

June/July 2011

the ***Snarling Exhaust***



In this issue:
Rallycross
TSD Rally
Photos of Jay Cartini
Meeting Minutes
Columns

Membership Meeting: Wednesday, July 13, 7:00 PM
American Legion, Liverpool

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

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
mickanddot@juno.com

Competition/Licensing

Joseph Zingaro

Newsletter Editor

Karl Hughes
315.687.5799
khughes@cnyira.com

Area 10 Director

John Walsh
585.738.8009
jwalsh@scca.com

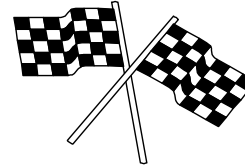


DONOFRIO'S BODY & PAINT SHOP, INC.

Quality Refinishing

Mike Donofrio

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



CORVETTE SALES

*We Buy
Corvettes &
Parts -
Finder's Fee*

CORVETTE BARN

Endurance Racing Enterprises, Inc. 30th Anniversary 2004

BOB BAECHLE
315 468-0226

105 Harbor Street
Syracuse, NY 13204



Ben Gregory

(315)675-3157

ROLLING
Chassis Co.

Streetrods, Customs, Competition, Pro Street

www.RollingChassisCo.com

- ONLY 30 MINUTES FROM SYRACUSE -
731 County Route 17, Bernhards Bay, NY 13028

Handy Links:

<http://www.nysrrc.org/>

[http://www.nescca.com/nescca
main/](http://www.nescca.com/nescca/main/)

<http://www.scca.com/>

Cool Links:

<http://youtu.be/LRuSIQIUAhc>

Co-driver in-car video side by side: Ron Fish vs. Paul Shaver

<http://www.youtube.com/watch?v=rUVLTcr0qSU>

A lap of Laguna Seca in an F500

the
Snarling Exhaust

June/July 2011

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

CNY Region website: 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 still 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 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.

Graphics assistance courtesy of Alex Fairbank.

Cartini. At a Rallycross. Working. Wow. –
Evan Haas photo

In This Issue:

Handy Internet Links	2
From The Editor	4
1000 Islands Concours d'Elegance	6
Assistant R.E. Report	7
Region Events Calendar	8
SCR24/2 Rally	10
May Meeting Minutes	11
Fastrack Links	15
June Meeting Minutes	16
Off Course	17
Annual Picnic	18
The Rallycross Experience	19
SCCA Membership Application	21



gabe's autoworks
volvo specialists

gabriel o'loughlin
owner, master mechanic

121 plum street
syracuse
new york 13204
315 474 8700
315 474 9700
gabesautoworks@centralnytwcbc.com



From the Editor:

The time has come for me to start the process of handing over the editor's job to fresh talent. If you're reading this, consider yourself a candidate for the job.

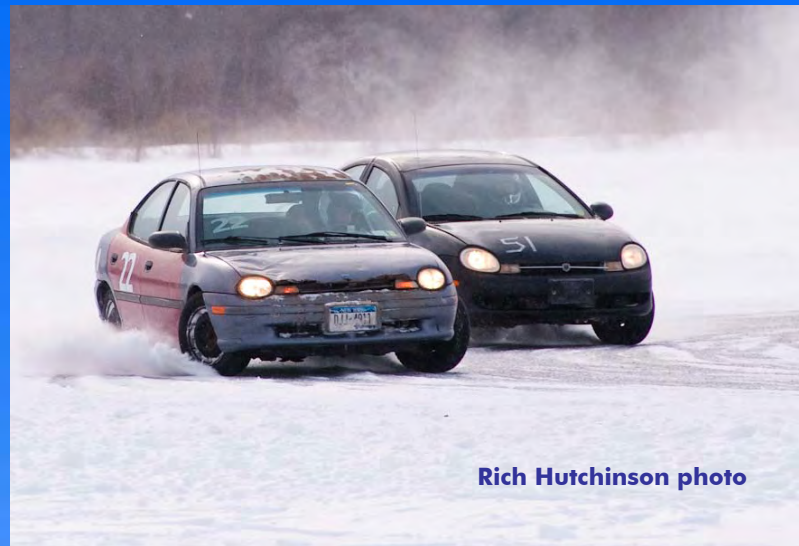
I've been editing the newsletter since the June, 2007 issue. It's been a long run in the job, and I've had a lot of fun with it, but it's time for a fresh viewpoint.

So. Volunteers? The job comes with a great deal of creative latitude – the freedom to do things pretty much the way you want them. I've tried to raise the bar on the graphic design, include content from all club members who wish to contribute, cover all areas of activity the club involves, and include related content like non-SCCA motorsports activity in the CNY area, news from the SU FSAE program, etc., and photos of as many members as possible.

The job is as big as you make it, and it's possible to set your own schedule to get it done. I try to have each issue out around the first of the month (shortly before the next membership meeting, to serve as a reminder to attend).

I've really enjoyed doing this, and I've gotten to meet a bunch of club members in the process. I think I've been successful in making it a newsletter that is fun to see each month, which I believe helps the club, and makes it more enjoyable for the membership. But, I think there is still a lot more that can be done. As with all of the jobs in the region, it doesn't hurt to get a fresh perspective in place, so now's your chance!

I think this is a key position within CNYR, because the newsletter is an important vehicle for communicating information to club members and prospective club members, for publicizing



Rich Hutchinson photo

the adventures of our members, and for making a historical record of results and events.

A region newsletter has the potential to be a great place to chronicle racing, rallying and all other SCCA motorsports adventures, to communicate information about our sport, and to provide a place for us to see our names and photos in print. For most people it's rare to get that chance, so I've tried to make sure that as many club members as possible get featured in these pages. There is a lot of interesting stuff going on in the club, and a lot of interesting people doing it. It's been my privilege to get to know a bunch of you in the process of doing this, and I consider myself lucky to have had this opportunity.

Past editors have included Mike Donofrio, Joe Kramer, Amy Bizzozero, Sonya Snyder

If you're interested in adding your name to this list, let me or one of the club officers know.

Be seeing you,
-Karl



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



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

"Your Ultimate Auto and Sound Connection"

766 W. Genesee St Syracuse 472-2800
www.JandJautomotive.com



AUTHORIZED



Truck & Car Accessories



CAR CLUB PARKING AVAILABLE

WWW.ABM.ORG

1000 ISLANDS

CONCOURS D'ELEGANCE

ANTIQUE BOAT MUSEUM



CLAYTON, NEW YORK



Mercedes Austin Healy TVR Porsche

Ferrari Aston Martin Jaguar Corvette Bentley

JULY 17, 2011

sponsored by Pinna de Investments, LLC

www.pinna.deinvestments.com

Asst. R.E. Report

From the Assistant R.E., Ed Leubner

Comments on a number of topics!

Solo Event #2:

Well, the second Solo event held at the State Fair grounds is history, and it was a great one! It was a challenging course that provided some highly technical sections which tested the competitor's braking skills (or lack there of....) along with some fast sections that allowed everyone to really stretch their legs. And, we got in eight runs plus fun runs. The weather was perfect. We actually had some sun and no rain during the entire event. However, there was a slight chance of rain predicted. Unfortunately, that prediction may have been partially responsible for a smaller turnout (less than 50 drivers) than we would have liked given the higher costs we are now being charged for using the State Fair lot.

But, everyone that did run looked like they were having fun! In addition, throughout the day, spectators and those who were wondering what the heck was going on, did stop by to watch. Leo Sawyer, who was one of the event Safety Stewards, noted that a couple of the drivers commented that they stopped after seeing us in action while they were driving by on the highway.

Which leads to the comment, if anyone has ideas on better methods of getting the word out so we can bring these people in to participate, send us a note, or better yet, come to the monthly membership meeting and voice your opinion.

May Membership Meeting:

After some confusion regarding scheduling,



John Walsh did attend our May meeting. John is the Director for SCCA Area 10 (which the Central New York region is a part of). He discussed a number of issues including the difficulty in retaining Solo sites. He also responded to a number of questions from the audience. Thanks John!

May 7th Test & Tune at SeAD:

Although I was unable to attend our opening Solo event, I was able to attend a test and tune at Seneca Army Depot the following week. It was a great opportunity to try out some different tire pressures and shock settings while getting a chance to practice different driving lines. There were only about 20 drivers that signed up for the day so we ended up with a lot of runs.

To start my first run of the season, I launched easy, getting the feel again. I increased my speed, as things seemed to be working well. I continued to increase my speed around the course and into the last sweeper which led to a slalom before the finish line. Suddenly, Oh sh#@\$. Those slalom cones are spaced tighter than I thought! Quickly, I lift, and tap the brakes. Oops, major fail.... As the back end came around, I could hear a couple of cones slam into the passenger door. I finally came to a stop facing the wrong direction with two wheels on the grass. As I sat there getting ready to restart, I remember reading that you never want to lift, and brake suddenly while in a turn since that will cause the weight to shift forward off the rear tires resulting in loss of grip – no kidding, lesson learned. Oh, well, at least I still had two wheels on the pavement unlike another red Miata that went off in this same spot along with a few other cars!



Burdick Scion



Join the Evolution.

www.burdickscion.com



www.driversvillage.com

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

Continued on page 9

Region Events Calendar

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

- Jul. 9-10** National Club Race – FLR (Watkins Glen)
Jul. 10 Rallycross
Jul. 13 Membership meeting – American Legion, Liverpool
Jul. 23-24 Solo (Seneca Grand Prix) – Seneca Army Depot
Jul. 30-31 Solo (NEDivs) – Seneca Army Depot
Aug. 13 Solo – Cherry Valley
Aug. 13 Solo – Cherry Valley Night Event
Aug. 14 Rallycross – Rolling Wheels
Aug. 17 Annual picnic – Onondaga Yacht Club
Sept. 25 Solo – NYS Fairgrounds
Sept. 11 Rallycross – Cherry Valley (tarmac event)
Oct. 9 Solo – Cherry Valley Enduro
Dec. 11 Rallycross – Cherry Valley



http://www.nescca.com/nescca_main/roadrally.html

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



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



JOHN P. TABOROSI
AMSOIL DEALER
ZO# 1713178

1860 Pompey Center Rd.
Fabius, NY 13063-8702
(315) 683-9884 • (315) 263-7485
E-mail: johntab@live.com

AMSOIL High Performance Products

Motor Oils • Superior wear protection • Improved engine performance
• Extended drain intervals • Improved gas mileage

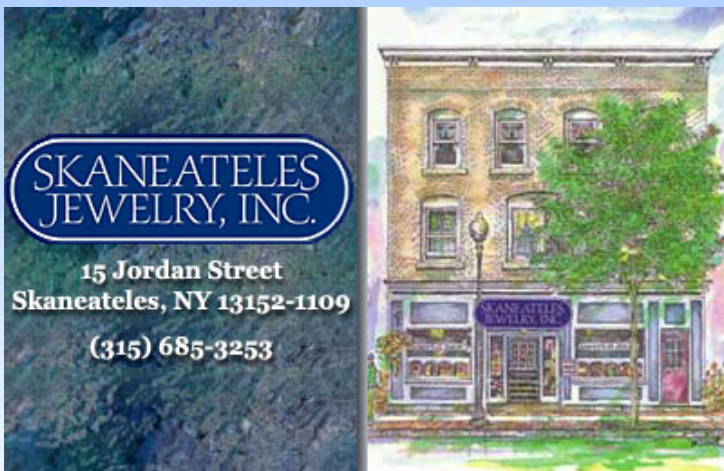
2-Cycle Oils • Superior performance and protection • Full line of specialized oils for all applications

Drivetrain Fluids • Gear Oils prevent wear and extend equipment life
• ATF offers smooth shifting and long transmission life • Extended drain intervals

Fuel Additives • Improved engine performance • Better fuel efficiency
• Cleaner engine

Air & Oil Filters • Higher capacity and efficiency • Extended change intervals • Donaldson and WIX filtration products also available

Call John for special SCCA pricing



Overall, it was a fun, productive day (with no other agricultural excursions). I found some useful settings, and got lots of seat time. However, I still have to get those black cone marks off the passenger door....

Gotta love Central New York weather. After a near record breaking season of snow fall, and unrelenting rain and cool weather, we're up to the 90's and sweating in our helmets, and then back down to cooler weather! But, it's car season, so get out there!

June brought us another great Solo event. This time at Cherry Valley. It started out a little damp in the morning, but it dried up and turned out to be a great day.

Competition was good as always. However, a couple of small incidents reinforced the importance for course workers to be constantly watching the cars on the track. Fortunately, the only issues were the need to make some minor repairs to the vehicles involved.

Another item that I think needs to be addressed is the level of vehicle exhaust noise. The current exhaust noise limit for SCCA Solo National events including the upcoming NE Divisional, is 100 dB. This is still pretty loud. I like the sound of wide open race engines as much as the next guy. However, we need to consider the course workers who are subjected to these sound levels. In addition, with the challenges of acquiring and maintaining Solo sites, I think we need to maintain a good neighbor policy. Noise is a problem for even established race tracks. The July issue of SportsCar has a report that Lime Rock is once again under fire to limit noise. Ideally, competitors police themselves. What do you think?

The June monthly meeting was moved from our regular location in Liverpool down to the Cherry Valley Motorsport Park for an evening of kart racing. Even though it was not an official meeting, a large number of members came out both to race karts and to watch. There was good competition on the track following a number of "challenges" that started after the driving gloves were thrown down in the paddock. (The full report is included in this issue). Along with the racing, we checked out the various cars members brought out for the summer evening drive. Anytime you have car nuts and cool cars, you have a car show!

Speaking of car shows, Father's Day turned out to be a great day for cruising with the top down (even if there were no cones to dodge), and ride out to Cazenovia to see the Euro Car Show. With the great weather, a large number of cars and motorcycles from across the pond showed up at Lorenzo's State Park. A number of CNY members also came out to observe everything from the wire wheeled MG's to a high end Porsche GT3R.

However, if you wanted to see a real race car, CNY's own Karl Hughes exhibited his BMW Chump Car that he and Jon Coffin raced in the Chump Car Series last month. Although, Karl was probably not one of the front runners for the concourse restoration award, it was pretty cool to see all the work they put in to make it a competitive race car.

See you around the grid and maybe at a car show!

Ed Leubner



SCR24/2, Pittsburgh Pennsylvania, June 18

Courtesy of Frank Beyer

I brought the old Forester out of hibernation after a rest following the *WINTR SERIES*, heading southwest through the woods, taking the long way on as many dirt roads as I could through northwest Pennsylvania, running the area that used to be the site of the old Happiness Is Sunrise Pro Rally. The roads are more fun in the Forester, celebrating its 100,000-mile birthday, than in my old Datsun (Nissan, for you kids) 510. Note to self: we gotta have a TSD in here.

Mark Johnson was up from Georgia to drive the Forester the way it should be driven, and defend our win in 2009 on the first SCR, a 24-hour trip to West Virginia by way of Ohio, Maryland and Virginia, then back to Pennsylvania. This year's version was the first half of the original, trying the golf course method: run the same course, but have different checkpoint locations. This route deserves multiple runs, as it makes use of a bunch of fun little roads in the area. Rick Beattie, rally chair, and Justin Connors, the rallymaster, deserve a much better turnout than the five cars that showed up to justify their efforts. That's a subject for another time, and what we missed in numbers, we made up in quality, if I do say so.

The course uses a wide range of roads, from barely one-car wide paved stuff to twisty little ups-and-downs through the woods on dirt and crushed stone. We stopped for a trip up an observation tower at the highest spot in Pennsylvania, and, motored by kayakers floating and fishermen wading the rivers down through the valleys.

Five cars, 27 controls, all through this mix of roads and locations. 135 leg scores, and catch this: 127 of the scores were three or less.

Folks, this was competition at the top. We should have opted to run different classes, but, you don't get many chances to have a field of this quality very often and this was a great way to test our abilities.

Fred Mappleback and Jack von Kaenel ruled the rally right from the start and consistently held off the rest of us for a deserving first place, befitting two of the best in contemporary rallying. I'm sorry that we couldn't generate a better turnout for the Steel Cities crew, who did an admirable job through the night. This was a great test and deserves more support.

Results (all cars Equipped):

1. Mappleback/vonKaenel	18
2. Harkcom/Harkcom	25
3. Gezon/Ferris	36
4. Johnson/Beyer	49
5. Sellers/Ford	69

Membership Meeting Minutes

Courtesy of Bob Holcomb

CNYR General Membership Meeting Minutes: May 11, 2011 at the American Legion in Liverpool, NY

CALL TO ORDER:

The meeting was called to order by R.E. Mike Donofrio at 7:13 p.m.

R.E. REPORT:

Mike Donofrio welcomed all to the meeting, including new member Lun Chen of Liverpool, NY.

Mike then immediately turned the meeting over to new Area 10 Director John Walsh who had driven in from Rochester to speak at our monthly meeting.

JOHN WALSH AREA 10 DIRECTOR:

John said he had no formal agenda and was using our meeting as a meet-and-greet session to discuss and listen to issues we might have as members. One of the areas of concern that John mentioned was location, acquisition and retention of SOLO sites. Many regions, including CNY, SNY, FLR and WNY were concerned with the possible exclusion of the Seneca Army Depot as a SOLO site for 2011. This has been resolved, at least for now so SOLO will be allowed there.

Convincing the management at Seneca that having the SCCA hold SOLO events there was an economic benefit to the local community helped keep the site open to SOLO.

Member retention was another issue discussed. John said that if a member is active for at least 3 years, then the chances are very good that that person will remain a member. If they are not active, the average length of membership is one year. Incentives from the regions for member retention might help, but suggestions as to what incentives may or may not work need to be made. John said that if any member has a suggestion to help Topeka with member retention to contact National or himself.

Bob Holcomb mentioned the monetary incentive that workers get (usually \$5/day worked, up to \$45 total) toward their annual dues for working race events and wondered if this might be extended to workers at SOLO or RALLY events? John said the race worker incentive is paid for by a fee assessed to each driver at a regional or national race weekend and that thought might need to be given to broaden this to include other events.

Leo Sawyer asked about the popularity of NASA vs. retaining entries in SCCA. John said that NASA is a FOR PROFIT company, limited to production class cars, i.e. no open wheel or sports racing classes, which helps keep costs down. It also has far less bureaucracy, with one person as race director at an event vs. SCCA and multiple Stewards.

John said that if anyone has suggestions to improve SOLO events especially in reference to any rule changes, that spring is the time to make them, do not wait until summer which is considered too late by National. Rex Franklin suggested a mentoring program for SOLO including assisting new entrants during and after each event.

Bruce Parker asked about regional drivers being allowed in national events, such as during a "Rational" which combines regional races and national races on the same track on the same weekend. John explained that this will probably not happen in the North East where regional and national events draw good fields and was originally implemented to help the small tracks in the South West where they have extremely low car turn outs for small tracks, the combination helps make it a financially viable weekend and helps keep the race on a National status. Mick Levy mentioned that earlier this year at Fontana he attended a RATIONAL and that while the first few cars were national class cars, the majority of the pack was made up of regional cars. He felt that since the regional drivers ran at a specific track more frequently than national drivers, perhaps track knowledge helped in this.

Jim Quattro said that for his Rally Cross program, he starts with the MotorsportReg.com registration web site and also contacts all entrants after each event. This includes informing them of results and future dates.

Leo Sawyer asked if brochures were available from national to explain rules, points keeping, etc. to new entrants. John said not currently, but proposals have been made to Topeka for such a plan. Mike Donofrio said that he had received a packet from Topeka concerning SOLO events that may help and he will check when he gets home to see what information they contain.

The potential exists to eventually develop a simple bar code scanning for entrants to identify them, keep track of points, etc.

Rob Sgarlata asked if site retention was a problem outside of New York State and John said it is a problem everywhere. Rex Franklin said that a SOLO event he attended out west, about 50% of the entries were actually from out of state due to the lack of available sites.

Bruce Parker asked about the status of a proposed track in Palmer, Mass. John said that it is not in the foreseeable future due to financial issues.

At this point John had to leave as the time for a previously schedule conference call had arrived. Appreciation for his appearance was expressed by all.

ASST. R.E.REPORT:

Ed Leubner said he attended the SOLO test-and-tune session on May 7th at Seneca Army Depot. The event had been limited to 25 entrants but only 17 or 18 actually attended. He said there was some rain and temperatures were cool but it was a helpful outing. He commented that the NYS Troopers were also conducting a safety event which included crash testing former squad cars.

SECRETARY REPORT:

Bob Holcomb made a motion to ask that the minutes for our April meeting be approved as they appeared in the MAY Snarling Exhaust. Lee Hidy so moved, motion carried. Bob had nothing more to report at this time.

TREASURER REPORT:

Jay Cartini said we are still waiting for money from some SOLO and Snarling Exhaust advertisers. Second billings will be sent. We had two large expenditures, which included paying for both scheduled SOLO events at the NYS Fairgrounds and for the insurance payment for the SOLO van. Scott Newton asked if it would be financially advantageous to rent a vehicle (either a van or trailer) to haul our SOLO equipment to each site. The answer was no, due to rental contracts vs. use of the vehicle. Jay Cartini said replacing the SOLO van with a different vehicle may be a possibility when the time comes that the current van is no longer usable.

SOLO REPORT:

Mark Bizzozero said our SOLO at Cherry Valley Kart Track had approx. 50 entries with 5 runs per entry. Our next event is scheduled for May 22nd at the NYS Fairgrounds.

RALLY CROSS:

Jim Quattro reported that our next event is scheduled for Sunday, May 15th at the Walczyk Farm near Weedsport, NY. Following that, we will be participating in the Susquehanna Trail Performance Rally weekend in Pennsylvania on June 3rd & 4th. This event was discussed in the May Snarling Exhaust for further reference. Extensive discussion of past and upcoming events extended Jim's report but was not included in this report as it was not necessarily relevant to the report itself.

ACTIVITIES REPORT:

Rob Sgarlata said our Wed., June 8th meeting will be at the Cherry Valley Kart Track west of Lafayette on Rte. 20. To ensure enough track time a suggestion was made to meet at 6 p.m., run laps, then hold our business meeting. A rain date of one week later, June 15th, was established.

Lee Hidy reported that we cannot hold our picnic at the Onondaga Yacht Club on our usual date of the second Wed. in August, as it was already booked for an event by the Montezuma Wildlife group. Lee will check to see if the 3rd Wed. in August is available and report back to us.

MEMBERSHIP REPORT:

Andrew Beyer reported that in March, 2011 we had 152 members and for April, 2011 we were at 162 members.

For March we welcomed new members:
Alexander Harrington of Jamesville, NY
Ted Barbuto of Syracuse, NY
Justin Hinman of Rome, NY
Sergio Pasian of Quebec.

For April we welcomed new members:
Michael Hajzus of Baldwinsville, NY
David Sky of Syracuse, NY
Lun Chen of Liverpool, NY
Anton Moore of Weedsport, NY
Richard and Barbara Cimildoro of Camillus, NY
Ben Gower of Brewerton, NY
Alex Vasilev of Camillus, NY
Clifford LaMontagne of Cicero, NY
Richard Farino of Howard Beach, NY (possible geographic confusion as it's near NYC)
Marc Bonbrest of Boonville, NY

Anniversaries:

January, 2011:

Mick Levy, 15 years

February, 2011:

Karl Hughes, 20 years

March, 2011:

Robert Chevako, 45 years

James Leonard Jr., 10 years

Bob & Nancy Holcomb, 5 years

April, 2011:

George Poniros, 1 year

Jeremy Johnson, 1 year

David Mushynsky, 1 year

Tarek Rahim, 1 year

Chris Carroll, 1 Year

Cory Leblanc, 5 years

Matt Tucker, 10 years.

Congratulations to all and welcome to the new members, we're glad to have you aboard.

F&C REPORT:

Mick Levy said that anyone interested in flagging at Watkins Glen please contact him as they are very short on weekend flaggers for 2011. Tuesday, June 14th is the Tony Stewart-Lewis Hamilton ride swap at WGI. It is a free event, sponsored by Mobil-1. Tony will drive a McLaren F-1 car and Lewis will drive a NASCAR Sprint Cup car.

OLD BUSINESS:

Racers being racers, Jay Cartini and Bob Holcomb reported on the new "Clean Dirt" that was testing at the Brewerton 4/10 mile dirt track in Brewerton, NY on Tues. evening May 10th.

Per Jay via Rick Martel, the racers reported low dust levels but their tires seemed to heat up more quickly during hot laps than they normally would.

Bob said that he spoke with Rick Martel at Fulton Speedway on Sat., May 7th and Rick said if the testing and future racing proved successful on the new surface, then Fulton Speedway may be next.

Glen Donnelly, the founder of the D.I.R.T. racing circuit, thinks that this will be the first big evolution in dirt track racing surfaces (think what artificial turf did for football).

Why is this of interest to CNYR SCCA? Because you need to think RALLY CROSS events at these tracks.

NEW BUSINESS:

None

50-50 RAFFLE:

The 50-50 raffle was won by Ed Heffron for \$9.

Lee Hidy made a motion to adjourn.

Seconded by Rex Franklin.

Motion carried, meeting adjourned at 8:53 p.m.

Submitted by Bob Holcomb, Secretary.



*One of the heat races on "Kart Night"
- Bob Holcomb photo*

MERLIN MANUFACTURING USA, Inc.

Design and Manufacturing Services

Design/Engineering Services:

Concept or Complete Design
Solid Models or Full Engineering Dwg's
CNC Programs
Post Processor Development

Manufacturing Support:

Master Patterns for:
Carbon fiber Components,
Plaster & Air-set Sand Castings
Prototype Machining
Production Runs Up To 1000 units
Production sourcing of :
Investment Castings
Die-casting,
Plaster & Air-Set Sand Casting
Extrusions
Injection molded parts



Photo courtesy of Lola Cars International

Current supplier to **LOLA CARS INTERNATIONAL**

Contact: Chris Whaley
315-409-3500
Chris@merlinmfgusa.com
www.merlinmfgusa.com

We are here to help you **REACH** that **CHECKERED FLAG**



Click the link below to go to SCCA's Fastrack web page.

<http://www.scca.org/contentpage.aspx?content=78>

Membership Meeting Minutes

Courtesy of Bob Holcomb

CNYR General Membership Meeting Minutes: June 8, 2011 at Cherry Valley Motorsports Park

For June, CNYR SCCA decided to take a small break from meeting at our usual location at the American Legion Post in Liverpool, NY. Instead, we met at the Cherry Valley Kart Track just west of Lafayette on Route 20.

Mother Nature provided us with a day that "ONLY" reached 97 degrees in Syracuse, a new record. Despite the heat and humidity, we had a good turnout of members for the evening. R.E. Mike Donofrio and Secretary Bob Holcomb agreed that a semi-formal (non-minutes) meeting would take place in the restaurant (aka: the BAR) following the racing. Definitely a good decision, especially as to holding it "after" the racing.

Heats were divided into 10 laps with 5 or 6 karts in each session. Mike Donofrio quickly proved to be the best of the best, with Ed Heffron and Evan Haas close runners up. One of our newest members, Dick Cimildoro of Camillus showed up to run but was given a kart a little down on power, but hung in there and said he had a good time.

Asst. R.E. Ed Leubner showed up but, like Sec. Bob Holcomb, didn't race. Something about forgetting long pants and not wanting his knees getting burned or scraped on the pavement....smart choice.

Treasurer Jay Cartini showed up late and immediately started bragging about his ability to beat not only Evan Haas but Mike Donofrio as well. Rumor has it he bribed the track to bring out a "ringer kart" with more horsepower than the karts provided to the rest of the racers. Considering the driver, extra horsepower could have helped, but it didn't. In the feature race, despite starting on the pole, Jay quickly faded to the rear of the pack and despite blatant cheating by short cutting the course on not one, not two, but on THREE laps, he still finished about dead last and was voted the disqualification winner by all. The feature was convincingly won by R.E. Mike Donofrio, vindicating his disqualification at the same event two years ago for jumping the start. In a separate match race between Jay Cartini and Evan Haas, Jay was decisively defeated by Evan. Will he ever learn?

All in all, a fun night and something Activities Director Rob Sgarlata may consider making an annual event during the summer.

Bob Holcomb, sec.



Jay Cartini leads the pack to the green "for the first and last time" – Bob Holcomb photo

Off Course

From the Activities Chair, Rob Sgarlata

"...and you're gonna need a helmet. We've got loaners, no problem."

A helmet for SOLO in a street car? Really? Before thinking about it, wearing a helmet in autocross might seem a little excessive. You're just driving a little tough, right? Maybe you'll spin or skid... nothing the seatbelt can't save you from, yeah? After all, we're not doing a buck-ten, wheel to wheel!

Truth told, on the track at any speed and even by yourself, there is surely reason for a helmet, even if you drive all day on the street without one and live to tell about it.

My justification from personal experience: at an event last season, I encountered a transition in the pavement that rocked the car back and forth. Even with my harness holding me in place, the dip caused my head to hit the doorframe every time I crossed it. Call it something that could have been prevented via track design, but it was still there, and I was sure glad I was wearing my helmet.

Of course, you might need it for a more substantial reason, like the potential results of this: Hey, up and over can happen, and I'm told it



Jane Quinn photo

wouldn't be the first time. (Fortunately, the Saturn sequence went left to right - a pretty slick save, considering the angle in that first shot!)

I don't anticipate that I'll get my car up on two wheels - or worse - but it could certainly happen. The jostling that made my helmet worth the while already is something that can happen on any track day at any venue, though, so I fully expect that it could protect me (or you!) at any time, even on the optimal line!

-Rob Sgarlata



Jack Puryear photo
www.jackpuryear.com/

The Annual Picnic!!

Set your flags down, let that tipped cone lie,
or zip tie your bumper back on and come to the...

CNY SCCA Annual Picnic

Onondaga Yacht Club, Liverpool

Take Route 370 to Sycamore Street
Use caution when crossing the trail!

Wednesday, August 17, 2011 6PM-9PM
(Yes, that's the *third* Wednesday in August!)

Buffet - Drinks - Dessert

Catered by Joe Speach

\$10 per person, CNY SCCA picks up
the other half!

Let's make it a great picnic –
reach out to a past or present member and
remind them to attend!



The Rally Experience at STPR, June 2011

Courtesy of MaryAnne Shults, FLR SCCA webmaster

All kids love to play in the dirt. Add a little water – even better; now there's mud. Admit it; we are all kids at heart. On June 3-4, as a support event for the Waste Management Susquehannock Trail Performance Rally, presented by Citizen's and Northern Bank, car enthusiasts got the chance to get dirty in a RallyCross.

Central New York Region of the Sports Car Club of America organized the support event on the Super Special Stage at the Tioga County Fairgrounds in Whitneyville, Pa., which also served as the event's headquarters. Competitors had the opportunity on Friday morning to test out the course and to make any allowable adjustments to their cars for the timed event on Saturday.

"I was asked by the Central New York Ice Racers to organize this," said CNY-SCCA's RallyCross Chairman, James Quattro. "I named it the 'Rally Experience' because it was a little different than the [traditional] RallyCross as far as timing and format."

RallyCross is one of the best ways for a novice to get some track time behind the wheel of a car, be it a prepared rally car or grandma's "run-whatchat-brung" sedan. SCCA RallyCross is a "readily accessible form of extreme dirt motorsport," according to the SCCA's website. The course is typically laid out using orange traffic cones.

Classes are tailored for most any type of motor vehicle to get out and play in the dirt, based on the number of driven wheels, engine capability and style of tires. Scoring is based on the best cumulative times for multiple runs.

"Having the total 'Rally Experience' was something I have wanted for a few years," said Meridith Croucher, the chairperson for STPR. "This year the

stars seemed to align, and Central New York Region SCCA agreed to do it."

Croucher felt it was an ideal way to introduce more people to rallying and to showcase the progression of competition.

"There are people out there that have cars they want to drive like a rally driver would. An SCCA RallyCross is the perfect place to learn the safety and the "how to" of rally driving," Croucher added. "I understand that there are some of the SCCA folks that are hooked on stage rally and are coming back as volunteers next year. They will schedule the event better for that participation."

The experienced RallyCrosser has gained the knowledge that it's not always the technique, but being able to feel the course beneath the tires. It's about learning and developing a relationship with your car. However, determination of the winners depends on the driver's intuition oftentimes more than skill. Practice makes common terms such as torque, traction and oversteer as familiar as nursery rhymes to a toddler.

Friday's test and tune session allowed each competitor at least five runs. Due to the inclement weather and nature of the course, each of the competitors only got two runs on the two-mile course on Saturday. The fastest time of the day was used for the final scoring.

"Saturday morning we needed to make some changes to the course for safety reasons and ended up starting about two hours later than scheduled. After the first group made their four timed runs it started to rain and we once again had to change the course and remove the lower loops of the course to avoid cars potentially getting stuck," said Justin Hinman, the

overall winner. "By this time it was getting to be mid-afternoon and we decided to have everyone make two timed runs with the fastest time deciding the winner."

"I was worried about logistics, and the rain hampered things a bit," Quattro said. "It turned out to be quite a challenge. The rain definitely had an effect on entries as well as seat time."

Many of the drivers came from the Syracuse area, but some traveled as far as Pittsburgh. One came all the way from the Detroit area. Most were driving a Subaru.

"Subarus are currently the most reliable, inexpensive AWD and the easiest to get a hold of," added Quattro. " Plus, they're very competitive in any condition."

Driving a 1998 Subaru 2.5RS Coupe, Amanda Skelly of Royal Oak, Mich., was the only female competitor. She wasn't intimidated by the testosterone majority however. She is a regular at the Detroit Region SCCA RallyCross and RoadRally events. Skelly is also a multifaceted musician and songwriter. Her Subie Girls Rally Racing's Facebook page shows posts of devoted support in memory of performance rallyist Matthew Noble Marker who died in a tragic accident at the Olympus Rally in April.

"She's really good," Quattro said. "She's going to compete in Sno*Drift."

The only local was Jeremy Keck of Wellsboro who came out to run his 2003 Pontiac Grand Am. Keck said he had a great time and the RallyCross was an asset to STPR.

Hinman turned the best time of 70.65 in his 1995

Subaru Impreza, only his third event.

The big excitement happened during Friday's practice when Brandon Lee of Albany, N.Y., rolled his Subaru Forester.

"The car was still drivable, but not for competition," Quattro said. "They paraded their car around the fairgrounds like a trophy and got it signed by the Rally America drivers."

Both Croucher and Quattro look forward to making the Rally Experience an annual tradition, and will make a few changes based on what worked and didn't work at this inaugural event.

"There were a few hurdles to get over, but I think Rally America was impressed with the level of professionalism shown by the CNY group," Croucher said. "I hope the association becomes a long and profitable one."



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