

February 2011

the ***Snarling Exhaust***



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and The Long Way Home
Winter TSD Rally Info
Rallycross Info
Pictures of Cars in Snow**



**Membership Meeting:
Wednesday, February 9, 7:00 PM
American Legion, Liverpool**

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

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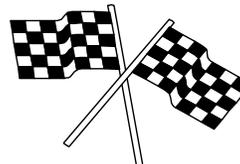


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Cool Links:

<http://www.youtube.com/user/angusmacsac#p/a/u/0/FDYByjOZzOUhtm>
Ice racing in Minden, Ontario

http://www.nescca.com/nescca_main/roadrally.html
WINTR Rally Series info on the NESCCA site

the
Snarling Exhaust

February 2011

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

CNY Region website: www.cny-scca.com

SCCA National office: 1.800.770.2055

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 still 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 SCCA.

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Graphics assistance courtesy of Alex Fairbank.

James Quattro in the world-famous Yaris
– Andrew Beyer photo

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From the Editor:

Wow, it sure is a busy motorsports season!

Local ice racing is in full swing, winter Rallycross is going on, TSD rallying is taking full advantage of our dandy weather, and the annual banquet has come and gone.

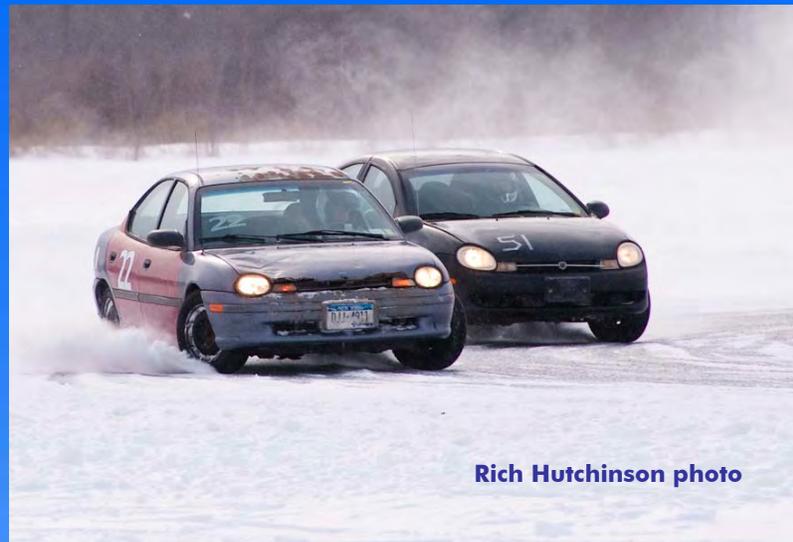
The banquet was well-attended, the food was tasty, just about everyone got a door prize, and a lot of season awards were handed out. Jon Coffin and I both got rubber mallets, which will be very handy as we work to get our ChumpCar project completed in time for Shannonville in June.

Region members have been having some great adventures at road rallies (see Frank Beyer's accounts in this issue). The WINTR series has attracted some of this continent's top rallyists to our neck of the woods, which should serve as a reminder that within a reasonable drive of Syracuse are some of the best TSD events in the country, and, for that matter, in Canada.

A bunch of local rallycrossers made it to the Eastern States Championships in Connecticut, and braved some serious snow to try to be the quickest around the off-road course. Some trophies were won, some cars got stuffed into snowbanks, and a good time was had by all.

Both AMEC and CNYIRA have been racing. AMEC just held their annual two-day event in Tupper Lake, which has become quite the ice racing event. CNYIRA has been racing on Waneta Lake.

As seems usual for me, there are more races than I can get to this time of year. I've had great fun running in the Street Tire class with CNYIRA (and with AMEC where they call it Street Legal). Regular autocrosser and rallycrosser



Rich Hutchinson photo

Nate Walczyk is also driving a Neon in Street Tire, and I'm finding that once he gets by me he's just driving away. I'd like to think it's my tires, or the car, or something, but I suspect he's just plain driving better than I am. Apparently old age and treachery aren't working out as well for me this season as I'd like. Be that as it may, running wheel-to-wheel on the ice is great fun, and if you are a racer and live in this area, and you're not out there, you're missing one heck of a good time.

And, in case I was getting bored and had nothing to do, the Solo Events Board has made some changes to the FJ karting rules during the off season, so I will soon be busy making changes to the kart for the upcoming season. It seems the decision has been made to disallow methanol fuel, so I'll be converting to gasoline. I'm tempted to go ahead and switch to a World Formula engine at this point, but so far I have not located a sufficiently cheap used engine. The new rule goes into effect in June, so I've got a little while, but procrastination is a slippery slope...

**Be seeing you,
-Karl**



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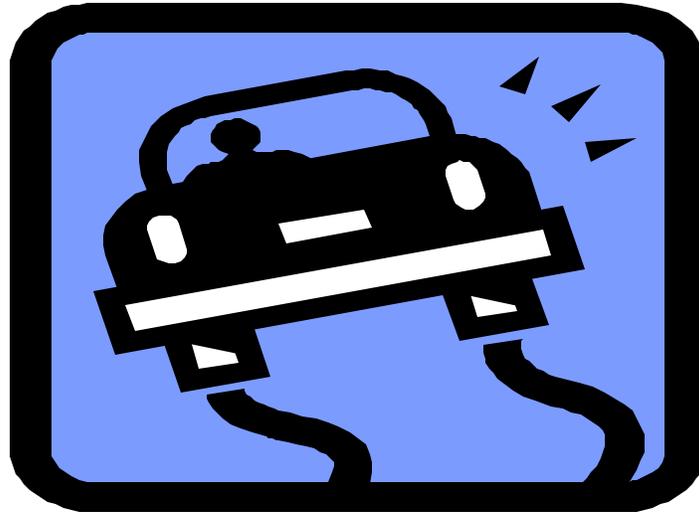
Finger Lakes Region, SCCA

Presents, Event #3 of the Winter Rally Series

Ithaca Winter Rally

February 5, 2011

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	3:00 to 4:30 p.m.
	Novice School	4:00 p.m.
	Driver's Meeting	4:40 p.m.
	First car starts	5:01 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.

If you have any questions, contact

Rallymaster Gary Thomas @

gary.george.thomas@gmail.com or call (607) 277-0501

Asst. R.E. Report

From the Assistant R.E., Ed Leubner

Greetings!

As the snow piles up and the temperatures go down, I hope those members into ice racing, and snow filled Rallies are taking advantage of the weather and having fun. (One of these days I'll dig out that insulated underwear and try it out...)

Monitoring legislative issues related to our cars.

Now, on to a topic that will get most people's blood heated up. I don't know about you, but these days it seems like you can't watch television or read a newspaper without hearing about the latest government budget shortage or new proposal of how the politicians are going to save us from ourselves by implementing new laws and requirements for every aspect of our lives – particularly the primary object of our affections, our cars.

The most recent government proposal is to increase the minimum amount of ethanol in the fuel we buy. The plan is to increase the ethanol content from the current 10% up to 15%. Being performance minded car enthusiasts, most of you are aware of the many potential issues this fuel can cause when used in vehicles that have not had their fuel systems designed or modified for use with ethanol – i.e. moisture absorption, leaking hoses and gaskets, lower fuel economy, etc. Generally, this can occur in cars older than about 8 years or other vehicles not designed for ethanol. (I know, in the right application the higher octane rating of ethanol can be used for performance engines).

In addition, the entire political discussion on whether using ethanol is the correct strategy for helping the U.S. reduce our use of foreign oil at the expense of higher food costs is a topic that can be debated all day.

Although ethanol is a vehicle related topic that carries enough weight to be highlighted in the mainstream media, what about those car issues that maybe flying below the radar?

For instance, how about potential new laws limiting an owner from modifying their vehicle? Or "junk vehicle" zoning laws that could prohibit you from working on, and storing at your own house, that new competition project car you are building because some government official thinks it is not appropriate for the neighborhood? (Don't get me wrong, there are appropriate limits. I don't want a junk yard next to me either, but we've all heard of the extreme examples of how some car enthusiast has gotten into legal



trouble just because he liked to work on his cars).

One place that allows you to easily track these issues is, SAN – The SEMA Action Network. Many of you may be familiar with SEMA (Specialty Equipment Market Association). SEMA is a trade and lobby organization that represents the auto equipment after market that supplies parts such as wheels, tires, exhaust systems, engine parts, etc. Plus, they put on that really cool show in Las Vegas every November.

By going to their website, you can sign up for email alerts which provide you with the latest information on car related legislative activities from around the country along with ones specific to New York. An example alert that was recently emailed, is the announcement of New York Assembly Bill, A.B. 2080, which is legislation to create a one time historic vehicle registration fee of \$100.

Link to the SEMA website: <http://www.semasan.com>

Feel free to agree or disagree that the SAN should be lobbying for pro-car positions. However, I look at this as another source of information to help make educated decisions and if desired, details on where to go to make your voice heard on car related legislation. If you are interested in knowing what the politicians might be trying to do to our favorite past time, you will find it worth your time to check SAN out.

And in the last but certainly not least category, thanks to Karl for his encouraging comments in last month's column. Coming up with material for this monthly column is a fun challenge! I get to choose a topic, and then ramble on! I will say I really have to tip my helmet to those people who write columns on a daily basis. Just a reminder, as Karl has been preaching for a long time, any of you budding writers are encouraged to submit material. You don't need to have an official sounding title.

See you around the grid!

Ed Leubner



Region Events Calendar

Verify the event, in case this calendar is not up to date!

Feb. 5 **FLR Winter Rally Series #3**
Feb. 19 **FLR Winter Rally Series #4**
Feb. 27 **Rallycross – Rolling Wheels**
Mar. 5 **FLR Winter Rally Series #5**
Mar. 20 **Rallycross – Rolling Wheels**

http://www.nescca.com/nescca_main/roadrally.html
http://www.nescca.com/nescca_main/calendar.html
<http://www.nedivsolo.org/schedule.shtml>



Membership meetings are held on the second Wednesday of the month at the Liverpool American Legion Post 188 205 Cypress St. in the village of Liverpool



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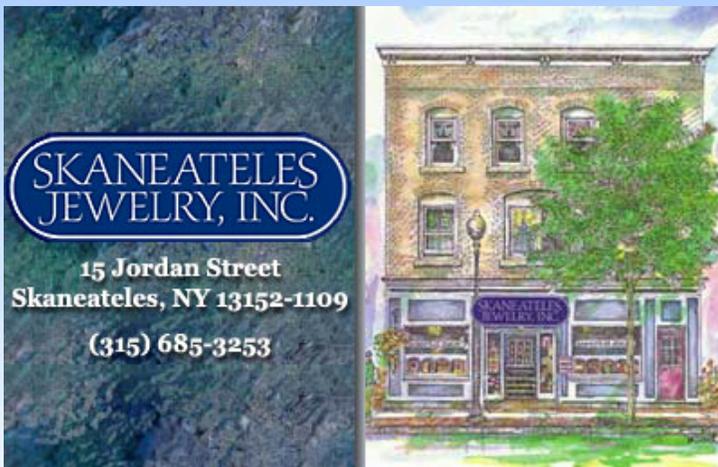
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Cabin Fever Rally 2011

WINTER SERIES EVENT #4

February 19, 2011

Please join us for another great event of the Finger Lakes SCCA Region Winter Rally Series. This event will travel approximately 160 miles of paved and unpaved roads in the New York Southern Tier.

SCHEDULE

Registration:	3:00-4:00 pm
Novice School:	3:30-4:00 pm
Driver's Mtg:	4:15 pm
First Car Off:	4:31 pm
First Car Finishes:	11:00 pm (approx.)



Vehicle and driver requirements:

- Snow tires recommended (all seasons may limit your speed group eligibility)
- Current State Inspection Sticker
- Tow rope/strap
- 1 DOT Reflective Triangle (or 90 minutes of Road Flares)
- Valid Driver's license
- Proof of Insurance

Start/Finish Location: Yard of Ale Canal House, 3226 Genesee St., Piffard, NY

Entry Fee: \$35/car for SCCA members; \$45/car for guests

Rally Master/Contact Information

JAMIE HAYSLIP:

Phone: 585.261.2057 • **email:** jameshayslip@yahoo.com

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<http://www.scca.org/contentpage.aspx?content=78>

Rallycross Corner

From the Rallycross Chair, James Quattro

The 2011 season is underway. We have completed our first event, which did not come easy. Due to a change in management and some other logistical issues we were forced to move our event and all the remaining winter events to Rolling Wheels.

But once we were under way we had some surprises. Brendon Raymondi absolutely dominated all day, posting some blistering runs which ended with him 19 seconds ahead of 2nd place. This comes as a surprise because at the Eastern States Championship he had an embarrassing number of snow bank encounters.

Our top 2 competitors last year were not in attendance so the 2011 championship truly will be interesting. The course proved to be difficult as it grabbed Shaun Petrocci with a DNF as well as 3 other 1st time competitors. Rounding out our podium was Isaih Byron in a very fast Audi 4000 CS Quattro and Kyle Adamo in a Mazda Speed 6.

The event was cut short after some blinding snow made the course extremely slick, causing Allen Stauffer to get very stuck. It took nearly an hour to dig him out.

Also our region made a good showing at the

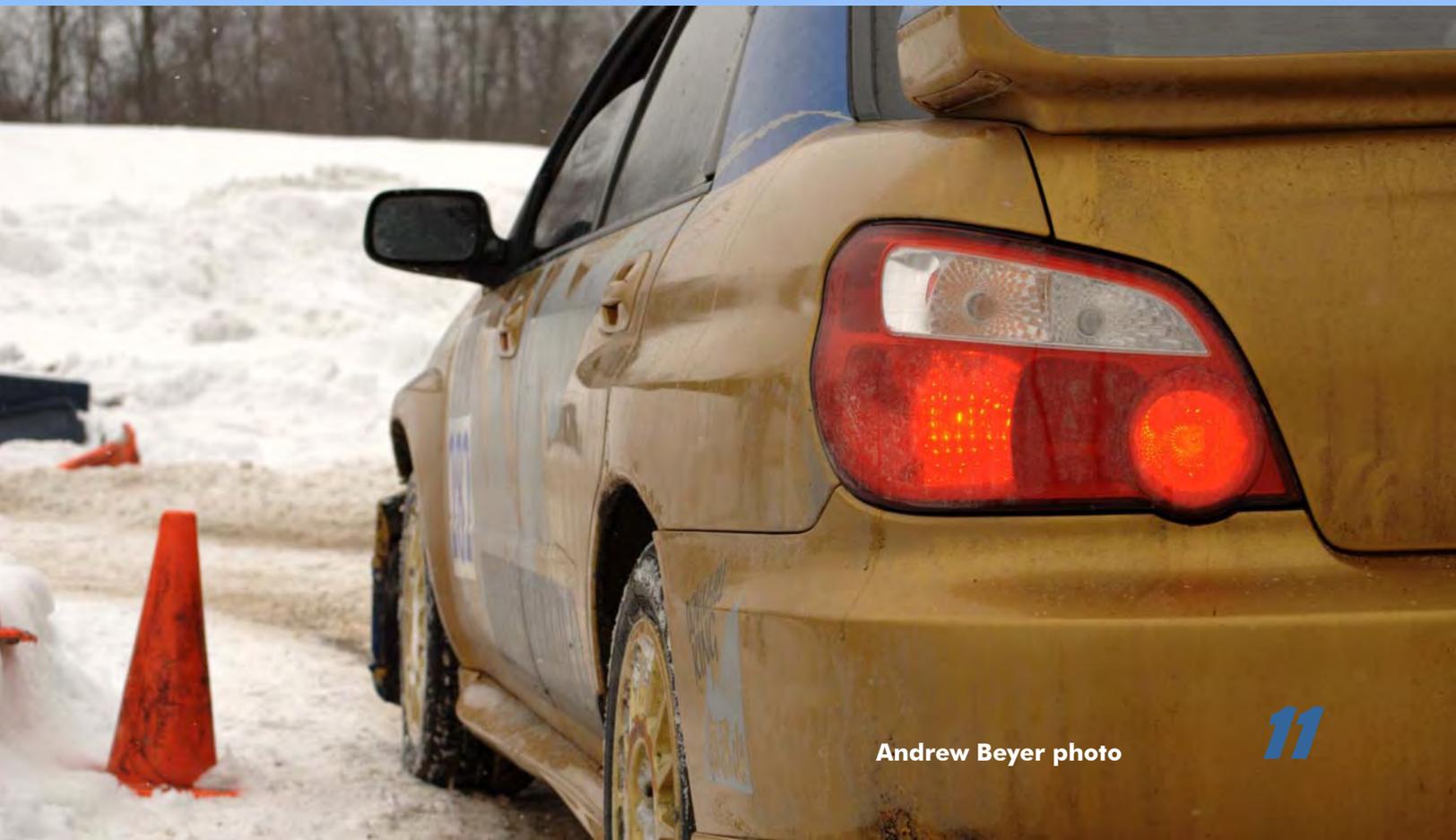


Bob Holcomb photo

Eastern States Championship at Stafford Motor Speedway in Connecticut. In attendance was James Quattro in the Yaris, Allen Stauffer, Kris Tafner, Cody Gydesen, Brendon Raymondi in Subarus, and Mike Kamm in his Sentra. James took 5th in Stock FWD, Mike took 1st in Modified 2wd and Allen was 4th in Stock AWD. Cody, Kris, and Brendon all posted DNFs.

Our next event will be at Walczyk's Farm on the Night of February 26th, for our first night rallycross of the year.

-James Quattro



Andrew Beyer photo



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January 30th - Walczyks Farm - Ryan Rd. - Weedsport NY

February 26th - Walczyks Farm - Ryan Rd. - Weedsport NY (Night Event)

March 20th - Walczyks Farm - Ryan Rd. - Weedsport NY

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CNY SCCA Rallycross

Rallye des Neiges 2011

By Frank Beyer

The **WINTR SERIES** spilled over the border to start the "INT"(International) part of the schedule, moving southeast of Montreal, 20 or so miles from Vermont. The drive along the St Lawrence is so flat you can probably see across Lake Ontario into southern Michigan where we ran Son of Sno*Drift. 200+ miles of flat driving, then, over a rise to the exit and you are staring at the Bromont Ski Area on the side of a mountain. Bonjour, rallye country.

A very nice restaurant, St Hubert, served as our headquarters, and we eagerly sat through rally school (conducted in English & French). My new favorite word may be "DRIVEX", Canadian understatement for "simple instructions, night and/or winter, challenging driving conditions", with scoring to the minute for most legs, no limitations on equipment, c'est la piece of cake. Let's go run, hope we catch Mark Emerick and Marc Goldfarb on an off night, then sneak across the border with our trophy. Heh, heh, heh!

The locals hear Drivex Rallye and spray water on the roads (for hockey practice?), flip 2 or 3" of snow on the ice for fun, then take away all of the curve signs, eh? Then, they sit inside (it's 2 degrees outside) and watch us go by sideways at 63 kilometers/hour (about 40 mph). That's entertainment!

Oh, and the timing to the minute thing? Well, go into a checkpoint, run to the checkpoint for your time, run back to your car, and you will only be about 15 seconds down on your out time!! You have to try to catch up on time on the road before the next checkpoint. You can't be early either, as you pay a severe penalty for being early. Time allowances? Heck, no.

And, every so often, you run a really, really tight section, that is like a stage, timed to the nearest 1/10 of a minute - that's the tie-breaker. Drivex, cherie!

Catch up at the break? Heck, no; no breaks for 5 1/2 hours!!! Pee on the fly, easy on the gas (no fuel break), snack as you go (food at the end). Go, Go, Go, all through the rallye. Drivex!!

So, sounds bad - HECK, NO!! Most fun I've had on a rally(e) since my last run at John Buffum's Winter Clambake. Sweating behind the wheel when it's freezing outside, straining to figure out which way the road goes (remember, no curve signs - except red-on-white arrows that translate to You've Gone Too Farrrrrrrrrr!), trying not to go



Rallye des Neiges

22 01 11

Bromont, QC



to the bathroom, and laughing inside, what a night!! And, to top it off, driving into a plowed over ditch on the way to the final passage control, how can it be better?

Well, as luck would have it, it did get better. I'm sorry that I don't know their names, but two young guys on the rally pulled us out with their truck (remember, no time allowances), and at the end we found out that their was a timing problem at the passage control and the leg was thrown. Cazart!!! Fourth Place was ours.

This will be hard to understand for those of us rallying on the south side of the border, but Mario and Olivier Collin won the event with a

Continued on page 14

Rallye des Neiges 2011 (continued)

score of, take a breath, ZERO, FOR 23 LEGS.
Nothing, Nada, Nil.

Mark Everett and Marc Goldfarb scraped off the rally dust and took second with a 1.6, Jan Pavelko and David Wood finished third with 3.8.

McKelvie and I breezed in with a 4.5, and WINTR SERIES runners Dean Campbell and Nick Narini came through with 5.5, for fifth, naturally.

Three cheers for out rallyemaster, Jeff Dungen, and his extremely competent crew of workers from the Sports Motor Car Club of Montreal. They may be growing rallye's future north of the border: just about everyone else at the event was under 35! The youngest crowd we've rallied in for years, brimming with enthusiasm and out for adventure. DRIVEX - what a way to go!

-Frank Beyer



“Un rallye de soir suivant des chemins intéressants avec un seul jeu d'instructions simple et explicite. Principalement des chemins de terre gelés recouverts de neige et glace.”

Cool Links:

<http://www.youtube.com/watch?v=QDKG4OVWxpU>

Video highlights from Rallye des Neiges 2011

http://www.blinkx.com/watch-video/1961-rallye-des-neiges-winter-rally/Qdk7sDSLQ0RO8glBjPs_7w

Video from the 1961 Rallye des Neiges

The Long Way Home – January 15, 2011

By Frank Beyer

The drive to Piffard NY (yes, there is a Piffard) gave us a chance to try the footing in the Erie/Ontario Lake Effect snow falling in the brisk winds. Finger Lakes Region uses a scoring system where cars average one speed for the whole event, and your score is “factored”; the faster you run, the smaller the factor to reflect the difficulty of trying to average a higher speed.

Speed choice, therefore, is a critical decision, especially running up and down the hills around the Finger Lakes, where it is hard enough to stay on time, much less trying to average 45 MPH and stay out of the snow banks. My driver, Mike Mazoway, driving MY car, decided the B speeds (40) would be more appropriate, especially when we drove through snow drifts on our way to the end of the odometer check.

Rallymaster Alan Smith has been at this stuff for a while; seems as if Alan puts on about fifty rallies a year, ramrods the Susquehannock Trail Pro Rally, is putting on a new event, the Wellsboro Winter (Pro) Rally, and for all I know, builds new rally roads in his spare time. He makes it look easy; never gets excited (at least on the outside) and never raises his voice. You can expect a long, hard slog capped by tough checkpoint locations.

He did not disappoint. Alan led us through the usual catalogue of twisty roads down towards the south end of the Finger Lakes, throwing in a radio control every once and a while to keep us honest at the bottom of a hill followed by a regular open control at the top of the hill. And, of course, he threw in the railroad tunnel we’ve seen before in the middle of a tight, snowed-in road, with two checkpoints that would be tough to make at 25 miles per hour much less the 45 or 40 everybody was going. Alan was smiling during the break, listening to our war stories about sliding around on his roads, especially at the tunnel.

That was because he knew we were going to have to do the tunnel road all over again. Brilliant guys (like, oh, say, Mike and I) took time

allowances around the tunnel the second time through but still struggled to get up the icy hill to the second checkpoint, cursing Alan out all the way up.

The snow stopped falling toward the end of the rally, giving us a clean run through the snow drifts to the Yard Of Ale, where a nice little buffet warmed us up while we waited for the scores.

The *WINTR SERIES* drew in some of the top teams: Ron Johnstonbaugh and Jack vonKaenel repeated their Son Of Sno*Drift result finishing first with a score of 35; Paul Choniere and John Buffum handicapped themselves by two-wheel driving their Mazdaspeed 6, but runnered-up with 59.5.

I said that speed choice was critical: Gary Thomas & John Kastenhuber started out at the fast speed, then opted down after a couple of legs in the snow, finishing at 93.50. Those two legs made the difference as Mike and I ran B speed all the way and came in at 93.75. Bah!

Everybody’s favorite happy couple, Tom & Deb Langdon, drove in Stock class and came in fifth overall, while Greg Lester blew in from Ohio to pair up with Jerry Kerwin and take first Limited and sixth overall. Dave Siesicki pulled his “20 Year Old Honda Civic” out of a ditch in time to take 7th overall with my *WINTR* partner, Steve McKelvie.

And, I have to recognize “fast” Danny Thiel and Bob Thiel. Danny’s old Volvo, 14,000 miles, almost all on rallies. finished mid-pack. Dan won STPR in that Volvo a lot of years ago, and I had the chance during this rally to watch him slewing sideways away from each checkpoint and never letting up. Danny was always fun to watch, and it made my night to get to see one of the old experts blasting through the snow.

-Frank Beyer



Rallycross – Jan 29, 2011





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.

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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)

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|-------------------------------------|---------|---|----------|
| <input type="checkbox"/> Individual | \$80.00 | <input type="checkbox"/> Family | \$121.00 |
| <input type="checkbox"/> Spouse | \$28.00 | <input type="checkbox"/> First Gear
(24 yrs & under) | \$45.00 |

Amount Due

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Weekend Membership #1 _____ -\$15.00

Weekend Membership #2 _____ -\$15.00

Referred by SCCA Member _____ # _____ -\$15.00

First / Last Name & Member Number REQUIRED

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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.*

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

What is the SCCA?

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: \$121

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

SPOUSE MEMBERSHIP: \$28

- Full rights and privileges of an Individual member.
- Share SportsCar subscription.

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
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Brewerton, NY 13029**

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