

June 2010

the **Snarling Exhaust**

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Solo Results

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Membership Meeting:

Wednesday, June 9 7:00 PM

Solo Safety Steward Seminar preceding the meeting – 6:00 PM

American Legion. Liverpool

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

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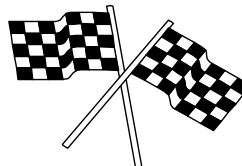


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Cool Links:

<http://www.youtube.com/watch?v=C4t9Qyy0Xb4&feature=related>
James Quattro - Fairgrounds

http://www.youtube.com/watch?v=R_uJTIZIPQ
Scott Newton - CVMP (courtesy of Jeff Ames)

the
Snarling Exhaust

June 2010

The Central New York Region of the
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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 SCCA.

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Graphics assistance courtesy of Alex Fairbank.

Mark Bizzozero hustles his Mazda around the course at Rolling Wheels (Bob Holcomb photo)

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From the Editor:

It's a big issue this month, with results from two Solos and a Rallycross, some photos and a couple [video links](#). Another cool thing about this on-line publishing thing – links! This is one thing you just can't do with a printed page.

This month we welcome James Shomar as a new writer for the Snarling. James is an SU student with an interest in cars, racing and writing. Great combination, as far as I'm concerned. James is a regular Solo competitor, and is a member of SU's Formula SAE team. This month he reviews a Mazda Miata for us.

Jon Coffin brings a report from Shannonville of his experiences crewing for a "ChumpCar" team. Perhaps you've heard of ChumpCar – a racing series dedicated to endurance racing in "\$500" race cars. Similar to the perhaps more-famous "24 Hours of LeMons", but with more emphasis on racing. Jon had enough fun that he's convinced me – I'm in for next year's ChumpCar race at Shannonville. Oddly enough, I happen to have a suitable car lying around in the driveway, so work will begin shortly.

We've got another Solo newsletter from Howard Duncan at the National office. It's great to have some up-to-the-minute information straight from the national office.

I'm also starting to get into FJ this year, as my son is now interested in autocrossing in a Formula Junior kart. I've long been of the opinion that the FJ program is great for the club. Now I have a more personal stake in it, so please be patient as you watch him putter around the course!

Be seeing you,
-Karl



Gary Sadlik/Focus Photography photo



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Region Events Calendar

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

- June 9 **Membership meeting (Solo Safety Steward Seminar at 6:00 PM)**
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 17/18 **Two-Day Solo, Seneca Army Depot**
July 25 **Rallycross, Walczyk Farm**
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**
Oct. 9 **"Route Of All" Evil TSD Rallye**



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

Open your eyes and listen up!

(If you can do this, we want you!)

**Wednesday, June 9, 6:00 PM (Just before the regular membership meeting)
American Legion, Liverpool**

Solo Safety Steward Seminar

Open to all SCCA members (no prerequisites)

Help at the June and July autocrosses, and be licensed by August!

Exhaust Pipe Dreams

From the Assistant R.E., Jon Coffin

I've had the chance over the years to share my car with other drivers many times. (I'll call the other driver Fred.) And after the event, let's say I beat Fred, it's common for someone to say "Well, Fred didn't beat you, so he'll have a chance to drive the car again, right?!" Or, Fred beats me, and the comment becomes "Well, Fred beat you; I guess he doesn't get to drive your car again, right?"

Why is that?

My point of view is that I want Fred to beat me. Well, it's not really as simple as that, I'm not a masochist. On the same day, on the same track, in the same car, I want to beat Fred.

Wait a second, this is getting confusing. What I really mean is that I want Fred to show me (by beating me) that there is more performance available from the car than I've found so far, and maybe along the way, he'll show me or tell me how he got that performance from the car, and THEN I want to beat Fred. Does this make any sense?

What I'm getting at is that all of us (well, most of us) will do better when we're shown it's possible to do better. We may think we've done the best that we can, and someone else in the same circumstances does better; we must (I'm talking to myself as much as I'm talking to you) take that accomplishment as an inspiration rather than as a permanent defeat.

I don't mean to make this sound like it's always



Jane Quinn photo

easy, 'cause it isn't. I'm still having trouble with an experience from last year. I've rented an old spec racer several times over the last few years, and enjoyed it a great deal. However, last year, a kid (you know, 25 or so, when I'm 63) hops in one of these things for the first time, and just motors right away from me. The same car, on the same course, at the same time, and I've driven the car several times before, and he hasn't. These are small motor cars, so momentum is a key to fast times. And this kid found it; he would go in deeper before braking, corner at a slightly higher speed, and roll on the throttle momentarily sooner, and it all added up to his driving away so fast I couldn't even watch where he was doing what. All I could observe was that he was doing it.

Whew! Well, I guess I got a first hand demonstration on what you could get out of the car! I'm working on it, I'm working on it.

Again, I want to urge you to share your car with someone who beats you. At least some of the time. You'll learn more, and have more fun, and in the end, isn't that what it's all about?

- Jon Coffin



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Quattro's Rallycross Corner

From the Rallycross Chair, James Quattro

The 2010 CNY-SCCA Rallycross season is off and running. Our first event at Rolling Wheels Raceway Park was a huge success and I really appreciate everyone that helped make it happen.

The course proved to be a top notch facility with no issues in regards to course degrading. The only thing we had to deal with was clay dust which certainly made for spectacular pictures.

We had everything show up from a 4x4 Tacoma to a 2-seat S2000 and all had fun. Our next event will be at Rolling Wheels Raceway Park on June 26th from 7:00pm until Midnight. The course will be on the track again (weather permitting) and probably in the dark. Hopefully we see some more faces and continue to grow this program.

The points race is off and running with the current points leader being Cory Gydessen with 230 points in his Subaru Impreza. Nathan Walczyk is not too far behind with 200 points, but there is still a lot more racing to do this year before we crown our first Points Champion. Our current Class Points Leaders are

- SF: Nathan Walczyk
- SR: Brad Henderson
- SA: Chris Regan
- PR: Jeff Coppola
- PA: Cody Gydessen
- M2: Mike Kamm
- M4: Kim Hoover.

We will continue to offer a \$5.00 Reduction in entry for RSVP'ing prior to the event just e-mail me @ Quattrotoyota@gmail.com or Face book @ CNY-SCCA Rallycross.

-James Quattro



Bob Holcomb photo

May 23rd Results

1st	Cody Gydesen	271 PA	51.929
2nd	Nathan Walczyk	5 SF	52.417
3rd	Chris Regan	9 SA	52.538
4th	Adam Sadlik	2 SA	52.759
5th	Mike Kamm	7 M2	53.177
6th	Jeff Coppola	11 PR	53.353
7th	Kim Hoover	34C M4	53.789
8th	Alexander Kopache	71 SA	53.789
9th	Scott Beliveau	91 SA	56.182
10th	Colleen Mackenzie	17 SA	56.720
11th	Stephan Walczyk	2 SF	57.155
12th	James Quattro	00 SF	57.465
13th	Luke Unneland	12 PA	57.761
14th	Brad Henderson	11 SR	58.650
15th	Rich Hutchinson	4 SR	58.766
16th	Mark Bizzozero	711 SF	58.868
17th	Cody Broaddus	6 SF	59.023
18th	Wes Davis	93 SA	DNF
19th	Chip Davis	993 SA	DNF





Bob Holcomb photos

Membership Meeting Minutes

Courtesy of Bob Holcomb

CNYR General Membership Meeting Minutes for May 12, 2010 at Giambatista Railroad Construction

Call to order:

The meeting was called to order by R.E. Mike Donofrio at 7:12 p.m.

R.E. REPORT:

Mike Donofrio welcomed a larger than normal group to Mike Giambatista's Railroad Construction headquarters where he maintains a very nice collection of cars, from domestic to exotics. This replaced our normal meeting location at the American Legion Post in Liverpool, NY for our May meeting only. Other than the warm welcome to so many, Mike had nothing more to report.

ASST.R.E. REPORT:

Jon Coffin reminded the members that they should check the latest on line Snarling Exhaust regarding the upcoming seminar for SOLO Safety Stewards in June. Jon said we need to increase the number for our region to continue the growth of our SOLO program.

SECRETARY REPORT:

Bob Holcomb made a motion that the minutes for the April meeting as published on line in Snarling Exhaust be approved. Lee Hidy seconded, motion carried.

Bob did mention the foul weather that made the recent BMW Genesee event at Watkins Glen a very difficult weekend to work while trying to stay warm and dry. Rain, snow and wind made for an uncomfortable weekend of flagging.

TREASURER REPORT:

Jay Cartini reported that Skaneateles Jewelers had paid for their SOLO sponsorship and new advertisers are being sought for Snarling Exhaust. Our annual insurance bill arrived to cover our SOLO van and is for \$1,000. Other than that, we are current and solvent.

SOLO REPORT:

Mark Bizzozero reminded the members that our next event is at the Cherry Valley Kart Track on May 16th. J & J Automotive has completed a great deal of work on our SOLO van, including engine and driveline work. They even fixed the speedometer and odometer which are now working for the first time in several seasons.

RALLY CROSS:

Jim Quattro reminded everyone present of the upcoming event on May 23rd at Rolling Wheels Raceway.

F&C REPORT:

Mick Levy had nothing new to report other than to remind members of the upcoming Rolex Series and Bobby Rahal Historic Series coming to Watkins Glen International in June.

RALLY REPORT:

Frank Beyer reminded members of the upcoming June 6th rally for beginners which starts at the Quaker Steak & Lube.

There will be a charity rally held in conjunction with the Susquehanna Trail Rally the first weekend in June, which is being held out of Wellsboro, PA.

There will also be a rally held on Columbus Day weekend in the Adirondacks. Further information will be

provided as we near that date.

ACTIVITIES REPORT:

Rob Sgarlata requested that Lee Hidy check with the Onondaga Yacht Club to verify that our 2nd Wednesday in August date for our annual picnic is still okay. Rob forgot his roll of tickets so no 50-50 raffle was held.

COMPETITION REPORT:

Dave Kicak was absent, no report.

MEMBERSHIP REPORT:

Andrew Beyer was absent, no report.

HISTORIAN:

Former member Mike Fuller said that he currently has several storage boxes of paperwork for the region at his home. He also said that the Liverpool Public Library currently has a display on racing materials which will be available for viewing until the end of May.

OLD BUSINESS:

None.

NEW BUSINESS:

None

Lee Hidy made a motion to adjourn. Rex Franklin seconded.

Motion carried, meeting adjourned at 7: 31pm and the members then starting viewing the car collection of Mike Giambatista.

Submitted by Sec. Bob Holcomb



Red Green Checker

Adventures with ChumpCar at Shannonville

-by Jon Coffin

We won, we thought. We lost, we were told. We really did win the one the next day, everyone agreed.

I was introduced to another variation of this auto racing game a few weeks ago, and I think this just might work. You may have heard of the "24 Hours of LeMons" series of races for cheap, and I mean really cheap, race cars, that's been around since 2007, and there's another series now for these crapcan racers called ChumpCar.

Cheap means a \$500 race car, not counting safety equipment or brakes and tires. That's about it. Cheap. Of course you can go back and forth on the car's value, and what would be best, but typically mid-80s American iron and european cars through mid-90s vehicles from Japan, Korea and elsewhere, and Neons. And, tires have to have a treadwear rating of 190, or higher. Races are seven, or twelve, or 24 hours long, real endurance races. The cars are subject to claiming at the end for \$1500 so its foolish to invest too much in the build. But there's no incentive to skimp on safety as belts, fire gear, racing seat and communication equipment is removed if the car is claimed.

The real test is to pick and prepare a car that will run the required time and not require constant pitting for fuel, brakes, tires or repair. Many of you have met Adrienne Hughes and Roy Hopkins who live near Rochester. They paired-up with Canadian acquaintances from the Targa Newfoundland Rally and formed a four-driver team for the Shannonville Shuffle in a 1994 BMW 318i. The race rules reward inventiveness with the entries, so this 1.8l four-door was dubbed "Possum" and done up as part of the (Canadian TV) Red Green Show. And, they got two extra "bonus" laps attributed to their final total for their presentation effort.

Shannonville is a flat track near the north shore of Lake Ontario, just 60 miles west once you cross the border above Alexandria Bay, and can be run in half-a-dozen configurations. The races were seven hours each day, and were scored separately. Each driver had to have at least a total of an hour in the car, and no one could drive more than two hours at a time either day.

The most popular cars were of the Honda Civic/Acura Integra type, but there were also Neons, an old Supra, a similar vintage 300ZX, a Contour, a BMW 325is, a Golf, a Ford Probe, others, and even a V12 Jag XJS! Wow! We had no idea where we were going to end up. I was along as a groupie; I just wanted to see this, and be a part of the Chumperience. I ended up on the radio both days, wired to the driver's ear for seven hours each day (excepting a couple of 20-minute breaks during the duration) and it was exciting! I'd give 'em lap times, spot trouble ahead and who was coming up, keep tabs on how they were doing, and the car, and fuel level and affect the pit stops we'd planned out.

Our drivers were terrific, highly experienced in a momentum car, and closely matched in ability, running within 2-3 seconds of each other over hours of driving. Time and time and time again other cars would pull away from us on the straights and somehow we'd come out of the twisties which followed in the lead. The funniest stuff was approaching a turn when we had the inside line and someone else got alongside, or even just a nose ahead and we could wait, and wait, and wait to brake, and then when the other driver braked they were out of road and would shoot off into the weeds.

Shannonville, generally, has very good sight lines and lots of runoff room, so these were not dangerous manuevers, just funny, repeatedly. So toward the end of the Saturday race, we were told we were a lap up on our closest competitor, a Civic Hatchback done up in a John Deere tractor theme, that was faster than we were, but was much tougher on tires than our BMW. And at the end we were given the checkered flag as the winner with 188 laps! But...in impound, after about 15 minutes of celebration, the officials

(shamefacedly) realized the John Deere Civic had a two lap "bonus" beyond ours for an "engineering" award, which put that car now a lap up on us! Well we couldn't prove otherwise, and we didn't like it, and we had to accept it, and we'd really done well anyway, if only...

So we set about prep for Sunday, fresh tires, an exhaust repair, then an exhaust manifold welding job, and strategized on how to cut out a fuel stop (mandated at a five-minute minimum) and ate and drank and told lies and slept. Sunday's course was a surprise, much shorter, and much tighter, better for us because there was no long straight, but tough because our little 140 horse motor had no torque. Again, our drivers were great, the car ran well, our crew (three others beyond me) performed like pros, and we made up more than three laps on the John Deere so even with their bonus laps eating into that, we thumped 'em.

The weather was great, no rain yet not too hot. The track was right for us because we could see the whole thing from one spot. And despite Saturday's screw-up with the lap count, the Chump Car officials were good to us and the other competitors.

This was fun, really fun! And, folks, you just might think about it for yourselves as another way to get on track and drive a race car.

Okay, okay, a cheap race car.

-Jon Coffin.





Review: Mazda Miata

-by James Shomar

What defines a great car? There have been plenty of them in automotive history. The Toyota Supra, Lancia Delta Integrale, BMW M3, the Ferrari Daytona, all great cars and each for their own unique reasons. But cars like these aren't just great; they fit into a much more exclusive category as well. These cars are legendary and few cars fit this elite group better than the Mazda MX5 Miata.

Before we put the Miata on a pedestal, though, let's just clear the air here. In the U.S. anyway, the biggest criticism the Miata has faced in recent years is its attempt to be recognized as a serious sports car. Many people pass it off as some small, cutesy, girly convertible better suited for posing on the California Boardwalk than at the race track. However, the funniest thing about that stereotype is, the only people who seem to believe it are the ones who aren't at the race track.

Since the Miata's introduction back in the late '80s, it has become one of, if not the most widely used car in SCCA autocross. In addition to that, it even has its own professionally sponsored racing divisions: The Mazda MX-5 Cup, the Spec Miata race series and in the U.K. the Ma5da racing championship. In fact, racing Miata's has become so popular that most top-tier racing schools, such as Skip Barber, offer special courses preparing drivers for MX-5 Cup racing.

Each of the Miata's 3 generations has found its way onto the race track. The first and most

popular generation among autocrossers, from 1989-1997, featured a 1.6L 120hp straight four with a 5 speed manual and viscous limited slip diff.

In 1994 the first generation, also referred to as NA, was then boosted to 1.8L 131hp straight four and given a new Torsen limited slip diff. Now a days the NA will run you anywhere from \$10,000 - \$3,000.

In 1999 the second generation NB saw a power boost to 142hp out of the 1.8L straight four. The NB lasted until 2005 but for the last two years of its term, an additional Miata model was added to the lineup and is still the most extreme Miata to date, the MazdaSpeed Miata. The Speed added a turbo to the 1.8L and 36hp up to a hot 178.

Finally there is the third and current generation: NC. The NC comes with a 2.0L straight four and 167hp with the predominant options being a hard or soft top, 6 speed or 5 speed manual or a 6 speed automatic.

The test car was a brand new 2010 with hard top, heated seats, 6 speed manual and all the bells and whistles to make it fully loaded. It topped out at a little over \$30,000.

In all honesty, I wouldn't worry about any of those extras though. If you are looking at a new one, of all the models, the base Miata is probably the one to go for. All models have the same engine and chassis and not only does that save you some extra cash, but driving it you just don't feel the need for all the optional extras on a car like this, the more Spartan and free of useless weight-adding gizmos, the better.



Mazda Miata Continued

It's the perfect blend of the creature comforts you want, mixed with the lack of nonessentials that give the little car its reputation. As far as interior layout goes, with the exception of the strangely-placed fuel filler cap release in the center console as the Mazda Rep. Eric helped point out, the controls are as intuitive as a matchstick.

The best part about the interior though has to be the seats. They're comfortable on all types of roads for all amounts of time and yet hold you perfectly in place through the tightest of bends without breaking your ribs in the process. In fact my only real gripe about the interior is the seating position. All the controls are well within reach but even though you sit low slung, like you should in a sports car, looking through the windshield makes you feel more perched on top of the car. It's not so much a problem of seating position as it is a short windscreen. I'm only average height and yet the top of my head was easily above the peak of the windscreen, which is a bit confusing seeing as I had to pull the seat so far forward to reach the pedals properly.

That aside it is a great car to sit in. The interior has brilliant build quality and under the hood everything is laid out perfectly for easy maintenance. The exterior looks great and still takes much from the original with only a few indicative extras like flared wheel arches to blend in with the times.

It has all the simple roadster like charisma of an old MG or Alfa Spider with none of the drawbacks. And that right there is part of what makes this car so good, it's simple. They stick to the roadster recipe. It has a small, rev-happy engine at the front, slick manual gear box in the middle, rear wheel drive and limited-slip diff at the back,

and a light, stiff chassis to wrap it all together. It feels like a car made by car enthusiasts for car enthusiasts, and if that is enough to make you smile, driving it is something else.

This car drives in ways supercars 5 times the price could only dream about. The steering gives brilliant feedback. It's cat-like responsive and laser-surgery precise. The turn-in is crisp and it holds its line just how it should. The handling mid-corner is very neutral with no annoying under-steer nanny to stop you going fast and having some fun. Then finally, at the corner exit, the limit is easy to find and just as easy to hold.

There is a fantastic sweet spot at the limit of this thing and it doesn't take Michael Schumacher talent to find it either. The gear change is easy; the clutch is short, smooth and gives excellent feedback. The chassis is more than capable of race car cornering speeds and yet somehow feels right at home on a motorway or in city traffic. And that is part of the beauty of the Miata; it's such a fun, easy car to drive.

If you don't believe it, just take a test drive. Sure the 167hp engine may not make it the quickest car in the world: I actually think that in a simple drag race the basic Mazda 3 would give it a real run for its money, but the brilliant chassis and 2500 lb body make it an absolute blast through the corners. It's so good that with the exception of a few technology advancements like ABS and traction control, underneath the 2010 test car is virtually the same as one from the early '90s. While everyone is on the quest for more of everything thinking that more somehow means they're making progress, Mazda stuck to the simple recipe here and they're all the better for it.

It may not be a match for a V8 mustang or a turbocharged Dodge Neon on the straights, but in the bends and in autocross especially, the muscle bound big boys might as well be standing still. Sticking to the simple roadster recipe is what makes this car great; it's what makes this car legendary.



Mazda Miata Continued

Model	Year	Engine	Trans	HP	lb-ft	0-60	Curb Weight	Price(appx)
Miata NA	1989-1994	1.6L 4cyl	5sp man	120	100	9.4sec	2,100lb	\$10k-\$3k
Miata NA	1994-1997	1.8L 4cyl	5sp man	131	110	8.3sec	2,200lb	\$10k-\$3k
Miata NB	1999-2005	1.8L 4cyl	5 or 6sp man	142	116	7.9sec	2,350lb	\$17k-\$4k
MazdaSpeed	2004-2005	1.8L Turbo	6sp man	178	166	6.7sec	2,372lb	\$19k-\$11k
MX-5 Miata NC	2006-present	2.0L 4cyl	5 or 6sp man	167	140	6.9sec	2,500lb	\$24k-\$30k

Solo Classes

<u>Model</u>	<u>Year</u>	<u>Class</u>
Miata 1.6L NA	1989-1994	E Stock
Miata 1.8L NA	1994-1997	E Stock
Miata 1.8L NB	1999-2005	C Stock
MazdaSpeed	2004-2005	C Stock
MX-5 Miata	2006-pres	C Stock

Stock

Street Touring

Miata	1990-1997	STS
Miata	1999-2009	STR

Street Prepared

MazdaSpeed	2004-2005	BSP
Miata	1990-2005	CSP
Spec Miata		DSP

Prepared

Miata	1990-pres	DP
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Please, Save the Date:
October 9, 2010

ROUTE OF ALL EVIL

(FUNNY, HOW TIME SLIPS AWRY)

A CAR RALLY, WITH PROCEEDS GOING TO CHARITY,
PRESENTED BY:

CENTRAL NEW YORK REGION, SCCA

DOCTOR DEVIO
RALLYEMASTER

LAKE PLACID,
SARANAC LAKE,
& TUPPER LAKE
AREAS



A TIME-SPEED-DISTANCE EVENT IN THE CENTER OF THE ADIRONDACKS. THERE IS NO INTENT TO HAVE ANYONE GET LOST. THE RALLY WILL HAVE FUN-TO-DRIVE ROADS AT SPEEDS APPROPRIATE FOR CONDITIONS, PRETTY VISTAS AND AN OPPORTUNITY FOR EVERYONE TO SCORE WELL WHILE HAVING FUN.

I AM STILL WORKING ON THE COURSE AND TIMING OF THE RALLY, THE START, ENDING AND HEADQUARTERS LOCATIONS; THAT INFORMATION WILL COME OUT DOWN THE ROAD.

FRANK BEYER, rallydr@gmail.com

Solo News
Final Edition
May 2010
Howard Duncan, SCCA VP Rally/Solo
hduncan@scca.com

It is hard for me to believe it has been nearly 4 months since the last *Solo News* in late January! It has been an amazingly busy 4 months beginning with the National Convention, followed immediately by the SEDIV Convention, the MIDIV Convention a couple of weeks later, Tire Rack National Solo equipment renovations and testing, and then the beginning of the season. Where did the winter and early spring go??

Above we have called this the final edition of *Solo News* and that is true as we are finally ready to launch an actual e-newsletter on the second Wednesday of June, followed by an issue on the second Wednesday of the month for the rest of the year. In addition, as topics arise that should be sent out sooner than once a month, we will distribute smaller Special Editions.

As you will recall, we asked for suggestions for the name of this new e-newsletter back in December and January. While we got a good number of suggestions from the December request, we really got swamped from the January request. Lesson learned to not ask for input during the Holidays! Anyway, the suggestions ranged from the straight forward, to the humorous, to the hilarious, and even to the questionable (but hilarious); ask Rick Ruth. J What was most interesting about reading through these suggestions at least 50 times, was the sense of identity and community of the sport, along with the depth of passion of the Solo Community. That realization, or more correctly, the reaffirmation of that realization that I had some 35+ years ago about the sport, lead me to the decision on a name.

In keeping with trying to keep a sense of the sport as a key part of the publication, Heyward Wagner has agreed to be the editor, who without question has worked hard over the years to keep the fun quotient high and will definitely keep the Solo "voice" in the coming publication.

Before I announce the winner, there were several suggestions that we will be using for sections of the e-newsletter from time to time and the folks that submitted these names will be receiving a \$50 discount coupon for entry into any Tire Rack National Solo event in the next 12 months. In the case of a selected suggestion being submitted by more than one member, we selected the name of the person that submitted it first, unless that person was already a winner for another suggestion. As the e-newsletter evolves, we may use other suggestions for sections in the future, which will also be acknowledged and rewarded.

- o "Solo Buzz" for news briefs: Denise Cashmore, Milwaukee Region, CENDIV
- o "Cone Count" for news regarding the numbers in Solo (event entries, financials, etc.): Rich Grunenwald, Ohio Valley Region, GLDIV
- o "Cone Remarks" for selected letters from members: Don Eisinger, St. Louis Region, MIDIV
- o "Drivers' Meeting" for entrant info: Jim Garry, Mohawk-Hudson Region, NEDIV
- o "Looking Ahead" for coming topics/features: Hsun Chen: Colorado Region, RMDIV
- o "Off Course" for an occasional commentary piece by yours truly: Tim Wilson, Susquehanna Region, NEDIV
- o "Pointer Cone" for member spotlight features: Keith Brown, Northwest Region, NORPAC
- o "ReRun" for items that will be run more than once to reinforce a message: Michael Feldpusch, Colorado Region, RMDIV
- o "Solo Shop" for technical info on cars and rules: Steve Towers, CalClub Region, SOPAC

Since I have a particular bent towards double entendres and I want to have this publication build on the pride most of you have in the sport, the selection of the name of the e-newsletter is reflective of that. The winner is Steve Schmidt from the San Diego Region, SOPAC, who submitted *"Solo Matters"*.

Steve will receive a free entry into the Tire Rack Solo National Championship, and more importantly, will have a place in Solo history. Congratulations Steve on a very thoughtful and germane suggestion!!

With that, let's get started with a teaser version of *Solo Matters*.

Off Course

- As noted above, one of our objectives is to build on the sense of pride and ownership in the Solo program. To that end we are going to resurrect a promotional piece we used several years ago and elevate it to a reoccurring theme of the sport: The Three C's; camaraderie, competition, community.
- Please note that "competition" has been purposefully placed between the two other elements as a way to underscore the Solo version of the old hockey/fighting joke: "A bunch of sports car friends and fanatics got together and a competition broke out".
- Sometimes we let ourselves get a bit too "wicked up" about something regarding event operations that our friends and fellow fanatics are trying their best to manage, resulting in some truly abhorrent behavior that is counter productive to both the fun quotient of the moment and the ability to draw folks to the party. Enough said, I hope.

Solo Buzz

- Competition for the Solo Triad Award begins this weekend with the Tire Rack SEDIV Solo Championship event in Georgia and the Tire Rack Western States Championship National Tour at Wendover. The Triad recognizes those drivers that win championships at three levels of National Solo competition; a Divisional Championship, a States Championship National Tour, and a National Championship all in the same class. Triad winners receive a free entry to the following year's Nationals, a special fleece vest, and a chance at a lifetime membership. Jeff Cashmore, Clemens Burger, Mark Madarash, and Michelle Seelig were the inaugural winners of the Triad last year, with Michelle winning the lifetime membership. This year there are more opportunities to be involved with all 9 Divisions involved in the program and 3 States Championship Tour events; Western States Championship at Wendover (5/15-16), Southern States Championship at Blytheville (5/29-30), Northern States Championship at Peru (7/3-4). Please remember that minimum class sizes apply; 3 at Div and States Champ events and 5 at Nationals, with undersubscribed classes merged into an index class for Triad scoring.
- Those who attended either of last year's back to back events at Blytheville will tell you that this is a special experience. Not only is it a large piece of smooth concrete, with courses for both events (Tour and ProSolo) being designed by Doug Gill, but the local hospitality is second to none. For last year's Tour they had a welcome party at the site with food and drink provided by the local Fire Fighters and a LOT of local community leaders in attendance to welcome us. For the ProSolo, they moved their local custom car show, "Cars and Cycles Against Cancer" to the airport from downtown for greater interaction with us. This show, which is part car show and part county fair, has over 400 custom cars and bikes. We even take an extended lunch break so our folks have a chance to enjoy the festivities. If you are in the eastern half of the country, these are definitely events to put on your calendar!!
- "Nationals" registration is open and we have already made our trip to Lincoln for course and site layout. The courses are fantastic and I wore out a set of tires testing/tweaking/enjoying them!! I only wish that I had planned to have more tires with me so I could have "tested" them some more, but I already had a glaring group of folks who wanted to get the course painted. J Additionally, we will be entering the site through another gate near the middle of paddock, so that has allowed us to refine the traffic patterns that should make for less congestion and a greater safety margin in some areas, specifically the west course grid. More on Nationals next month.

Pointer Cone

- **This will be an abbreviated version of a member spotlight as we are using this space to announce a new award that is named in honor of two young Soloists. This will only be the third time that a National Solo award is named in honor of members of the community, the others being the Johnson Spirit of the Sport Award (Roger Johnson) and the JCJ Cup for the annual overall winner of the ProSolo Series (Bill Johnson, Charlie Clark, Roger Johnson). Thankfully, we are currently out of Johnsons to recognize. JJ**
- **The Solo Triad Award mentioned above is not available for entrants in supplemental classes such as the new STR class or the Formula Junior classes since they are not awarded National Championships. While this is fully understandable for class ideas that are in development and have not yet reached full National status, it seemed a shame that this also impacts FJ since it has been a part of the Solo landscape for over 13 years. However, it does not always work well intermixing adults and juniors in any kind of competition environment due to fragile egos. I am referring to the adults, not the kids. JJ**
- **Anyway, we decided to create a Triad type of award for the dedicated FJ drivers and families. With this decision it seemed only natural to name it in honor of some young drivers that had come up through the FJ program in its early days and gone on to win National Championships in "regular" classes. Therefore, for FJ drivers winning the same events as the Triad, they will be presented the McClintock-Berry Cup named in honor of Jeremiah McClintock and Christine Berry.**
- **Jeremiah began in FJ in 1999 and went on to win the F-125 National Championship in 2006 and 2007. In addition, he continues to coach FJ at many events during the year.**
- **Christine began in FJ in 1997 and ran the first National Solo event that offered FJ that same year. She went on to win the BSPL National Championship and the L2 ProSolo Championship in 2007. She has also coached other young drivers, including her sisters, and was the Official FJ Mentor when Formula Junior first ran at Nationals at Heartland Park a couple of years ago.**
- **Congratulations to both Jeremiah and Christine for their accomplishments, as well as to their families for their support and encouragement!!**

Drivers' Meeting

- **Drivers are reminded that you must sign up for contingencies in advance of participating at an event. Contingency info for Solo is available at <http://www.scca.com/contingencies.aspx?hub=3>.**
- **You can also add the contingencies you are signed up for at a particular event if you are running a different car or tires by going to the link above. This can even be done at a Tire Rack National Solo event during registration.**
- **Again, it is the driver's responsibility to meet the requirements of a particular contingency program, including being signed up and properly displaying any required decals.**

Looking Ahead

- **In the July issue we will have the information regarding contingency programs for the Tire Rack SCCA Solo National Championships.**
- **In the June issue we will have more info on plans for "Nationals" regarding site layout, schedule, awards banquets, and other social activities.**
- **Next month you will get the chance to experience Heyward's unique personality and sense of humor, while I will get to begin my career as a censor.**



For Sale

1995 M3 coupe. Avus blue with dove, vader interior. Not tracked and adult owned. I've had this car since 2006, driven only in the summer. Runs, drives and looks great. Recently inspected and on the road.

146K, Bilstein shocks/struts. Lower front crossbrace, JTD undertray, Conforti intake, chip and euro MAF, Scorpion exhaust (quiet), Euro glass projector headlights with HID, 2 year old paint, 1 season old front brakes with hawk pads, new brake fluid.

**Bad: Needs one tire. (nail in side wall) Has spare on it now. Can replace as part of the deal, some people like to change wheels, etc. Back light out on on radio. (comes with spare factory deck)
Needs windshield squirter pump (\$15)**

Contact Ryan: rmcshane@gmail.com

For Sale

Two open single car trailers for sale

1 – wood deck with tire rack – CarMate? Registered and ready to use. \$1400

2 – Econotrailer – steel open deck \$900

Both are rated for 7000 lbs. Tires not great but are serviceable. Both trailers are solid. I haven't used the Econo for a few years, it might need brakes/wiring looked at. It's also registered.

Contact Roy: roy@imrtest.com

CNY SCCA

Final Results, #1 - Autox #1 - NYS Fairgrounds - Sun 04-25-2010
Total Registered: 71, with Times: 65[FS](#) [GS](#) [HS](#) [BSP](#) [CSP](#) [ESP](#) [AM](#) [DM](#) [EM](#) [FM](#) [ST](#) [STS](#) [STX](#) [SM](#) [F125](#) [FJB](#) [X](#) [N](#)

'F Stock' - Total Entries: 1 Trophies: 1					Car Color	Times					Total
1Tm	FS	8	Michael Zingaro	Mustang GT	Red	999.999+OFF	51.736	49.371	48.678	48.298	47.991
			251661			47.991					-
'G Stock' - Total Entries: 3 Trophies: 1					Car Color	Times					Total
1T	GS	7	James Shomar	VW GTI	White	48.219	47.633	46.631+1	46.606	45.996+1	46.196
			415220			46.196					-
2	GS	69	George Poniros	2003 Nissan Altima		47.860+1	48.409	46.783	46.521	47.096	46.521
						47.331					0.325
14	GS	41	John Croasdaile	Dodge Neon ES	Silver						DNS
			247464								
'H Stock' - Total Entries: 7 Trophies: 3					Car Color	Times					Total
1T	HS	00	James Quattro	Toyota Yaris	Blue	52.530	46.477	46.660	46.842	52.168	45.720
						45.720					-
2T	HS	18	Kyle Colbey	Infinity G20	Black	48.191	47.560	47.428	46.626	46.416	46.196
						46.196					0.476
3Tm	HS	711	Mark Bizzozero	Protoge	Mazda	47.187	46.950	46.753	46.525	47.237	46.525
			312319			48.539					0.329
4	HS	15	Tarek Rahim	Mazda 3i	Silver	52.759	47.807	47.683	47.267	47.185	46.825
			419783			46.825					0.300
5	HS	87	Jen Barber	Honda Fit	Silver	50.364	49.585	49.617	48.714	51.215	48.714
						51.373					1.889
6	HS	68	Paul Ohlbaum	09 Corolla	Gray	52.533	53.390	50.571	51.625+1	53.863	50.571
						54.729					1.857
21	HS	30	Jason Balliet	2001 Honda Civic EX	Blue						DNS
'B Street Prepared' - Total Entries: 1 Trophies: 1					Car Color	Times					Total
1T	BSP	88	Jeremy Johnson	Subaru WRX STI	Black	56.505	46.413	49.811	44.121	46.898+1	44.121
						60.599+1					-
'C Street Prepared' - Total Entries: 1 Trophies: 1					Car Color	Times					Total
1T	CSP	98	Joseph L. Cosentino	1989 honda CRx Si		58.007	48.945	48.011+1	47.358+1	999.999+OFF	48.945
						58.805					-
'E Street Prepared' - Total Entries: 1 Trophies: 1					Car Color	Times					Total
1T	ESP	62	Chris Carroll	Camaro	Red	50.173	48.675	49.674	48.141		48.141
											-
'A Modified' - Total Entries: 2 Trophies: 1					Car Color	Times					Total
1Tm	AM	4	Richard Mogle	2006 Ram		46.943	44.802	47.393	45.645	45.071	44.379
						44.379					-
2	AM	99	wm lee hidy	Other A MOD minisprint	BLACK/YELLOW	56.695	47.818	51.059	47.399		47.399
			7327								3.020
'D Modified' - Total Entries: 1 Trophies: 1					Car Color	Times					Total
1Tm	DM	77	Leo Sawyer	Lotus Sabre 7	Yellow	45.458+1	46.347	45.366	44.292+1	58.026	45.366
			330903								-
'E Modified' - Total Entries: 4 Trophies: 2					Car Color	Times					Total
1Tm	EM	22	rex franklin	1962 MG Midget		42.485	40.668	47.250+1	40.482		40.482
											-
2T	EM	11	William Meyer	1965 Ford Cobra		46.028	44.634	50.135	43.684	43.072	43.072
						43.503					2.590
3	EM	21	Paul Kerestedjian	65 COBRA		47.035	44.596	44.723	43.401+1	44.475	44.475
						43.891+1					1.403
4 m	EM	122	Tammy Franklin	1962 MG Midget		46.479	45.599	45.834			45.599
											1.124

'F Modified' - Total Entries: 1					Car Color	Times					Total
2Tm	FM	8	Scott Newton	Red Devil F440	TBD						DNS
			363420								
'Street Touring' - Total Entries: 3 Trophies: 1					Car Color	Times					Total
1T	ST	168	Pete Hirschey	Subaru Impreza RS 2.5	White	47.581	44.712	44.377	44.138	46.899	44.138
			269931			46.324					-
2	ST	271	Cody Gydesen	Subaru 2.5 RS	Blue	47.984	46.955	46.757	46.401	48.500	46.401
						47.008					2.263
3 m	ST	86	Chris Dolan	Mazda Speed 3	Silver	51.858	49.591	48.246	47.433	48.171	47.433
						57.517					1.032
'Street Touring S' - Total Entries: 3 Trophies: 1					Car Color	Times					Total
1T	STS	78	Rod Reisdorf	Honda Civic	white	54.601	46.670	44.903	43.866+1	49.186	44.903
			287022			999.999+OFF					-
2	STS	60	Ed Leubner	Mazda Miata	Red	48.942	49.307+1	47.954	45.973	999.999+OFF	45.973
			401232			50.527					1.070
13	STS	26	Carl Ron	Saturn SC2	White						DNS
			404520								
'Street Touring X' - Total Entries: 2 Trophies: 1					Car Color	Times					Total
1T	STX	68	John Izyk	Subaru Impreza WRX	WR Blue	43.879	44.142	44.710	43.898	43.645+1	43.879
			267197			44.769					-
9 m	STX	11	Evan Haas	Subaru WRX	Blue						DNS
			380452								
'Street Modified' - Total Entries: 3 Trophies: 1					Car Color	Times					Total
1T	SM	462	Robert Sgarlata	Subaru SVX	Pearl White	46.185	999.999+OFF	45.904	45.580	46.519	45.580
			388207			46.869+1					-
2	SM	83	Dan Cech	97 Legacy		48.506	48.065	45.961	46.413	47.978	45.961
						50.243					0.381
3	SM	305	James Michels	2005 Saab 92x	blue	53.639	50.558	50.497	52.756	53.540	50.497
						52.121+1					4.536
'F125 Shifter Kart' - Total Entries: 3 Trophies: 1					Car Color	Times					Total
1Tm	F125	54	Mike Donofrio	Kart		42.538	39.940	41.213	39.836	40.278	39.836
						38.672+1					-
2 m	F125	88	Ed Heffron	Kart		43.065	40.107	999.999+OFF	39.800+1	999.999+OFF	40.107
						999.999+OFF					0.271
3 m	F125	11	Jay Cartini	Kart		999.999+OFF	45.202	41.872	40.959	41.858	40.612
						40.612					0.505
'Junior Kart B' - Total Entries: 2 Trophies: 1					Car Color	Times					Total
1Tm	FJB	3	Hollie Cartini	Kart		46.593	42.304	45.967	44.793	45.156	42.304
						43.971					-
2	FJB	2	Halie Cartini	Kart		58.712	56.619	56.880	56.968	56.665	56.356
						56.356					14.052
'XPro (Pax)' - Total Entries: 15 Trophies: 5					Car Color	Times					Total
1T	FS	127	Heather Everett	07 Shelby GT		999.999+OFF	40.571	41.392	40.495		33.894
											-
2T	STS	178	Dale Kunze	Honda Civic SI	white	50.588	41.760	41.743	41.319	44.917	34.129
			115360_1			44.337+1					0.235
3Tm	FS	27	Michael Potocki	Ford Shelby GT	White	41.571	40.815	41.102	41.115	44.823	34.162
			60451			50.959	43.874				0.033
4T	BS	89	Dave Potocki	Honda S2000CR	Black	41.692+2	40.747	41.333	40.487	48.900	34.292
			290100_0			54.551					0.130
5T	BS	189	Jim Wolfe	S2000		41.951	40.948	40.540			34.337
											0.045
6	DS	11	Evan Haas	Subaru WRX	Gray	43.884	45.093+1	43.902	44.197	43.171	35.012
			380452			42.439					0.675
7	STU	8	Scott Newton	2006 Subaru STi		42.535	42.838+2	43.068	43.286	41.768	35.252

						999.999+OFF					0.240
8	STU	13	Dustin Ehrlich	Subaru STi	Blue	45.696	44.393	43.767	42.807	42.304	35.403
			394004			41.947					0.151
9 m	DS	14	Charles Elve	Mini S		45.541	45.434	44.058	43.635	43.746	35.998
						43.835					0.595
10	ESP	42	Rich Hutchinson	Subaru Legacy 2.5 GT	Grey	45.298	44.616	43.526	43.488	45.518	37.051
			387655			45.856+2					1.053
11	GS	42	Karl Hughes	Dodge Neon		46.553	46.141	45.712	46.056	48.407	37.118
						48.757+1					0.067
12	GS	142	JON COFFIN	95 Neon	Gray	48.029	46.688	45.876	46.957+2		37.251
			102044								0.133
13	SM	27	Garrison Moseley	Subaru 2.5 RS	Blue	44.620	44.019	43.692	42.872	56.242	37.598
						47.221					0.347
14	EM	5	Nathan Walczyk	Silverado		45.773+1	44.299	44.020	999.999+OFF	43.986	39.183
						43.201					1.585
15 m	STR	83	Wayne Kunkel	87 Porsche 944	Red	47.798	48.064	48.585	47.584		40.065
											0.882
'Novice (pax)' - Total Entries: 18 Trophies: 6					Car Color	Times					Total
1T	GS	9	Jeff Gallup	Cobalt SS	Black	48.303	46.426	45.967	999.999+OFF	45.112	36.229
						44.618					-
2T	STX	17	Vincent Daino	WRX	Blue	48.064	46.716+1	46.792+1	45.377	44.713	37.111
						45.188					0.882
3T	FSP	17	Kyle Adamo	Integra	Red	46.752+1	45.815	45.567	45.765	44.673	37.436
						44.709					0.325
4T	GS	19	Sal Fischetti	Volvo	Blue	48.610	46.306+1	46.219	45.474+1	46.289	37.529
						47.355+1					0.093
5Tm	STX	3	Greg Georgiadis	Audi A4	Blue	48.622	48.014	47.393	46.641	46.553	38.219
			399977			46.047					0.690
6T	STX	16	Frank Vogel	Eagle Talon		999.999+OFF	49.028	49.823	47.300	47.025	39.030
											0.811
7	STS	48	Aaron Marshall	350Z		50.515	51.989+1	48.721	47.824	61.885	39.502
											0.472
8	DS	16	Travis Barnaby	WRX	Black	55.709	52.486	50.706	49.759	48.387	39.695
						48.116					0.193
9	STX	6	David Johns	Eagle Talon		53.284+1	52.120	48.263	48.737	47.939	39.789
											0.094
10	FS	13	Hany Yacoub	Cadillac CTSV		50.525	50.450	51.156	49.924+1	47.755	39.970
						48.567					0.181
11	ST	325	Kenneth Klock	BMW 325	White	51.416	49.892	49.160	51.078		40.507
											0.537
12	FSP	318	Joe Sterling	BMW 318	Red	50.935	49.119+2	49.029	48.469	53.283+2	40.617
											0.110
13	FS	23	Daryl Smith	Pontiac GTO	Silver	54.728	53.137	51.679	50.696	49.752	41.601
						49.703					0.984
14	FS	30	Cody Mosher	Camaro RS	White	59.724	55.249	50.997	50.378	999.999+OFF	42.166
						53.213					0.565
15	GS	30	Bee Vang	VW GTI	White	56.245	54.013	52.346	53.654	56.619	42.505
						55.120					0.339
16	DSP	113	David Majewski			999.999+OFF	53.798	52.430	50.809	54.888	43.136
						55.152					0.631
17	GS	10	David DiFulio	Mitsubishi Eclipse	Orange	63.276	61.822	60.335	59.763	58.335	47.368
						59.026					4.232
41	SM	24	Shelly Freitas	Subaru WRX	Silver						DNS

Top Times Of Day	Time	Class #	Driver

Raw time	39.836	F125	54	Mike Donofrio
Pax	33.894	XFS	127	Heather Everett
Stock	45.720	HS	00	James Quattro
Street Prepared	44.121	BSP	88	Jeremy Johnson
Modified	40.482	EM	22	rex franklin
Touring	43.879	STX	68	John Izyk
Street Modified	45.580	SM	462	Robert Sgarlata
Kart	39.836	F125	54	Mike Donofrio
Junior Kart	42.304	FJB	3	Hollie Cartini
Pax	33.894	XFS	127	Heather Everett
Novice	36.229	NGS	9	Jeff Gallup

CNY SCCA

Final Results, #2 - Autox #2 - Cherry Valley - Sun 05-16-2010
Total Registered: 66, with Times: 58[BS](#) [DS](#) [FS](#) [GS](#) [HS](#) [BSP](#) [DSP](#) [ESP](#) [FSP](#) [GP](#) [AM](#) [EM](#) [ST](#) [STS](#) [STX](#) [SM](#) [SSM](#) [F125](#) [FJB](#) [X](#) [N](#)

'B Stock' - Total Entries: 1 Trophies: 1					Car Color	Times				Total
1T	BS	69	Stephen Lerman	88 Porsche 911		72.788	70.752	70.998	71.010	70.752
										-
'D Stock' - Total Entries: 2 Trophies: 1					Car Color	Times				Total
1T	DS	999	Ed Dhoerty	MazdaSpeed 3		71.034	71.001	70.185	70.902	70.185
										-
2	DS	3	Chris Dolan	1998 Mazdaspeed 3		74.929	74.380	74.042	73.490	73.490
										3.305
'F Stock' - Total Entries: 2 Trophies: 1					Car Color	Times				Total
1T	FS	93	wes davis	2004 Pontiac GTO		68.764	67.302	68.492	67.435	67.302
										-
2	FS	9	charles davis II	GTO		70.452	69.421	69.436	69.415+DNF	69.421
										2.119
'G Stock' - Total Entries: 6 Trophies: 2					Car Color	Times				Total
1T	GS	372	Rob Paesley	Honda Civic Si		70.677+1	70.294	70.205	70.546	70.205
										-
2T	GS	72	Victor Sollecito	Honda Civic Si		73.281	72.435	70.476	70.708	70.476
										0.271
3	GS	1	Greg Georgiadis	Audi A4	Blue	74.678	73.364	72.624	72.797	72.624
										2.148
4	GS	34	Zarosh Bhagalia	Eclipse		73.874				73.874
										1.250
5	GS	41	John Croasdaile	Dodge Neon ES	Silver	77.061	77.394	74.225	76.971	74.225
			247464							0.351
6	GS	134	Ashley Bhagalia	VW Beetle	Green	84.474				84.474
										10.249
'H Stock' - Total Entries: 2 Trophies: 1					Car Color	Times				Total
1T	HS	00	James Quattro	Toyota Yaris	Blue	72.061	72.855	74.080	72.079+DNF	72.061
										-
2	HS	87	Jennifer Barber	Honda Fit	Silver	78.512		76.359	76.537	76.359
			416503							4.298
'B Street Prepared' - Total Entries: 1 Trophies: 1					Car Color	Times				Total
1T	BSP	88	Jeremy Johnson	Subaru WRX STI	Black	73.598		70.175	68.719	68.719
										-
'D Street Prepared' - Total Entries: 1 Trophies: 1					Car Color	Times				Total
1T	DSP	10	Brent Combs	Subaru Impreza	Blue					DNF
			408136							
'E Street Prepared' - Total Entries: 1 Trophies: 1					Car Color	Times				Total
1T	ESP	62	Chris Carroll	Camaro	Red	77.041	75.872			75.872
										-
'F Street Prepared' - Total Entries: 1 Trophies: 1					Car Color	Times				Total
1Tm	FSP	31	Tim Slusarczyk	VW GTI	Black	75.186	74.962	75.329	74.490	74.490
			394068							-
'G Prepared' - Total Entries: 1 Trophies: 1					Car Color	Times				Total
1T	GP	54	Llewell Halstead	62 Corvair		84.948	82.576			82.576
										-
'A Modified' - Total Entries: 3 Trophies: 1					Car Color	Times				Total

1Tm	AM	4	Richard Mogle	2006 Ram			69.116	68.822			68.822
											-
2 m	AM	14	Caye Mogle	Kart		82.041	77.342	77.324	73.669	70.031	70.031
											1.209
3	AM	99	wm lee hidy	Other A MOD minisprint	BLACK/YELLOW		0.000+DNF				DNF
			7327								70.031
'E Modified' - Total Entries: 4 Trophies: 2					Car Color	Times					Total
1T	EM	11	William Meyer	1965 Ford Cobra		68.150	69.554	67.280	67.425		67.280
											-
2Tm	EM	22	rex franklin	1962 MG Midget		67.495	67.965				67.495
											0.215
3	EM	21	Paul Kerestedjian	65 COBRA		69.654	70.146	71.567	70.107		69.654
											2.159
4 m	EM	122	Tammy Franklin	1962 MG Midget		72.112	70.287				70.287
											0.633
'Street Touring' - Total Entries: 3 Trophies: 1					Car Color	Times					Total
1T	ST	168	Pete Hirschev	Subaru Impreza RS 2.5	White	72.307	71.345	71.318	70.306		70.306
			269931								-
2	ST	271	Cody Gydesen	Subaru 2.5 RS	Blue	72.852	71.395	71.053	71.277		71.053
											0.747
3	ST	1	Pat Stewart	Ford Focus	Blue	77.633	76.459				76.459
											5.406
'Street Touring S' - Total Entries: 1 Trophies: 1					Car Color	Times					Total
1T	STS	60	Ed Leubner	Mazda Miata	Red	72.433	72.119	71.460	71.198		71.198
			401232								-
'Street Touring X' - Total Entries: 1 Trophies: 1					Car Color	Times					Total
1T	STX	12	Luke Unneland	05 WRX		75.215	73.241	73.910	78.646		73.241
											-
'Street Modified' - Total Entries: 3 Trophies: 1					Car Color	Times					Total
1T	SM	187	Clint Weigl	2007 Subaru WRX		70.712	67.671	67.179	66.483		66.483
											-
2	SM	462	Robert Sgarlata	Subaru SVX	Pearl White	68.858	69.082	68.191	999.999+OFF		68.191
			388207								1.708
3	SM	83	Dan Cech	97 Legacy		76.249	73.209	73.034	72.238		72.238
											4.047
'Street Modified II' - Total Entries: 1 Trophies: 1					Car Color	Times					Total
1T	SSM	427	Dave Mushynski	1991 Toyota MR2	Purple	75.676	74.352	72.115	73.049		72.115
											-
'F125 Shifter Kart' - Total Entries: 3 Trophies: 1					Car Color	Times					Total
1Tm	F125	54	Mike Donofrio	Kart		63.045	60.086	60.168	59.539		59.539
											-
2	F125	93	Tony Barbagallo	Kart		60.868	59.815	59.782	59.932		59.782
											0.243
3 m	F125	88	Ed Heffron	Kart		63.995	40.202+DNF	62.641	66.841+DNF		62.641
											2.859
'Junior Kart B' - Total Entries: 4 Trophies: 2					Car Color	Times					Total
1Tm	FJB	3	Hollie Cartini	Kart		71.564	67.676	644.016	68.884		67.676
											-
2T	FJB	2	Halie Cartini	Kart		85.802	84.232	77.358	79.408		77.358
											9.682
3	FJB	94	Izabella Barbagalla	Kart		0.000+DNF	97.650	96.002	92.795		92.795
											15.437

4	FJB	1	Connor Hughes	Kart		159.263	146.657	146.921	134.072		134.072
											41.277
'XPro (Pax)' - Total Entries: 12 Trophies: 4					Car Color	Times					Total
1T	STU	13	Dustin Ehrlich	Subaru STi	Blue	68.593	66.896	65.349	66.276		55.154
			394004								-
2T	DSP	42	Karl Hughes	BMW 325iS	Delphin gray	68.828	66.715	66.486	66.173		56.180
			R191573								1.026
3T	DS	11	Evan Haas	Subaru WRX	Gray	69.566	69.670	68.129	68.583		56.206
			380452								0.026
4T	HS	15	Tarek Rahim	Mazda 3i	Silver	71.592	71.468	71.397	70.811		56.861
			419783								0.655
5 m	DS	14	Charles Elve	Mini S		69.359	69.321				57.189
											0.328
6	GS	7	James Shomar	VW GTI	White	71.925	72.061	71.097	71.022		57.669
			415220								0.480
7 m	EP	30	JON COFFIN	VW Rabbit	silver		68.656	67.570	67.070		58.552
			102044								0.883
8 m	EP	130	Mark Bizzozero	Rabbit		69.151	68.839	68.160	67.273		58.729
			312319								0.177
9	SM	27	Garrison Moseley	Subaru 2.5 RS	Blue	70.255		68.455	73.050		60.035
											1.306
10 m	FM	8	Scott Newton	Red Devil F440	TBD			67.554	66.166		60.078
			363420								0.043
11 m	ST	83	Wayne Kunkel	87 Porsche 944	Red	76.544	73.146				60.272
											0.194
12	CSP	98	Joseph L. Cosentino	1989 honda CRx Si		71.942	70.047	70.123	71.998		60.450
											0.178
'Novice (pax)' - Total Entries: 13 Trophies: 4					Car Color	Times					Total
1T	DS	16	Travis Barnaby	WRX	Black	74.571	73.875	72.330	74.010		59.672
											-
2T	SS	17	John Breazzano	Corvette			71.771	71.563	71.574		61.544
											1.872
3T	STU	315	Darrell Coleman	09 WRX		79.371	74.256	73.050	74.673		61.654
											0.110
4T	DSP	49	Brian Ghezzi	Acura integra LS	SILVER	74.150	74.325	74.200	72.741		61.757
											0.103
5	SM	11	Nick LaGorga			74.134		72.998	72.951		63.978
											2.221
6	DSP	113	David Majewski	Nissan 240sx			75.711	76.038	75.593		64.178
											0.200
7	FSP	318	Joe Sterling	BMW 318	Red	79.491	79.106	77.240	77.207		64.699
											0.521
8	SM	24	Shelly Freitas	2004 Subaru WRX	Silver		77.184	0.000+DNF	74.096		64.982
											0.283
9	HS	14	Stephen Johnson	Scion Tc		81.296					65.280
											0.298
10	EM	18	Kalsey Arquette	Cobra		78.134	74.345	74.525	115.761+DNF	72.506	65.762
											0.482
11	SSM	13	Chad Misiaszek	1991 Honda Civic	Green	75.159	75.119	75.270	74.807		66.054
											0.292
12	DS	13	James DuBose	WRX	Blue	87.503	82.648	80.749	81.637		66.617
											0.563

13	SSM	1	Nathan Pingatore	Mazda RX7		91.226	84.541	80.434	77.888		68.775
											2.158

Top Times Of Day	Time	Class	#	Driver
Raw time	59.539	F125	54	Mike Donofrio
Pax	55.154	XSTU	13	Dustin Ehrlich
Stock	67.302	FS	93	wes davis
Street Prepared	68.719	BSP	88	Jeremy Johnson
Prepared	82.576	GP	54	Llewel Halstead
Modified	67.280	EM	11	William Meyer
Touring	70.306	ST	168	Pete Hirschey
Street Modified	66.483	SM	187	Clint Weigl
Kart	59.539	F125	54	Mike Donofrio
Junior Kart	67.676	FJB	3	Hollie Cartini
Pax	55.154	XSTU	13	Dustin Ehrlich
Novice	59.672	NDS	16	Travis Barnaby



Membership Application

Dear Prospective SCCA Member:

To apply for a membership in the Sports Car Club of America, the world's largest motorsports enthusiast organization, please complete the form below and return, with payment, to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299.

PLEASE PRINT OR TYPE

Name _____ Birthdate _____

Address _____ Telephone _____

City _____ State _____ Zip _____

E-mail _____

Spouse Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Primary Interest:

Please indicate the area of SCCA in which you plan to participate, or interests you the most. (please check only one box)

- Club Racing
- Time Trials/PDX
- Rally
- RallyCross
- Solo
- Vintage
- Pro Racing

Membership Dues

(Includes region dues)

- | | | | |
|-------------------------------------|---------|---|----------|
| <input type="checkbox"/> Individual | \$80.00 | <input type="checkbox"/> Family | \$121.00 |
| <input type="checkbox"/> Spouse | \$28.00 | <input type="checkbox"/> First Gear
(24 yrs & under) | \$45.00 |

Amount Due

Membership Amount \$ _____

Weekend Membership #1 _____ -\$15.00

Weekend Membership #2 _____ -\$15.00

Referred by SCCA Member _____ # _____ -\$15.00

First / Last Name & Member Number REQUIRED

TOTAL DUE \$ _____

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

Applicant's Name (Signature Required)

Date (Required)

Payment Method: Check Credit Card Money Order

Visa/MasterCard (only) Acct# _____ Exp. _____

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

What is the SCCA?

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

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

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

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

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

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

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

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

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

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

INDIVIDUAL MEMBER: \$80.

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

FAMILY MEMBERSHIP: \$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.

**CNYR SCCA
Jay Cartini
5351 Carrick Cir.
Brewerton, NY 13029**

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