

March 2011

the ***Snarling Exhaust***



In this issue:

Rally Reports

Photos, photos, photos

SU FSAE

2010 Class Winners



Membership Meeting:
Wednesday, March 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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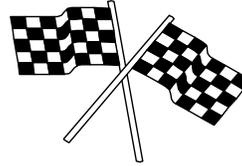
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Handy Links:

[NYSRRC](#)

[NESCCA](#)

[SCCA](#)

Cool Links:

<http://www.youtube.com/user/angusmacsac#p/a/u/0/FDYByjOZzOUhtm>
Evan Haas' first ice race ever

<http://www.facebook.com/pages/CNY-SCCA-Rallycross/125243000868901?ref=ts>
CNY Rallycross on Facebook

<http://www.vauhdinmaailma.fi/vm-klubi/galleria/kalle-rovanpera-8-v>
Harry Rovanner's 8-year-old son driving a rally car...

In This Issue:

Handy Internet Links	2
From The Editor	4
Rallycross Flyer	6
Assistant R.E. Report	7
Region Events Calendar	8
2010 Region Solo Champs	9
Fastrack Links	10
Meeting Minutes	11
2010 Region Rallycross Champs	13
WINTR Rally Series Results	15
Off Course	16
Ohio Winter Rally	17
Cabin Fever and Racing On Ice	19
Maple Leaf Winter Rally	21
SU FSAE Update	23
TSD Rally Photo Essay	25
FLR and WNY Solo Schedule	31
Rallycross Results	32
SCCA Membership Application	34

the ***Snarling Exhaust***

March 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.

Curta Calculator – Steve McKelvie photo



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From the Editor:

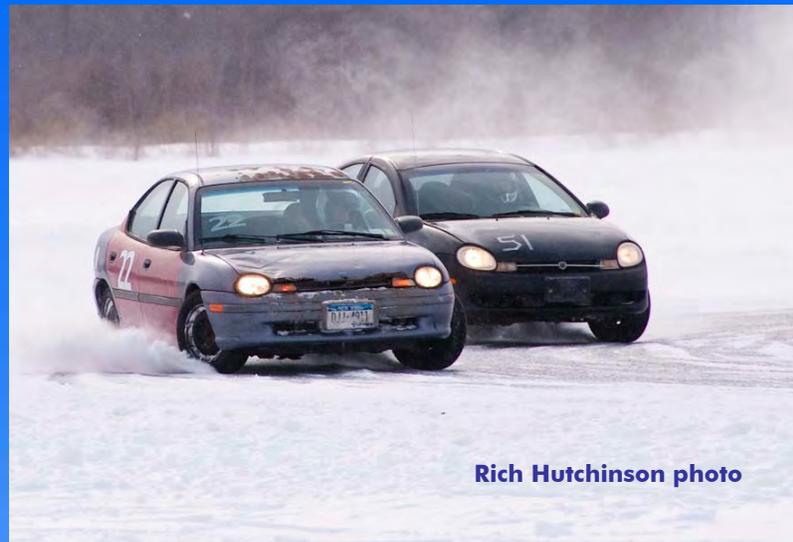
Lots of stuff in this issue – it may be the biggest Snarling Exhaust ever! I don't recall having a page count in the 30s before, especially in the days of printed copies which would have cost a fortune if they got this long.

We've got year-end results from last year's Solo and Rallycross programs, reports from three TSD rallies, and an update from the Syracuse University FSAE program, We have the season results from the WINTR rally series, which you've been reading about via Frank Beyer's entertaining accounts.

Both Finger Lakes Region and Western NY Region have announced their Solo schedules for 2011, and events are on the schedule for Seneca Army Depot. This is encouraging, as it was looking like SeAD would be closed to sports car use this year. See the schedule on page 31 of this issue.

I got permission from FLR member Marnie Soom to use a selection of her photos to create a photo essay on winter TSD rallies. I thought it might be fun to include some images that could give readers a sense of what winter rallies look like. They are quite an adventure, as well as making for some very interesting sights. I hope you enjoy this – Marnie does a great job with a camera, and I appreciate the chance to use her work in this newsletter.

In spite of the record snows we're seeing this season, winter will eventually end, and spring will be here. It's the time of year to get all the items on the list of repairs and upgrades done to the race car before the first event of the season. It always seems that no matter how early a start you get, time becomes precious in the run up to the first event. And, if you procrastinate, it only gets worse.



Rich Hutchinson photo

In spite of all the material in this issue, there is still one big area of the club's activities we don't see, and that's road racing. I often get reports from track workers (Mick Levy has promised a report from Fontana CA for next month) but the region's race drivers have been silent for a while now.

I'd love to provide more coverage of the region's racing drivers, but in order to do that I need them to step up and promote themselves. Send me some info, tell me what you're doing and where you're racing. Don't worry about creating a literary masterpiece – just get me the words and I'll make 'em pretty.

Lastly, here's a link to a nicely-edited video of the Adirondack Motor Enthusiasts' Club races on the ice at Tupper Lake this winter. It covers the action there very well, and gives an idea of how much fun this ice stuff really is. Enjoy!

<http://www.youtube.com/watch?v=7pdK7xxXVNA>

Be seeing you,
-Karl



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Winter Schedule:

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

Asst. R.E. Report

From the Assistant R.E., Ed Leubner

Well, I think we are finally getting closer to the end of the long winter. March madness is only weeks away, and the next thing you know it will be time to bring the toys out from hibernation. I know I'm getting anxious to begin a new season of hunting orange cones!

Solo Safety Stewards (SSSs)

Solo Safety Stewards are those members responsible for ensuring our Solo competitions are setup safely, remain safe through out the day, and work hard to make sure everyone goes home without injuries or damaged equipment. They work closely with the course designers to ensure the course has proper run off in the event a car spins, has enough buffer to any fixed objects such as light posts, curbs, etc., and finally, includes enough space between the hot course areas and spectators. SCCA rules require an active, licensed SSS at the event at all times. However, this means a lone SSS cannot participate in the event. In order to avoid this situation, two are typically appointed so one is always on duty. To ensure we have an ample supply of licensed SSSs, a number of CNY members participated in SSS training last year. Training was supplied by SSS Instructor Jon Coffin.

As a reminder to those club members who have not yet made their submittal to SCCA to obtain their first SSS license, you need to act soon. Some background information; this initial rating is only good for 1 year. You then need to officiate as a SSS in 2 events within the year before you can renew your One Year SSS License. After that, renewal is every three years. Then the requirements are to officiate as a SSS at a minimum of 5 events and attend one SSS continuing education class within the next three year period. Also, when submitting your application for your SSS license, the expiration date will become the same as your SCCA membership renewal date.

For further information on the duties and responsibilities of Solo Safety Stewards, see section I.4, and Appendix E, in the 2011 SCCA Solo Rules book - Web link:

<http://www.scca.com/documents/2011%20Tech/2011%20SCCA%20Solo%20Rules.pdf>

Web link for additional SSS information and renewal forms:

<http://www.scca.com/contentpage.aspx?content=60>



Solo Sites

As the Solo season grows closer, I'm not sure everyone realizes the effort that goes into the care and feeding of sites that can be used for Solo events. First, an area large enough has to be located. Keep in mind the site must not only be large enough for the actual course, but must also have enough room to accommodate the grid, a parking area for competitors to safely work on their cars and park them while they are working the course, and lastly an area for spectators that meets the minimum distance away from the competing cars. In general, many course designers like to design courses that will take around 60 seconds to run. Our Solo Program Chairman, Mark Bizzozero, has been working to maintain the sites we currently run on. However, the potential always exists for people in charge of providing permission to move on, or a location could just become unavailable for our use. This would require us to search out new locations and contacts. Then the process of explaining who CNY-SCCA is and what we want to do, starts over. I know it is hard to believe, but not everyone is willing to agree to allow our cars to run Solo on their property.

In an effort to provide visibility to scouting out new potential site ideas, Scott Newton has added a site survey announcement to the CNY-SCCA website front page. It includes a link with a list of characteristics a good site should have along with a list of potential sites in the area and links to Google Earth so you can see actual aerial views of the site locations. Views of our current sites can be found there, along with a list of rejected sites to help people avoid spending time checking these locations out have also been included. A list of the reasons why they were rejected has also been added to help in the search for new sites. Check it out!

So, a couple of closing thoughts. Don't take the sites we run on for granted, and don't forget to thank

Continued on page 8

Region Events Calendar

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

- Mar. 5 **FLR Winter Rally Series #5 - canceled**
- Mar. 9 **Membership meeting**
- Mar. 18-20 **Spring Drivers' School - WDC (Summit Point)**
- Mar. 20 **Rallycross #3 - Walczyk's Farm**
- Mar. 26-27 **March Lion Drivers' School - JRB (NJMP-Lightning)**
- Apr. 13 **Membership meeting**
- Apr. 15 **Green Grand Prix TSD and Economy Run - WGI**
- May 11 **Membership meeting**
- Jun. 8 **Membership meeting**
- Jun. 11-12 **Spring Weatherly Hillclimb - NEPA (Weatherly PA)**
- Jun. 18 **Rallycross #4 - Walczyk's Farm (night event)**
- Jun. 25-26 **Pagoda Hillclimb - BMR (Reading PA)**
- Jul. 9-10 **National Club Race - FLR (Watkins Glen)**



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

Asst. R.E. Report

Continued from page 7

those members who work hard to acquire and maintain relationships with the owners/contacts for these sites. Most importantly, if you think of any potential new locations that might make great Solo sites, don't hesitate to speak up and let the Solo committee members know about them!

See you around the grid!

Ed Leubner



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2010 Solo Champions

Class Champions:

D stock-	Ed Doherty
G stock-	George Poniros
H Stock-	Mark Bizzozero
B Street	Prepared- Jeremy Johnson
E Street	Prepared- Chris Carroll
D Modified-	Leo Sawyer
E Modified-	Paul Kerestedjian
Street Touring-	Pete Hirschey
Street Touring S-	Ed Leubner
Street Modified-	Rob Sgarlata
F125 Kart-	Mike Donofrio
Junior Kart B-	Connor Hughes
Novice-	Kyle Adamo
Pro Class-	Karl Hughes

PAX Top Ten (points)

Evan Haas	261
Karl Hughes	247
Dustin Ehrlich	241
Ed Doherty	229
Pete Hirschey	196
Mark Bizzozero	181
Charles Elve	180
Cody Gydesen	164
Kyle Adamo	163
James Shomar	151



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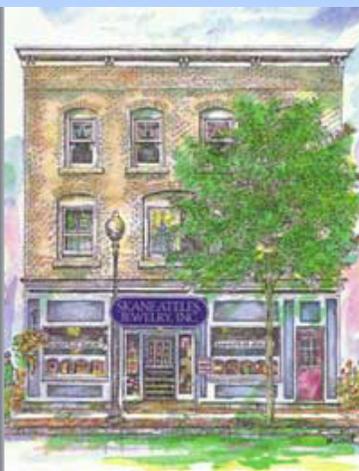
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<http://www.scca.org/contentpage.aspx?content=78>

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Membership Meeting Minutes

Courtesy of Bob Holcomb

CNYR General Membership Meeting Minutes: February 9, 2011 at the American Legion in Liverpool, NY

CALL TO ORDER:

The meeting was called to order at 7:10 p.m. by Asst.R.E. Ed Leubner.

R.E.REPORT:

Mike Donofrio was attending a charity benefit at the Syracuse Auto Show, so no R.E. Report was made. Ed Leubner did say that Mike indicated he was pleased with the turnout for our annual awards dinner held at Nestico's Restaurant in North Syracuse, NY on Sunday, January 30th.

ASST.R.E.REPORT:

Ed Leubner took time to thank Activities Director Rob Sgarlata for a job well done on the banquet and noted that the 40 attendees had a good time and enjoyed the delicious food and door prizes.

Ed expressed his desire that the region have new Area 10 Governor John Walsh attend a CNYR meeting to speak with us.

Ed also mentioned that the Finger Lakes Region also had their annual banquet on January 30th. Paul and Jane Quinn were given an award as Outstanding SOLO Contributors for 2010. Jane often has photos appear in our CNY newsletter, Snarling Exhaust.

Ed also requested that Evan Haas update the on-line Snarling Exhaust to reflect the new officers and their contact phone numbers, e-mails, etc. Scott Newton said he would take care of that.

SECRETARY REPORT:

Bob Holcomb made a motion that the minutes for our December meeting, as corrected, and made available in our on line Snarling Exhaust be approved. Jay Cartini seconded, motion carried.

Bob indicated he would have more to say once we got to the F&C report as CNY F&C Chief Mick Levy was still in California.

TREASURER REPORT:

Jay Cartini said that all bills have been sent out to SOLO sponsors and Snarling Exhaust advertisers.

We are now waiting for payments. Other than that, Jay said that we are current and solvent.

SOLO REPORT:

Mark Bizzozero reported that after much concern over availability, the Seneca Army Depot maybe be on for 2011. The Army had originally said it would no longer allow events to be held there, but local merchants have apparently convinced them that it would adversely effect the local economy if they did not allow events to be held there. Engineers are working on a report to determine the needs of the parking and runway areas that have deteriorated from use. Seams need repair and Mark indicated that a meeting was recently held in Waterloo, NY by the SCCA regions from the general upstate NY area to work on this.

This would include how much money to charge users through either increased entry fees or increased rental fees.

Mark was unable to attend the meeting and will check on the results of the meeting. Mark apologized, saying that he has been busy this week as his barn collapsed due to snow and that has occupied his time.

Mark said that due to a management change at the NYS Fairgrounds and subsequent auditing by the State, that venue is still uncertain for 2011. One issue is rental fees, with CNYR having been charged a lower fee than other groups renting the facility. Most of them apparently pay up to five times what we pay as rental and from a strictly financial aspect we cannot afford the higher rental fee should it be imposed. Mark is open for suggestions as to other sites to check out for 2011 as he would like to have a schedule up and available asap.

Scott Newton asked if other locations at the NYS Fairgrounds would cost the same and that was unknown per Mark. An alternate site at the Fairgrounds had been used previously but had been found lacking, both

in run time and speed. Leo Sawyer asked about the Carrier facility and Ed wondered about GM Circle. Ed Heffron had a contact for GM at one point and that may be looked into. Another site mentioned was the old SYROCO location at the corner of Farrell Rd. & John Glenn Blvd. which had been abandoned but may now be used by Tessey Plastics from the Elbridge area. Another location mentioned was the Mohawk Valley Community College near the Utica/Rome area. The local Onondaga Community College location has no weekend usable areas.

Scott Newton asked if a "Test & Tune" day could be held at the Fairgrounds? It would probably be financially unfeasible, but Mark will look into it. Generally it was felt that a committed number of entries would need to be guaranteed first.

No further progress has been made on the proposed 24 Hour SOLO previously considered for 2011. Much will depend on availability of the NYS Fairgrounds and new fees.

ACTIVITIES REPORT:

Rob Sgarlata reported that as Ed Leubner had mentioned, we had 40 attend the recent awards banquet. Food and door prizes were good and a good time was had by all.

F&C REPORT:

Bob Holcomb reported that F&C Chief Mick Levy was still in Southern California and recently worked a Regional/National weekend at Fontana Speedway (California Speedway). Mick told Bob that he would write up a report for Snarling Exhaust when he returned.

Bob reported that he and his wife Nancy worked the double Nationals at Homestead Speedway in Florida on January 14, 15 & 16th. There was sunshine, warm temps and a \$25/day stipend, along with free lunches and beer/wine/soda & snacks after the events of the day. Bob said to keep an eye out for Simon Gregg, son of the late Peter Gregg, who does very well in his Corvette, having won both races at Sebring the weekend prior to Homestead and both races at Homestead.

Bob got to work Station One with some Turn 10 Sebring veterans who know CNY flagger Chris Forte. Nancy worked in T&S. A special missing man tribute was held for the late Dakota Donovan. Dakota was an 18 year old up and coming SRF driver who was featured in an issue of SportsCar back in the fall. Just weeks after the article appeared he was tragically killed in a gun accident. At Homestead the entire weekend was essentially dedicated to Dakota. His dad drove Dakota's car during the missing-man formation and during the races. There were not very many dry eyes on the grounds. Dakota's dad finished in the top five in both races.

RALLY CROSS REPORT:

Jim Quattro reported that our first Rally Cross of the season was held on January 30th at the Walczyk farm near Weedsport. This was a move from the posted Rolling Wheels Raceway Park location west of Elbridge, NY. There has been a management change at Rolling Wheels and as with the NYS Fairgrounds, negotiations with new management are continuing. One area of contention is not being able to use grassy areas, which Rolling Wheels wants to keep smooth and available for parking for their normal events.

Jim is working on scheduling an event there for April 10th and possibly an event on May 15th. That date may or may not happen depending on the results of the April 10th event and any adverse wear and tear to the grass.

A July date is hopeful which may include a small portion of infield grass along with the track itself. Jim said for the future an infield road course will be something to work on.

Basically due to the cost of operation, Rolling Wheels does not want any damage caused by a Rally Cross to adversely affect other events on their calendar.

2010 Rallycross Champions

Top 10 in 2010

- 1 Cody Gydesen
- 2 Nathan Walczyk
- 3 James Quattro
- 4 Tony Zanni
- 5 Garrison Mosley
- 6 Shaun Petrocci
- 7 Adam Sadlik
- 8 Allen Stauffer
- 9 Mike Kamm
- 10 Colleen Mackenzie

Top 3 in each class

SR

Brad Henderson
Rich Hutchinson
Cory Loucks

SA

Allen Stauffer
Adam Sadlik
Colleen Mackenzie

PF

Tony Zanni
Rich Smith

PR

Jeff Coppola
Chad Wilcox

PA

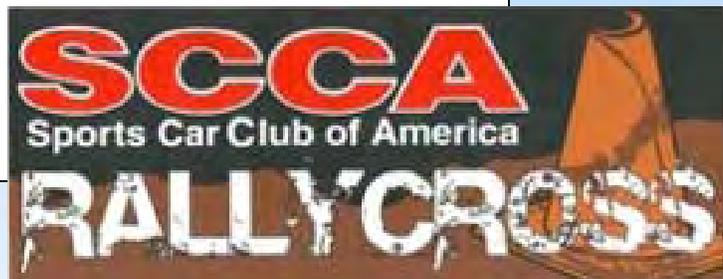
Cody Gydesen
Shaun Petrocci
Luke Unneland

M2

Mike Kamm

M4

Garrison Mosley
Kim Hoover
Brian Ciarlei



Our current fee is \$300 per event and if an increase is needed, then it remains to be determined if an increase in rental is enough, or rental plus an additional fee per car would be required.

Jim reported that at a recent winter event in Connecticut, he placed 5th in H-Stock and several others from NYS ran as well.

The January 30th event was scheduled to end in time for all entrants to be able to make the CNY awards banquet at Nestico's, but was cut short due to track conditions which required an hour to uncover some off-track excursions and several cars received some major damage to body work and engine components.

The next CNY Rally Cross event is scheduled for Saturday February 26th (a change from Sun. 27th) at the Walczyk farm.

MEMBERSHIP REPORT:

Andrew Beyer was absent, no report.

OLD BUSINESS:

None.

NEW BUSINESS:

None.

Motion to adjourn made by Bob Holcomb. Seconded by Jay Cartini.

Motion carried, meeting adjourned at 7:59 p.m.

Submitted by CNYR Secretary Bob Holcomb



NE↑**SCCA**TM

NORTHEAST DIVISION NATIONAL RACING

WINTR Rally Series 2011 Season Results

	WINTR SERIES	FINAL							
	STANDINGS	3/3/2011	SON OF	LONG	RALLYE	OHIO	MAPLE	WINTER	
			SNO*	WAY	DES	WINTER	LEAF	CHALL-	
	DRIVERS	TOTAL	DRIFT	HOME	NEIGES	RALLY	WINTER	ENGE	
FINISHED 1ST	Johnstonbaugh, Ron	3	1	1		1		2	
FINISHED 2ND	Beyer, Frank	14	14		4	1	9		
FINISHED 3RD	Campbell, Dean	37	37		5		7	25	
4TH	Guertin, Dave	40		10	11		19		
Two Events	Choinere, Paul	3		2				1	
Two Events	Harkcom, Dave	7	1			6			
Two Events	Mazoway, Mike	8		4				4	
Two Events	Spieszny, Adam	9	5			4			
Two Events	Sellers, David	14	7			7			
Two Events	Siesicki, Dave	15		7				8	
Two Events	Wiedbusch, K	17	16			1			
Two Events	MacDonald, Dan	30	25			5			
	NAVIGATORS								
FINISHED 1ST	vonKaenel, Jack	3	1	1		1		2	
FINISHED 2ND	McKelvie, Steve	12	14	7	4	1	9	8	
3RD	Lester, Greg	12	3	6		3			
4TH	Narini, Nick	37	37		5		7	25	
5TH	Guertin, Neil	40		10	11		19		
Two Events	Buffum, John +	4		2				2	+Working
Two Events	Harkcom, Daniel	7	1			6			earns same
Two Events	Beyer, Frank	8		4				4	as best
Two Events	Goldfarb, Marc	8			2			6	other event
Two Events	Roszczenko, Piotr	9	5			4			
Two Events	Ford, Janis	14	7			7			
Two Events	Wiedbusch, Dennis	17	16			1			

Off Course

From the Activities Chair, Rob Sgarlata

As it's the lead-in to my material for this month as well as a good share of my role as Activities Chair, I suppose I ought to mention the Awards Banquet. Even with a short notice reschedule, we had 40 attendees, including a few spontaneous same-day rallycrossers who collected up the loose pieces of their cars in time to join us. If you haven't attended the banquet in the past: It's a great way to spend some time with some local racing favorites without cones on your mind, as well as to be among regional members from other aspects of the SCCA. We'll give you another shot next January.

During the awards presentation, Evan mentioned to me that it felt odd to win PAX, but not his class. It's an interesting aspect of the PAX and class points award system that imperfect attendance can make a "perfect storm" like this. If you want to win your class, turn times faster than second best. If you want to win PAX, drive faster than a pile of other drivers who are faster than your class competition!

For sport, I took a look at my season spreadsheet (which can show some very interesting comparisons) to see what kind of gap would have made for a PAX_and_ class winner. What was the gap between Evan and Karl? As it turns out, just as "slow is fast", small amounts of time are big. To measure the competition of SOLO's local PAX stars, I offer these numbers:

* Dustin's third place PAX finish was very nearly a second place landing. The PAX points difference could have been closed by .204 second at Event 3 and .017 second at Event 7. Think .221 second is an eyeblink? Try again. (A blink is closer to .300!)

* Karl's second place PAX finish was even closer to a first place grab. Better sit down before you read this, Karl. The PAX points difference could have been closed by .026 second at Event 2, .039



Jane Quinn photo

at 5, .062 at 6, and .007 at 8. That's .134 second!

* Evan would have taken Pro class to go with first in PAX via .125 second at Event 2.

* Need one more to really set the bar? Scott's eleventh place PAX was a flash shy of a top 10 finish. The PAX points difference could have been closed by .060 second at Event 3 and .017 second at Event 4. Trim .077 second, and Mark would have had to find an FMod model!

The bottom line? Those thousandths add up!

Speaking of the top of the list, I finally found my way near there via RallyCross! This season's February event in the dark at Walczyk's Farm offered an exciting track in some great winter weather. Surprising to me, not only did my high-centered, bone stock Forester negotiate the course confidently without suffering any mechanical ill effects, it was able to place second overall. Considering the variety of vehicles that was there, you don't need a dedicated machine to be competitive, and whatever you bring, you're destined to have fun. Come out and play!

-Rob Sgarlata



Ohio Winter Rally, Solon, Ohio, February 5, 2011

By Frank Beyer

Many people think that John Kasich is Governor of Ohio. The folks in the northern part of the state know that it is rallymaster Greg Lester. Greg was the one who came up with a germ of an idea for the *WINTR SERIES*, as long as he could put on his own event the first weekend in February; the Gov' mentioned something about "tradition" and "always snowing at that time"

I turned on the television when I arrived for the Ohio Winter and The Honorable Greg was on, doing the 4 PM weather for the event: "Sunny, warm and dry, citizens". Imagine my surprise when we started the rally at 4:34 in a driving snowstorm, on top of the snow fallen earlier in the week from the latest "Blizzard of the Century"; kind of storm you see as your turn on the lights that says "snow"; turn on the brights and it says "SNOW"; hit the driving lights and you get

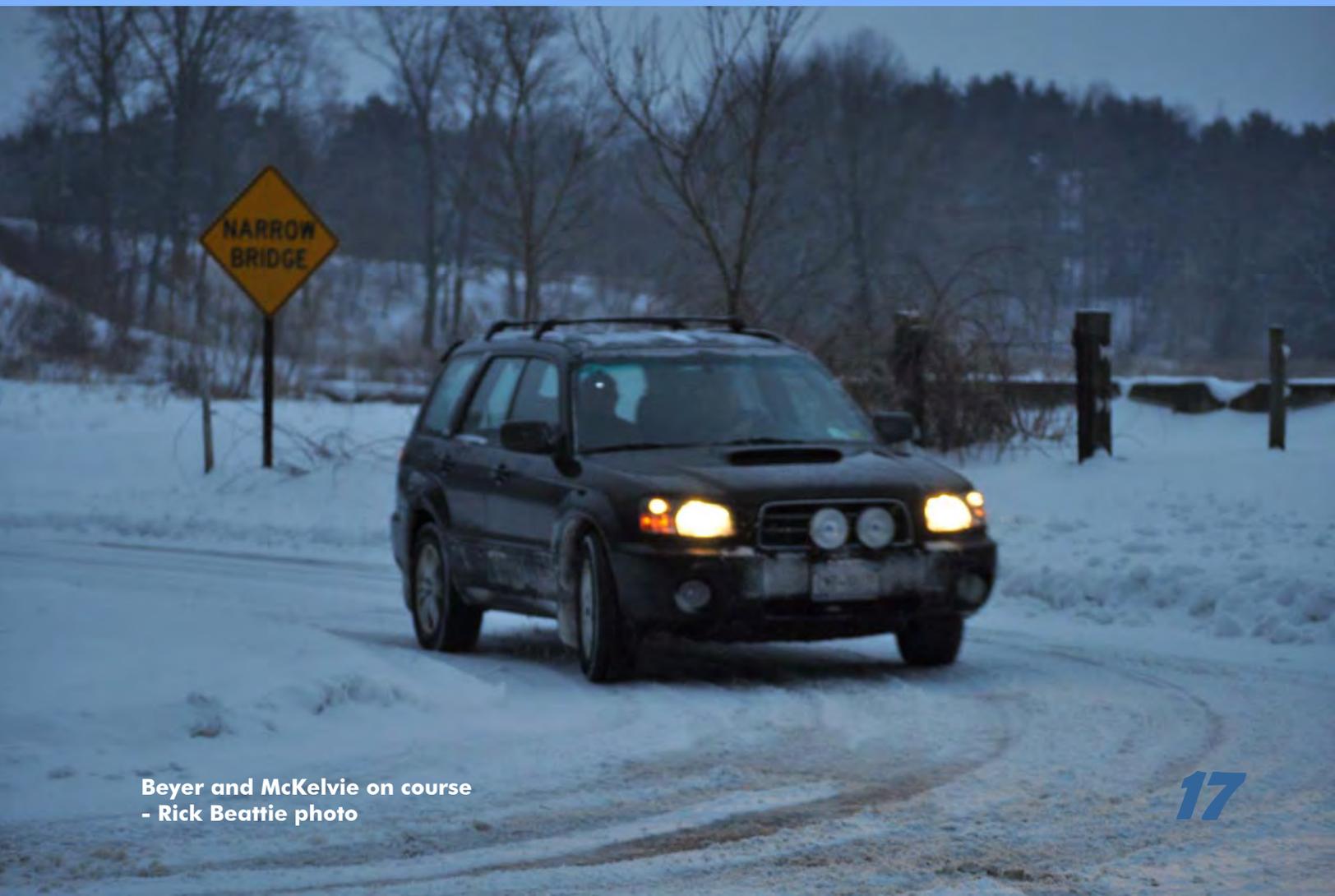
*******SNOW,****IDIOT******* .

A storm where you might see a car go off as it crosses the timing line at a control: How about Car #1, at the first control? Whoops! This was the kind of snow where you overhear "so when I drove in to the field, I just made it a big, looping turn, never let up, and drove back out onto the road". Are you kidding? Where the TRANSIT zones were as entertaining as the regular rally, bombing along in about 6 inches of freshly-fallen. Oh, boy!

The first plowed road that I saw was at 8:54, when I assume that Governor Greg decided to give us a break and called out the road crews. The snow had stopped by then and was sitting on the rally roads, but at least the transits were a bit easier.

Now, about the dumbest thing you can do on a rally is to drive by a road you are supposed to turn onto, when the route instructions give the mileage, a diagram of the intersection, and a

Continued on page 18



Beyer and McKelvie on course
- Rick Beattie photo

Ohio Winter Rally 2011 (continued)

warning from your Mother that "the turn looks like a driveway, so be careful not to miss it".

Wonder why Mom calls me "Dummy"?

Just about the time I was shaking off the missed turn, we crested a hill, saw the checkpoint sign, and seven cars in the middle of the road. Seems that one of the locals had decided to check out this rally stuff *by parking his Jeep across the road at the checkpoint sign!* And, in trying to get around said citizen, three cars managed to find ditches hidden under snow banks (cars do that, ya know), and so a parking lot was instantly created in the middle of nowhere. Yippee, we lucked out on our missed turn - no penalty for the screw up - thank you, Mr Local.

We eventually cruised in to the finish at Applebee's in Solon, where the staff was kind enough to allow us to have a corner to ourselves. We could get warm, get a beer, get fed. As the

rally teams came in, a show of hands: how many hadn't driven off the road, tonight? Oops, obviously, I was the only one not trying hard enough. Even the workers had been off the road.

Ron Johnstonbaugh next to me, Jack vonKaenel across (you can see how well they did, can you say "4" total for the rally, how do you beat these guys without billy clubs involved?) spilling the old rally stories. Rick Beattie a couple of seats down with Governor Lester, talking about rallies yet to come. The results are elsewhere, showing fantastic scores. Is this rally heaven, or what? For one night in northeastern Ohio, all was well with the rally world. A few more rallies like this, and we'll be sitting telling our friends that these were the Good Old Days. Folks, we need more nights like this in our little sport. Thank you, Mr Governor, to you and your helpers.

-Frank Bever



Rally and Race: Cabin Fever and CNYIRA

By Karl Hughes

For quite some time now, an evil idea has percolated in the back of my head. Given the proper weather conditions and scheduling, participate in a winter TSD rally and go ice racing with the same car on the same weekend.

The stars finally aligned for the weekend of February 19 and 20. The fourth Finger Lakes Region winter rally of the season ("Cabin Fever") was scheduled for Saturday night out of Piffard, NY (near Geneseo), and the Central New York Ice Racing Association was scheduled to race on Waneta Lake on Sunday the 20th.

Because it was the first weekend of school break, my son was invited to hang with his cousins at their house in the southern tier, which worked perfectly with the weekend's motorsports plans. (He has ridden in the back seat for rallies, and hung out on frozen lakes before, but it's way more fun to spend a couple days with the cousins and play Lego Harry Potter non-stop.) It would call for a little extra travel, but nothing out of the question for a weekend of rallying and racing.

We left the Syracuse area at 11:30 AM on Saturday. The plan was to drive to Corning, drop Connor off with his cousins, continue to Piffard, run the FLR Winter Rally, then back to Corning for a few hours sleep before heading to Waneta Lake for ice racing on Sunday.

Well.

Turns out the nastiest driving conditions of the entire weekend occurred in the first 15 miles of the trip, as we tried to get through Pompey. Lost count of the number of cars off, state troopers placing flares, and roads impassable due to wind-blown snow. After several route changes, we finally made it to Lafayette, and onto Rt 81 south. By the time we finally arrived in Corning, I was a half hour late in leaving for Piffard. Luckily the car was handling well in the snow, and conditions were far better along 86 and 390 than they had been on Pompey Hill Rd, so I was able to briskly motor on up to the Geneseo area. Mark Laitenberger, who has been navigating with me

this season, was waiting patiently for me to arrive with the time tables he'd need to prepare the route instructions. I handed them to him, took the registration form and got working on registration and tech. We finished up our respective duties with a few minutes to spare, took a breath, and headed off to run the odometer calibration leg and get ourselves to the Official Mileage Point where the rally would start. We got there with time to spare, confirmed that the Terratrip was properly set, and departed at our assigned out time.

We encountered some light snowfall, a few spots of blowing snow and poor visibility, but for the most part the roads were not too treacherous and visibility was good. The road surfaces were lightly snow covered or bare, frozen mud, usually with healthy ruts made during the previous warm days. The ruts were of course made by vehicles slightly wider than the Neon, so we got tossed side to side quite a bit. Lots of yumps too - all the ice racing gear I had stashed in the trunk could be heard whacking the trunk lid once in a while.

At one point we had some minor excitement when I restarted the car and apparently spiked the voltage into the Terratrip. It switched to a bizarre display mode that we had never seen before, but Mark was able to get it reset, re-enter the proper time, and get us back in business, all without affecting our progress on that leg. Have I mentioned what a pleasure it is to rally with an un-flappable navigator?

We managed to keep our scores fairly low (even had one zero) and got to the end feeling pretty good about our drive, having only needed one TA. We grabbed some good food at the Yard of Ale, and waited while the organizers cranked out the results. The preliminary scores had us maxed at one checkpoint, which Mark traced to ambiguous handwriting by a worker on our scorecard. This was verified by a cross check of the checkpoint sheet (which is why they do it that way). With that little error corrected, we were second overall and first in Limited. Gary Thomas and John Kasthuber won overall in an upset

Cabin Fever Continued

over Alan Smith and Eric Hobron, who had uncharacteristically made a mistake of some kind. This shows how tough the competition is on these rallies – one little oops can have a big effect, and the top teams in Equipped don't make those very often.

So, when everyone packed up and headed out, I drove back to Corning, and arrived at 2:00 AM. Got up at 7:00, hopped in the car and drove up to Waneta Lake, and unloaded everything out of the car (except the Terratrip, because I wanted to measure the track and log all the racing miles.)

One of the fun things about ice racing is that every track is different from the last one. This time we decided to lay the course out like Watkins Glen. Some artistic license was required, but the end result was a 0.75 mile long course similar to the "NASCAR" short course. The mighty Neon ran three races for a total of 31 miles at speed on the ice, before deterioration of the

racing surface made it prudent for us to call it a day.

The drive home on clear roads in actual daylight was uneventful, which was good after many miles and not a lot of sleep.

Total weekend mileage was 650, about 120 of that on the rally, and 31 on the lake. It was a long weekend, but a lot of fun. I'm thinking that if the schedule ever works out this way again, I might just have to go for a repeat...

-Karl Hughes



Maple Leaf Winter Rally, Bancroft, Ontario, February 12-13, 2011

By Frank Rever

MAPLE LEAF WINTER RALLY, BANCROFT, ONTARIO, 2/12-13/11

I entered the address of the Bancroft Fish and Game Club on Google Maps and got a question mark. Routemaster Bruce Leonard had promised we would be in the middle of nowhere, and darned if Google hadn't confirmed it.

Bancroft is a neat little town, perhaps a bit smaller than Wellsboro PA, but it has real traffic lights, McD's and Dairy Q, a hospital, and some nice restaurants; also, like Wellsboro, it happens to be smack dab in the middle of a ton of rally roads and inhabited by a town full of people who can't always tell you what a rally is, but love rally people (you're going to drive where? you guys are crazy, nobody goes there in winter?).

"Smack dab" means the good rally roads started .76 kilometer from the Fish & Game. No room for an odometer check, which you did on the way to Bancroft, so 400 Kilometers (250 miles) of the good stuff was saved for our rally pleasure. And, pleasure it was.

Navigator Steve McKelvie and I were asked if we were familiar with the stage rallies, Ontario Winter and Tall Pines. I, of course, was, having rolled on each of them. The Maple Leaf managed to incorporate most of their stage roads into our route for the evening. Hoo rah!! A stage road time-speed-distance rally!!

ATTENTION: DRIVERS - those stage rally crews run these roads with pace notes. We were running them with minimal directions that sorta point out the spots in the road where you go over the top of the roller coaster and then the road goes left 90 degrees. Most every other curve was "you're on your own, fool". At least one section of road could have stood in for The Corkscrew at Laguna Seca, except we were in snow, on ice, with trees on both sides of the road, in the dark. Degree of Difficulty? 7, on a scale of 1 to 5.

Everyone told us to beware Old Hastings Rd. We finally made the famous Old Hastings Rd around

halfway through the rally which turned out to be what Steve called a "technical" stage road of curve followed by curve followed by hump, yump and lump. Five miles with almost no instructions, unless you count "Big Crest", "Crest onto Ice maybe", and "Crest, deceptive" helpful in the midst of about 40 crests and all ice.

Well, Old Hastings Rd is a Class A stage road, but it was only one of about 50 on this rally.

ATTENTION: NAVIGATORS - this was a Navex rally, Canadian for "guess which way you're supposed to go next?". Actually, it is an all-encompassing term for presenting the route instructions in unique ways, to make the navigator earn his/her keep. We expected map-following; we got written instructions with no tulips, incremental mileages between instructions rather than overall, speed changes given independent of the running instructions, and a section where the route instructions were written in a paragraph.

Poor Steve. The temperature outside was in single digits Fahrenheit, and he had steam coming off his forehead while he wore out his pencil trying to keep me going the right way.

Kicking along, we got pulled over in St Ola by a worker who notified me that I was exceeding the speed (he had a radar gun in his hand, darn it) and that my high beams were on. Oops! We had missed the speed change and start of the quiet zone in the confusion. We missed it. I swear. Honest. Bang - 10 minute penalty, and Goodbye Good Finish.

We managed to negotiate a ton of twisty roads in the dark on snow-covered ice, driving the Namby-Pamby Town center of the road. We stayed out of the snow banks almost all the way (our only excursion into the snow piles was in the process of turning around to go back to a missed turn, my fault). I did see some tracks in strange places and fellow competitors digging their way back to civilization, including two guys who chose to go sledding in a Triumph (TR-3?).

Maple Leaf Winter Rally, Bancroft, Ontario,

Daybreak took us for a wonderful cruise along Monck Rd, I think, with wide sweeping curves in the falling snow which had started to come down about 4 AM - in daylight, at last, a blast down the bobsled run. I, Dr Devio, always was a lower mid-pack driver in my stage rally days, and I am worse than that now in the dark; this was daylight on a beautiful road, a chance to shine and remind yourself why you started down this course 40+ years ago. Simply brilliant!

A final gas-and-go at the ESSO, which had stayed open all night for us, then in to the Fish & Game for breakfast (eggs, bacon, sausage, pancake, toast) prepared by the F & G members. Smiles all around by the finishers, who had their own shared secret: we had just spent the night in rally heaven and had stories to tell.

Bancroft, and the Maple Leaf Rally Club, thank you! Your secrets are safe with me.

-Frank Beyer



- Marnie Soom photo

SU Formula SAE Race Team

Article by James Shomar

It's been a while since I've last updated you all on the whereabouts of our team and boy have a lot of things changed and happened. When the last SU Formula SAE article was published we just received permission to accept sponsorships, I told you a bit about our car and our strategy going into the spring. Well it's now spring semester and despite a few setbacks, the monthly look back at our team's progress hasn't failed and has once again reassured me that we are indeed on track and heading in the right direction.

As for sponsorship, we currently have two committed sponsors, Davis Mechanical Service and TRS, and one verbal commitment from Summerhill Biomass, together putting \$1,000 in our account. Additional good news is, since our competition this year will be an unofficial SCCA Autocross competition, we no longer have to worry about meeting SAE Spec for this year. The \$1000 budget should be enough to get the car running and bare essentials needed to compete. So as of now, in worst case scenario we still have enough money to get the car going and put it on the track this year!

That right there is exactly what I meant from the last article in that sponsorship is everything. It is the easiest way for a team to be either incredibly successful or a monumental failure and this \$1,000 is a pretty good start towards success. Our website is also in the process of being updated and considering it hasn't been changed since the pre-Google era, I think it's time for some modernization. We have a template together for the home page and Tala Albasett will be editing it all for us. We still have a long road ahead of us to meet the \$3,000 goal for this year let alone the \$30,000 for next year when we build a whole new car, but we've taken a step in the right direction and that can only bring more success.

Additionally we are planning to have an auto show in mid April on SU's South Campus with a variety of fun events including food, raffles, an open to the public auto show with competition prizes, racing video games, team merchandise, some Syracuse Nationals folks will also be there and baring any rejection from SU's risk management department, we also plan to have a go-kart track and burnout competition. Keep on the lookout for those times and dates as it should be a ton of fun and also feel free to bring your car to show at the event as it is open to the public.

As for the car, we have had a slight setback which unfortunately cost us our place at the Syracuse Auto Expo this year. Given the Expo started February 10th and the second semester started January 18th, it was already quite a lot of work to prep the car for the Expo given it was quite literally in pieces let alone the fact the engine is nowhere near running at the moment. Our plan was to strip the rest of the paint from the chassis, put the body panels back on and reassemble anything we possibly could to at least get the car rolling. It was a tough task for a two week job but for the first time everyone seemed very committed to getting this done. In the past it's been nothing short of impossible to get a full commitment from the whole team, to make sure that everyone hit their deadlines and that we all stayed on track. This was really first time the whole team was really excited, passionate and motivated and I must say it felt good. It seemed like things were finally picking up, we even set up a schedule for people to come in all day Saturday to help work!

Then one Tuesday afternoon when I went down to the shop to start work during a free period, the inevitable happened. As I was sanding down one of the frame members and making some quite good progress actually, our adviser, the department chair and one of the shop mechanics came running in to stop me. Long argument short, we needed to beef up safety measures and our shop was closed until we did. After a few weeks running around finding 50

SU Formula SAE Race Team

Continued...

pairs of breather masks, safety glasses and the like, the shop is now reopened, 10 of our members have taken the hazardous chemicals safety training certification course, I've created all safety posters needed and we have resumed operations.

The task of reassembling the car will still not be any easy one and considering the fact our main goal is to make it to an SAE competition next year, we still have a lot of work ahead of us and did some serious rethinking as to how we were going to get this done. The conclusion we came to is pretty simple, with only 12 members at this point, realistically, there is no way we can possibly accomplish both tasks by just going about business as usual. So we've devised a two stage plan to recruit more members and restructure the program to make it more efficient, more effective and more sustainable so we can keep the program running after we've all runaway with our undergraduate degrees. As of right now we simply just have our sponsorship division and our engineering division which is broken down into parts groups most of which consist of one or maybe two people.

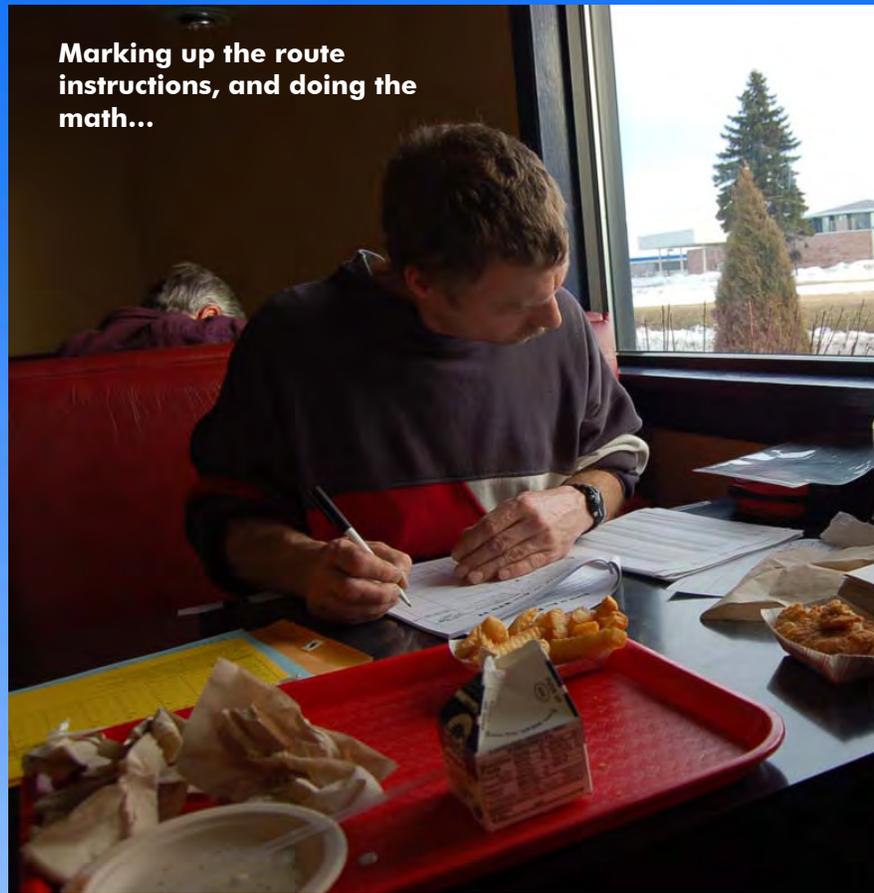
Saving the lengthy explanation of our entire plan I'll just let you know where we will be at the end of stage two. At the top we have me as President, John Hilla as our Vice President and Pat Grant as our Budget Director to make up our board of directors. In addition our sponsorship division remains a separate entity and our engineering division will now be broken up into two sub-divisions: our assembly sub-division which will work on the current year's car and our design sub-division which will work on the following year's car. I plan to also head the assembly division and John will head the design division. Within each division will be parts groups with parts group leaders. Both the assembly and design divisions will meet separately once a week and additionally each part group on both sides will meet once a week. The engineering division as a whole will then meet once a month, where only group leaders are required to attend. The plan is that this will keep each member's objectives more clearly defined and less intimidating to help motivate each member to be more productive. Additionally it should help overall operations, efficiency and organization so long as we stay on track and are productive at sub-division and engineering division meetings.

Anyway, enough of the boring stuff, how about this year's goal, the SCCA event against all the local teams? Will this year's competition against, RPI, Columbia, RIT and Cornell be difficult? Well, we're going up against an Ivy League school, RPI's very competitive and well trained program, RIT the defending SAE California champs who I actually saw at a few FLR events last year and Cornell with a budget equivalent to that of small country's government and a roughly 30 year long program history, so in short, yes. That said, because this competition is an SCCA event not an SAE event, there are no static events, no design judging, no budget and fuel economy scoring, it's just head to head racing and that's one category I know we will be pretty good at. They may have carbon fiber steering wheels and CO2 actuated paddle shifters but we have drivers and good ones at that. 3 of our members including myself (Brandon Kidd ARCA, Nick Bruno and myself SCCA) are professional racing drivers. More than that, we aren't just pencil pushing engineers caught up in CAD drawings and fluid dynamics calculations, we're engineers of the old school. While our competitors are just intern seeking engineering students trying to prove they did the best calculations and have the best modeling software, we're passionate car lovers and we're there to have fun. Do we have all the advantages, technology and budgets that they have? No, and are the odds very much against us? Yeah, but, as Thomas Paine once said, "The harder the conflict, the more glorious the triumph".

-James Shomar

The World Of Winter TSD Rallies In Pictures

- photos by Marnie Soom



Marking up the route instructions, and doing the math...



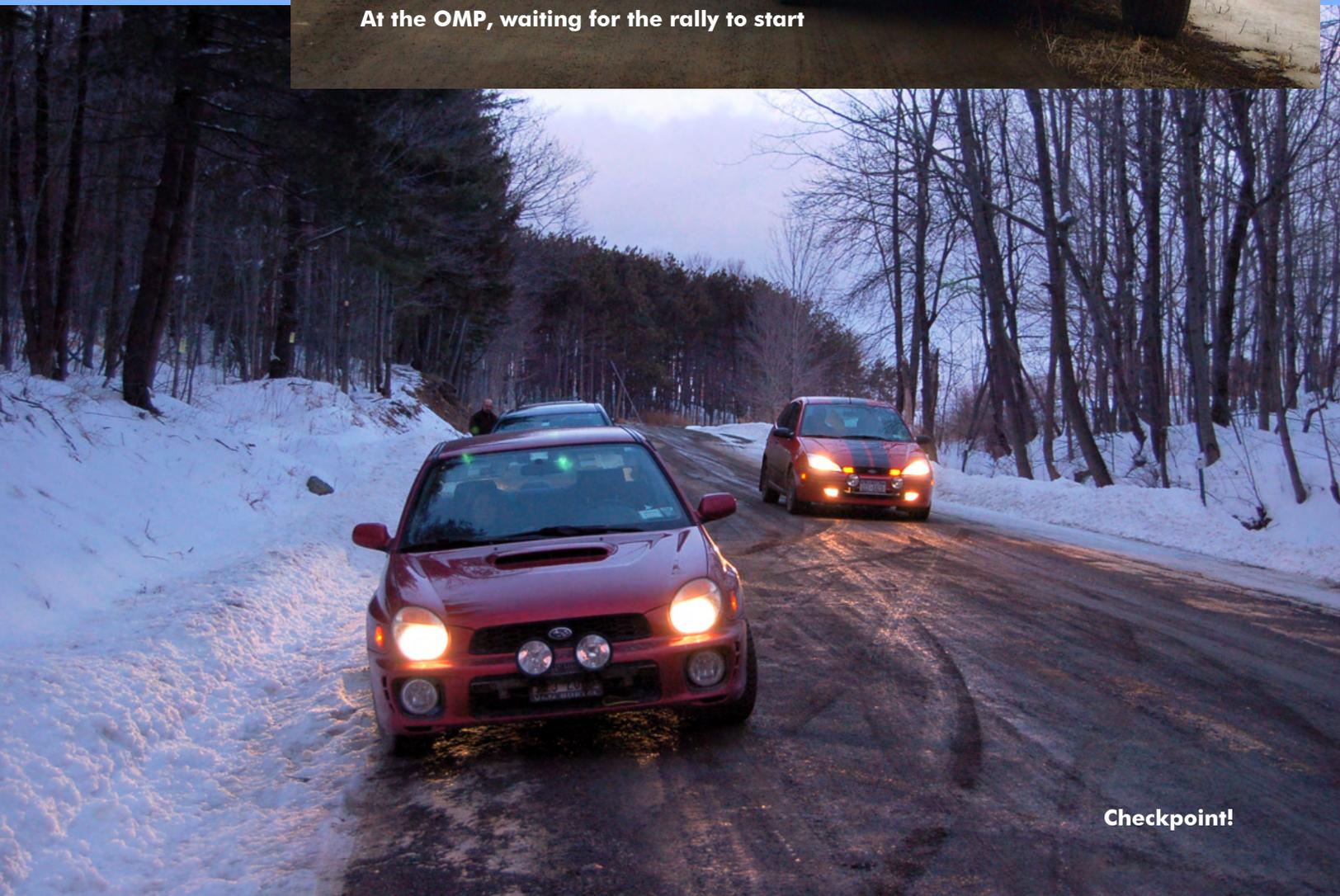
Drivers' meeting

The World Of Winter TSD Rallies In Pictures

- photos by Marnie Soom



At the OMP, waiting for the rally to start



Checkpoint!

The World Of Winter TSD Rallies In Pictures

- photos by Marnie Soom



Another checkpoint

The World Of Winter TSD Rallies In Pictures

- photos by Marnie Soom



Checkpoint



The one-lane tunnel

The World Of Winter TSD Rallies In Pictures

- photos by Marnie Soom

At the break



Checkpoint

The World Of Winter TSD Rallies In Pictures

- photos by Marnie Soom

Reviewing the scores at rally's end



Finger Lakes Region and Western NY Region Solo Schedules for 2011

Courtesy of Brian Buchman and the FLR Solo e-mail list:

FLR:

April 30th	Novice School @ RIT
May 1st	FLR #1 @ RIT
May 14th	Test and Tune @ RIT
May 15th	FLR #2 @ RIT
June 12th	FLR #3 @ SeAD
June 26th	OOB #1 @ SeAD (WNY)
July 17th	FLR #4 @ SeAD
July 30-31st	Divisionals/FLR #5 @ SeAD
August 14th	FLR #6 @ SeAD
August 21st	FLR #7 @ SeAD
September 25th	FLR #8 @ RIT
October 2nd	OOB #2 @ ECC-N (Champagne Run)

WNY:

April 17th	Event 1 ECC-N
May 1st	Event 2 Seneca
May 22nd	Novice School ECC-N
June 19th	Event 3 ECC-N
June 26th	Event 4 Seneca
July 10th	Event 5 ECC-N
July 24th	Event 6 ECC-N
August 7th	Event 7 ECC-N
August 28th	Event 8 ECC-N
September 18th	Event 9 ECC-N
October 2nd	Event 10 ECC-N champagne run

All dates and locations are subject to change.

Rallycross Results – January 30, 2011

Pos	Car No.	Class	Driver	Car	Score
1	282	PA	Brendon Raymondi	Subaru Impreza	230
2	17	SA	Isaia Byron	Audi 4000 CS	251
3	7	SA	Kyle Adamo	Mazda Speed 6	252
4	124	SA	Allen Stauffer	Subaru Impreza	261
5	153	SA	Kris Tafner	Subaru Impreza	262
6	9	PF	Ameer Davis	Honda Civic	264
7	56	SA	Brendon Carr	Subaru Impreza	265
8	00	SF	James Quattro	Toyota Yaris	278
9	69	SF	Jeff Preston	Toyota Yaris	286
10	10	SR	Ken Klock	BMW 325	295
11	005	SA	Michael Griswald	Audi S6	321
12	3	SF	Joe Sterling	Volkswagon Jetta	DNF
12	156	SA	Sean Galloway	Subaru Brighton	DNF
12	2	SA	Matt Lopez	Audi A4	DNF
12	15	PA	Shaun Petrocci	Subaru Impreza	DNF

Rallycross Results – February 26, 2011

Pos	Car No.	Class	Driver	Car	Score
1	5	SF	Nathan Walczyk	Dodge Neon	307
2	462	SA	Rob Sgarlata	Subaru Forester	343
3	9	PF	Ameer Davis	Honda Civic	347
4	27	M4	Garrison Mosley	Subaru 2.5RS	349
5	11	SA	Jeff Coppola	Subaru Impreza	351
6	421	M4	Tom Long	Volvo V70R	361
7	153	SA	Kris Tafner	Subaru Impreza	372
8	1	SA	Jay Cartini	Toyota FJ Cruiser	374
9	13	PA	Brandon Berger	Subaru Forester	444
10	19	SA	Allen Stauffer	Subaru WRX	491
11	20	PA	Mark Foster	Eagle Talon	510
12	713	SF	Dan Mirocco	Mercury Capri	744
13	8	SA	Scott Newton	Audi 90 Quattro	858
14	282	PA	Brandon Raymondi	Subaru Impreza	1281
15	643	PA	Scott Gilbert	Subaru WRX Sti	1320
16	5	SA	Michael Griswald	Audi 90 Quattro	2166
17	69	SF	Jeff Preston	Toyota Yaris	2252
18	0	SA	James Quattrp	Audi 90 Quattro	3675



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)

- | | | | |
|-------------------------------------|---------|---|----------|
| <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

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.

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.

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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
5351 Carrick Cir.
Brewerton, NY 13029**

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