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Links

www.nysrrc.org

www.nediv.com

www.scca.com

www.cny-scca.com



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MARCH

2012

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On the cover:

Long time CNY SCCA Region member Mike Gagliardi pilots his Factory Five Cobra up the esses at Watkins Glen for a Cobra Club outing.

From the Editor -

By now, most, if not all of you have heard about the new track to be built right here in the Syracuse area. Central New York Raceway Park, or CNYRP for short, will begin construction late this spring between I-81 and route 11 in the Brewerton / Central Square area. The development may not have a sexy name Lime Rock, Road America, or Laguna Seca, but what this alphabet soup lacks in eloquent diction, it should make up for in a diverse selection of venues for gear heads to get their kicks. Planned are a 2+ mile winding road course, a half mile dirt oval, a dedicated lot for Solo events, as well as a massive 7,000 car parking lot big enough to host divisional and national tour size Solo events. There are of course, all the support buildings you would expect for a venture of this size, including a huge garage space with a classroom and restrooms.

The man in charge of this project, Glenn Donnelly, has stated that the intention is for the track to be used by mainly its members and clubs hosting driving events, such as BMWCCA, PCA, etc. There is also interest from driving schools Skip Barber and the Mario Andretti Racing Experience. That's not to rule out a professional series race in the future, but for now that is not the targeted user group.

Sounds great, a new (and much needed) Solo venue with a vast sea of gloriously smooth asphalt totally devoid of potholes and light poles. Top it off with an owner that we don't have to convince that we're not going to reenact the Fast and the Furious, and next year should be a good one for local autocrossers. The vast majority of this publication's readers are indeed autocrossers, as the CNY Region SCCA membership has a surprisingly low number of road racers considering we have such a great track in Watkins Glen less than two hours away. Perhaps that's too far, or the associated costs too expensive. Let's face it, racing and track experience is expensive, and the more dedicated and seriously involved you become the costs can jump exponentially. CNYRP may help ease this pain, at least in part, by offering lower track rental costs which should then be passed onto the users by the clubs running events.

I think the most exciting angle of all is the opportunity for affordable local track days. The events I've done in the past at Watkins Glen with the BMWCCA and NASA are expensive at \$500 – 600 for two days, plus hotel, gas and meals. It can really add up, not to mention the increase in wear on consumable items such as brake pads, tires and fresh brake fluid.



Photo: Kathleen Ehrlich

If the pricing structure proposed by the folks at CNYRP holds, we could be looking at \$300 – 400 for a comparable HPDE, and no need for multiple nights in a hotel room for most of this readership. All of a sudden track time is looking much more affordable. Of course, nothing can be done about reducing your consumables costs, that will depend on your vehicle, driving style, and longevity of the particular items in question. From personal experience I can tell you that on my relatively heavy Subaru STi on Watkins Glen, which is a pretty tough track on brakes, all it took was a flush of ATE Blue brake fluid (\$17) and a surprisingly small amount of life from my Ferodo DS2500 street/track pads. Your results may vary. What it will cost you though, is lots of money at the pump, I was averaging around 6.5mpg. That hurts, but let me tell you, blasting around a track like the Glen makes you forget all kinds things, including \$4/gallon gas.

If you've never participated in a track day you may be wondering what it takes to get involved and on track, besides the money. Not much. For most clubs all you need is a valid drivers license, a car with two front seats so the instructor can ride along, and your vehicle needs to pass a tech inspection. At tech they'll look for the usual suspects; functional seat belts, good tread life on the tires, brake pad thickness if they can see it, did you empty the cabin of loose things that can fly around on the track, are your lugs tightened down, etc. The best thing you can do, and one thing they should ask about, is to do a full brake fluid flush before the event. A good quality DOT 4 or higher fluid can make all the difference in the world out on the track, where your OE fluid WILL boil and your pedal will go soft.

continued ---

At best it's a terrifying experience, at worst, well, you know. Fluid is cheap insurance, just do it. You don't need any special equipment, but most clubs will require that both seats use the same type of restraint, so if you have a harness for the driver, the instructor gets the same. Oh, and no convertibles without an approved roll cage or hard top. That last one can be a hurdle considering some of the most popular enthusiast cars around like the Miata, S2000, BMW Z cars, and the Porsche Boxter will not qualify without special equipment. The factory roll hoops are not enough.

The experience can be intimidating at first, but you start at your own pace and the instructor is there to help and provide support. If you're like most of our members and have some autocross history, it can really pay dividends on a track. Your experience with car control and feel for your vehicle's dynamics and behavior at its handling limits will really help your confidence on track. Yes, the speeds are higher, but with so much space between turns and time to get set for them, the experience can seem to "slow down" compared to an autocross course. Even Randy Pobst (who began his illustrious racing career in a parking lot) has said in a recent issue of SportsCar Magazine that autocrossers often make for good drivers on track, but not necessarily the other way around.

So this sounds pretty good right? Unless you own a convertible without a hard top, that is. Or you could be like me, someone who before CNYRP was announced, sold their sports car to have a fling with a single-seater. It's unlikely we will have a club running track days for formula cars, something where an instructor leads or follows, but we'll see. Maybe I can finally convince the wife that a new GT-R would be a smart investment!

- Dustin Ehrlich

Useful links

CNYRP Website: <http://centralnewyorkracewaypark.com/>

Track Day Prep: <http://roadraceengineering.com/blog/?p=1234>

Lapping Watkins Glen: http://www.youtube.com/watch?v=JcR1kTh_rok



Event Schedule

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

March 25th - Rallycross, Walczyks Farm, Weedsport NY

April 11th - CNY Monthly Meeting, American Legion, Liverpool NY, 7:00pm

April 29th - CNY Solo #1, NYS Fairgrounds, Syracuse NY

May 9th - CNY Monthly Meeting, American Legion, Liverpool NY, 7:00pm

May 20th - CNY Solo #2, Cherry Valley Motorsports Park, Lafayette NY

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Assistant R.E. Report

From the Assistant R.E., Ed Leubner

Greetings:

Our mild winter continues. But again, as I type this, we have received about 5 inches of snow and cold that will hopefully help make the first RallyCross event of the season a great one. On another note, the higher than normal temperatures have allowed me (and I'm sure many others) to work on our competition toys with a slightly less discomfort. As I noted last month, my garage is not heated, so my routine is to don a heavy jacket and work until my fingers get too cold. Also, Daylight Savings begins March 11th so we'll have a little more daylight when working on the car after work.

As the racing season quickly approaches, schedules are being finalized, and should begin showing up on the website shortly. As I mentioned earlier, the first RallyCross event was February 25th. The rest of the schedule has been posted on our website. Also, the State Fair has been confirmed for April and September CNYR Solo events with a joint CNYR/FLR event being held there in June.

For anyone interested, an SCCA Roundtable meeting will be held in Pocono, Pa. March 17-19th. See www.nediv.com for more info. Speaking of NEDIV, the website has been revised from the hard to read dark background to a lighter one which is a major improvement. The NEDIV website also includes the ability to post Regional events on the website's calendar along with the results and pictures.

Not too much more to report on this month. We'll just keep on preparing and looking forward to the start of racing season.

See you around the grid!
Ed Leubner



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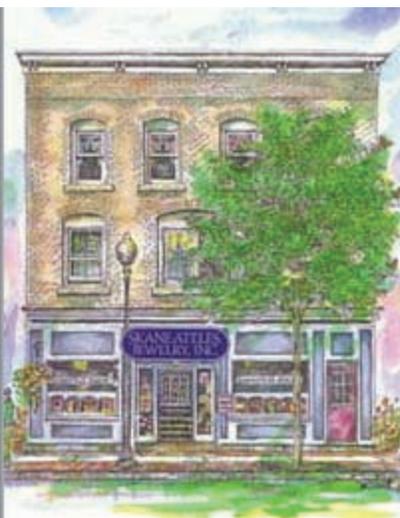
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PRESS RELEASE

CNYRP set to attend Gater Racing News Motorsports Expo

For Immediate Release Central Square, NY – On March 10th and 11th the racing community will once again gather for the 26th Annual Gater Racing News Motorsports Exposition and Trade Show. Central New York Raceway Park will join the show as an exhibitor. “Any opportunity to interact and network with members of the racing family is always a plus,” says CNYRP Inc. Vice President John Lehmann. “We always receive positive feedback and great ideas from these events.”

CNYRP will kick off the festivities on move-in day of the expo. On March 9th at 10am CNYRP and Partner Ephesus Technologies will hold a press conference to unveil the world’s first LED stadium lighting solution at the Center of Progress Building at the New York State Fairgrounds. Ephesus Technologies’ state of the art Raydeon™ Series LED lights, are manufactured in New York, and range in size from 800W to 2500W. The LED lights developed by Ephesus Technologies uses 70% less energy and will maintain a consistent lumen light output for over 20 years. The most important features is that the Raydeon™ Series LED lights can be turned on/off instantly with dimming capabilities, unlike the Metal Halide bulbs that take 20-30 minutes to warm up and create a huge power surge causing a spike in electricity. “The Raydeon™ Series LED is the best solution for any outdoor lighting application,” says Joe Casper, President of Ephesus Technologies. “Not only are they the most cost efficient lighting solution, but they are designed to be dark sky compliant and allow areas to be lit more effectively. The dark sky features of our LED lights will eliminate light spillage into unwanted areas. This is an important consideration for nearby neighborhoods and roadways.”

Following the March 9th press conference CNYRP will have a booth open both days of the Gater Racing News Motorsports Expo. Representatives will be available to answer questions and provide information for show goers. Also on display to show goers during both days of the show will be an authentic IndyCar and a Mark 1 Shelby Cobra. The Mark 1 Cobra supplied by SCCA dominated road racing in the 60’s, has a 427 body with a 289 small block engine and is one of the early Factory Five Cobra's produced. While show goers visit the CNYRP booth they can register to win a NASCAR Racing Experience. Each day CNYRP will give away a driving experience to one of the race tracks serviced by the NASCAR Racing Experience. The winner will be able to drive an authentic cup car with classroom training also provided. “From move in day to move out, CNYRP will be there with the racing community,” says Lehmann. “We’re very excited to be part of all the excitement for the upcoming 2012 racing season.”

CNYRP - CNYRP is a modern state of the art multi use facility. Phase one construction will begin in the spring of 2012 and will include a 2 mile road course, and a half mile dirt track with the revolutionary new dirt surface SYNDI. For more information about CNYRP visit www.CNYRP.com or e-mail cnyracewaypark@yahoo.com. Follow CNYRP on facebook and Twitter @CNYRP.

"CRAPCAN" RACING

By Karl Hughes



As a longtime and enthusiastic member of SCCA, I have watched with interest as various other racing sanctioning bodies have formed, changed, endured, or not endured. The relatively recent creation of "crap can" racing series has been an interesting development.

These series are gaining popularity at a time when SCCA fields could use a few more cars. So what's up with this?

As always, it's difficult to get real information at a distance, and it's always difficult to separate rumor from fact if you don't have first-hand knowledge.

In the Fall of 2010 I was convinced by Jon Coffin that crap can racing with the ChumpCar World Series (CCWS) organizers was worth a try. Jon had crewed for some friends at a race at Shannonville, and came away impressed that the racing was fun, and the series worth trying out. Since I had a suitable car sitting in the driveway, we decided to give it a whirl. We recruited a couple more people, and started planning and preparing.

ChumpCar runs endurance races at various tracks in the US, Mexico, and Canada. Would-be drivers can either present a valid competition license from an accepted sanctioning body, or attend a novice classroom session. Safety gear is required, and cars must meet safety criteria (which include a roll cage). Classing is very simple – all cars must be worth \$500 or less, excluding the value of safety gear, and all cars are in the same class.

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Car legality for CCWS is decided via a concept they call "Average Internet Value". To determine whether a car meets their \$500 purchase price criteria, each team must come up with ten ads from the internet (craigslist, eBay, whatever) for their car (same year, make and model) whose average asking price totals \$500 or less. That's it. No bargaining, no selling off of parts to lower value, no factoring in of original purchase price or vehicle age. The system is elegantly simple, and there is a surprising variety of cars that can be "AIVed" this way. My car, a 1991 BMW 318, could be AIVed at a tad less than \$500, so we decided to proceed with converting it into a "crap can" racer.

Once AIV is established, racers can work on "Competition Value". If the car's AIV is sufficiently below \$500, certain modifications can be made to improve performance. In our case, the car came with Bilstein shocks. CCWS values shocks like this at \$15 per corner, so we needed an AIV of \$440 or less to avoid going over the \$500 competition value mark. Cars valued at more than \$500 can still race, but they are assigned penalty laps based on how far over the \$500 threshold they are. We wanted to make sure our car stayed under \$500 and did not incur any penalty laps.

Tires, always a big part of the racing equation, are required to be DOT legal, with a minimum tread wear rating of 190. This eliminates many of the tires popular in SCCA ST autocrossing, but does not, as it turns out, eliminate the fun.

ChumpCar's rule book may be slim, but it's concise and pleasantly unambiguous. Car preparation rules are, like SCCA's, based on the idea that if the rules don't say you can do it, you can't. One thing they do that I really like is try to keep the rules stable. They make an effort not to change things too often, so that it is easier for teams to build cars without worrying that a mid-season rules change will affect them adversely.

continued ---





Latest Issue: <http://www.scca.com/assets/12-fastrack-mar.pdf>

So, we stripped all unnecessary bits out of our car, and everything the book required be removed. Typical preventive maintenance was performed at the same time we welded in a cage, making sure it would meet the rules for various sanctioning bodies (including SCCA) in case we wanted to use it for multiple venues in the future. Even with planning ahead and getting started fairly early, it was still a last-minute thrash to have the car ready for our first race, Shannonville in June of 2011.

We towed to the track, spent the day on Friday testing and sorting problems, and were ready for the green flag on Saturday morning. The race format was a "double seven", meaning seven hours of racing on Saturday, a break Saturday night, and seven more hours of racing on Sunday.

Tech inspection went smoothly, registration was quick and painless, and the ChumpCar officials were friendly and helpful. We had been wondering what to expect when presenting a newly-built car for inspection with a series none of us had raced with before, but our preparation work paid off (i.e. we read the rules carefully and followed them).

Our team of four drivers consisted of three experienced racers and one experienced PRO Rally navigator with no wheel-to-wheel experience. The rest of the field consisted of a mix of experienced teams and novices. Some cars were well sorted and fast, others were obviously built by people new to road racing. In spite of this mix, we found the drivers to be courteous for the most part, and contact between cars was rare. The racing itself proved to be great fun. The quickest teams were the ones who had done their car setup properly, drove cleanly and well, and managed their pit strategy effectively, as is true with pretty much any endurance racing series.

The variety of cars made for interesting racing, and it was great fun knowing that all the cars on the track were in the same class. We had some teething pains with the car, but managed to turn respectable lap times, and finished much higher than we expected. Our novice driver took to it quite well, and by the end of the weekend was clicking off decent lap times himself. More importantly, we all kept the car in one piece and moving on the track.

In the end, we had a great time, and each driver got plenty of time in the driver's seat. We all diced with other cars, passed and were passed without incident. Our street tire-shod car was predictable and easy to drive, with surprisingly high lateral grip. We got through the entire weekend without needing to change any tires (just rotate them) and the tires had enough left after 14 hours of racing that we could use them for future practices, and the best two would make it through another seven hours without a problem.

With the emphasis on seat time and keeping competitor costs low, it's not hard to see why ChumpCar is popular. The rules are simple and basic, and the organizers reserve the leeway to make rulings based on what's good for the series and for the competitors as a group. This may seem arbitrary at first glance, but it makes sense in terms of keeping the series going smoothly. After all, NASCAR does the same thing in a more high-handed fashion, and it seems to work for them.

The ChumpCar officials were helpful, friendly, and pleasant to deal with, which has not always been the case in my experience with other racing organizations. I was impressed that they struck a valid balance between helping people get on the track, and making sure that safety rules were adhered to.

In summary, endurance racing a "crap can" turned out to be accessible, fun, cost-effective, and challenging. Having tried it, I'm not surprised that "crap can" racing is popular, and that its popularity is growing.

-Karl Hughes

Links

<http://www.chumpcar.com/>

<http://www.24hoursoflemons.com/>

<http://www.usedcarracing.com/>

<http://sites.google.com/site/starprojectsevents/home>

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91 BMW e30 318is 5-speed - \$500 (Takoma Park)

Date: 2011-02-26, 11:25PM EST

Reply to:

[\[Errors when replying to ads?\]](#)

Selling my BMW e30 because I don't have the time to run it anymore. This is the 1991 318is model, manual transmission, dark-gray exterior with tan faux-leather interior. Just under 180k miles. I'm asking \$500.

There are some issues with the car, which is why I'm selling for \$500. Cosmetically, the paint ain't so pretty, the glove box is broken, and one of the driving lights is broken. Mechanically, I have had problems with the exhaust coming loose. There is a brand new (3 month old/1k miles) exhaust system, but this now has a break just after the converter. I don't know what is causing this. It also had some trouble starting this winter, but only on the sub-25 degree days.

Positive's are that I just put in all new brake lines, new crank sensor and relays, Falken Ziex ZE-912 tires with about 8k on them, and I kept the car running well (no racing, always oil change, etc). I replaced the clutch maybe 50k miles ago. I also have a spare ECM computer.



READER'S RIDE:

Mike Gagliardi

Make: Factory Five

Model: Mark I

Built in 1995

Engine: 1979 Ford 289 Block

Bored out .40 over

Scat rotating assembly, including
pistons and rods

Cobra R, aluminum heads

BBK headers

Engine produces about 350 hp

Aluminum Flywheel

Cobra fuel injection with 24 lbs injectors

Modified cam, roller rockers

Transmission: Race prepared TKO 600, close

ratio 5 speed

Race prepared clutch

Quick Time Bell Housing

8.8 Ford rear end

Mechanicals: 4 Wheel Disc Brakes

Power Steering and brakes

Quick release steering wheel

In 1966, I drove my first Shelby Cobra. It was a 289, and the car was the one of the first sold in Massachusetts. It was jet black and I decided that some day I would own one. Later that same year I saw one of the first races that the Cobra's went head to head with the Corvettes at Thompson CT. The race was actually over after about five laps, because it took only that long before they were lapping the Corvettes.



The Cobra's went on to dominate road racing not only the in the United States, but in Europe for the remainder of the decade.

Today, many of the original Cobra's are vintage raced, but the Spec series, which are all Factory Five cars has become a very competitive series across the country.

The first car brought out to dealers was painted the same color as my car, Effervescent Yellow. It was then brought back and repainted numerous times to show the many colors that were available.

Two of the most notable owners of these early Cobra's were Steve McQueen and Bill Cosby. Cosby's car was one of 4 automatic 427 side oilers ever made. He returned it because he said the car was too dangerous. That car was wrecked. One of the remaining three was recently sold for 4 million dollars at a Barrett Jackson auction.

There is a saying among owners:

When you put the silver key in and start me, if you don't respect me I will kill you!!!



Membership Meeting Minutes

Courtesy of Jon Coffin

CNYR SCCA Meeting Minutes For Wed., February 8, 2012

The February meeting of the Central New York Region of the Sports Car Club of America was called to order by Regional Executive Mike Donofrio at 7:20pm, at the American Legion Hall in Liverpool. Some 18 active, interested members were on hand.

Mike said it was good to be back, since December, as he'd missed the Annual Awards banquet in January. And Mike told us, again, that this is his last year as R.E. And, he emphasized that this time he really means it! He said he wants to continue to be part of the Club, but that some new enthusiasm would benefit everyone. And he pointed out that when he started as R.E., he had a racecar and was single, and that now he's married, has a son, and doesn't have a racecar, and that there may be a connection here.

Assistant R.E. Ed Leubner mentioned the annual banquet, and that it went well, with a special mention, and thanks to Activities Coordinator Rob Sgarlata. And Ed read an email from our esteemed, vacationing Secretary Bob Holcomb. Bob wrote: I worked the South Florida National/Regional at Homestead-Miami the weekend of January 13-15. Jim Ocuto was there, but blew the engine on his Miata during the practice day on Thursday, and didn't run at all over the weekend. His partner (I'm sorry I don't have his name) that runs the black #38 Spec Miata did run and finished Saturday and Sunday, a distant, but gentlemanly near-the-back finish, but at least not last, both days. The weather for the weekend was good!

I worked the Daytona Rolex 24 Hour at infield turn 4, which is also known as "the kink." The station captain said the Daytona Prototypes hit about 150 through there while the GT cars hit about 120. Fun, but at 3:30AM, IT WAS COLD ENOUGH TO FREEZE THE YOU-KNOW-WHATS OFF A BRASS MONKEY! I worked with Don & Rosalind Giroux (from the Glen Region) on that shift, and we had nine F&C people total to work the station. Three other folks from Watkins worked station 5. The Continental Tire Challenge ran on Friday, and 71 cars took the green. Jack Roush's son won in his Mustang, just like he did at the Glen last year. Saturday morning, they had as many of the previous 24-HR-winning cars as they could round up to do some parade laps...mmmm hmmm...most of them, including the 1962 Lotus Ford Dan Gurney drove to victory; 50 years old or not, it hauled butt!

I enjoyed the weekend, made a bunch of contacts and due to worker shortages, have been getting a lot of pressure to work the Sebring 12 Hour...we'll see.

Mick Levy kept calling from California daily, including as I was on the way home from the race. Great experience. Good contacts.

Also hear that the Glen will have two NASA weekends this year, early and late in the season. Also a North American Road Racing Association (NARRA) event October 19-21.

Guess that's it for now. Hello to all, even Jay! Bob.

Bob is missed. Secretary pro-tem Jon Coffin moved that the meeting minutes for September through December, as posted on the Club's local website, be accepted as shown. Seconded by Lynn Hidy, and passed.

Treasurer Jay Cartini reported that the Region finished the year okay financially, and that there will be some advertising adjustments in the on-line SNARLING and elsewhere reflecting payment, and non-payment, of advertising bills. And, it was noted that Jay came in as Treasurer in January, 2006, so he's been doing this a while.

Mark Bizzozero had some SOLO news, dates for autocrosses at the New York State Fairgrounds. We'll have events April 29 and September 16, while the site-starved Finger Lakes Region will have an event there June 10, which will be an Out-of-Region points counting event for our series.

A wide-ranging discussion ensued on SOLO sites, costs, and the continuing need for locations at affordable prices. Mike suggested that a Site Acquisition Group (of two or three people) might help, and Scott Newton and Lee Hidy volunteered.

James Quattro had something special to include in his Rallycross report. James was the Region's "Outstanding Member of the Year" for 2010, and presented the award for 2011 to...Mike Donofrio! Mike had missed the banquet and James swore all of us to secrecy, and in fact, it was a surprise, a great surprise, to Mike. And it was great. Here's James' presentation:

"The Outstanding-Member-of-the-Year award is a huge honor given to one person each year. I was given that honor last year by Karl Hughes. Looking at the names of winners past you see the legends of the Central New York Region of the SCCA, including still-active members Rex Franklin, Lee Hidy, Karl Hughes, Jon Coffin, even Jay Cartini. These are the veterans I have looked up to since I started racing in 2007. I hope some day to live up to their standards and to be remembered with such honor. There is a name not on the award who I think deserves it as much as anybody. This person serves as our leader year after year, even when he's wanted to step down! Our Region is at a turning point with the rise of our Rallycross program, and the future Central New York Raceway Park which could bring Club Racing back to the Central New York Region. Our SOLO program has faced some difficulties in recent years with the loss of Griffiss Air Base and Shoppingtown Mall, and this year's significant increase in the rental price at the Fair Grounds.

But Mike Donofrio has lead us through it all, and for this I think he deserves the 2011 Member of the Year Award."

(Mike got a deserved round of applause, and he was even blushing a little bit.)

continued ---

James continued with his report, talking about having been to the "Sno-drift" Pro Rally, and plans for the Rallycross at this June's STPR event in Pennsylvania. The Rallycross will run on Sunday, immediately following STPR, and all STPR entrants will receive a free entry for the Rallycross, with the hope that some of the pro racers will hang over for our event.

James also mentioned that SCCA National is soliciting regions to run Divisional Rallycross Championships.

And James reported Romano Subaru is asking him to run a "rallycross-type driving experience" for new Suby owners, on their lot out in Fayetteville. More on that as it develops. Rob Sgarlata said about 40 people turned out for the Annual Banquet, and he gave props to Ed Leubner for keeping the show rolling. And, Rob said the next annual banquet will (again) be in January.

Andy Beyer had information on Region members who'd reached milestone anniversaries as SCCA members, including Robert Chevako of New Woodstock (45 years), Gerry Doner of North Syracuse and Cheryl Stine of Cazenovia (35 years), William Moore of Bethpage, Jim Ocuto of Mohawk, and Karl Hughes of Cazenovia (20 years), John and Denise Croasdaile from Massena, and Mick Levy of Marcellus (15 Years), Mike Donofrio of Liverpool, Jay Cartini of Brewerton, Gary Nickerson from Memphis, Joe Ciarlei of Marcellus, Matt Tucker from Fayetteville, and James Leonard, Jr. from Westford (10 years), and Richard and Elaine Murray from Pennelville, Cory Leblanc from Nedrow, Robert and Nancy Holcomb of Liverpool, Scott Newton of Chittenango, and Chris Forte from Utica (5 years). Several folks, such as the Murrays, the Holcombs and Cory Leblanc have lots longer SCCA association but have had some membership lapses over the years.

We did have some items come up under new business, including mention that the Western New York Region has received permission for an event, or two, in the parking lots at Buffalo Bills stadium.

Someone suggested flyers for our events could be distributed at auto parts stores and other spots around town, and that may be in the works.

And on the Central New York Raceway Park front, official groundbreaking is tentatively set for the first part of May. And the possible drag strip at the complex has been put on the shelf for now.

The meeting was adjourned at 8:50pm on a motion by Rex Franklin, seconded by Ed Leubner.

Respectfully submitted by temporary Secretary Jon Coffin.



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.

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: \$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.

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Jay Cartini
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