

The *Snarling Exhaust*

June 2006

A publication of the CNY Region
Sports Car Club of America



Not just the same old Van
After years of planning and discussion, the van finally gets a face-lift

Photo courtesy of Joe Kramer

June membership meeting
Wednesday, June 14th, 7 PM
Let's Do It Again!!!
Barbagallo's – 6344 East Molloy Rd.
East Syracuse (315)437-7715



Inside This Month's Issue:

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Gaining Momentum

By Mike Donofrio

May 7th we had our first Solo of the year, which took place at Shoppingtown Mall. There were 77 entrants and nearly as many spectators. This was the most number of entries the club ever had at this venue.

We also saw many new vehicles being driven by both old and new competitors. There was a Formula Renault, a whole truckload of go karts including two rocket ship fast rotax powered karts. There was definitely more S2000's and Mini's than I ever recall seeing. Who could forget Rich Mogle's homemade car and the D sports racer? Also there was one sound barrier breaking Miata, with emphasis on the sound, driven by an unmentioned driver.

It was a great turn out, with even better cars and weather to top it all off. If you missed this event you should regret it! We each had four fast runs, let me emphasize FAST, along with a total of 43 fun runs.

For all those with prior engagements and excuses on May 7th it is not too late to redeem yourself. The next Solo is June 11th at The New York State Fairgrounds. Expect an even bigger turn out at the biggest location we use in our region.

The Membership meeting took place in its new location this past month at Barbagallo's. I say new location since by unanimous vote this is now our new meeting place. We had approximately 20 people in attendance. Barbagallo's provided us with a limited food menu,

and a full bar. That is enough to keep me happy, and apparently everyone else too.

Speaking of membership, the club needs a new Membership Chairperson. I am officially accepting applications so anyone interested can contact me directly. The Membership Chairperson promotes continued growth of the Region through actively recruiting new members and retaining current members.

The job description includes contacting new members to welcome them to the region. Also, shall make new members and other interested parties feel welcome at all Region events. This position will be an integral component of our regions continuing growth and success. Contact me for further details.

The month of May has been a stellar month by all accounts. We have started this year out strong and this is no time to relax. We are gaining momentum and will continue to do so, indefinitely.



RE Mike Donofrio strolls through the paddock at the recent Shoppingtown Solo event. (Photo by Joe Kramer)

CNY General Membership Meeting Held on May 10, 2006 at Barbagallo's Restaurant in East Syracuse, NY

The meeting was called to order at 7:15 by CNYR Regional Executive **Michael Donofrio**. As club members completed their tasty dinners Mike welcomed everyone to the first CNY Membership meeting held at **Barbagallo's Restaurant**. This will provide club members with not only some delicious and affordable nourishment, but also an opportunity to discuss motorsports or show of that "new toy" in the parking lot afterward; for as long as we like. .

Assistant Regional Executive: **Anthony Donofrio**,.....Had to depart early as he had work to attend to. The fellow members of the executive committee will be speaking to him about this, as we all know "one can not let real work get in the way of play".

Treasurer: **Jay "Uncle Sam" Cartini** - Jay announced that J& J Automotive on Syracuse's famous "Automobile Row" will be coming on board as a Solo sponsor. It was also noted by many that the prominent sponsor signs at the recent Shoppingtown Solo were fantastic, and the club timing van with its graphics had never looked better. Kudos go out to Jay and others for all of their hard work on this promotional/marketing endeavor for the region, however, it is the feeling of many that this all could have been accomplished without patterned pajama pants.

Secretary: **Joe Zingaro** - Requested that the minutes be accepted as printed in the previous Snarling. His request was granted, undoubtably making his parents proud for the fortune they spent on "that the're degree in english he got"???.

Activities Chair: **Bruce Parker** - Bruce announced he will once again be leading an expedition of fellow motorsports junkies to the racing holy land known as Watkins Glen. The tour guide will lead his followers to the Watkins Glen SCCA National Race on Saturday July 8th for some of the best cars and racing you will find anywhere. Bruce also discussed the upcoming CNY-SCCA summer picnic at the Onondaga Yacht Club, and some of the catering options he is looking into.

Solo II: **Mark Bizzozero** noted that the Solo season got off to a great "cone killing" start at the Shoppingtown Solo, where the car/driver count was higher than it had ever previously been!! A small computer glitch caused some timing concerns at first, however, the "Timing Team" was able to pull the event off without a hiccup. Thankfully, club member **Mike Mollura** volunteered to separate himself from his beloved Porsche Boxster for a moment, and fix the ill laptop for the next event. Mark also noted that he hopes to see everyone out at the next, Rex Franklin chaired CNY Solo.

Editor/Webmaster: **Joe Kramer** noted he needs more articles for the Snarling by the 15th of each month or he will have no choice but to publish more pictures of a certain club member wearing his apparently vast collection of technicolor pants.

Flagging and Communications: **Mike Fuller** told of a good turnout at a recent flagging school held at Watkins Glen where he earned that both a new timing tower and start/finish platform will be constructed at the Glen.

Competition: **Joe Zingaro** noted that both SCCA Regional and SCCA National races will be held at the always challenging Nelson Ledges Roadcourse in Garrettsville, OH at the end of May.

Merchandise: The “**Murphy Contingent**” was not in attendance, however, it was announced that 2006 Solo Rulebooks have arrived, and are available at the Solo events.

Old Business: None

New Business: **Bruce Parker** brought up the possibility of locating an interested food vendor to provide CNY Soloist’s with lunch; at events where obtaining a burger, hot dog or soda is a bit difficult.

The meeting was adjourned somewhere around 8:15 ish.

Submitted, **Joe Zingaro**
CNYR Secretary

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C.N.Y. SCCA Goes To The Races

Saturday, July 8th, 2006

The SCCA Roadracing Glen Nationals at Watkins Glen International Raceway

You are invited to the Third annual CNY-SCCA field trip to the races

A group outing to the SCCA Nationals at WGI. Your SCCA membership card is all you need to gain free admission. No need to pay \$15.00 like ordinary spectators; membership does have its privileges! If you missed the fun the last two years, here is **another chance**. Something you do not always get in life.

You have wanted to attend a race at WGI but didn't know how to find the track, or how to find the registration building to get your SCCA wristband for free admission, or just didn't want to go alone. Then relax, that's what this trip is all about. Let the seasoned pros in the club walk you through the process. You will see the largest assortment of road racing cars on the East Coast have at it "tooth and nail" on the famous WGI 3.14 mile road course. You will have access to every area of the track. Just make sure to bring a pair of long pants as shorts are not permitted in the hot pits or grid.

The club will spring for drinks and lunch. In the past it has been my personal favorite cuisine when visiting Watkins Glen, **Mr Chicken**. However, this year may hold some surprises.

The schedule is as follows:

Saturday, July 8, 2006

7:00 A.M. Meet at the Hess Gas Station Rt.5 west of Camillus. The station is on the corner of Rt. 5 and Bennetts Corners Rd. 1.5 mi. past the end of the Camillus(690 West) Bypass.

Just get to Rt. 5 West of Camillus headed toward Elbridge and you can't miss it.

7:10 A.M. The Caravan leaves for WGI via Rt.5 to Seneca Falls and Rt. 414 S. through the vineyards and past the wineries on the shores of Seneca Lake to Watkins Glen.

8:30 A.M. We arrive at the Registration Bldg. at WGI and get our tickets and enter the track

12:00 noon- Lunch at the track.

Following lunch you are free to stay at the track for the afternoon races, explore the area, or tour some wineries on your way back home. The planned activities are over after lunch.

Guests are welcome...they just pay for track admission.

No reservations needed, just be at the Hess Station at 7:00 AM

See what real racing is all about

See Mick , Mike , Andrew, and the rest of the F&C crew in their white uniforms “workin” the track and “eatin” till they pop

Have yourself a real weekend and camp overnight to watch Sunday's races as well

See how perfectly sane people spend lots and lots of money with precious little regard for that global warming thing

As Rex would say,” be there or be square”

CNY SCCA Results
2006 Solo Championship
Event #1

Place	Class	Car Num	Driver	Car	Region	Run 1	Run 2	Run 3	Run 4	Fastest	overall	PAX	PAX RANK
1T	AS	409	Nick Brewster	2001 Honda S2000	SNY	43.532	42.91	43.674	42.997	42.91	15	35.65821	14
2T	AS	71	Rex Franklin	2001 Porsche Boxster	CNY	43.537	43.538	43.579	43.65	43.537	18	36.17925	20
3T	AS	17	Mike Mollura	2001 Porsche Boxster	CNY	44.906	44.105	46.746(1)	46.085	44.105	24	36.65126	25
4	AS	35	Chris Lyons	2005 Subaru WRX/STI	CNY	49.43(1)	44.784	45.699(1)	47.324(1)	44.784	26	37.2155	31
5	AS	5	Jason McIlvain	2000 Honda S2000		50.565	DNF	49.795	47.299	47.299	44	39.30547	52
6	AS	15	Kevin McIlvain	2000 Honda S2000	NYR	53.584	47.628	57.853	57.936(1)	47.628	49	39.57887	54
7	AS	8	Tom Welch	2003 Honda S2000		49.169(1)	57.511	48.891(1)	DNF	48.891	60	40.62842	62
8	AS	17	Jim Kearney	2000 Honda S2000	CNY	55.008	53.283	51.106	49.578	49.578	65	41.19932	64
1T	BS	52	Chuck Willyard	1999 BMW M3	CNY	47.795	46.145	45.787	44.941	44.941	27	36.9415	29
2	BS	72	Eric Todd	1991 Toyota MR2 T	CNY	46.052	45.239	DNF	46.026	45.239	30	37.18646	30
1T	DS	68	John Izyk	2003 Subaru WRX	CNY	46.417	45.789	45.075	45.029	45.029	28	35.93314	16
2T	DS	24	Matthew Jordan	2005 Dodge SRT-4	MoHud	47.601	46.494	45.951	45.673	45.673	33	36.44705	22
3	DS	142	Chris Vincent	2002 Subaru WRX	FLR	52.209	47.348	47.071	46.962	46.962	39	37.47568	35
4	DS	42	Paul Mezzanini	2002 Subaru Impreza WRX		49.297	48.283	48.814	48.746	48.283	56	38.52983	49
1T	ES	8	Scott Newton	1987 Porsche 944		49.439	48.143	47.560	48.433	47.560	48	38.33336	47
2	ES	84	Timothy J. Murphy	1984 Mazda RX-7 GSL	CNY	48.567	47.847	47.847	47.800	47.800	51	38.5268	48
1T	FS	33	Jake Hansen	1993 VW Corrado	MoHud	52.117(1)	48.231	48.311	47.314	47.314	45	38.08777	42
1T	GS	9	Joe Kramer	2006 Mini Cooper S	CNY	49.605(1)	46.484	45.971	45.809	45.809	34	36.37235	21
2T	GS	33	Ben Allanson	2005 Mini Cooper S		48.313	47.983	47.068	46.975	46.975	41	37.29815	33
3	GS	88	Jon Cammarata	2004 Mini Cooper S		53.484	50.036	48.983	48.227	48.227	54	38.29224	44
4	GS	1	Jeff Geier	1987 BMW 325		51.359	49.687	49.526	DNF	49.526	64	39.32364	53
1T	HS	711	Mark Bizzozero	2004 Mini Cooper	CNY	43.831	62.947(2)	46.802(1)	46.665(1)	43.831	21	34.18818	3
2T	HS	74	Garret Redmond	2005 Subaru Legacy GT	CNY	50.38(1)	47.222	50.373(1)	47.888	47.222	43	36.83316	26
3	HS	5	Scott Prior	1999 VW Beetle	WNY	49.267	49.264	50.72(1)	48.939	48.939	61	38.17242	43
4	HS	53	Michelle Quinn	1999 VW Beetle	WNY	50.905(1)	49.67	49.211	49.112	49.112	62	38.30736	45
1T	CSP	91	Mike Donofrio	1990 Mazda Miata	CNY	44.426(1)	40.898	41.778	41.085	40.898	7	34.27252	5
2T	CSP	85	Anthony Donofrio	2004 Dodge SRT-4	CNY	48.681(3)	42.866	42.133	42.36	42.133	10	35.30745	10
3	CSP	106	Lyndon Peck	1991 Honda CRX	MoHud	44.363	43.65	42.814	44.832(1)	42.814	13	35.44999	11
4	CSP	41	Brian Bell	1995 Mazda Miata		DNF	48.391	DNF	DNF	48.391	57	40.55166	61
1T	DSP	216	Alan Smith	1995 Dodge Neon	FLR	45.391(1)	45.082(1)	43.387	43.761	43.387	17	35.96782	17
1T	ESP	88	Ted Stojkovski	1988 Ford Mustang	CNY	51.268	49.574	48.394	47.933	47.933	52	39.68852	56
2	ESP	16	Oliver C. Phillips	1987 Chevy Camaro	CNY	DNF	DNF	50.723	DNF	50.723	71	43.26672	66
1T	BP	11	William Meyer	1965 Ford Cobra		49.91(1)	45.965	43.874	DNF	43.874	22	37.81939	38
1T	CP	50	Arnold Beebe	1987 Ford Mustang	MoHud	44.265	44.106	45.811(1)	43.61	43.61	19	37.33016	34
1T	DP	6	Brian Reeves	1990 Mazda Miata	CNY	41.712	40.123	39.794	DNF	39.794	3	33.94428	2
2	DP	61	Tina Reeves	1990 Mazda Miata	CNY	41.832	40.817	40.752	40.089	40.089	5	34.19592	4
3	DP	16	Adrienne Hughes	1990 Mazda Miata	FLR	48.925(2)	43.225	41.948	42.463	41.948	9	35.78164	15
1T	EP	17	Andrew Furlong	1984 VW Rabbit	MoHud	44.778	42.705	41.645	41.961	41.645	8	35.52319	12
2	EP	20	Michael Robertoccio	1983 VW Rabbit Gti	MoHud	47.22	49.474	45.358	45.499	45.358	31	38.69037	50

Note: Times include penalties.
(Number of penalties in parentheses)

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2006 Solo Championship
Event #1

Place	Class	Car Num	Driver	Car	Region	Run 1	Run 2	Run 3	Run 4	Fastest	overall	PAX	PAX RANK
1T	FP	37	Art Gallinger	1988 Pontiac Fiero GT	CNY	DNF	47.854	47.713	52.378(1)	47.713	50	41.17632	63
1T	AM	4	Richard Mogle	2006 Ram	CNY	DNF	49.47(1)	55.322	46.963	46.963	40	46.963	74
1T	BM	146	Jose Gonzalez	1979 LeGrand DSR	SNY	41.11	40.278	DNF	40.043	40.043	4	37.80059	37
2	BM	7	Steve Gressel	1992 Formula Renault		DNF	DNF	54.084(2)	40.263	40.263	6	38.00827	41
3	BM	46	Joseph Gonzalez	1979 LeGrand DSR	SNY	DNF	DNF	DNF	DNF	999	77	943.056	77
1T	FM	48	Brian Ciarlei	1988 Red Devil F440	CNY	37.898	40.213(1)	37.485	37.801	37.485	1	33.2492	1
1T	SM	79	Mark Gravius	1985 Chevy Camaro	CNY	43.847	45.216(1)	44.806(1)	42.717	42.717	12	36.09587	19
2	SM	56	Matt Mowers	1992 Acura Integra GS-R	CNY	49.696	50.423(1)	49.833(1)	62.900(2)	49.696	66	44.08035	68
3	SM	70	Torey Miller	1997 Honda Civic		DNF	DNF	DNF	52.135	52.135	75	46.24375	72
1T	STS	16	Joe Sell	1992 Honda Civic	MoHud	47.547(1)	44.005	44.972(1)	43.233	43.233	16	34.4567	7
2T	STS	41	Derek Wyman	1996 Dodge Neon	SNY	46.875(1)	46.883	43.701	43.771	43.701	20	34.8297	8
3T	STS	141	Jon Coffin	1996 Dodge Neon	CNY	45.573(2)	43.917	48.187(2)	47.18(2)	43.917	23	35.00185	9
4T	STS	168	Pete Hirschey	2000 Subaru Impreza 2.5 RS	CNY	45.033	45.464	44.633	45.342	44.633	25	35.5725	13
5	STS	43	John F. Sager	1995 Plymouth Neon	CNY	46.81	46.194	45.147	47.36(1)	45.147	29	35.98216	18
6	STS	9	Vinh Tran	2002 Mazda Protégé		47.319	49.06(1)	45.880	46.302	45.88	36	36.56636	23
7	STS	27	Garrison Moseley	2001 Subaru Impreza 2.5 RS	NEPA	49.491	50.063(1)	46.764	49.902(1)	46.764	38	37.27091	32
8	STS	11	Peter Lebiad	2002 Subaru WRX		47.989	47.091	48.005(1)	49.500(1)	47.091	42	37.53153	36
9	STS	143	John W. Sager	1995 Plymouth Neon	CNY	52.952(1)	48.158	47.537	47.543	47.537	46	37.88699	39
10	STS	337	Erik Voelkle	2004 VW GTI VR6	MoHud	48.58	50.343(1)	47.691	47.556	47.556	47	37.90213	40
11	STS	33	Andrew Engbretson	1985 Toyota Corolla GT-S		51.369	49.934	48.613	48.066	48.066	53	38.3086	46
12	STS	666	Charles Hodge	2004 Subaru Impreza		53.057	52.174	51.206	50.454	50.454	70	40.21184	60
1T	STS2	18	Jacob Massey	1992 Mazda Miata	FLR	44.352	43.399	42.824	42.971	42.824	14	34.34485	6
1T	STX	11	Evan Haas	2005 Subaru WRX		45.759	45.678	47.294(1)	45.518	45.518	32	36.59647	24
1T	F125	9	Ed Heffron	Kart	CNY	43.533(1)	39.361	39.826	41.531(1)	39.361	2	32.98452	28
2T	F125	11	Jay Cartini	Kart	CNY	45.172	43.227	43.338	42.424	42.424	11	31.30891	58
3T	F125	48	George Nagle	Kart	CNY	DNF	61.208	48.23	48.547	48.23	55	40.41674	69
4	F125	8	Tammy Franklin	Kart		48.695	55.422(2)	DNS	DNS	48.695	58	35.93691	70
5	F125	6	Mike Epolito	Kart		61.702	53.376	DNF	48.71	48.71	59	35.94798	71
6	F125	83	Gordon Bonetti	Kart		DNF	DNF	49.484	DNF	49.484	63	36.51919	73
7	F125	3	Tara Furco	Kart		56.947	54.426	50.738	DNS	50.738	72	37.44464	75
8	F125	15	Justin Bush	Kart		58.809	50.849	61.218	DNF	50.849	37	37.52656	67
1T	FJA	18	Caye Mogle	Kart	CNY	60.547	DNS	54.031	49.925	49.925	68	34.3484	51
2	FJA	181	Jonathan Mogle	Kart	CNY	60.406	54.809	54.993	51.106	51.106	73	35.16093	59
1T	FJB	3	Hollie Cartini	Kart		DNF	DNF	68.572	62.092	62.092	76	39.6147	76
1T	STXN	2	Wm. Cale Schorer	2002 Nissan Maxima		DNF	48.134	47.885	45.872	45.872	35	36.88109	27
2T	DSN	55	Joshua Larson	2004 VW Beetle		52.565	49.714	49.731	50.138	49.714	67	39.67177	55
3	GSN	316	Trevor Thieme	1995 Mitsubishi 3000GT		52.281	50.052	50.633	DNF	50.052	69	39.74129	57
4	CSN	35	Bob Golden	2004 Mazda Miata		57.125	DNS	51.27	52.687	51.27	74	41.68251	65

Note: Times include penalties.
(Number of penalties in parentheses)

Greetings fellow Soloists

It is getting closer to the 2006 Tire Rack SCCA Solo Nationals – which starting this year will be held at Heartland Park Topeka (HPT) race track. Because it is a new venue and because it is very different from past Solo Nationals sites, there seems to be much speculation and many wild claims flying around the internet and Solo events around the nation. I hope to address some of these speculations and claims in this letter.

I should probably also mention that Karen Babb and Kevin Youngers, arguably two of the nation's best Solo course designers, have been assigned as the Course Designers for the 2006 Solo Nationals. All of us arrived a day prior to the 2006 SCCA National Convention to visit the site for mapping and planning purposes.

The following is taken from some excellent correspondence recently received from Karen Babb, and I wholly agree with her observations and comments:

“I have never seen this good of a blacktop surface anywhere. Very close to flat, very smooth.

The HPT site is logistically completely different from Forbes, "New-Salina", or "Old-Salina" in that the courses will in essence be side-by side with a "buffer zone" between them, making it somewhat conceptually akin to a typical Pro Solo layout, but rather larger.

Yes, the overall square footage available to each course is not what it was at Forbes, particularly in comparison to Forbes-North. However, it must be remembered that only a fraction of the Forbes area was actually usable. Typically layouts had to tiptoe among the land mines, trying to use the best (or least bad) of the available surface. Routes were constrained, as were in most cases widths and directions. The actual usable square footage was probably less than 25% of the total area at the North end. The need for overlap and separation had to be dealt with as the surface allowed.

At HPT there are no such issues. No grates, poles, peaks, valleys, holes, frost heaves, snakes, etc. So the course can be routed wherever it needs to as the desired elements and separation requirements dictate, not as the surface dictates. This offers considerable freedom in what elements can be used, how they can be connected, and how they can be oriented, even within the constraints of needing the Start and Finish on a particular end of the available area. This type of openness makes possible the use of a variety of space-saving methods that can if necessary compensate for a somewhat smaller overall area.

The route length on my 2003 South course was approximately 3650 feet; available route lengths in preliminary sketches on the left side of the HPT pad have yielded lengths of 3500-4000 feet. It's largely a matter of being able to make the best use of the available space. Many details (e.g. Grid locations and ingress/egress points) have yet to be finalized, but it looks pretty good at this point.

It should be remembered that a very big complaint year after year from members at the Town Meeting was about the deteriorating Forbes surface. The move to HPT was largely driven by this input. It seems counter-productive for members to assume the worst about getting something they asked for, even before they see the actual hands-on results of the change.

At this point I'd just ask that people stay tuned and have a little faith in the event Chairman, the course designers, the Nationals event officials team, and the National Staff to provide a Solo Nationals that won't beat their car to death, and will offer improvements they can all appreciate. Yes, it will be different. No, it won't be perfect. Yes, it will evolve. That's all fine with me.” – Karen Babb

I would like to add to her comments that holding the Solo Nationals at a purpose built race facility, instead of a location designed and meant for other uses, really makes a positive impression. Everything at the site is about racing and competition. This means that HPT has erected buildings designed solely to function for the needs of automotive competition. For example, the scales are permanently mounted and located inside tech/impound building – out of the weather. There are real toilets (flushies!), a paddock wide public address system, garages for rent, a registration building/parking lot that is on the way in. There is also a beautiful track that surrounds the paddock and Solo course area. Who knows – there may even be cars running the track while we are there! All of this adds greatly to the overall competitive feeling and gives credibility to what we do. It only seems fitting that the Solo Nationals be held in a purpose built race facility instead of a parking lot – a place where the Nation's best will compete for a chance to earn their 2006 Solo National Championships.

If I may steal a line from Karen's correspondence above, I think it is worth repeating: “Yes, it will be different. No, it won't be perfect. Yes, it will evolve. That's all fine with me”

See you at the 2006 Solo Nationals

Roger H. Johnson (Houston, TX)
Solo Nationals Event Chairperson



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CNY- SCCA
Annual Picnic
Wednesday, August 9, 2006
6:00 P M
Onondaga Yacht Club

The annual picnic will again be on the second Wednesday of August (the normal SCCA meeting day.....second Wed.. of the month).

The venue will be , as in the past several years, the Onondaga Yacht Club, in Liverpool.

The weather has been terrific for several years in a row and we anticipate the same this year. However, rain or shine, the Yacht Club offers a great place for our picnic. **Please be careful as you drive across the parkway to the Yacht Club from Sycamore Street.**

The price for everything is going **up,up , up**. But not here at the CNY Region of the SCCA. The fee remains just \$5.00 per person. Hard to believe right.

The meal cost about \$15.00 per person. That's right, \$15.00 per person. So how do we do it? The financial guru of the club (Jay, our treasurer) claims he has a secret plan to overcome the apparent financial loss. His secret plan.....**VOLUME!!** So please plan to attend, pay your **\$5.00**, add to the volume, have a great time and play right into his financial plan to make millions for the club.

Another Solo Season Begins At Shoppintown



Tammy Franklin gets a little help from George Nagle at Registration



Richard Mogle (background) techs the Reeves entry as he starts another season as Chief of Tech.



Sponsorship has its benefits – new signs for our supporters



Tim Murphy, Sr. lends a helping hand at tech



Brian Reeves secures the hood on the number 6/16/61 Miata as he and Tina start their run at the 2006 National Championship



Well, it sure looks fast...

The New CNY SCCA Van gets spiffed up by the crew



Bruce Parker, Mike Donofrio, Mark Bizzozero, Anthony Donofrio get a photo op with the new graphics.



Mark, Bruce, and Mike pause to admire their work



"This mirror is so clean, I can see myself!"



The other side of the story...

Business as Usual

By Joe Kramer

An exciting new season for Solo started with the first CNY event at Shoppingtown Mall on May 7th. There was the van adorned with shiny new wheels and sporting its new graphics, a real traveling billboard for CNY SCCA. And there were the sponsor signs, also new this year, for each of our 4 (at that point) solo sponsors. And a 5th sponsor signed up at the event – hats off to Jay Cartini for following up on the leads he's getting. And I was looking forward to my first event as former RE, not having to concern myself with the responsibilities of that position.

There were some new faces helping out. And, sadly, there was one notable absence. **Sonya Snyder**, who for so long has been our Registrar, was unable to continue in that position this year due to illness. Sonya has been in and out of the hospital over the past year or more, and is presently staying at **Iroquois Nursing Home, Room 310, 4600 South Wood Heights Drive, Jamesville, NY**. Hopefully she'll be home again soon. Her phone number at Iroquois is **315-299-2057**. I know Sonya considers the club to be her extended family; I think that some of the "family" should make a visit, or even just give Sonya a call. I'm sure she'll be glad to hear from us...



Rex's Garage Sale – Cash Talks!

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'84 Alfa Spider Lost Paperwork
'74 Alfa Spider \$2000 for all 3
'72 Alfa GTV

'49 Crosley 2 DR \$500 – No Interior or Engine, Good Body.
'67 Sunbeam Alpine \$1500 – Rebuilt Engine/Trans, Drives Good, Dents
'50 Austin A40 Sport \$1500 – Aluminum Body, Convertible
'60 Bugeye Sprite Vintage Race Car \$4000 – Original Eng/Trans + 1275 Eng/Trans
 Many Spares, Alloy Wheels
'60 Bugeye Sprite Vintage Race Car \$5000 – Huffaker Engine/Close Ratio Trans.
 Minilites, Spares
'57 Berkeley Body \$1000 – Excellent Condition
'75 Bricklin \$2000 – 360 AMC Engine, Complete Car, Rough
'86 Porsche 944 Turbo \$2500 – BAS Rims, Runs, Body Rough
'88 Audi 90 Quattro \$300 – Blown Head Gasket
'60's Spitfire Rolling Chassis \$100 With Bonnet, Short Block

Single Axle Car Trailer \$100
Porsche 944 Transaxle \$200

Miscellaneous:

MGB Drive Train plus miscellaneous parts
Spridget Drive Train plus miscellaneous parts
TR6 Miscellaneous Engine parts
Buick 4.1 V6 Engines and miscellaneous parts
Several boxes of N.O.S Jag and Triumph parts
100's of miscellaneous English Car N.O.S. brake pads, shoes, air cleaners, etc. – in original boxes.
Miscellaneous Wheel Sets – Steel & Alloy, VW, Jag XJ6, MGB, Spridget, Audi.

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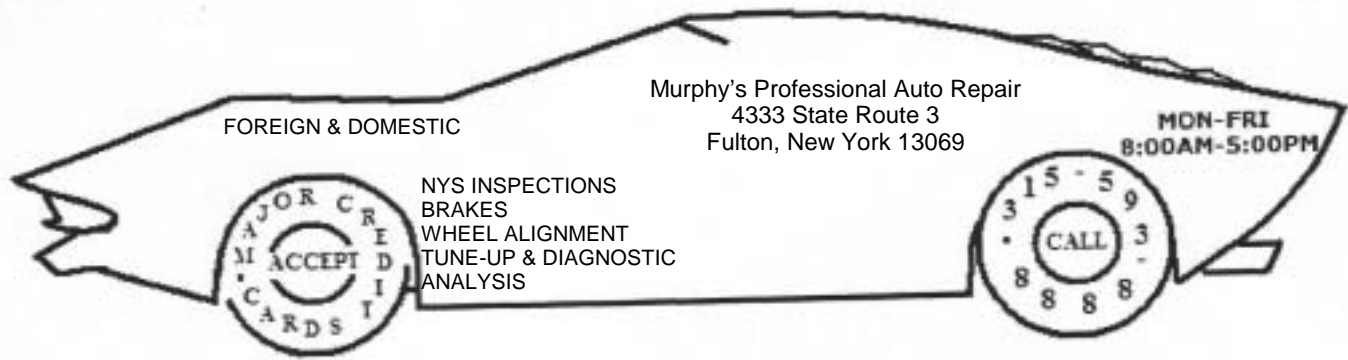
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Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below in full and return, with payment, to your region or the SCCA Membership Department, P.O. Box 19400, Topeka, KS 66619-0400.

PLEASE PRINT OR TYPE

Name _____ Birthdate ____ / ____ / ____

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Spouse Member Number If Current Member _____

IF APPLYING FOR FAMILY MEMBERSHIP (husband/wife and children), list names and ages of children **under age 21**:

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06 Name _____ Birthdate ____ / ____ / ____

Have you been an SCCA member before? No Yes: Year _____ Previous Member No. _____

Please send me a Crew License (check box)

PRIMARY INTEREST(S) IN SCCA:

Please indicate the area(s) of SCCA in which you plan to participate, or which interest you most. Your response will be used to allocate your national dues to the areas you indicate. Thank you.

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10	<input type="checkbox"/> Family Membership \$95.00	-	Family Membership \$ 15	=	\$ 110
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