



**IN THIS ISSUE:**  
The big compromise  
Regional recap  
Remembering Shelby  
Formula chainsaw  
much much more...



## CNY Region Contacts

### Regional Executive

Mike Donofrio  
315.727.4070  
mikedonofrio@cny-scca.com

### Assistant R.E.

Ed Leubner  
315.396.2096  
eleubner@twcny.rr.com

### Treasurer

Jay Cartini  
315.676.4776  
jpcartini@cny-scca.com

### Secretary

Bob Holcomb  
315.622.3535  
bobrph@twcny.rr.com

### Activities Chair

Rob Sgarlata  
letitsnowsvx@gmail.com

### Points Keeper

Lori Newcomb  
315.635.4894

### Parliamentarian

Lee Hidy

### Webmaster

Evan Haas  
evanhaas@cny-scca.com

### Rally Chair

Frank Beyer  
rallydr@gmail.com

### Solo Program Chair

Mark Bizzozero  
315.247.8588  
boz998@twcny.rr.com

### Rallycross Chair

James Quattro  
315.575.3623  
quattrotoyota@gmail.com

### Membership Chair

Andrew Beyer  
315.451.7664  
a.beyer@earthlink.net

### Merchandise

Rex Franklin  
Gosolo2@aol.com

### Flagging/Communications

Mick Levy  
315.673.0891  
mikeanddot@juno.com

### Competition/Licensing

Joseph Zingaro

### Newsletter Editor

Dustin Ehrlich  
315.703.4700  
syrarch04@hotmail.com

## DONOFRIO'S BODY & PAINT SHOP, INC.

Quality Refinishing

Mike Donofrio

Phone (315) 454-3114  
301 Factory Ave.  
Syracuse, NY 13208



H&R BLOCK®

### Jon Coffin

Master Tax Advisor  
Enrolled Agent

125 Shop City Mall 1802 Teall Ave  
Syracuse, NY 13206  
Tel 315.463.1635 Fax 315.463.2498  
jonathan.coffin@tax.hrblock.com



## Links

[www.nysrrc.org](http://www.nysrrc.org)

[www.nediv.com](http://www.nediv.com)

[www.scca.com](http://www.scca.com)

[www.cny-scca.com](http://www.cny-scca.com)



**In This Issue -**

<b>Handy Internet Links</b>	<b>2</b>
<b>From the Editor</b>	<b>4</b>
<b>Local Event Schedule</b>	<b>6</b>
<b>Assistant R.E. Report</b>	<b>8</b>
<b>Reader's Ride: Scott's F500/FM</b>	<b>10</b>
<b>Meeting Minutes, June</b>	<b>13</b>
<b>2012 National Tour Dates</b>	<b>15</b>
<b>SCCA Membership Application</b>	<b>17</b>

# the **SNARLING EXHAUST**

JUNE

2012

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

[www.cny-scca.com](http://www.cny-scca.com)

SCCA National Office: 1.800.770.2055

The Snarling Exhaust is published 11 or 12 times per year as a service to the membership of the Central New York Region of the Sports Car Club of America, Inc.

The deadline for submissions is the 25th 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.

The subscription rate is \$15/year. Commercial advertising rates per year are \$250/full page, \$165/half page, \$110/quarter page, and \$75/business card size. Monthly ad rates are annual divided by five.

Classified advertising rates are free for region members, \$5/month for others, and must be paid in advance.

## **STERLING IM/C**

INVESTMENT MANAGEMENT/CONSULTING

TEL. 315-423-9700  
FAX 315-423-9703

JAY P. CARTINI  
Vice President

104 Jamesville Rd  
Dewitt, NY 13214



On the cover:  
Scott Newton plays in the dirt with his daily driver and tow rig, a 2006 STi.



## From the Editor -

Most people that know me would agree that I'm usually a pretty quiet person. Instead of quiet I prefer to think of it as thoughtfully reserved. Some folks just adore the sound of their own voice and yak on and on whether they know what they're talking about or not. If I have nothing to contribute to a conversation then I tend not to say anything. I'm that much less likely to put my foot in my mouth that way. Of course there are a few things I know quite a bit about, and I have no problem making my opinion known. Since I doubt too many people reading this care to hear a diatribe on modern architecture, or the blight of urban sprawl, I'll write this month about something else near and dear to my heart: Automotive ADD.

While I don't think it's officially recognized by the American Medical Association, Automotive ADD is a very real affliction, affecting nearly 9 out of 10 SCCA members. Side effects may include quickened pulse upon hearing an unfamiliar exhaust note, restlessness when looking around at car shows, and constant perusal of Ebay Motors and various car forum classifieds. My name is Dustin, and I suffer from Automotive ADD. Sure, a lot of people like cars, but a lot of us SCCA members occupy a specific niche of car crazies, racers and racing enthusiasts. I've never owned a car I've disliked really, but the desire, nay, need, to race makes it much more difficult to choose just the right vehicle.

When I first got into autocross I had just bought a Subaru STi. It was a fantastic car, and I had promised my wife that I would have no need to spend more money on mods since it was already the top of the line Scoob and the fastest car I had ever owned. Well, the more I got into Autocross and the more track days I did down at the Glen, the more go-fast parts I "invested" in, and the more I told you so's I got from the wife. It could have been worse, but before I went too over the top (depends on your definition I suppose) I had a moment of clarity and realized I was at a



Photo: Kathleen Ehrlich

crossroads of sorts. I was spending a lot of money making my daily driver into a race car, and I would always want it more powerful and stiffer for racing, all the while making it less and less suitable for its daily duties.

Obviously (to me), I needed a real, hardcore race car and a comfortable, versatile daily driver. I spent over a year waffling between various solutions. Ultimately I settled on a Formula Ford and Rav4 V6 sport. The FF offers the perfect platform to experience a real race car on a small budget, and the Rav4 is quick enough to entertain on on-ramps (seriously, with the V6 it's the quickest vehicle Toyota sells in the US including the new FRS, shame on them!) and has a couple thousand extra pounds of towing capacity than I need for the FF. With a 950 pound car and a 500 pound trailer I could probably have chosen a GTI or something like that to tow it, but I wanted the 4WD and ground clearance for the winter, since I live on the side of a hill. It's also nice to not scrape on every driveway apron and get my kidneys pummeled on every pothole I forget to dodge.

continued ---





I had examined this decision from every conceivable angle and felt it was the right one. I still do, and yet, less than a year and a half later I'm dedicating an inappropriate amount of time to Ebay motors and, at this snapshot of time, the classifieds section of bimmerforums.com. One of my issues is that I have this awesome car in the garage and since it's not street legal I get to drive it for six minutes total every four weeks, if that. I was obviously aware of this before I did it, but I thought I could live with that. Every time I see someone drive by in a sports car in this warm weather though, it's killing me.

My other thought is that I can't (and/or don't really want to) do track days in the FF. When I had gone this route CNYRP wasn't public knowledge yet, and with the price of playing on Watkins Glen, I was willing to give up road courses for at least three years. Now we have a track being built twenty minutes from my house with the promise of cheaper club rentals. Ideally I would keep the FF for autocross and I'd get a daily driver I could take to CNYRP and the Glen a few times a year (sure, I say a few now. . .). An E90 M3 could tow 1500 lbs right? Or maybe an RS4, then I'd have AWD for the winter. But the M3 would likely be a bit quicker on track. Then again, I've always wanted an Exige. An Exige S with a tune could outrun the Germans and be a lot more lively and fun too. It could also replace the FF as my autocross car. An Exige could be many things, but while I could drive it to work on a nice day, a daily driver it is not in this climate. So then I would need another second daily driver vehicle. Around and around I go.

Anyway, it's frustrating, but it's also fun in a twisted kind of way and really exciting when I do act on a decision. I know I'm not alone in this affliction, so feel free to chat me up when you see me around, I promise I won't be quiet or reserved on this subject.

-- Dustin Ehrlich



## Event Schedule

June 10th - CNY Solo #3, Shoppingtown Mall, Syracuse

June 13th - Membership Meeting, American Legion, Liverpool, 7:00pm

July 8th - CNY Solo #4, Cherry Valley Motorsports Park, LaFayette

July 11th - Membership Meeting, American Legion, Liverpool, 7:00pm

July 14th - CNY Rallyx #3 (Night Event), Walczyk's Farm, Weedsport

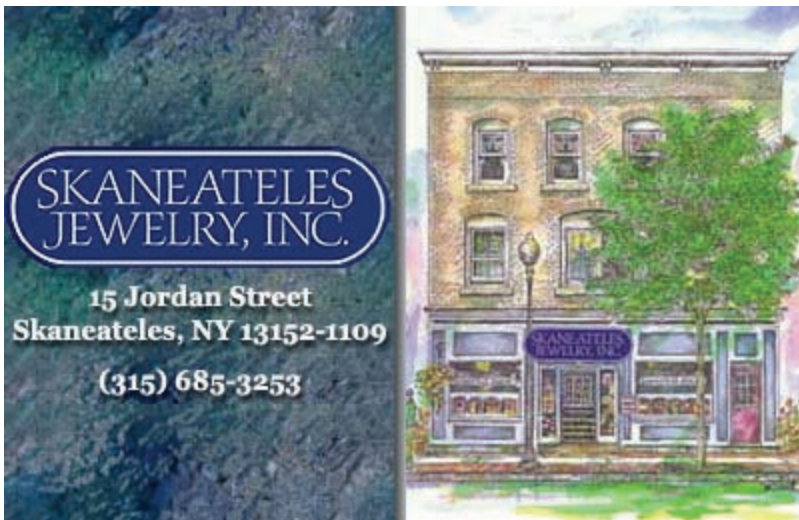
August 4th - CNY Rallyx #4, Rolling Wheels Raceway Park, Weedsport

August 5th - CNY Rallyx #5, Rolling Wheels Raceway Park, Weedsport

August 8th - Membership Meeting, American Legion, Liverpool, 7:00pm

August 25th - CNY Solo #5, Cherry Valley Motorsports Park, LaFayette

August 25th - CNY Solo #6 (Night Event), Cherry Valley Motorsports Park, LaFayette



Michael R. Gagliardi  
Senior Vice President, Branch Manager

(315) 251-1101

(800) 982-0421

(315) 251-1110 Fax

mgagliardi@pinnacleinvestments.com

Franklin Square, 507 Plum Street, Suite 120, Syracuse, NY 13204



Latest Issue: <http://www.scca.com/assests/12-fastrack-jun.pdf>



# “Your Ultimate Auto and Sound Connection”



766 W. Genesee St Syracuse 472-2800

[www.JandJautomotive.com](http://www.JandJautomotive.com)



Truck & Car Accessories

AUTHORIZED



**AMERICAN**  
CAR CARE CENTERS

**ACDelco**



# Assistant R.E. Report

From the Assistant R.E., Ed Leubner

## Greetings:

### AutoX Event #2:

May 20th saw the CNY Region at Mid-State Microds, in Groton (outside of Cortland.) This track might be familiar to some of the long time club members. I've been told that CNY ran at this site almost 20 years ago, so the May event was a homecoming of sorts.

Weather wise, in contrast to the damp, cold, (low 40's) and overall nasty weather we had for the season opener in April, this event had all sun and temperatures in the 80's.

35 competitors took to the course that consisted of an oval used primarily for Microds connected to a winding road course that presented the drivers with multiple challenges in the form of some great elevation changes and a tight, narrow winding course before exiting back on to the main oval portion. A typical run consisted of two laps for a time.

The oval portion had been recently sealed which presented some slick surfaces as the sun and heat increased during the day. Unfortunately, the road course portion has sat dormant for many years, and it began to succumb to the pounding from the heavy cars and sticky tires. This required us to adjust the course a few times to avoid having broken pavement on the racing line. Ultimately, the heat and pavement issues forced us to cap the day at five runs a piece.

Overall, it was a fun course. It was new and challenging. However, prior to running any future events there repairs will need to be made. I want to thank the club members who traveled down a week before the event to do clean up and some concrete work to make the course useable for our event. I'm sure this will be a topic of discussion for the next membership meeting.

### Non-Ethanol Gas:

I'm sure most everyone is aware of the problems that using gas with ethanol in all types of engines can cause (typically 10% ethanol in this area.) However, here in the Central New York area, the Nice n Easy gas station at the corner of Henry Clay Boulevard and Route 31 is selling non-ethanol gas. It is more expensive than the standard E10, but given the problems that ethanol can cause, it may be worth it for your application. I am not sure how often they get their non-ethanol supply, so you may want to check before driving a distance to fill up.

Speaking of gas and prices, for those of you with smart phones, a great App is GasBuddy which is available for the iPhone, Android, and Blackberry operating systems. It does



not identify stations selling non-ethanol gas (although I'm sure there is an App for that too,) but it does map out locations and prices for gas based on your location. And it's free.

Finally, you can not be a car or racing fan and not take a moment to note the passing of Carol Shelby. He will be most remembered for the amazing cars that carried his name, particularly the Cobra's and the modified Mustangs (my favorites) although he was also instrumental in the creation of a number of other high performance cars including the Dodge Viper. Also, if you read closely in the April issue of SportsCar, you would have seen him listed as a 60 year SCCA member. Whether you agreed or disagreed with his politics and the controversy he was involved in at various times regarding "real" versus "fake" Cobra's, he was always an interesting person, starting out as a driver, race team owner and then car builder. Amazingly, even in his late 80's he was still involved in the car business. He was also the longest surviving heart transplant recipient. The sport and industry has lost a great individual.

See you around the grid.  
Ed Leubner



**Burdick Scion**



**Join the Evolution.**

[www.burdickscion.com](http://www.burdickscion.com)



[www.driversvillage.com](http://www.driversvillage.com)

(315) 458-7590  
5947 E. Circle Drive  
Cicero, NY 13039



**CHECK THIS OUT:**

**LOCAL RACER BRANDON KIDD  
WILL BE AT OUR NEXT  
MEMBERSHIP MEETING TO  
DISCUSS HIS EXPERIENCE  
RACING LATE MODELS, ARCA  
SERIES, AND MOST RECENTLY  
IN THE MX-5 CUP AT LAGUNA  
SECA**

**JUNE 13TH  
7:00 PM  
LIVERPOOL AMERICAN LEGION**

**BE THERE!**

# READER'S RIDE:

## Scott Newton's 1990 KBS Mk5b

Chassis:	KBS Mk5 front clip, Mk7 rear clip, 800# with driver
Engine:	Rotax 494 (500cc 2-stroke twin), originally powered a Ski-Doo Snowmobile, 105hp @ 8000rpm
Fuel Delivery:	Dual Mikuni VM38 round-slide carburetors, 93 octane pump gas, oil injection pump
Exhaust:	AAEN tuned exhaust with single expansion chamber
Drivetrain:	Snowmobile CVT clutch system, solid rear axle
Front Suspension:	Unequal-length double a-arm suspension, pushrod activated rubber springs, no dampers
Rear Suspension:	4-link trailing arms with watts link, pushrod activated rubber springs, no dampers
Brakes:	Wilwood dual-piston calipers in front; A single Wilwood 4-piston caliper in the rear; Dual master cylinder pedal
Tires:	10x8.5x18 Hoosier racing slicks, 10x7" front wheels, 10x8" rear wheels.

### History:

This car was built by a company named KBS in 1990 for the SCCA's Formula 440 road racing class - using a Kawasaki 440cc engine. As the class evolved, so did the car, moving up to a Rotax 494 engine and several other chassis upgrades through the years. In particular when the car was wrecked heavily at Buttonwillow in 1998, the entire rear clip of the car was replaced with that of the more modern KBS Mk7 design.

The car also has a rich race history, including wins in no less than 12 national races, and a podium finish in the 2001 runoffs (in the hands of Jeff Jorgenson). After the 2001 runoffs the car was sold to another driver who campaigned it in a few regional races until 2005, at which point it was parked in need of a new fuel cell. It was in this condition that I purchased the car in 2011, and was able to prep it to campaign the 2012 season.







### What is Formula 500?

Formula 500 is an SCCA club racing class initially started in the early 80's with the intention of being a very low cost class for single-seater formula cars. As such, the rules are written in such a way as to allow durable low-cost cars to be competitive. Competitive club racing cars can be purchased for anywhere from \$15k (new) to \$7k (used).

In addition, cars with less of the club racing safety gear can be found in the \$2k-\$5k range and raced in the F Modified autocross class.

A simplified version of the Formula 500 rules is as follows:

1. Cars must be 800# or more with driver, 80" or less wheelbase, 55" or less overall width
2. Cars must use one of the following engines in stock condition:
  - a. Rotax 593 (600cc 2-stroke) w/ inlet restrictors (105hp, 850# minimum weight)
  - b. Rotax 493 (500cc 2-stroke) (105hp)
  - c. Rotax 494 (500cc 2-stroke) (105hp)
  - d. Kawasaki 440 (440cc 2-stroke) (75hp, 750# minimum weight)
3. Cars must have no wings, and a flat floor from the front to rear axle. Bodywork must extend to the full width of the chassis between the front and rear wheels.
4. Cars may have a full suspension, but may not utilize sway bars, dampers or metallic springs. Rubber springs may be used.
5. A solid rear axle must be used (no rear differential)



SCCA RallyCross

SUBARU

2.5 RS

AWD

dp

dp



# Membership Meeting Minutes

Courtesy of Bob Holcomb

Meeting Minutes For CNYR SCCA, Wed. May 9, 2012

## CALL TO ORDER:

The meeting was called to order at 7:17 p.m. by R.E. Mike Donofrio.

## R.E.REPORT:

Mike Donofrio welcomed all to the May meeting and lacking a formal report, reminded those members present that live in the Cicero-North Syracuse School District that he is running for an opening on the CNS Board of Education.

This was duly noted by the affected members who had been enjoying pizza and wings prior to the start of the meeting.

## ASST.R.E.REPORT:

Ed Leubner was absent as he was out of town on business.

Mike Donofrio mentioned that Ed had recently taken part in an HPDE driving event at Watkins Glen and was very thrilled with the experience.

A future article for Snarling Exhaust of his experience was promised via e-mail.

## TREASURER REPORT:

Jay Cartini reported that our three major sponsors are set with the recent payment from Skaneateles Jewelers, joining J&J Automotive and Burdick Scion.

## SECRETARY REPORT:

Bob Holcomb moved that approval of the April meeting minutes be delayed until they appear in Snarling Exhaust. Rex Franklin seconded, motion passed.

Snarling Exhaust editor Dustin Ehrich was absent so no release date for the April issue was available.

Bob indicated he would have further items to discuss under old and new business.

## ACTIVITIES REPORT:

Rob Sgarlata asked Lee Hidy if a date for our annual August picnic at the Onondaga Yacht Club had been confirmed.

Lee said he had left a message and was waiting for a reply.

Later in the meeting Lee received a confirmation and the date will be Wed., August 8th.

Jay Cartini asked if anyone objected to using the same catering service as in 2011.

All agreed that they were satisfied with that and Jay will contact him to set the date and menu.

## SOLO REPORT:

Mark Bizzozero said the next event will be held Sunday, May 20th at the Microd track in Groton, NY.

He gave thanks to Mike Donofrio and Leo Sawyer for meeting with him and helping prep the track, including trimming grass and filling in portions of asphalt.

Mark did say the starting time has been moved back by one hour and will be so noted on our web-site and via e-mail. Registration is to start at 9 a.m. with the first car off at 11 a.m.

The next event will be at Shoppingtown Mall on Sunday, June 10th. No starting time was given.

Mark has also looked into the former Griffis Air Base and is awaiting a reply from them.

Lee Hidy mentioned he is getting information on staging a SOLO at Fort Drum to help benefit the troops stationed there. More information to follow as it becomes available.

## RALLY CROSS REPORT:

Jim Quattro said that he has obtained more trophies and medals to use for 2012.

We will have a Rally Cross on Sunday, June 3rd following the STPR Rally in Pennsylvania.

## F&C REPORT:

Mick Levy reported that the Glen Region is hold a regional race at WGI over Memorial weekend.

Also that the national race in July will include the Trans-Am series.

Mick said he enjoyed working the Mini-Indy kart race held in Williamsport, PA at the end of April, a fun time with proceeds going to the Red Cross.

## RALLY REPORT:

Frank Beyer said that without much publicity, New York State is becoming a hot bed for performance rally, with a total of 4 events scheduled for 2012, one of which has already been held.

Most are in the Catskill region.

Frank said he is hopeful that interest can be developed into getting a viable rally program re-established through CNYR SCCA.

continued ---

#### MEMBERSHIP REPORT:

Andrew Beyer was absent, no report.

#### COMPETITION REPORT:

David Kicak has been looking into requirements for CNYR to run a race.

The Central New York Raceway Park between Brewerton & Central Square would be considered as a location, however ground breaking is still underway at this point in time.

David asked if anyone had an update on things there.

Jay Cartini said that according to his sources, all properties have been acquired, proper permits filed and construction should be under way by July, with a proposed opening of spring, 2013.

David continued that with so many race groups in SCCA it would be best to plan on starting with a Regional or Drivers School and a core group of CNYR members need to be formed for the required specialties.

#### OLD BUSINESS:

Bob Holcomb asked what was the status of our merchandise?

Rex Franklin said he had assorted merchandise in a bin at his house and would be happy to bring any merchandise that members request to a meeting.

Bob suggested that the merchandise should be made available at each monthly meeting, along with each SOLO and Rally Cross event.

Leo Sawyer suggested putting an ad in Snarling Exhaust listing what merchandise is available.

Mike Donofrio added that it could be included on our web-site via a link.

Lee Hidy asked if the region was still distributing anniversary pins at the annual awards dinner?

This is separate from the name plates issued through National.

This will be looked into.

#### NEW BUSINESS:

Bob Holcomb mentioned that a representative from the Liverpool American Legion said that any CNYR SCCA member that would like to enter a car in the Liverpool Memorial Day Parade was welcome to do so and that even competition vehicles would be considered.

Bob also said that he is trying to get local racer Brandon Kidd from Manlius to come to a future meeting and discuss his experience at a driving school and at a Miata race in California.

Brandon is best known as a round track racer and this is his first road racing experience.

David Kicak asked if we would be holding a kart night at Cherry Valley this year.

Jay Cartini will look into available dates.

David also asked about the status of returning to view the car collection at Giambatista's Railroad Construction after an incident there during our November, 2011 meeting.

Rex Franklin said still a negative for any return visit.

#### 50-50 RAFFLE:

Won by Rob Sgarlata for \$13.

#### ADJOURN:

Lee Hidy made a motion to adjourn which was seconded by Mark Bizzozero, motion carried, meeting adjourned at 8:26 p.m.

Submitted by Bob Holcomb,

Sec. CNYR SCCA



# 2012 Tire Rack SCCA Solo National Tour Schedule

March 9-11  
Dixie National Tour  
South Georgia Motorsports Park  
Cecil, Ga.

Mar. 16-18  
Sun Belt National Tour  
Texas A&M  
College Station, Texas

April 27-29  
Southern Pacific National Tour  
Qualcomm Stadium  
San Diego, Calif.

May 18-20  
Northeast National Tour at East Rutherford  
MetLife Stadium  
East Rutherford, N.J.

May 25-28  
Spring Nationals  
Central States Championship  
Lincoln Airpark  
Lincoln, Neb.

June 8-11  
Summer Nationals  
Southern States Championship  
Arkansas Aeroplex  
Blytheville, Ark.

June 29 – July 1  
Western States Championship  
Hampton Mills  
Packwood, Wash.

July 13-15  
Colorado National Tour  
Pikes Peak International Raceway  
Fountain, Colo.

August 3-5  
Northern States Championship at Grissom  
Grissom AeroPlex  
Peru, Ind.

September 4-7  
Tire Rack SCCA Solo National Championships  
Lincoln Air Park  
Lincoln, Neb.

October 26-28  
Tri-State Challenge National Tour  
Arkansas Aeroplex  
Blytheville, Ark.

# 2012 Tire Rack SCCA ProSolo Schedule

Round 1  
April 13-15  
Maryland ProSolo  
TBA

Round 2  
April 20-22  
Mineral Wells ProSolo  
Mineral Wells Airport  
Mineral Wells, Texas

Round 3  
May 4-6  
El Toro ProSolo  
El Toro Airfield  
Irvine, Calif.

Round 4  
May 25-28  
Spring Nationals  
Lincoln ProSolo  
Lincoln Airpark  
Lincoln, Neb.

Round 5  
June 8-11  
Summer Nationals  
Blytheville ProSolo  
Arkansas Aeroplex  
Blytheville, Ark.

Round 6  
July 6-8  
Packwood ProSolo  
Hampton Mills  
Packwood, Wash.

Round 7  
July 20-22  
New Mexico ProSolo  
McGee Park  
Farmington, N.M.

Round 8  
July 27-29  
Toledo ProSolo  
Toledo Express Airport  
Toledo, Ohio

Round 9  
August 30 - September 2  
ProSolo Finale  
Lincoln Air Park  
Lincoln, Neb.



# 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)

- Individual \$80.00
- Family \$100.00
- 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: \$100**

- Husband/wife and children under age 21.
- All family members have full rights and privileges of an Individual member.
- Share a subscription to SportsCar.

### **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**

**ADDRESS SERVICE REQUESTED**

PRST STD  
US POSTAGE PAID  
SYRACUSE, NY  
PERMIT NO. 1312

**POSTMASTER - TIMELY MATERIAL WITHIN**