

# *the* ***Snarling Exhaust***

April 2010

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Sparkling Commentary



**Membership Meeting:**  
**Wednesday, April 14 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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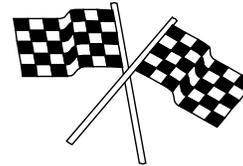


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*the*  
***Snarling Exhaust***

April 2010

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

CNY Region website: [www.cny-scca.com](http://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 25<sup>th</sup> 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.

Cover photo: Gib Stine at Watkins Glen (Ade Ketchum photo)

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## ***From the Editor:***

For the previous (March) issue I had planned to do an article on the Richard Posenauer Member of the Year Award – a little info about Dick Posenauer, and a little info on this year's winner of the award.

At the banquet, I found out that the winner of this year's award, to my surprise, was me. So much for writing a little about this year's winner. It just seemed odd to write about myself in that context, so I left that article out.

I was hoping to have an article ready for this issue, but it's not quite ready yet. So, keep your eyes open for an upcoming article.

This season is shaping up to have a lot going on. One exciting new development is the Rallycross program. There's been quite a bit of work done to get the series organized, and I'm looking forward to competing.

This year is also seeing a resurgence in TSD rally activity in the local area. Although there are still a few active rallyists in CNY, the region hasn't been active in hosting rallies for a while. It looks like this could change this season, but with some inter-club cooperation.

The local ice-racing club, CNYIRA, will be putting on a beginner's rally on Sunday, June 6. Mike Mazoway, long-time TSD rallyist, is organizing the event, and has roped Frank Beyer in to lending a hand. There's a fair amount of TSD rally experience between the two of them. See the writeup on this event elsewhere in this newsletter. Finger Lakes Region has long partnered with COCR to run the annual Winter Rally Series, and that has worked out pretty darned well. TSD rallies are great fun, and it will be nice to have

There's been a bit of a splash about Impact Racing's SFI certifications in the last month. SFI issued a statement revoking Impact's certification. Impact issued a rebuttal on their website, and as of the 1<sup>st</sup> of the month has a posting explaining the status of the certifications and lawsuit. SFI's statement, and Impact's statement are reprinted here pages 13 and 14). For further info see the SFI website (<http://www.sfifoundation.com/>) and the Impact website (<http://www.impactraceproducts.com/>).



Gary Sadlik/Focus Photography photo

One of the recurring topics of this column is the call for more diverse subject matter (articles, news items, and photos). This region includes racers, track workers, rallyists, autocrossers, hillclimbers, rallycrossers, photographers, crew chiefs, and so on. I'd love to see the content in the newsletter reflect the fascinating breadth of activities and experience of the club membership. But, I need you, the members, to send the material to me. I'll spiff it up and make it presentable, but I need you to submit. Yes, you! All of you! I haven't turned down a submission to this newsletter yet.

So, send 'em in! What are you waiting for?

Be seeing you,  
-Karl



Oh, and anyone who's got a photo or two of Dick Posenauer – let me know, will ya?



# News from NYSRRC: NYSRRC Preferred Numbers Policy

In the past the NYSRRC reserved numbers system has not been maintained. Once you reserved a number it was yours for life. This has resulted in people having numbers reserved for them after they have changed classes or stopped racing.

So, to alleviate the problems we are going to institute a process for updating the reserved number information yearly. You will have from the last NYSRRC race in the fall until the first of March to resubmit your information to the NYSRRC administrator. After March 1, all numbers that have not been renewed will be deleted and they can be reserved on a first come first served basis by any driver.

If there are no changes to your information, please e-mail Marsha Toombs at [metoombs@netacc.net](mailto:metoombs@netacc.net) stating that. If you want to keep your Number and are staying in the same class but there are changes to the Make, Model or Year of your race car, please also e-mail Marsha with the changes.

As stated above if you have not notified Marsha of your intention to keep your reserved number by March 1<sup>st</sup>, all your information will be deleted.



<http://www.nysrrc.org/>



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## Region Events Calendar

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



- April 10-11 National Race, New Hampshire (NER)**
- April 14 Membership meeting**
- April 25 Solo, NYS Fairgrounds**
- May 9 Rallycross, Rolling Wheels Raceway Park, Elbridge**
- May 12 Membership meeting**
- May 14-15 National Race, Lime Rock (MoHud-NNJR)**
- May 16 Solo, Cherry Valley kart track, Lafayette**
- May 28-30 NEDiv Solo Championship, FedEx Field, Landover, MD**
- June 6 Beginner's TSD Rally – hosted by CNYIRA**
- June 9 Membership meeting**
- June 13 Solo, NYS Fairgrounds**
- June 19-20 ProSolo, Washington DC**
- June 26 Rallycross, Rolling Wheels Raceway Park, Elbridge**
- July 10-11 Solo National Tour, Seneca Army Depot**
- July 14 Membership meeting**
- July 18 Rallycross, Walczyk Farm**
- July 24/25 Two-Day Solo, Seneca Army Depot**
- Aug. 15 Enduro, Cherry Valley kart track, Lafayette**
- Aug. 22 Rallycross, Walczyk Farm**
- Sept. 7-10 Solo National Championship, Lincoln, NE**
- Sept. 12 Rallycross, Rolling Wheels Raceway Park, Elbridge**
- Sept. 18 Night Solo, Cherry Valley kart track, Lafayette**
- Oct. 3 Solo, NYS Fairgrounds**

[http://www.nescca.com/nescca\\_main/calendar.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

# Exhaust Pipe Dreams

From the Assistant R.E., Jon Coffin

Are we ready yet?

I'm almost ready, almost. There's the car and the driver. I started the Rabbit the other day, after its having sat silent in the garage for months, and it sounded good to me! I've got a little cam in the VW, and that slightly ragged, slightly high idle is a throwback, exciting sound for me, even in a little 4-banger.

I oughta check the brake pads, and the tires, and I want to paint the wheels, and I will get that stuff done over the next few weeks, so I'll be alright with the car I think.

Now the driver, that's another matter. I'm not ready. Don't get me wrong, I can get in the car and make it go, and get 85% or 90% of its capabilities out of it, but get 100%, or 98%, or even 95% from it, no, I'm not ready yet.

I'm showing my mileage in many ways, and I need a tune-up. It's interesting one of the recent issues of SportsCar had an article about eating right for racing. And, I need an exercise program of some sort. I'm not a go-to-the-gym kind of guy, but I can get into a routine which can help. Eating right is part of it. Exercise will start with a walking regimen. Normal activities will help, working around the yard, cutting the lawn with a power mower you push rather than ride, and there is some scraping and painting to be done. And there always changing tires, dismounting old tires and installing new ones, and the frequent exercise of street tires, race tires, street tires on the race car driven on the street to the event.



Jane Quinn photo

(Any of this sound familiar?)

I'm not ready yet, but I'm gonna be. How 'bout you? And, how do you do it? Good luck and good driving!

-Jon Coffin



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Fastrack has been posted. To get your copy follow the links below.

April 2010 Issue - <http://www.scca.com/documents/SCCA/10-fastrack-april.pdf>

Club Racing - <http://www.scca.com/documents/SCCA/10-fastrack-april-club.pdf>

Solo/SEB - <http://cms.scca.com/documents/Fastrack/10/10-fastrack-april-solo.pdf>

Rally - <http://cms.scca.com/documents/Fastrack/10/10-fastrack-april-rally.pdf>

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Looking for a previous copy? Click the link below to be taken there.

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

# Membership Meeting Minutes

Courtesy of Bob Holcomb

## CNYR General Membership Meeting Minutes for March 10, 2010 at American Legion in Liverpool, NY

### **CALL TO ORDER:**

The meeting was called to order by R.E. Mike Donofrio at 7:22pm

### **R.E. REPORT:**

Mike Donofrio welcomed those present with the news that for MAY only our meeting will be at a different location. The name and address will be provided in an upcoming Snarling Exhaust and on our web-site.

Mike welcomed two members of the Finger Lakes Cobra Club, Mike Gagliardi and Kal Arquette. They hope to work with CNYR regarding a future club event. Mike announced that following the regular business meeting an informal meeting would take place regarding suggestions for further improvement of our already successful SOLO program.

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

Jon Coffin mentioned how pleased he was with the improved electronic version of our newsletter, the Snarling Exhaust. The cost savings and increased content along with color layout has generated much interest, including a mention in SportsCar.

### **SECRETARY REPORT:**

Bob Holcomb made a motion to dispense with the reading of the minutes and accept the report as it appears on our web-site. Rex Franklin seconded, motion carried. Bob also mentioned that after the meeting he had some old Watkins Glen USGP programs dating back to 1968 and a 1985 issue of SportsCar available for viewing if anyone was interested.

### **TREASURER REPORT:**

Jay Cartini reported that we received a \$159 refund from the U.S.Postal Service from our bulk mailing fund and it has been deposited into our account. We are now completely electronic in regard to our newsletter. Jay reported that we have lost several SOLO sponsors for 2010 and requested that anyone that knows of potential new sponsors to contact them and/or refer them to himself or Mark Bizzozero. Rates for sponsorship are at two levels, regular at \$500 for the season or Platinum at \$1,000 which includes naming privileges. Jay also reported that we have lost several Snarling Exhaust advertisers and suggested a business card size ad be made available at a discounted rate. Other than that we are current with billings and solvent.

### **SOLO REPORT:**

Mark Bizzozero reported a change in the SOLO schedule due to a conflict with a Rally Cross date. The July 24th and 25th event at the Seneca Army Depot has been changed to July 17th & 18th. Help is still requested for all events. Suggestions on improving the SOLO program will be discussed after the regular business meeting at the informal SOLO meeting. Rich Morose asked if running a SOLO school would help bring in new members and Jon Coffin said we had done schools in the past but not recently and the question will be deferred to the SOLO meeting.

### **RALLY CROSS REPORT:**

Jim Quattro reported that the July 18th date has been moved to July 25th at the Walczyk farm. For the May 23rd event, safety training will be provided for workers, which is mandatory to stage the event. Entry fees are expected to run \$35 for regular SCCA members and \$45 for weekend membership participants.

### **F&C REPORT:**

Mick Levy snowbirding, no report.

### **MEMBERSHIP REPORT:**

Andrew Beyer was absent, no report.

## **COMPETITION REPORT:**

Dave Kicak reported that the N.E. Roundtable was coming up soon. Also that there is competition among regions as to which will get to hold either single or double national races. Since we are mainly a SOLO region and have not sent representatives to many conventions or round tables recently a suggestion was made that we do so in the future which was met with general acceptance by the members present.

## **ACTIVITIES REPORT:**

Rob Sgarlata had nothing new to report.  
Nat Walczyk won the 50-50 for \$22.

## **WEB MASTER REPORT:**

Evan Haas said he was glad everyone seemed to get their electronic Snarling Exhaust okay (even Ed Heffron) and said he is in the process of correcting and updating old information that currently appears on the site.

## **OLD BUSINESS:**

None

## **NEW BUSINESS:**

None

Rex Franklin made a motion to adjourn the regular business meeting.

Ed Heffron seconded.

Motion carried, meeting adjourned at 8:22pm.

Submitted by Sec. Bob Holcomb



# Beginner's TSD Rally June 6

**On June 6th the Central New York Ice Racing Association (CNYIRA) will be putting on an entry level Time, Speed, Distance (TSD) Rally.**



No, there will be no ice that day as far as we can predict. CNYIRA is made up of a bunch of motorsports enthusiasts who keep up their skill in the winter by racing on the frozen lakes around central New York during the winter season. [www.cnyira.com](http://www.cnyira.com)

All auto enthusiasts are welcome at this event. It will be enjoyable enough for experienced rallyists while at the same time it will be geared more towards beginners who would like to find out just how much fun a TSD Rally can be. Of course the veteran rallyists can always use some practice to keep that skill level up, while this is a great place for novice rallyists to start. The entry fee is only \$20.

The CNYIRA June 6th TSD Rally will be starting and finishing at the Quaker Steak and Lube on Walters Road in Solvay, NY. Registration will be open from noon until 1:15 PM. There will be a short rally school at 12:30 PM and a mandatory driver's meeting at 1:15. The first car will leave the start at 1:30 PM. The event will cover about 120 miles and take about 3-1/2 to 4 hours to complete. This will be a standard TSD Rally - no gimmicks, scavenger hunts, or trick questions.

TSD Rallies are traversed over public roads within the legal speed limit. The challenge is to drive on time, arriving at points along the route neither early nor late (it's NOT a race). The competition here is against the clock and doing the route precisely at speed, not being the fastest. Each team needs a simple watch which can be synchronized to match official time, a working odometer, as well as something to write on and with.

Cars will start at one minute intervals. The first section, a short 10-15 mile route, is called the "Odometer Calibration Zone," and is used to calibrate the rally car's odometer to the official mileage used to measure the course by the Rallymaster. After this section, the competition really begins, as you must follow the course using the instructions in the route book, as well as the general instructions that govern the rally. Meanwhile, you must also stay on time, based on the average speeds given in the instructions at various points through the routes.

A rally is really a contest of precision. At various points, unknown to the competitors, timing controls (checkpoints) will be encountered. Since the Rallymaster knows the exact distance and speeds you should have traveled to

reach the checkpoint, the "perfect time" of arrival can be calculated. You are timed at the moment you reach the control, and will receive penalty points for arriving either early OR late. You are then given information about the last leg, as well as a time to start the next leg, and a clean start to challenge the clock. This is a contest of precision, not a race, and each leg is scored separately. If you are early or late at one control, you cannot make up for it by being late or early at the next. At the conclusion, scores for all legs are totaled, and the lowest score wins (just like golf). Sound easy? Well, just as in golf, it takes practice to get very good scores.

Regardless of how well you score, rallying is a lot of fun if you like to spend time in your car, see some scenery, and spend time with congenial people. Rallies usually end at a location where munchies and beverages are available. You can join the rest of the crowd in discussing how the event went and how you did, while waiting for the final scores to be calculated and trophies to be awarded.

A TSD Rally is a time-speed-distance contest with straight-forward course following. There is never a deliberate attempt to lead the contestant off course, and typically redundant/confirming instructions are provided if there is an apparent opportunity to get lost. Since there is less challenge in staying on course, the competition usually either tests the driver with challenging roads, and/or tests the navigator with precise calculations. A typical National Tour rally with a minimum of 24 controls is won with an average of less than one point per control, and often with less than 10 points total (or a total error for the day of under 6 seconds!).

This is a CNYIRA event, with unofficial assistance from various CNYR SCCA rallyists. Attend, and enjoy a fun rally in Central NY!

For more information contact Rallymaster, Mike Mazoway at [mcmazoway@earthlink.net](mailto:mcmazoway@earthlink.net)





**NOTICE OF DECERTIFICATION; NOTICE TO CEASE  
AND DESIST AND TERMINATION OF ALL CONTRACTS  
OF PARTICIPATION ISSUED TO IMPACT RACING**

March 26, 2010 - SFI Foundation, Inc., has issued a Notice of Decertification; Notice of Cease and Desist, and a notice terminating all Contracts of Participation to Impact Racing. Effective April 27, 2010, all products manufactured and/or distributed by Impact Racing pursuant to SFI Specification Programs 3.2A, 3.3, 16.1, and 16.5 are decertified. Evidence obtained by SFI shows that over a period of years Impact Racing has engaged in the production and use of counterfeit SFI conformance labels and patches, and affixed them to Impact products for use in motorsports. Under the Contracts of Participation between SFI and Impact, SFI conformance labels and patches may only be obtained from SFI and no other source. Evidence shows that Impact had counterfeit SFI labels and patches made in Asia and then affixed them to Impact products it distributed to members of the racing community. To SFI's knowledge, Impact never advised its customers that its products contained phony SFI labels and patches. Impact never advised SFI of its systematic and longstanding practice of counterfeiting and distributing SFI patches and labeling.

Impact has been directed to cease and desist from this practice. SFI has directed Impact to immediately notify all affected customers to remove the counterfeit labeling and to offer the affected customers a full refund of the purchase price. SFI is requesting that all counterfeit conformance labels removed from Impact products be sent to SFI.

SFI has elected not to decertify these products immediately in order to minimize the potential hardships to members of the racing community that have been brought about by Impact's counterfeiting activities.



SFI has also elected to terminate all Contracts of Participation with Impact Racing effective 90 days from March 24, 2010. Under the terms of the Contracts, either party may terminate the agreements without penalty upon 90 days notice. This means that Impact will no longer be able to participate in any SFI programs after this 90 day period.

SFI has taken these actions in the best interests of the safety and integrity of the racing community. This is in keeping with SFI's mission and purpose.

## JOINT PRESS RELEASE

Impact Racing, LLC and SFI Foundation, Inc., in the litigation pending in the United States District Court for the Southern District of Indiana, have agreed that:

1. Impact Racing, LLC has provided sworn testimony that, upon review and investigation, no counterfeit SFI Conformance Labels have been used on Impact Racing products during the production years of 2009 and 2010.

2. Impact Racing, LLC has provided sworn testimony that, upon review and investigation, all Impact Racing products manufactured and sold during the production years 2009 and 2010 meet SFI specifications.

3. Based upon this sworn testimony, the decertification against Impact Racing products for the production years 2009 and 2010 is lifted. The decertification of the production years prior to 2009 and 2010 remain in effect. The parties will continue to work cooperatively in an effort to resolve the issues relating to decertification in these years.

4. Impact Racing stands behind the safety of all products it has manufactured and to which SFI Conformance Labels have been affixed. SFI will continue to monitor compliance with product specifications.

5. Impact Racing, LLC and SFI Foundation, Inc., will cooperate in determining whether any Impact Racing product bears a counterfeit SFI Conformance Label and if any safety issue exists in regard to products manufactured in years prior to 2009 and 2010.

6. If any Impact Racing product does not bear the date of manufacture the purchaser or user is instructed to immediately contact Impact Racing who will provide verification of the date of manufacture. Impact Racing, LLC will immediately notify SFI Foundation, Inc. of this occurrence. Impact Racing, LLC

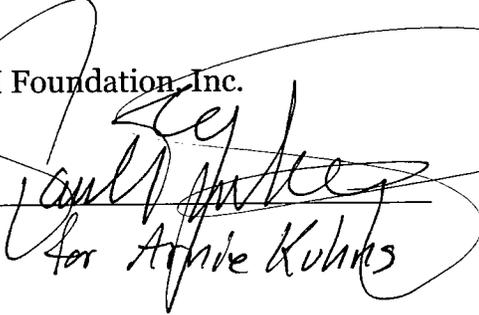
and SFI Foundation, Inc., will work with the sanctioning bodies to determine the best method for product users to present verification of the date of manufacture.

Dated April 1, 2010.

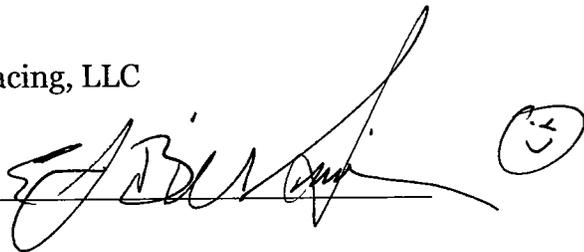
SFI Foundation, Inc.

Impact Racing, LLC

BY

  
for Archie Kuhns

BY





# 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 \_\_\_\_\_

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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<br>(24 yrs & under) | \$45.00  |

### Amount Due

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

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

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

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

First / Last Name & Member Number REQUIRED

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

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

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

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

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

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

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

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# What is the SCCA?

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

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

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

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

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

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

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

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

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

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

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

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

### **FAMILY MEMBERSHIP: \$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.

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