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# SNARLING EXHAUST

NOVEMBER '11 • DECEMBER '11 • JANUARY '12



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NEDiv FALL MINI-CON COVERAGE

2012 SOLO NATIONAL TOUR DATES

COOL PHOTOS AND SUCH...





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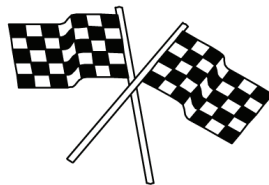
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# the **SNARLING EXHAUST**

NOVEMBER 2011  
DECEMBER 2011  
JANUARY 2012

The Central New York Region of the  
Sports Car Club of America

[www.cny-scca.com](http://www.cny-scca.com)

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The Snarling Exhaust is published 11 or 12 times per year as a service to the membership of the Central New York Region of the Sports Car Club of America, Inc.

The deadline for submissions is the 25th of the month. This deadline applies to everyone, honest.

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.

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On the cover:  
The only time all season Dustin Ehrlich's CM14 Zink Z10C FF was in front of Scott Newton's FM08 Red Devil F440.



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# From the Editor -

Thanksgiving. Christmas. Hanukah. Kwanza. Good old fashioned procrastination. These are all excuses I've used to explain why it's been so long between Karl's last Snarling and my first. As many of you have heard, I've taken over the helm as Editor of the Snarling Exhaust, and during my tenure I hope to continue in Karl's footsteps bringing our members the information and motivation they need to stay involved with the region's (occasionally) busy schedule. At least until I crack under the massive, crushing pressure of producing the country's world's leading automotive publication. In the mean time, if any of our readers would like to contribute an article, or think they might be able to be convinced to contribute an article, please shoot me an email.

Now that I've got this digital soapbox I can explain a few things, like why I thought it was a good idea to trade a perfectly reliable and very quick Subaru for a mod car older than I am that hadn't seen the light of day for the better part of a decade. Compound that with the fact that this particular Formula Ford (the retina assaulting Krypton Green and space invader themed car on the "cover" of this publication) is an amalgamation of American, British, German, Canadian, and Italian parts, many from out of production MG and VW road cars. Oh yeah, and why you should do the same.

Assuming you have room to store a racecar, a vehicle to tow it, and some basic mechanical knowledge, the jump into mod car ownership is actually quite easy. I'll do my best to explain this from my experience, but your results may vary. After spending three seasons tweaking my STi to be rather underprepared for STU competition to then run as very underprepared for BSP (hey, cheap used r-comps will make a man do crazy things) I came to the realization that modifying my daily driver to also be a race car will never make a car that is perfect for either use. A car with a comfortable suspension, speed bump appropriate ride height, and a usable back seat without a skull-crusher harness bar, is a less than ideal racecar. Likewise, a car prepared to the letter of the SCCA law for competition, becomes a fairly terrible commuter. When you get to that point, as so many nationally competitive folks do, they only use the cars for racing any way, and end up trailering stock class cars. That just seems stupid to me. When you start looking at the price of being truly competitive in any production based car, it gets pretty crazy.

Costs aside, like most of you I just want to go fast. Then go faster, PAX be damned. When it comes to SCCA Solo, which most reading this are involved with, that means lateral acceleration as much as straight line. Simply put, you just can't beat a formula car for road holding, and with weights between 600 and 900 pounds (without driver) they stop and go pretty well too. A formula ford too old to be really competitive road racing can be found relatively cheap, say five to ten grand, and needs only minor modifications for the Solo CM class.



Photo: Kathleen Ehrlich

The class rules are simple and pretty much never change. The FM class is similar, the cars are just as fast (or faster if you look at this year's national results), and they can be had for even less of your hard earned cash. The rules are changing to allow new engines, but when the dust settles, the class will be better off for it. Who wouldn't rather hear, or drive, a sequentially shifted 13,000 RPM bike motor than a CVT snowmobile "formula chainsaw" engine?

Anyway, while it's still a leap of faith to commit to such an unfamiliar form of vehicle, it's not as bad as you may think. I buy my spark plugs at Napa like everyone else. The difference is it takes five minutes to change them, not the two hour convoluted procedure it was for the Subie. It takes pump gas, same as your street car. And so on. In this internet age there's an online forum for every car, and I've included a few links at the end of this article you might find useful. Locally we've got folks who would be happy to answer questions about CM cars (myself) and FM cars. The Finger Lakes Region has seven FM drivers at last count, including the defending national champs. Mohawk Region has a past CM national champion, now running BM. The point is, if you have questions, the answers are out there. The only thing we're lacking in the CNY mod classes is competition, so I hope that this has, at least in part, helped to lift the veil of mystery that may surround the Solo mod classes for many of you. It's not for everyone, but I know a lot of folks around here who have enough mechanical know how, and driving ability to keep up with the pace of these machines.

For me, it took the better part of last winter in the garage restoring my car to bring it back to life, and then the first half of the season to work all the bugs out. I'm not normally a very patient person, but the process didn't bother me, in fact I quite liked it. It gave me the opportunity to learn every

continued ---

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nook and cranny of the car and the knowledge base that comes with that. I got my hands dirty, and brought something back from the dead. It's thoroughly satisfying, and it makes the drive that much more enjoyable. Speaking of the drive, it's like nothing you've ever experienced in a production car, even a heavily modified one. Rather than thinking about adding power for acceleration you concentrate on reducing weight. Power to weight ratio – it's important. That Colin Chapman may have been onto something. A lightweight car not only accelerates better than a heavy one, it stops better and changes direction better too. You know, for that bit on an auto-x course between the start and finish lines. Without all that weight to heft around, when you think about a steering input, it does it. Plus, you have a great view of the front tires so you can get very close to those pesky cones without hitting them. Usually.

So I'll see you at the awards banquet on January 15th, and hopefully you'll be ready to find your very own CM or FM Solo car. Then we can play out our version of Prost/Senna in a parking lot this spring!

- Dustin Ehrlich

### Useful links

[www.apexspeed.com/forums](http://www.apexspeed.com/forums)

[www.formula500.org](http://www.formula500.org)

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### Event Schedule

January 15th - Awards Banquet, Nestico's Restaurant, North Syracuse NY, 3:00pm

February 8th - CNY Monthly Meeting, American Legion, Liverpool NY, 7:00pm

February 25th - Rallycross, Walczyks Farm Night Event, Weedsport NY

March 14th - CNY Monthly Meeting, American Legion, Liverpool NY, 7:00pm

March 25th - Rallycross, Walczyks Farm, Weedsport NY



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# Assistant R.E. Report (Nov.)

From the Assistant R.E., Ed Leubner

Wow!

November already. Where did the season go? The last Solo event of the season is in the record books. The Enduro event at Cherry Valley Motorsports Park, pitted 38 competitors against a 4 minute clock to see how many laps they could run around the "old" circuit. How long is 4 minutes? Long enough to get around the course about 7 times. 4 minutes may not sound like a long time, but strapped in and driving full out for that length of time really tests the limits of both driver and car. Along with the aroma of the falling leaves was the distinct smell of heated tires and brakes!

November also means elections. Come out to the November meeting and make your voice heard!

Helmet ratings – A reminder on what helmet ratings are required for Solo. The SCCA Solo Rules (Section 4.3.1) state:

*Helmets meeting the following standards must be worn while on course:*

*All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2010, SAH2010, SA2005, SA2000, M2010, M2005, M2000, K2010, K2005, K98), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A or British spec BS6658-85 type A/FR are acceptable.*

Now that helmets with a Snell SA2010 or M2010 ratings are readily available on the market, SA95 and M95 helmets are no longer acceptable. When performing the tech inspection at the beginning of a Solo event, the Tech Inspectors are looking for the Snell sticker which is typically fixed to the helmet shell



under the liner. This sticker must be present. The rating printed on the back of the helmet shell is not sufficient.

See attached the sheet with examples of the appropriate stickers. If yours is out of date, you might want to check out the National Parts Peddler Racing Show at the NY State Fair Grounds, November 18-20. You might find some good deals and you can try on different helmet brands to find one that fits you perfectly. Or, you can always add it to your Christmas list. Santa will be here before you know it.

That's all for now. See you around the grid!

- Ed Leubner



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## Required Helmet Certification Decals

### 2011 SCCA National Solo Rules 4.3.1

Snell SAH2010 (HANS), SA2010, SA2005, SA2000, M2010, M2005, M2000, K2010, K2005, K98, CMR2007 (Children), and CMS2007 (Children)



Snell Memorial Foundation – [www.smf.org](http://www.smf.org)

SFI 24.1 (Youth), 31.1, 31.1A, 31.2A, 41.1, 41.1A, and 41.2A



SFI Foundation, Inc – [www.sfi-foundation.com](http://www.sfi-foundation.com)

BS6658-85 type A/FR



British Standards Institution – [www.bsi-global.com](http://www.bsi-global.com)





Andrew Beyer on track, showing what he does when he's not flagging.

## Assistant R.E. Report (Dec.)

From the Assistant R.E., Ed Leubner

### Greetings:

The elections for the upcoming 2012 term are now history, and as a result, I will continue to inform and attempt to entertain you for another year. Hard to believe it has already been a full year since I wrote my first Snarling column as the Assistant RE. I'm looking forward to the upcoming season of both racing and columns.

I want to thank outgoing newsletter editor Karl Hughes for all his work over the years, and welcome our new editor Dustin Ehrlich who I will also support by supplying words to fill the Snarling pages!

### Wanted: Story Tellers:

Just a reminder, although the Snarling provides me with a place to post my ramblings, all members are welcome to provide content to the club's newsletter. The topics are endless; tell us about a recent racing event you attended or participated in, a race car build you are working on, handy tips that other members might find useful, or tell us something the club is doing well or not so well with suggestions on how we might improve. Send it to Dustin or myself. Don't worry if you have never written an article. The editor can assist with making it newsletter ready.

### Upcoming Events:

Even though the racing season has pretty much ended for most of us, there is no shortage of activities. Not only are the holidays quickly approaching, but our year end awards banquet will be held in January. Come out and share some good food and drink along with some bench racing with your fellow competitors and club members. Look for details and dates in this issue and on our website.

Continued ---

### New Track - CNYRP:

In other news, November 16th saw a presentation to the CNY-SCCA membership by Glenn Donnelly, of the Central New York Racing Park (CNYRP) complex. This is a new racing facility that is planned to be built in Central Square. The plans include a 2 mile road course, dirt track oval, dragstrip, and large open parking lots that could be future Solo sites. Stay tuned. This is exciting news for us racing fans here in Central New York. (<http://centralnewyorkracewaypark.com/>)

### Fall Mini-Con:

The 2011 version of the SCCA, Northeast Division Fall Mini-Con was hosted by the Mo-Hud Region in the picturesque village of Saratoga Springs over the weekend of November 4-6. In addition to the SCCA activities, the village of Saratoga Springs provided an opportunity to eat at some great local restaurants along with providing my wife plenty of shopping opportunities on Saturday while I attended various racing related meetings. Saratoga Springs is also home to that famous 1 mile, unpaved oval where they run a spec racing series for single horsepower, bio-fueled rides.

The meetings I attended included the New York Road Racing Championship (NYSRRC) Group which included a discussion of the future CNYRP course along with the possibility of adding it to the list of championship point venues once it is up and running.

Next, I attended a presentation for the new Northeast Division (NeDiv) website that will be taking the place of the existing NESCCA site. Webmaster Meg Meyer demonstrated the new website which will include sections for all of the SCCA areas of interest along with provisions for uploading competition schedules, results, and pictures from all the regions within the Northeast Division. The new site should be online shortly, and will also be accessible via the old NESCCA web address. This change should also end the ongoing "discussion" of whether the Division should be identified as NeDiv or NESCCA.

I also attended a meeting for Solo Safety Steward training that included a good refresher on critical points to monitor during events, along with discussions about various incidents and issues that other regions have encountered over the past season. An interesting discussion revolved around the suggestion of submitting accident reports for even minor issues that typically would be overlooked. This recommendation was based on the insurance underwriters practice of comparing the ratio of minor to serious incidents. The thought being that if only serious incidents are reported, it could raise concerns there maybe issues. These additional submittals would also provide Safety Stewards with training in filling out the proper forms. This should be a topic to discuss during a future meeting.

The next discussion consisted of a Solo Town Hall meeting to review various issues. The primary topics being the loss of Solo sites in many regions and decreased event attendance. Discussions included the care and feeding of the existing sites and owners along with ideas on how to approach the owners of potential sites to allow SCCA to use them. The attendance discussions included ideas such as using email blasts, follow up emails after an event, Motorsportsreg.com, and the use of the various forms of popular electronic media, along with the usual flyers and posters.

continued ---





One interesting method of advertising the benefits of SCCA to the general public was suggested. This was the running of a Street Survival School. Members of the Mo-Hud Region gave a presentation of the the event they ran this past fall. This is a day long event geared towards young, newly licensed drivers who are given both classroom training along with actual in-car training on a site typically used for Solo events and includes instructors riding along with students in their cars. The training includes a review of basic car maintenance along with car control maneuvers like braking, high speed lane changes, obstacle avoidance, and in some instances, soaking the dry course with water to simulate wet conditions. The FLR Region has also held these events. The Mo-Hud event was well attended, and a number of the parents who brought their kids to the event asked if there could be an event for themselves. This program is supported by SCCA, BMWCCA, and the Tire Rack. Instructors and workers are supplied by the region hosting the event. ( <http://www.streetsurvival.org/> ). Maybe this is something for our region to consider running at either the State Fair site or when the new CNY Racing Park is up and running.

The last meeting I attended was on PDX's (Performance Driving Events). These are the SCCA's version of a track day event. DJ McArdle of the Mo-Hud Region gave a short presentation of the most recent event held at Lime Rock. A race car is not required. In general , just a mechanically sound vehicle, and helmet are required. This is something I personally am looking to participate in sometime in the future. ( See <http://www.scca.com> for more info ).

Sunday morning started sunny and bright (for those who remembered to set their clocks back for the end of daylight savings) but it was cold with frost coating everything. Not sure if it was related to the cold, but some critical component in the electrical grid apparently decided to fail at 7 AM. Unfortunately, this caused the entire village of Saratoga Springs, including our hotel, to lose power. The end result was the cancellation of the NeDiv business meeting. Aside from the power outage, it was an interesting and fun weekend.

That's all for now. Happy holidays to everyone, and see you around the grid!

- Ed Leubner

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Latest Issue: <http://www.scca.com/assests/12-fastrack-jan.pdf>

# ANNUAL BANQUET

**WHEN:** Sunday, January 15, 2012, 3pm - 6pm

**WHERE:** Nestico's Restaurant, Rt 11  
North Syracuse, New York

**WHAT:** Pasta with meatballs & sausage  
Beef tips over noodles  
Salad  
Bread  
Coffee, tea, soda  
Dessert

A cash bar will be available for beer,  
wine and liquor.

**HOW MUCH:** Cost will be \$15 per attendee.

**WHY:** Annual awards, good food, good  
company. Show up if you think you  
won a trophy, you think someone  
else won a trophy, or if you're hungry!



# Finger Lakes Region, SCCA

Presents, Event #2 of the Winter Rally Series

## 3<sup>rd</sup> Annual Ithaca Winter Rally

### January 21, 2012

This is a Thomas and Kastenhuber production.



A rally of approximately 175 miles using paved and unpaved roads in the southern parts of West-Central New York.

Entry fees are \$35/car for SCCA members, \$45/car for guests. There is a 35 car limit, so pre-registration is recommended. Series classes are Equipped, Limited, Stock and Novice.

The rally starts and ends at Manos Diner  
357 Elmira Rd (Route 13) in Ithaca, NY

Schedule:	Registration	2:30 to 4:00 p.m.
	Novice School	3:30 p.m.
	Driver's Meeting	4:10 p.m.
	First car starts	4:31 p.m.
	First car finishes	10:45 p.m.

There are several hotels in the area for those wishing to stay overnight after the rally. The Comfort Inn is right across the street from the Manos Diner. If you have any questions, contact Rallymaster Gary Thomas @ [gary.george.thomas@gmail.com](mailto:gary.george.thomas@gmail.com) or call (607) 277-0501

# Membership Meeting Minutes (Nov.)

Courtesy of Bob Holcomb

CNYR SCCA Meeting Minutes For Wed., November 9, 2011

## CALL TO ORDER:

The meeting was called to order by R.E. Mike Donofrio at 7:17 p.m.

## R.E. REPORT:

Mike Donofrio welcomed everyone to the November meeting, which was being held at Giambattista Railroad Construction instead of our normal location at the American Legion in Liverpool, NY.

Pizza, wings and soda were provided and Mike invited everyone to partake and enjoy.

Other than saying that this was our annual election meeting Mike had nothing further to report.

## ASST.R.E. REPORT:

Ed Leubner briefly mentioned the recent Mini-Con held in Saratoga Springs, NY.

Ed said that a representative from the Glen Region had recently brought up the subject of the new track being constructed near Central Square, NY and developing a liaison with the owners.

There is a meeting scheduled for Wed., November 16th at 7 p.m. at the American Legion post in Liverpool, NY to receive an update on the track progress from one of the principal partners.

All are welcome to attend.

## SECRETARY REPORT:

Bob Holcomb made a motion that since no issue of Snarling Exhaust have been published since the July issue that reading and approval of the minutes for July, September and October be delayed until such a time as they appear in the next issue of Snarling Exhaust.

Lee Hidy seconded, motion carried.

## F&C REPORT:

Bob Holcomb, reporting for Mick Levy who is currently in North Carolina, said that the weekend of Nov. 12th & 13th would be an EMSA event at Summit Point.

Also that Mick had not confirmed whether he would accept the offer by the Glen Region to be their Chief of F&C along with his current position as Chief of F&C for CNY Region.

## TREASURER REPORT:

Jay Cartini said we are in good shape, although always looking for sponsor money.

He reminded everyone to partake of the pizza and wings, which he had brought in abundance.

## SOLO REPORT:

Mark Bizzozero said the SOLO season is over.

He is working on trophies for the awards banquet.

Seneca Army Depot will probably not be on our schedule for 2012 as they are demanding a five figure deposit for the season which puts it out of our budget.

As expensive as the New York State Fairgrounds have become, it and the Cherry Valley Kart track will probably be our two main venues for 2012.

Leo Sawyer asked about the large parking area at the now vacant Carrier facility but it was doubtful if it will be available.

Mark also said that Shoppingtown is a definite NO for 2012.

## RALLY CROSS:

Jim Quattro is working on some new locations for 2012 to go along with the Walczyk farm near Weedsport.

Rolling Wheels does not look like a go for 2012 due to financial restrictions.

Fulton Speedway may become available but as yet no firm fee has been discussed.

There was also some discussion about renting a booth for the Motor Sports Expo at the NYS Fairgrounds.

The cost is guesstimated to run between \$300-\$400 for a 10X10 booth.

Jim is working on retaining entrants by establishing a pass system, for example, if you finish all the events for 2012 you might receive a free pass for 4 events in 2013.

Our last Rally Cross for 2012 will be at Cherry Valley on December 11th.

## ACTIVITIES REPORT:

Rob Sgarlata said that our banquet will be held on Sunday, January 15th.

The cost will be \$15 per member with the region picking up the balance.

Rob did not mention a time for gathering but will have that available soon, either in Snarling or by the December meeting.

continued ---



#### RALLY REPORT:

Frank Beyer said the rally season is about to start.

A schedule for the winter series will be available soon, with events planned for Vermont, the Finger Lakes, Montreal and a yet to be determined location in Ontario.

#### OLD BUSINESS:

Jay Cartini asked about the location of the SOLO van.

Several members spoke up at once, saying it was currently at the Cherry Valley Kart track, which is the location for the next Rally Cross event.

The question was raised as to when we would be seeing the next edition of Snarling Exhaust since the last issued published was the July, 2012 issue.

Dustin Ehrlich is taking over for departing editor Karl Hughes and hopes to have an issue out for December.

Karl was absent for the November meeting but still has hopes of getting out a joint Sept/Oct/Nov. issue before turning over the reigns to Dustin.

#### NEW BUSINESS:

Bruce Parker mentioned the Green Grand Prix which will be held at Watkins Glen International in April, 2012.

There will be two days of activity, one day on track and a second day with a road run.

Sponsorship is still being looked into for the event.

The next new business was election of officers.

Mike Maszoway made a motion that Secretary Bob Holcomb cast one vote for each of the unopposed candidates, R.E.: Mike Donofrio, Asst.R.E.: Ed Leubner, Secretary: Bob Holcomb, Treasurer: Jay Cartini and Activities Director: Rob Sgarlata.

Rex Franklin seconded.

Motion carried unanimously.

Lee Hidy made a motion to adjourn.

Ed Heffron seconded, motion carried.

Meeting adjourned at 7:42 p.m. by R.E. Mike Donofrio

## Membership Meeting Minutes (Dec.)

Courtesy of Bob Holcomb

CNYR SCCA Meeting Minutes For Wed., December 14, 2011

#### CALL TO ORDER:

The meeting was called to order by R.E. Mike Donofrio at 7:16 p.m.

#### R.E.Report:

Mike Donofrio welcomed all to the December meeting and wished everyone a very Merry Christmas.

Rex Franklin mentioned to Mike that Mike Giambatista from Giambatista Railroad Construction, where our November meeting was held was very unhappy with the region.

Apparently someone left food debris literally on some of his car collection and it was not discovered until the follow day.

It was suggested that a formal letter of apology be sent to Mr. Giambatista by the Secretary and this will be done.

Mike Donofrio suggested that we consider posting the monthly meeting minutes on our web-site instead of waiting for the latest Snarling Exhaust to come out.

Scott Newton said if he received the minutes he would get them up on the web-site immediately.

Sec. Bob Holcomb will forward all previously unpublished minutes to Scott.

#### ASST.R.E.REPORT:

Ed Leubner had nothing new to report other than to suggest we correct the web-site calendar to show no business meeting for January, 2012 which will be our annual awards dinner instead.

#### SECRETARY REPORT:

Bob Holcomb reported that the current situation of no Snarling Exhaust being published since the July, 2011 issue is on it's way to resolution.

Former Snarling Exhaust editor Karl Hughes will get out the missing issues, while new editor Dustin Ehrlich will get out the current issue and continue through 2012.

All the unpublished meeting minutes from May, 2011 to December, 2011 will be voted for approval once published.

Bob mentioned the passing of former CNYR member Shirley Van Nostrand at age 76 on Dec. 2, 2011.

Shirley and her late husband Robert had been very active in CNYR for years and were involved in F&C and S/F among other specialties.

Lee Hidy and Rex Franklin attended the services for Shirley.

Contributions in Shirley's name can be made to either The American Diabetes Assoc., 6390 Fly Rd., East Syracuse, 13057 or to the Make-A-Wish Foundation at 5005 Campuswood Dr., E.Syr., NY 13057.

Bob said that while he is in Florida "snowbirding", Jon Coffin will assume the duty of secretary to take the meeting minutes.

continued ---

#### TREASURER REPORT:

Jay Cartini said he received payment from 2011 sponsor Skaneateles Jewelers and will be contacting some delinquent advertisers for payment. Those that do not pay will be dropped from any advertising for 2012.

#### RALLY CROSS:

Jim Quattro reported that our latest Rally Cross was held at the Walczyk farm near Weedsport, NY on December 11th and a good turnout of 17 cars made for a fun day. The weather was good, the track slick and everyone had a good time.

The Cherry Valley Kart Track will not be considered for Rally Cross as it was determined to not meet specified safety standards as set forth in the SCCA Rally Cross rules.

Jim is working on a sponsor for the 2012 season and it appears that J.D.Motors in Fulton will be the prime contender.

A tentative 2012 schedule is as follows:

Sat.Feb.25 a night session at the Walczyk farm.

Sun.Mar.25 a day event at the Walczyk farm.

Sun.June 3rd will be the STPR event in Pennsylvania.

Sat.July 14 a night event at Walczyk farm.

Sat.& Sun.Aug.4&5 a two day event at Rolling Wheels Raceway Park near Elbridge.

Sat.& Sun.Sept. 8&9 a two day event at Fulton Speedway.

Sun. Nov.11 at the Walczyk farm.

All dates are tentative and subject to change.

Jim also said that end of year trophies have been ordered.

#### ACTIVITIES REPORT:

Rob Sgarlata (an avid Subaru guy) was absent.

Speculation was he was home polishing his latest purchase, a MIATA.

#### SOLO REPORT:

Mark Bizzozero said end of year trophies are being worked on.

No dates have been finalized for 2012.

Scott Newton mentioned that Finger Lakes Region has shown interest in having a SOLO event at the New York State Fairgrounds.

#### F&C REPORT:

Mick Levy reported on a licensing problem with his F&C National license.

He reminded those in attendance to make sure they had sufficient work days in to maintain their licenses at the Divisional or National level.

Bob Holcomb reported that he will be working F&C at the Southern Florida DBL Nationals at Homestead-Miami in mid-January along with the Daytona 24HRS at the end of January.

Mick said that per e-mail from WDCR members, the Baltimore IRL Grand Prix for 2012 is in jeopardy due to extreme expenses encountered for the 2011 event.

#### MEMBERSHIP REPORT:

Andrew Beyer said that for October, 2011 we had 150 members, with two new members, Jeremy Keck of Wellsboro, PA and Sait Paljevic of Glendale, NY.

Peter Maciulewicz celebrated his one year anniversary as a member of CNYR.

For November, 2011 we have 152 members including new members John D'Addario of Syracuse, NY and Richard Trent of Brewerton, NY.

Welcome to all and congratulations to Peter.

#### OLD BUSINESS:

Scott Newton reminded everyone that the January awards dinner will be held on Sunday, January 15th at Nestico's Restaurant in North Syracuse, NY on Rte 11 from 3 p.m. to 6 p.m.

The cost is \$15 per person and please RSVP to Rob Sgarlata.

#### NEW BUSINESS:

Mike Gagliardi reported that the Central New York Raceway Park near Brewerton has started clearing land and Glenn Donnelly is hoping for a late summer, early fall 2012 first event date.

John Lehman reassessed the cost of a SOLO event for the facility and the cost is now very competitive with other locations.

There was a general discussion of the two United States Formula One locations, Austin, TX and New Jersey.

Despite financial difficulties, it appears Austin will hold an F-1 race in 2012 with New Jersey hosting an event in 2013.

Lee Hidy made a motion to adjourn.

Rex Franklin seconded.

Motion carried, meeting adjourned at 8:32 p.m.

Submitted by Bob Holcomb, Sec.



# 2012 Tire Rack SCCA Solo National Tour Schedule

March 9-11  
Dixie National Tour  
South Georgia Motorsports Park  
Cecil, Ga.

Mar. 16-18  
Sun Belt National Tour  
Texas A&M  
College Station, Texas

April 27-29  
Southern Pacific National Tour  
Qualcomm Stadium  
San Diego, Calif.

May 18-20  
Northeast National Tour at East Rutherford  
MetLife Stadium  
East Rutherford, N.J.

May 25-28  
Spring Nationals  
Central States Championship  
Lincoln Airpark  
Lincoln, Neb.

June 8-11  
Summer Nationals  
Southern States Championship  
Arkansas Aeroplex  
Blytheville, Ark.

June 29 – July 1  
Western States Championship  
Hampton Mills  
Packwood, Wash.

July 13-15  
Colorado National Tour  
Pikes Peak International Raceway  
Fountain, Colo.

August 3-5  
Northern States Championship at Grissom  
Grissom AeroPlex  
Peru, Ind.

September 4-7  
Tire Rack SCCA Solo National Championships  
Lincoln Air Park  
Lincoln, Neb.

October 26-28  
Tri-State Challenge National Tour  
Arkansas Aeroplex  
Blytheville, Ark.

# 2012 Tire Rack SCCA ProSolo Schedule

Round 1  
April 13-15  
Maryland ProSolo  
TBA

Round 2  
April 20-22  
Mineral Wells ProSolo  
Mineral Wells Airport  
Mineral Wells, Texas

Round 3  
May 4-6  
El Toro ProSolo  
El Toro Airfield  
Irvine, Calif.

Round 4  
May 25-28  
Spring Nationals  
Lincoln ProSolo  
Lincoln Airpark  
Lincoln, Neb.

Round 5  
June 8-11  
Summer Nationals  
Blytheville ProSolo  
Arkansas Aeroplex  
Blytheville, Ark.

Round 6  
July 6-8  
Packwood ProSolo  
Hampton Mills  
Packwood, Wash.

Round 7  
July 20-22  
New Mexico ProSolo  
McGee Park  
Farmington, N.M.

Round 8  
July 27-29  
Toledo ProSolo  
Toledo Express Airport  
Toledo, Ohio

Round 9  
August 30 - September 2  
ProSolo Finale  
Lincoln Air Park  
Lincoln, Neb.





# Membership Application

### Dear Prospective SCCA Member:

To apply for a membership in the Sports Car Club of America, the world's largest motorsports enthusiast organization, please complete the form below and return, with payment, to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299.

### PLEASE PRINT OR TYPE

Name \_\_\_\_\_ Birthdate \_\_\_\_\_

Address \_\_\_\_\_ Telephone \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

E-mail \_\_\_\_\_

Spouse Name \_\_\_\_\_ Birthdate \_\_\_\_\_

Child's Name \_\_\_\_\_ Birthdate \_\_\_\_\_

Child's Name \_\_\_\_\_ Birthdate \_\_\_\_\_

### Primary Interest:

Please indicate the area of SCCA in which you plan to participate, or interests you the most.  
(please check only one box)

- Club Racing
- Time Trials/PDX
- Rally
- RallyCross
- Solo
- Vintage
- Pro Racing

### Membership Dues

(Includes region dues)

- Individual \$80.00
- Family \$100.00
- First Gear (24 yrs & under) \$45.00

### Amount Due

Membership Amount \$ \_\_\_\_\_

Weekend Membership #1 \_\_\_\_\_ -\$15.00

Weekend Membership #2 \_\_\_\_\_ -\$15.00

Referred by SCCA Member \_\_\_\_\_ # \_\_\_\_\_ -\$15.00

First / Last Name & Member Number REQUIRED

**TOTAL DUE** \$ \_\_\_\_\_

*I will become a member in the region I reside in or place me in \_\_\_\_\_ region. By accepting membership in the SCCA and any SCCA Region I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members.*

\_\_\_\_\_  
**Applicant's Name** (Signature Required)

\_\_\_\_\_  
**Date** (Required)

**Payment Method:**  Check  Credit Card  Money Order

Visa/MasterCard (only) Acct# \_\_\_\_\_ Exp. \_\_\_\_\_

**Applications submitted by fax must be accompanied by a Visa or MasterCard account number for payment.**

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# What is the SCCA?

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The Sports Car Club of America is the world's largest automotive motorsports organization and has set the target for motorsports competition and motorsports event management in North America for over 60 years. The SCCA has remained the benchmark and is recognized as the gold standard in the industry.

The SCCA hosts a myriad of motorsports activities to satisfy any interest you may have as a sports car competition enthusiast.

**Interested in Professional road racing?** Then SCCA Pro Racing®, Inc. which organizes and sanctions SCCA's World Challenge and MX-5 Miata Cup has your ticket.

**Do you have a burning fever to experience the intense competition and camaraderie of Club Racing®?** Then regional programs and intense national programs designed for qualifying for the National Championship Runoffs® are your medicine.

**Not interested in the challenges of wheel-to-wheel competition but still harbor a competitive streak for precision and accuracy at speed?** Then SCCA's Solo® Events program offers over 2000 local competitions annually up to and including a National championship with supporting Divisional championship programs.

**How about those of you with a need to play in the dirt?** SCCA's RallyCross® program offers competitions similar to Solo events on loose surfaces. RallyCross also has a very competitive National championship structure.

**The SCCA RoadRally® program is what got SCCA started over 60 years ago.** This is the easiest form of competition to enter as it only requires a registered and insured street car of any kind. Normal highway speeds and precise course following are the challenges in this most basic form of motorsport.

**If you find that competing is not your style,** but being close to the competition, the drivers, the cars and the crews and being part of the American motorsport scene is your form of adrenaline, then the SCCA has written the book on motorsport official's training, licensing and event management. Anyone can volunteer as an official at SCCA events – the wealth of motorsport experience possessed by SCCA members will be imparted to you simply by your enthusiasm and desire to learn.

## **YOU CAN GET IN ON SCCA ACTION LOCALLY AND RIGHT NOW!**

There are over 110 local regions of the SCCA – from Guam to Hawaii and up to Alaska...down to Florida and up to Maine – which means there is a pocket of SCCA activity near you. You'll be involved in events close to home or you can make a weekend of it with other motorsports enthusiasts like you. SCCA is like no other motorsports organization. Why? Because you're involved – you can compete, organize, and participate at any SCCA event at any level you choose.

### **INDIVIDUAL MEMBER: \$80.**

- Compete and participate in all SCCA events.
- Hold competition and Volunteer license.
- Vote in SCCA elections and serve on committees.
- Includes annual subscription to SportsCar®, the SCCA official monthly magazine.
- Two SCCA decals for your car.
- Includes Participant Accident insurance while participating in SCCA activities.
- Merchandise discounts.

### **FAMILY MEMBERSHIP: \$100**

- Husband/wife and children under age 21.
- All family members have full rights and privileges of an Individual member.
- Share a subscription to SportsCar.

### **FIRST GEAR - \$45**

- 24 years old and under.
- Full privileges of an Individual member.

### **MILITARY MEMBERSHIP: \$50**

- Full time active duty military personnel.
- Full privileges of an Individual member.
- Spouse and children do not receive reduced fees.
- Must include a statement from your unit commander or a copy of your military ID card each year.

**SCCA's Weekend Membership Program:** A \$15 discount can be used towards your first year's dues by using your weekend membership number. The maximum amount that may be applied is \$30 and expires in 60 days (date on receipt).

**SCCA's Membership Referral Program** is an incentive for SCCA members to refer new members. By providing the name of the SCCA member who sparked your interest, you are granted a \$15 discount and your SCCA friend will receive a credit on their membership renewal.



**CNYR SCCA  
Jay Cartini  
5351 Carrick Cir.  
Brewerton, NY 13029**

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