finishing in the top ten. Obviously, the best scenario is for the car to remain on track and win! However, stuff happens and we are talking basically low dollar cars that are over 20 years old – not high dollar precision machined racing engines. We all got to test our mechanical skills, and working as a team under pressure. Even after all that, I can honestly say I still had fun!

Keep in mind that if you want to participate up close to racing action, you don't need to have a race car or be part of a race team. The members who volunteer for Flagging and Communication at the track are always looking for

new volunteers. Remember, these are the people who work the flagging stations at the track. You can't get much closer to the action! Your SCCA membership gains you access to this action. Our Bob Holcomb and Mick Levy are regulars at the Glen. They would be happy to tell you about it and point you in the right direction if you are interested in being part of the action at upcoming races.

State Fair Solo – In June, we were able to return to the State Fair lot to run a “cone course.” The event was run in conjunction with the Finger Lakes Region to ensure we had a large turn out to help defray the added expense of the State Fair lot rental, and also have plenty of workers. On Sunday, the weather cooperated and we had over 80 competitors. With this larger than normal number of cars, we did have some hiccups along with some timing issues. But, we worked them out. It was good course and everyone got in 5 runs. Overall, I think everyone had a good time. Hopefully we can do it again some time.

Syracuse Nationals – July saw this now annual event return to the State Fair grounds. Every year it continues to grow and this year was no different. Over 8000 cars registered, and it certainly looked like it. Every square inch of the fairgrounds were covered with cars or car related display booths. The Autocross was again setup with all registered cars eligible to compete. This year the course consisted of two identical layouts and two cars would run at a time with the winner being determined by whoever crossed the finish line first. The overall courses were much shorter than what we typically run (~30 seconds) but the head to head format made for a pretty good show. There was a good crowd of spectators. Unfortunately, my '65 Mustang decided to begin running poorly (turned out to be an intake manifold vacuum leak) and I was unable to give it a try.

CNY Region Picnic – August was our annual membership picnic at the Onondaga Lake Yacht Club. Unfortunately, the weather did not cooperate and we had a windy and rainy evening that may have kept the attendance lower than usual. However, we were joined by a number of past members that came to eat, drink, and talk all things cars. There was plenty of food along with ice-cream cake (thanks Jay!) Even though it was a smaller group, it was a good time. Thanks to Lee Hidy for getting us access to the club, and Rob Sgarlata for coordinating the event.

Watkins Glen Vintage Racing weekend – September was the annual vintage racing event. On Friday, the weather was clear and 90 degrees for the event in the village. It was hot enough that before the cars started arriving, Annie and I walked through Watkins Glen State Park where it was nice and cool. If you have never walked the state park – It is highly recommended. It is an amazing display of geology. Then it was time to close the streets to allow both race cars and sports car of every year and make to run laps of the old street course. This year the featured marque was MG. The entire alphabet of MG's were represented - TC's, TD's, A's, and B's. Nascar great Bobby Allison was the Grand Marshal for the weekends events. At the end of the day, we drove up to see the unofficial car show in the Seneca Lodge parking lot and have a beer on the balcony. While at the lodge, I ran into GrassRoots Motorsports Editor, Tim Studdard and got a chance to briefly speak with him before he sat down to dinner.

Even though the summer is quickly coming to an end, I did get to do some pretty cool car things.

Just a reminder that Dan Hurley has taken over as the Editor of the Snarling. Dan is looking for articles and /or pictures from the membership to use in future Snarlings. Remember, you don't have to be a professional writer (that should be obvious from reading this column....) and it can be as long or as short as you want. Share your car related experiences with the membership.

See you around the grid.





SNARLING CLASSIFIDES

Autos

Former CNYR Member and Club Racer Jim Ebersbach
Selling his **AP Austin Healey Sprite** (And Parts)

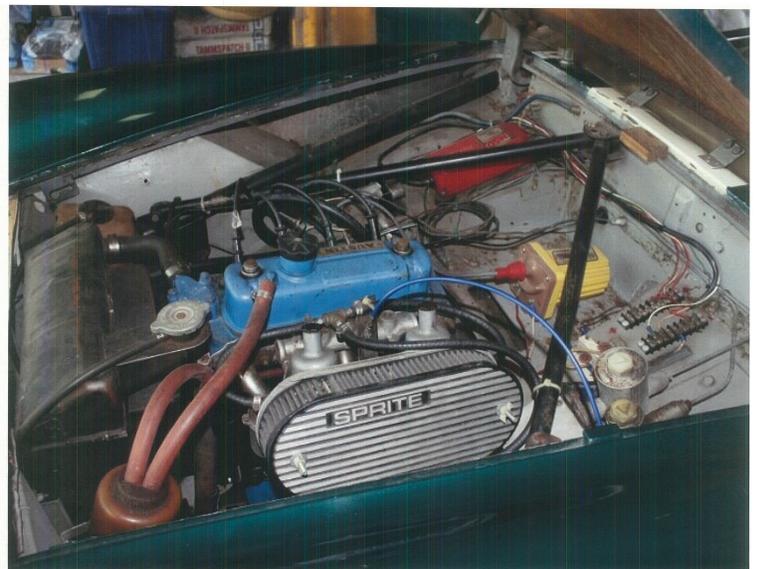
62 Sprite Mk2 former SCCA racer. I bought tub in 1973 and built into HP racer. SCCA logbook 74-92, fresh engine assembled 1997, has never left the garage. Runs, but clutch hydraulics locked up. 948 competition engine – lightened and balanced, block shaved, pop up pistons, head & carb work, BMC 648 cam, oil cooler and dual remote filters, MSD ignition, 1275 clutch, ribbed case trans. Full roll cage



with low front hoop, door bars, connects to front & rear suspension points. Disc front brakes, urethane bushings, SS brake lines, center link rear suspension w offset leaf springs & Spax tube shocks. (5) American Racing Libre 13x5 wheels, spares from 18 years of racing plus 2 parts cars – Buggy and 66 Mk3. (3) 950 blocks, (4) heads, 4 or 5 rear end pumpkins, (2) rear end housings, 1100 assembled short block w 66k miles. Lots of rods, pistons, push rods, lifters, valve gear, starters, carbs. No VIN or title.

PLUS: trailer, garage skates, engine stand.

\$6000 TAKES ALL. Email for details, questions, or more pics – ebersbachjim@gmail.com - Central New York area.



THE CHECKERD FLAG

DAN HURLEY

Back in black... and white. Yes it has been some time since our last Snarling newsletter, I do apologize for that. But after long wait there is a new Snarling Exhaust in town. I have re imagined the Snarling to better fit the way I see it and in a way that makes putting it all together much easier on myself. This is just the foundation I have laid, I do expect that as the Snarling continues you will see many more changes. I have learned a great deal just making two issues of the Snarling. For one this is not as easy as I expected it to be. I buckled down this last week and polished up what I was hoping to have out in the beginning of the month. There is still a struggle to find contributors for the Snarling, and I am looking for anyone who has pictures or stories of anything racing that would be good in our newsletter. I have created a classifieds section and currently am open to most things being allowed in. I will make rules based on submissions, but as for now the guidelines are fairly open so use your better judgment when submitting, that goes for everything actually. Well the hour is late and I just want you all to have the opportunity to enjoy what I have accomplished. With that in mind please send me content, questions, comments, suggestions, and even complaints and I will happily accept it all. As we are back in black and white.

From the Editor
Dan Hurley
danh1228@gmail.com



WHO'S IN IT, AND WHERE DID IT COME FROM?

On the cover: On the grid @ Cherry Valley Motorsports Park
Johnson, Alyssa. Photo cny-scca.com 2 June, 2013

Page 3: Grassroots Motorsports November 2014 Cover Photo
Adolf, Kevin. Photo grassrootsmotorsports.com

Page 6: Bob, Nancy, & John
Gamble, Jeree. 29, 30 March, 2014

Page 7: Mercedes
Gamble, John. 29, 30 March, 2014

Page 7: John & Bob
Gamble, Jeree. 29, 30 March, 2014

Page 10: 2013 Solo Top 10
Sgarlata, Karen. 27 January, 2013

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