

THE SNARLING EXHAUST



MAY 2015 WWW.CNY-SCCA.COM



Photo: Mark Mangicaro

NEXT EVENT & SOLO SCHEDULE

Thanks to Mark!

THE SEARCH

Lotus 23

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New Venue Success

RUNNING A SOLO EVENT

A Few Words on How it Works

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

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SNARLING EXHAUST

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All editorial opinions expressed in this publication are solely the opinions of the author, and are not necessarily representative of the policies of the Central New York Region or of the SCCA.

An email subscription of the Snarling Exhaust is free to anyone. There is no longer a printed version of the Snarling Exhaust newsletter, we urge you to print a copy and take it with you.

Classified advertising is free to region and out-of-region members. Any submitted classified ad is subject to approval by the CNYSCCA region.



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Spring Forward

A Letter From The Editor: Dan Hurley

I say spring forward, but really I mean summer. We seem to have jumped right into it. I myself have been very busy with the warm weather coming so quickly, and I must say it is wonderful to be back in the sun.

As you can see by the photo my car is no longer the same color it was last year, with a new front bumper and a fresh new color. Although it is not permanent, I am of course talking about the paint, which really is not paint at all. In fact it is a rubber coating known as Plasti Dip. It sprays on just as paint does, it levels as it settles and dries very quickly. As soon as I am sick of the color I just peel it off and the factory paint is waiting to be shown once again. I did the job myself and it came out great, and seems to be holding up very well. A special soap is recommended but it is very easy to clean.

I am happy to say we have a full schedule of events for you this year including a new venue for solo events! Be sure to attend as it is quite the lot up in Fulton, and I hope to see you all out there this season.



Photo: Dan Hurley

-Dan Hurley
Editor



New York Bill to Provide Single Plate Option for Motor Vehicles Reintroduced

Legislation (A.B. 3671) to authorize the owner of a motor vehicle, for a \$50 annual fee, to display a single license plate on the rear of the vehicle was reintroduced. The bill will be considered by the Assembly Transportation Committee.

We Urge You to Contact Members of the Assembly Transportation Committee (Contact Info Below) Immediately to Request Support for A.B. 3671

- A.B. 3671 allows owners to choose the option of a single plate for an annual \$50 fee.
- A.B. 3671 would help protect the aesthetic contours of certain vehicles and relieve vehicle owners of the burden and expense of having to create mounting holes on some original bumpers.
- A.B. 3671 would save money, conserve resources and bring New York in line with other comparable states that are moving to a single plate requirement.
- The funds collected under the bill would be used to help provide emergency services.

DON'T DELAY! Please contact members of the New York Assembly Transportation Committee immediately by phone or e-mail to request their support for A.B. 3671.

Please e-mail a copy of your letter to Steve McDonald at stevem@sema.org. Also, please forward this Alert to your fellow car enthusiasts. Urge them to join the **SAN** and help defend the hobby! Thank you for your assistance.

New York Assembly Transportation Committee

To e-mail all Committee members, copy and paste the email address block below:

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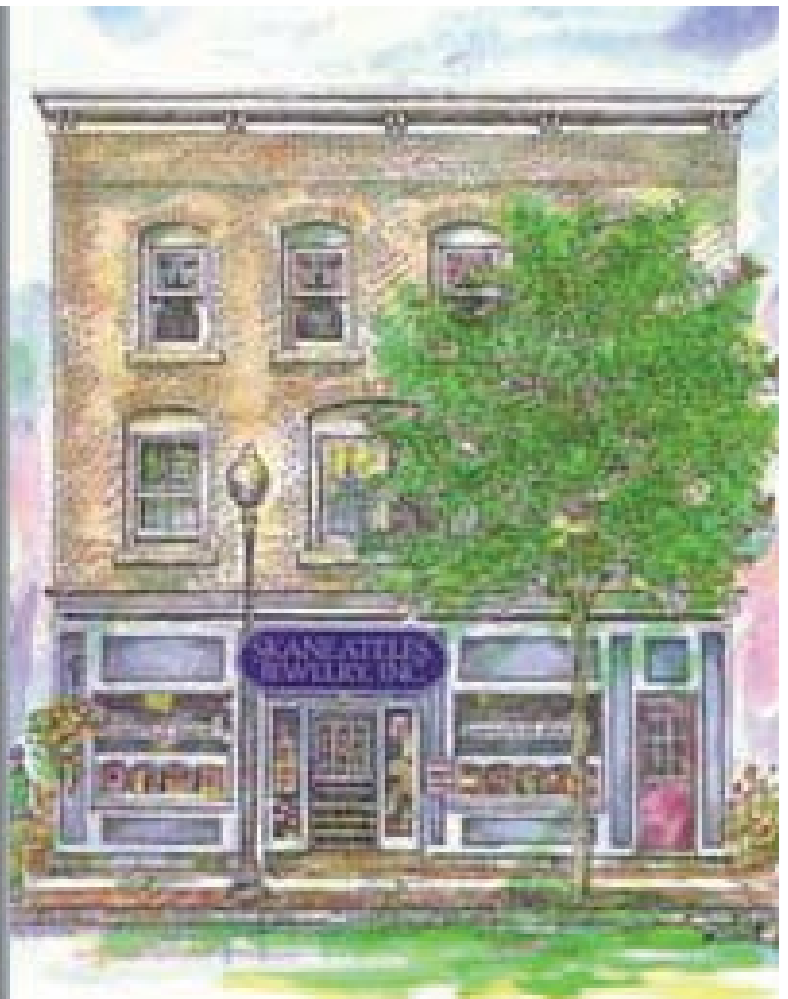
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EVENT SCHEDULE

2015 Solo Schedule



- Sat 5/2 Cayuga Community College, Fulton
- Sat 5/30 Cherry Valley Motorsports Park (LaFayette) Day
- Sat 5/30 Cherry Valley Motorsports Park (LaFayette) Night
- Sun 6/28 NYS Fairgrounds (Syracuse)
(\$10 surcharge for all entrants) (00R for FLR)
- Sat 7/25 Cayuga Community College, Fulton
- Sun 8/9 Monroe Community College (Rochester)
(Out of Region event)
- Sat 8/29 Cayuga Community College, Fulton
- Sun 9/27 Cherry Valley Motorsports Park (LaFayette) Enduro
- Sun 10/11 CNY Raceway Park (Central Square)
Tentative



- Sunday June 7th, 2015 - NEDIV Second Chance Race for the Rescue (STPR)
>Tioga County Fairgrounds Whitneyville PA
- Sunday July 12th, 2015 – Summer at the Raceway Park I (Tentative)
>Central New York Raceway Park
- Sunday August 16th, 2015 – Summer at the Raceway Park II (Tentative)
>Central New York Raceway Park
- Saturday September 19th, 2015 – NEDIV Fall at the Farm (Night-Day Enduro)
>Walczyks Farm
- Saturday October 24th, 2015 – Spooky Night at the Farm
>Walczyks Farm
- Sunday December 13th, 2015 – Holiday's at the Farm Championship
>Walczyks Farm

General Monthly Meeting : Second Wednesday Every Month

THE SEARCH FOR THE ORIGINS A LOTUS 23

Bob Holcomb

A few weeks back, an email chain began circulating between a number of CNY members when an SCCA member requested information to search for the history of a Lotus 23 he had purchased. Our local members provided some interesting information on the history of Lotus 23's along with some useful information on how to search for racecar historical information. If anyone reading this has additional information on the Lotus in question, please contact me and I will pass it on. (I have removed the email links for everyone's privacy, but left the conversation as received.) Hello all!
 Yes, I am tracing the 23B as referenced in the original logbook and original photo, Pinto 2.0L installed. Any ideas where to search?
 Thanks again for your time!!
 Rick L.

| | |
|--|---|
| <p><u>LOTUS 23B</u> MANUFACTURER and MODEL</p> <p>MANUFACTURERS IDENTIFICATION No. <u>5/R</u></p> <p>SCCA CATEGORY</p> <p>GENERAL DESCRIPTION:</p> <p>Type of Vehicle <u>OPEN SPORTS RACING</u></p> <p>Material of Coachwork <u>FIBREGLASS</u></p> <p>Color <u>Yellow blue</u></p> <p>CHASSIS:</p> <p>Construction: <u>TUBE FRAME</u></p> <p>Wheelbase: <u>97 7/8 inches</u></p> <p>Track - Front: <u>62 inches</u></p> <p>Rear: <u>66 inches</u></p> <p>Weight (less fuel and driver) <u>982 lb.</u></p> | <p>ROLL BAR or ROLL CAGE:</p> <p>Main Hoop: <u>1 1/2" x 1/8"</u> <small>Di. Thickness</small></p> <p>Fore/Aft Bracing <u>1 1/2" x 1/8"</u> <small>Di. Thickness</small></p> <p>Supplemental Bracing <u>1 1/2" x 1/8"</u> <small>Di. Thickness</small></p> <p>HEAD RESTRAINT SYSTEM: <u>BULKHEAD + PADDED BAR</u></p> <p>ENGINE:</p> <p>Manufacturer: <u>PINTO</u></p> <p>Bore: <u>3.575 inches</u></p> <p>Stroke: <u>3.029 inches</u></p> <p>Total Displacement (c.c.): <u>2000</u></p> <p><u>R.L. Ruff</u> <u>4-20-74</u> <small>(Issued by) (Date)</small></p> <p style="text-align: right;">1</p> |
|--|---|

From CNY Members:
 Subject: Re: New York region research - 1974.

I do not think National would be of great use here as lots of their records were lost when they moved. I discovered this myself and found regional to be better in my case.

There are currently many more Lotus 23s running vintage races than the 131 ever made. Six or seven years ago on ONE weekend alone it was reported more Lotus 23s were racing than were ever made. Frequently 2 or 3 cars were made from 1 by splitting up the chassis tag for one car, the log book for another car, and the roll bar SCCA # for a third car. Or worse yet, cars with more than 1 log book were sold with only one log book and the other log books went with newly built cars. Chassis tag # is the important thing here not Arch Motors frame #s. Often, replacement Arch Motors chassis were made if a car was badly damaged but the car kept the original chassis #.

The reason for the present increased number of cars being simply that there is a ready supply of new chassis, bodies and all components to build a brand new Lotus 23. Money to be made by creating and selling a fake. I am not implying this is the case here.

However, that was one of the reasons for the creation of HTP cars in 2004. Historic Technical Passport cars make no claim as to originality. It just allows technically correct cars to compete in vintage racing. Obviously, a HTP car carries less value than a car with a verified heritage. My guess is that this gentleman is trying to verify the heritage of the car.

So my suggestion would be to start with the log book that he has. The log book will list the chassis number and that is key. The Lotus club has a quite complete registry of chassis numbers matched to owners. Also, there exists an active Historic Lotus Registry, and a Lotus 23 Users Group with dozens of owners matched to chassis numbers and a newsletter. And a Lotus 23 Registry as well, I believe. Failing that, the



log book number should identify the issuing region as should the SCCA # number stamped into the roll bar. (first 3 numbers denotes the region). CNY Region, Finger Lakes Region , Glen Region, etc. all have their own first 3 digits. From the initial inquiry, it appears the owner has no record of the car prior to the 74 log book so a check of the chassis # with the above mentioned Clubs and Registries will get pre 74 info. A check with the issuing region on the 74 log book will get post 74 info. Once the region is identified he can make inquiry to that region. If no one remembers in that region, he can simply, knowing the name on the log book and region, look up on the internet the results of regional races (or national races) for 74, 75 in that area and get the correct spelling of the drivers name. Then use any of the numerous on line person locators to contact the person. Failing that, simply look up the Lotus 23 SCCA race entries for 1974-75 in the area and get driver names. Locate those drivers and speak to them. Believe me, the Lotus 23 drivers knew their contemporaries that raced in the regions with them. I have gone through this procedure myself with a race car to verify heritage. Relatively simple. I have also been cold called by a current owner, who had No log book at all (in Australia no less) who tracked me down as a previous owner from the roll bar # leading to a region which led to the owner prior to me, who told him he sold it to me. I then told the new owner who I sold it to etc. In Australia, a complete history is needed or the car just can't race. So, if the man has the log book # and SCCA roll bar number, it is a relatively easy process.

On Feb 18, 2015, at 5:03 PM;

My guess is he would have better luck with National. As all our historical files went to the Watkins Glen Research Center.
Mick

Hi guys,

Don't know if this gentleman is looking for a member of CNYR or NYR.
Anyone have an idea as to the racer he's looking for?

Bob



Next Event



Saturday

May 30th

Cherry Valley

Motorsports Park

Two events: Day & Night. Do one or both.

4930 US Route 20

LaFayette, NY



RUNNING A SOLO EVENT

Karl Hughes

Recently, through the wonders of social media, I was listening in real-time on comments from the Pro Solo at El Toro. While here in the northeast the temperature was in the 20s, the roads were white with salt, and more snow was in the forecast, in California they were autocrossing.

The comments started because the event was running behind, and it looked like final runs would probably be held after sunset. As this thread progressed, a wide spectrum of people weighed in, many of them with a great deal of experience in the world of autocross. Now, this was a Pros Solo, so some issues do not apply to garden-variety Solo events, but most of them do. Formula Junior apparently was the first run group, and took 25 minutes to run. This started a discussion about whether FJ (and karts) should be at autocrosses, and led to comments about all the other reasons for event delays.

As I read through the various opinions regarding why the event was being held up, it occurred to me that we (people who autocross) have a huge amount of data regarding how events should run. Problem is, there's no clean way of putting it all together. This thread provided a pretty good summary of causes for delays, and various arguments about how to handle and prevent them. It touched on the perennial controversy over karts, and kids driving karts, and whether this should happen at Solo events at all. It also covered a pretty thorough list of the major issues that affect event conduct.

I mean, we've been doing this a long time, people. By now we should know how to do it well. Sure, it's nice to have room for artistic license, but there are some basic things that have to happen to make it possible to get the most runs in during the time available, while keeping it safe and fun. But, somehow, we (those people who autocross) have not managed to gather all this information, agree on what to do about it, and collate it into a set of guidelines that is universally applied.



Photo: Mark Mangicaro

Photo: Mark Mangicaro

When you get right down to it, this is all about customer satisfaction. Sure, you can't please all of the people all of the time, but you should please most of them most of the time. Otherwise, why would they want to spend a weekend day standing around in a parking lot? There were a number of good points brought up, along with plenty of controversial personal opinions. With all this excellent raw material available, I thought I'd try to summarize (anecdotally).

If you are trying to get a large number of drivers through an event (or if you are trying to maximize the number of runs for a smaller number of drivers), start interval is everything. Do the math. I have, and it's clear – to get the most possible runs in during the day, you need to start a car every 20 seconds or so. This allows just enough time for the people running Timing to handle the data flow, and enough interval on course to allow enough distance between cars for safety (red flags, etc.) if the course workers are paying attention.

Continued on page 16...



SNARLING CLASSIFIDES

Autos

Former CNYR Member and Club Racer Jim Ebersbach
Selling his **AP Austin Healey Sprite** (And Parts)

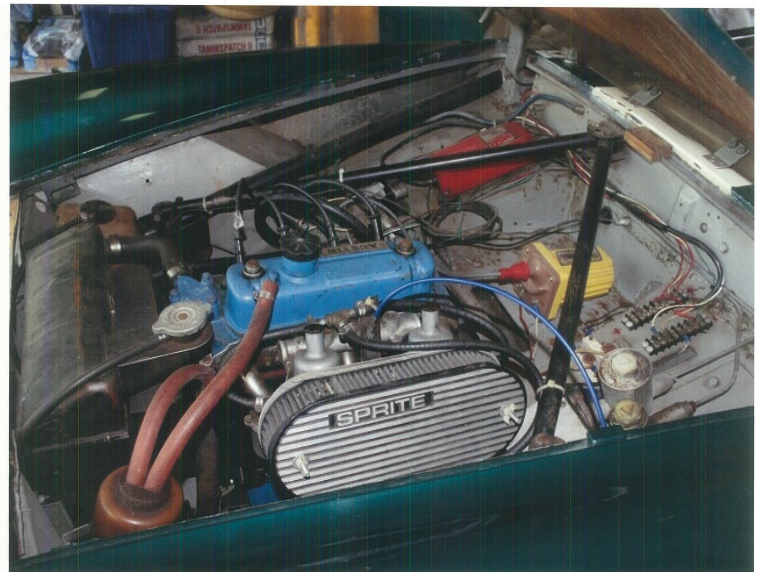
62 Sprite Mk2 former SCCA racer. I bought tub in 1973 and built into HP racer. SCCA logbook 74-92, fresh engine assembled 1997, has never left the garage. Runs, but clutch hydraulics locked up. 948 competition engine – lightened and balanced, block shaved, pop up pistons, head & carb work, BMC 648 cam, oil cooler and dual remote filters, MSD ignition, 1275 clutch, ribbed case trans. Full roll cage



with low front hoop, door bars, connects to front & rear suspension points. Disc front brakes, urethane bushings, SS brake lines, center link rear suspension w offset leaf springs & Spax tube shocks. (5) American Racing Libre 13x5 wheels, spares from 18 years of racing plus 2 parts cars – Buggy and 66 Mk3. (3) 950 blocks, (4) heads, 4 or 5 rear end pumpkins, (2) rear end housings, 1100 assembled short block w 66k miles. Lots of rods, pistons, push rods, lifters, valve gear, starters, carbs. No VIN or title.

PLUS: trailer, garage skates, engine stand.

\$6000 TAKES ALL. Email for details, questions, or more pics – ebersbachjim@gmail.com - Central New York area.



Continued from page 14.

You need to start the event on time, and keep it going without delays. This means the host region has to have its act together. Make an event schedule and stick to it. Script the drivers' meeting, and stick to the script. Cover all the necessary details, but don't dawdle. Daylight's a wastin'. Course workers need to do their jobs safely and well. The starter needs to be on top of things – pacing the event and controlling safety. I think the starter is the most important worker at the event, and needs to be someone who understands the safety issues and can manage the flow. The starter has to confirm that timing is ready, keep an eye on what's happening on course and holding the start if necessary, and control the start interval (send cars out as quickly as possible, but allow space if a fast car is going out after a slow car).

Course design can have a huge effect on start intervals. Ideally, you're working with a huge piece of pavement and the course layout keeps cars far away from each other all the time. Unfortunately the site is often smaller than optimum, so the course designer needs to balance safety and flow while laying out cones. In a perfect world there would be no crossovers, but with a small piece of pavement they are one of the few ways to make a course long enough. If you must have a crossover, it must be within the first 20 seconds of the course, or your start interval will be longer than 20 seconds. Obvious, right?



Photo: Mark Mangicaro

Photo: Mark Mangicaro

If at all possible, it's best to have at least three heats, so that drivers can run one, work one, and rest one. It's tricky to split up the heats to keep everything as even as possible, and the person who does this is one of the unsung heroes of the event. Workers have to report on time, and do their jobs well. This may require some training, and some remedial drivers' meeting reminders throughout the season. Drivers need to be ready to go at the beginning of each heat, which makes it important to announce what's going on, and keep drivers informed.

One oft-cited reason for event delays is karts, particularly Formula Junior. Some people hate karts, and believe that they have no place at an autocross. Some people are strong supporters, particularly of the junior kart classes (which are intended to introduce kids to the sport, and keep parents autocrossing rather than hauling their kids to soccer games instead). Karts require different safety considerations than cars, and SCCA's junior kart rules add additional requirements when kids are driving. It's ideal to have a kart grid between start and finish, so that karts don't have to mix with car traffic in the grid. Adult karts can run while cars are running, but like other open-wheel cars they are hard to see in grid. It's important to set up the heats so that the people working while karts run aren't working longer than for other heats (but hard to do with FJ, because kids aren't allowed to work the course).

If a region can manage all this, and combine it with a fun, flowing course that is challenging without being frustrating, there will be a lot of smiles on faces at the end of the day.

-Karl Hughes

FROM THE R.E., ED LEUBNER

Greetings!

Finally the long, cold, winter that seemed would never end, is beginning to let up. That means time to prepare for the summer competition season.

Solo:

Our Solo Chair Scott, has compiled a full schedule of events, including a new site in Fulton. The first event is May 2nd. But first is the Solo van clean-out April 12th at Cherry Valley. Dates and locations are posted on the website.

RallyX:

The winter season maybe ending, but RallyX Chair James, has a full schedule of events listed, including tentative events at the CNY Raceway Park (weather and construction permitting.) Check our website and Facebook page for event confirmations.

Car Shows:

The Region has been busy getting our name out to the public. In February we had a display at the Syracuse Auto Dealers New Car Show in the OnCenter that included 2 cars and a kart. In March we had a display at the Syracuse Motorama in the State Fair, Center of Progress building. It included 4 cars and a kart. One of the cars was a new Toyota Corolla, courtesy of Mark Bizzozero, and Burdick Toyota to demonstrate a daily driver could be used to run at our events. Both of these car shows brought in people interested in cars. We had a good time speaking with a number of car enthusiasts about cars in general, CNY Raceway Park progress, along with how they could participate in our events with their own cars. At the Motorama we gave out free weekend membership passes good towards a Solo or RallyX event. Our hope is this will be a great incentive for first timers and potential new members to bring their cars and run in our events. It will also help us get an idea of the response to our public recruiting efforts.

Many thanks to everyone who displayed their cars and put in time at the booths.

Tire Rack Street Survival School:

On April 18th the Finger Lakes Region of SCCA is hosting a Street Survival School at the Xerox facility in Rochester. The school is sponsored by the BMW Club and Tire Rack to provide new drivers an opportunity to learn car control and accident avoidance techniques in order to make them better, safer drivers. The school includes both classroom and driving exercises. I volunteered as an instructor because I think it is a great idea, and I was interested to see how a school is run. This is an event our Region may want to consider in the future. Look for a full report in a future Snarling.

As always, we are always looking for articles and pictures from our readers.

CNY Region membership meetings are held the 2nd Wednesday of the month in Liverpool. Members and non-members alike are welcome. Meeting time and location details are available on our club website: (<http://www.cny-scca.com/>)

See you around the grid.

-Ed Leubner



Photo: Mark Mangicaro



Photo: Mark Mangicaro

The Central Florida Region SCCA Daytona Classic Regional/SECS and Enduro Race Weekend

Sat. & Sun. May 2nd & 3rd, 2015

If your idea of a nice race weekend is temperatures in the 80's, sunny with low humidity and a nice, light breeze, then the Central Florida Region race weekend of May 2nd & 3rd was perfect.

As everyone should be well aware, this fall the SCCA Runoffs will be held at Daytona. Needless to say, with such a convenient "Regional" weekend being held at Daytona, there was a large contingent of The MAJORS Tour cars present, which included many that had never raced at Daytona.

The largest field consisted of the Spec Miata group, with 56 starters on Sunday the 3rd. The SRF group, which included roughly 14 Gen3 cars was in the mid-40 car count range. Lots of fun to watch and to flag for.

Unfortunately we did have an incident on Sunday during the Wings & Things race which resulted in two wrecked race cars and an ambulance ride for one driver on what should have been a simple spin and go at the infield hairpin by turn 3. Not to be too specific, but a mid-range formula car spun, stopping mid-track facing counter race. The field was between 35-45 cars and everyone made it past safely until the final four cars came past and one of that group, running either 2nd or 3rd in the group AND DESPITE A VERY VISIBLE WAVING YELLOW FLAG managed to collect the stalled car, resulting in the injury and wrecked cars. Not the most brilliant driving example set by the one driver and the Stewards were not happy and who can blame them?

Construction on "Daytona Rising" the multimillion dollar renovation at Daytona International Speedway is continuing and depending upon where you look you could see some new seating that is in place, old seating waiting for removal, the grandstands on the back stretch in partial dismantlement and a huge construction crane towering over everything.

The bottom line, being the bottom line, if you previously had seats for the July NASCAR event, you may not have those seats available for 2015 and you can be sure that when the construction is completed supposedly for the 2016 season, the ticket prices will be well above what you paid before.

One couple that I met no longer have their seats available and were told they could move to a different selection but at a cost of \$30 more per ticket...OUCH!

All in all, a nice race weekend with cars of both quality and quantity and a great way to end the 2014-2015 snow bird season of race work for yours truly.

-Bob Holcomb,
CNYR SCCA F&C



PHOTOS FROM CNY-SCCA SOLO EVENT @ CAYUGA COMMUNITY COLLEGE SAT. MAY 2, 2015



Photos courtesy of Mark Mangicaro.



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