

THE SNARLING

EXHAUST

Spring 2017



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THE SNARLING EXHAUST

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

SCCA National Office: 1.800.770.2055

The Snarling Exhaust is published
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
20th of the month. This deadline
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 the SCCA.

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take it with you.

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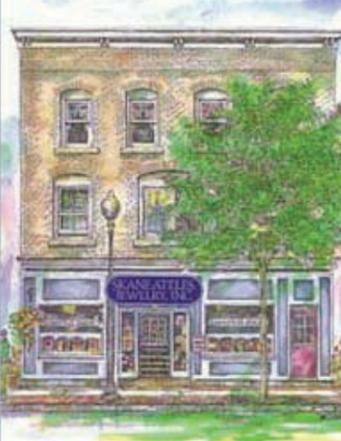
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The R.E. Report

By Ed Leubner

Wow 2017!

I know. It has been awhile since we had a *Snarling Exhaust*. As they say, life gets in the way.

The plan is to publish the *Snarling* four times a year. However, to do that, we need support from the members of this club to provide content. It doesn't need to be pages and pages, but any short article and any pictures of a car related event you had fun participating in would be great. Don't worry about the layout, We will handle the editing.

Having said that, in this edition, we have results from the 2016 Solo and RallyX seasons, and a Road Rally report -Thank You Frank Beyer! The 2017 Solo and RallyX schedules are included along with a guide illustrating the acceptable Snell rating stickers for your helmets.

New business - I am happy to welcome our new Club Secretary, Chris Whaley. Chris is a long time SCCA life member. I look forward to working with Chris.

Chris stepped up to fill the shoes (sandals?) of Bob Holcomb who finally decided he had one too many central New York winters and cold, wet



weekends flagging at Watkins Glen International and has moved to central Florida. Happily, Bob has not taken the typical retirement path of acquiring a big Buick or Cadillac. Instead, he is cruising around in a C6 Corvette. In addition, he is still actively flagging Club Racing for the Central Florida Region where he gets to hang out at cool tracks like Daytona and Sebring – Enjoy!

Getting the word out – today we can instantly connect with each other anywhere and anytime. The club website at (<http://www.cny-scca.com/>) is the official site for schedules, news and is the place we post the monthly meeting minutes and links to the *Snarling Exhaust*. However, in order to keep up with today's newer means of getting the word out, we also maintain Facebook pages for both the CNY Region (<https://www.facebook.com/CNY.SCCA/>) and RallyX ([https://www.facebook.com/search/top/?q=cny scca rallycross](https://www.facebook.com/search/top/?q=cny+scca+rallycross)). I know not everyone is a fan of Facebook including myself. However, it does allow us to connect with a large number of our members and potential members quickly and easily. We typically post our event schedules and event pictures and it allows us to link with our neighboring SCCA Regions to share event information.

I think part of the reason we have difficulty attracting articles and pictures for the newsletter is due to the ease of posting to web-based options like Facebook versus composing and assembling this newsletter. But, I think the newsletter is still important and we are looking for someone that is willing to handle the newsletter on a regular basis.

To ensure we are able to get the word out to all our members, it is critical everyone checks that the National Office has your contact information listed correctly. This means name, address, phone number and email. Otherwise we have no way to get the word out to you. After reading this, please log on to www.scca.com and double check.

Thanks!

As the new Solo season starts, we have a new trailer we purchased late last year to replace our

aging van. We now have 16 feet of shiny, white surface to use as a billboard for sponsor's names to be applied. Anyone that has potential sponsor ideas, please bring them to our attention.

In addition, we have a new Solo venue for this year. It is located at the Oswego County Airport in Fulton. Check our website for directions.

Remember, this is your club and we need member participation to keep things moving. I am always looking for ideas and comments (good or bad) regarding the club. Feel free to contact me.

As always, our monthly membership meetings are held on the 2nd Wednesday of the month at the American Legion Hall in Liverpool, NY, and are open to all members and non-members.

Hope to see you there - Ed



2016 Solo Awards

Here are the results of the 2016 Solo season. Congratulations to the champions! Everyone else, now you know who you have to chase in 2017!

Link to the Awards Banquet pictures ([2016 Awards Pictures](#))

PAX Awards		Class Awards	
10 th	Jay Cartini	N	Noah Keller
9 th	Chris Peterman	BS	Mark Mangicaro
8 th	Josh Fowler	FS	Randy Humphreys
7 th	Noah Keller	GS	Jay Cartini
6 th	Mark Mangicaro	HS	John Croasdaile
5 th	Gerrit VanVranken	STS	Josh Fowler
4 th	John Croasdaile	CSP	Nicholas Dixon
3 rd	Mark Bizzozero	XP	John Speicher
2 nd	Randy Humphreys	DM	Leo Sawyer
1 st	Scott Newton	Pro	Scott Newton

Special Awards

Cone Killer - Josh Fowler - 24 cones
 Ironman - Gerrit VanVranken - 88 runs in 9 events.

2017 CNY Region Solo Schedule

Date	Event	Location
Sunday, May 21st, 2017	CNY Solo	Oswego County Airport
Sunday, June 11th, 2017	CNY Solo	Oswego County Airport
Sunday, June 25th, 2017	CNY Solo	Cayuga Community College, Fulton
Saturday, July 22nd, 2017	CNY Solo	Cayuga Community College, Fulton
Sunday, August 13th, 2017	CNY Solo	Oswego County Airport
Sunday, August 27th, 2017	CNY Solo (FLR OOR)	Oswego County Airport
Sunday, September 10th, 2017	CNY Lee Hidy Memorial Enduro	Cherry Valley Motorsports Park
Sunday, September 24th, 2017	FLR Solo (CNY OOR)	Monroe Community College



2017 CNY Region Rallycross Schedule

Date	Event	Location
Sunday, May 7 th	Rallycross	Central New York Raceway Park
Sunday, June 4 th	Rallycross (STPR)	Susquehannock Trail Performance Rally
July 7 th to 9 th	Rallycross	DirtFish Eastcoast National Challenge, Virginia
Sunday, August 20 th	Rallycross	Rolling Wheels Raceway
September - TBA	Tarmac Rallycross	TBA
October 14 th - 15 th	24 Hr. Enduro Rallycross	Divisional Championship – Walcyk’s Farm/Rolling Wheels
Sunday, December 10 th	Rallycross	Walcyk’s Farm



Helmet ratings for the 2017 Solo season

Per the latest SCCA Solo Rules, helmets used for Solo must have one of the following stickers to be acceptable for Solo competition. For those without a helmet, we will have loaners at our Solo events.



Required Helmet Certification Decals

2017 SCCA® National Solo® Rules Section 4.3.1

SA2015		M2015	
SAH2010		M2010	
SA2010		M2005	
SA2005		K2015	
CMR2007 (Children)		K2010	
CMS2007 (Children)		K2005	
ECE R22.05 Regulation 22		8859-2015 8860-2010 8860-2004	
31.1/2005 31.1/2010 31.1/2015	41.1/2005 41.1/2010 41.1/2015	24.1 (Youth)	

BS6658-85 type A/FR
BS6658-85 type A



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Road Rally Report

by Frank Beyer

18th ANNUAL TRI-STATE RALLY, JANUARY 29-30, 1977

January 30th, 1977, about the 26th hour of the 18th Annual Tri-State Rally, around 7 AM, daylight just hitting us. John Buffum and Rich Schneider, in a TR-7, caught a note on the checkpoint slip at the 41st of 43 checkpoints, adjusted their speed accordingly for emergency conditions (we've gone over 600 miles in a snowstorm) and finish the rally with a score 104 points. No one in the other 57 cars on the Northeast Performance Rally Series (NEPRS) event caught the speed change; John and Rich beat the second place car by 370 points.

Pete Deierlein and I were in Pete's baby blue Rabbit, finishing 14th (1014 points), Mark Everett and Wayne Brooks, in a Saab 99 (1463), and, Don Taylor/Herbert Williams (2751) in an Opel, also participated.

13TH ANNUAL WINTER CHALLENGE, Feb 11 - 12, 2017

Mark Everett and I are still competing and Don Taylor is still working. We were in Barre, VT last weekend after 40 years of chasing Master Buffum. 32 teams present, awaiting our latest lesson in rally theory.

Vermont is heaven for rally people: tight, smooth, dirt roads through the trees and mountains, lots of crazy intersections with unique combinations to keep you on your toes, especially at night, especially at speed, especially on snow. The Winter Challenge is like when Arnold Palmer used to invite a bunch of players over to his course at Bay Hill: a legend, grooming a course in mid-February, testing us in his backyard.

"Challenge" is an apt description for the event because JB seems to have remembered every rally situation he's encountered during all those rallies

over all those miles and fills his Time-Speed-Distance events with intersections and instructions like a chess master. John doesn't try to confound the best drivers and navigators - he just tries to identify them.

The WC traditionally runs in three sections, starting with a tulip-instruction route ("how hard can that be?") periodically dotted with traps that have a fail-safe so that the contestants don't realize they have been lured off-course and then returned to the route, missing a control in the process.

The route for the second section is drawn on a map ("how hard can it be?"), where points along the course are numbered to correspond to written instructions with speed changes, occasional mileages and other information. Difficulty: a) not all intersections are numbered, b) not all intersections seem to appear on the map they way they occur on the ground, c) you have to guess distances, and d) did I mention that this is done at night in the snow?

Section three is straightforward tulip instructions, with a multiple pro-rally champion setting the average speeds. America's Got Driving Talent. How...hard...can...it...be????

"The rally is much easier and more straightforward than previous years". - from the first paragraph of the General Instructions. "No tricks and traps as in past WC events".

"In this next LEG, some mileages are incremental (point to point) and some mileages are total (from the end of the Odometer check); the instructions are out of order. The instructions should be used at the first opportunity where they fit and used only once". - from the first page of the

competitive route instructions. Oh, dear. We didn't expect that

I forgot to tell you that we had something new this year. GPS units on the dashboard of each car, so that we could pass an unmanned, closed, control location and have our time recorded as we went by. On time, all the time, as they say. The first GPS control was located immediately after an intersection where we should have gone straight but went right instead, thinking we were following the main road. Oops. Our good fortune to have the leg thrown.

Fortune flew away down the road where a "Stop Ahead" sign hiding in the shadows was missed by many and the resulting traffic jam of confused competitors led to my misjudging the available Time Allowance and trashed our score for the section. Not so bad; half the cars missed a control. Only felt terrible, short of suicidal.

Shake it off. Map sections are my strongest. We can get back in this thing. Yeah, right. Missed two turns at the start of the Map section, and missed the first two controls as a result. Finished up the section blowing three Time Allowances, taking them but then falling behind as we drove into the subsequent controls. Frustrating.

Section Three actually was our best. Brand new snow tires were a perfect match for the snow covered roads and my driver, Mike Mazoway, made it with minimal drama, sliding through only one downhill, dead-end intersection. First, ya gotta finish....

Mark Stone / Marc Goldfarb (a gold-standard crew) took first-place with a total of 88 over the 20 legs; Lance Smith / Ralph Beckman (136) took second and Eric Salminen and Peter Schneider (directly in from Tampa, questioning his sanity all through the night) finished third with 391.

Scott Carlson and Phil LaMoreaux ended fifth overall, first in the S class with 586, Daniel Praetorius / Colin Roddy were second S with 966 and Alex Kuhner / Philip Mueller wound up third S with 1207.

The ideal setup seemed to be 4WD this year (no kidding - snow all the way) as the first eleven and 26 of the 32 competitors were driving all corners.

Once again, everyone was a winner. The Winter Challenge continues to be a great drive, rewarding the best pilots with a workout they rarely find elsewhere, if only because it's tough to find smooth, twisty roads like these that are plowed. Navigators work hard on this event and are paid for their effort with good scores only when they manage to pair up with a good partner.

John and his workers are experienced and rarely make an error. Mileages and timing are incredibly consistent. John manages to comb through the general instructions, trying to improve the experience, test the teams, and challenge the status quo. Been doing it for all these years, rewarding all of us who continue to make the trip back to rally heaven. - Frank Beyer.

