

# *the* ***Snarling Exhaust***

August 2008



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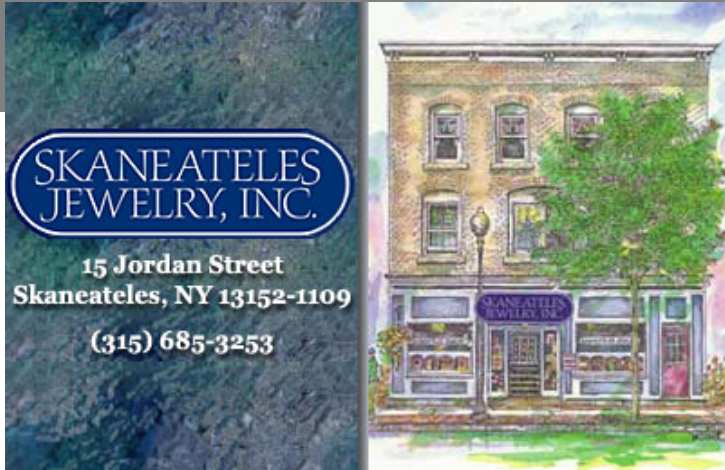
**The Picnic at the Onondaga Yacht Club  
July Races at the Glen  
Columns by Club Officers  
NEDiv Championship Aug. 8-10  
Photos of Actual Race Cars**

**This Month it's the Picnic!:**

**Wednesday, August 13, 6:00 PM  
Onondaga Yacht Club, Liverpool**

See page 10 for details

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**James Kleinklaus in his FV at the July Sprints Regional**  
 -Bob Holcomb photo

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## CNY Region Contacts

### Regional Executive

Mike Donofrio  
315.451.7169  
miked@cny-scca.com

### Secretary

Rex Franklin  
Gosolo2@aol.com

### Activities Chair

Mike Mollura  
315.453.2032  
mikem@twcny.rr.com

### Points Keeper

Lori Newcomb  
315.635.4894

### Parliamentarian

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### Webmaster

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haas.evan@gmail.com

### Rally Chair

Frank Beyer  
315.676.2021 X222

### Solo Program Chair

Mark Bizzozero  
315.247.8588  
boz998@twcny.rr.com

### Solo Board

Tina Reeves  
585.429.7613

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### Assistant R.E.

Jon Coffin  
315.469.9946

### Treasurer

Jay Cartini  
315.676.4776  
jpcartini@aol.com

### Membership Chair

Joe Kramer

### 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 Sheridan  
John12009@aol.com



Bob Holcomb photo



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# *Snarling Exhaust*

August 2008

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

CNY Region website: [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 25<sup>th</sup> of the month. This deadline still applies to the Secretary, even though he's busy trying to remember what he was doing before he lost the TV remote...

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.

Cover photo by Bob Holcomb. Jim Ocuto hustles his Miata around the track at the July Nationals at the Glen

## From the Editor:

It was fun to get back to Cherry Valley for a Solo event, after a long absence. The new track is entertaining, and quite a challenge for me.

I've been around the track many times before, but this was my first ride at the kart track in a kart. Ed Heffron was kind enough to offer me a ride in his Rotax-powered TaG kart ("Touch and Go", for those of you unfamiliar with karting jargon), and I was excited to give it a try.

Of course, this meant competing with both Ed and his son Corey in the same kart, both of whom have put down a few laps in karts at Cherry Valley.

Both Ed and Corey made some fast runs, and in trying to catch Corey I made a classic mistake, by carrying too much speed into the turns and not braking early enough. One of my attempts at late braking turn entry resulted in a spin as my too-late braking locked the rear wheels and stalled the engine. The nice thing about TaG karts is the on-board starter, so I was able to restart and continue without having someone lug a starter out there to me.



Bob Holcomb photo

Some wonderful displays of driving control were put on by other drivers – it was great fun watching Bret Bauer lift the inside front wheel of his Camaro every time he came around the last turn before the finish.

A particularly impressive drive was made by Hollie Cartini, who managed to win PAX in a Formula Junior kart. That's quite an achievement.

Be seeing you,  
-Karl




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# ***Fun and Fast***

*From the R.E., Mike Donofrio*



The order of these words is relevant for this topic. That is having fun is more important than going fast, then again going fast is fun. So I guess this may be confusing?

Sometimes I wonder why I do the things I do. For instance spend weekends and nights of what seems like endless work, to complete a race car which will get used maybe six times a year. Wake up at 5am to change a set of wheels and tires to run a Solo at Seneca Army Depot. Lets not forget about after everything else and trying to find time to race a go kart.

Sometimes it gets old, for me usually around late August. That is when I realize the summer is almost gone and I have not had a break on a Saturday or Sunday yet. Some might say there are worse problems to have, and I would agree, but you know what they say about to much of a good thing. Solo and karting don't require the commitment or preparation that road racing requires, but I am not ready to throw in the towel yet.

All it takes is one lap on a race track for it to all make sense, all the hours and lets not forget money all come together in an instant. Out there you are doing what most only watch on TV and dream about on occasion. On the track that dream becomes a reality, in that sense I feel like I have taken part in that dream and will continue to do so.

Yet I still have not answered the fun and fast question. Ultimately what drives me is going fast, but not the way you may think. I am always mindful of my times during a Solo event, but the thrill of attempting to go faster in a turn or aseries of turns than you think is possible is what keeps me going.

I continue to look for that little bit extra on any course not just to improve my time but me too. Sometimes you push too far, but that is what makes it fun. I will never forget trying to run the final slalom at the fairgrounds in third gear in a Formula Renault, a few others probably won't either. It is only this year that people started to allow me to drive their cars again. I guess that is the price you pay for going fast.

Ultimately it comes down to a few things, of course this hobby revolves around going fast, but I think having fun always needs to be the priority. I am not always the fastest or first in class, and I am never upset about it. I know there is always another day and I went as fast as me and my vehicle could on this one. The thought of running a turn with the throttle flat to the floor when it seems questionably possible never gets old, for that matter neither does spinning your tires at the star of a Solo. Sometimes a little too much throttle or to much speed may cause a bit of a drift out of a turn, definitely fun, but not always going to make you the fastest.

I could go on forever, so hopefully you get the point. I am looking out on this rainy day looking forward to the next Solo on August 3<sup>rd</sup>. Speaking of rain, I am not sure if you have really lived if you have not raced in a real heavy rain. At the end of any Solo, road race or karting event I can tell you exactly what brought me there. I know its all fun for me; hopefully the same can be said for you.



## **Region Events Calendar**

- |                  |  |
|------------------|--|
| <b>August 3</b>  | <b>Solo - Fairgrounds</b>                |
| <b>August 13</b> | <b>Picnic at the Onondaga Yacht Club</b> |
| <b>Sept 6</b>    | <b>Solo - Cherry Valley Night</b>        |
| <b>Sept 10</b>   | <b>Membership meeting</b>                |
| <b>Oct 5</b>     | <b>Solo - Cherry Valley</b>              |



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

# July Sprints Regional, July 26-27

- Bob Holcomb reporting

Today's economy has forced many to cut back and those of us involved in racing are hit just as much or even more so than the rest of the population. Fortunately, there are always ways to race (although always an expensive hobby regardless of the economy) and SSM, SM, ITA, ITB, ITC and Formula Vee seem to be showing up more and more to fill out the grids.

I predict that if the economy doesn't improve soon we will see more and more older classes of cars brought out of mothballs and put back on the track. Classes such as FV, FF, HP and GP also come to mind. Despite all, the recent Glen Region July Sprints Regional provided some good racing and two days of gorgeous weather. Central New York Region was represented in five of the nine classes running.

The absolute star of the weekend was the # 81 1964 Cobra Daytona Coupe running in Group 9, the historic racers. It was actually serial number CSX 7061, number two of just ten cars authorized by Shelby for production by All Pro Cars, Inc. You can check their web-site at [www.allprocars.com](http://www.allprocars.com) for further information.

Saturday was broken down into two sessions, 14 minute qualifying runs then 7 lap qualifying group races.

Group 1 (SM & SSM) was represented by Tim Murphy Sr. in SM. Tim finished 24th overall in a large field.

Group 2 (FF, CF, NCF, NCF, FV, FST, F500) was represented by James Kleinklaus in his # 46



Jack Dinehart in his Van Diemen  
-Bob Holcomb photo

FV. James finished 6th in class and 10th overall. Steve Kwasnik was listed as a DNS for Saturday and I did not see him in the results sheet for Sunday.

Group 3 (EP, FP, GP, HP, GTL, GTP and LGD) was represented by Dick Murray in an FP Sprite and Gib Stine in his HP Sprite. Gib finished 1st in class (woo hoo, congrats Gib) and Dick finished 2nd in class.

Group 5 (FA, FB, FC, FM, FS, FE, S2, VS@, CSR and CFC) was represented by Michael Gould in his FC Van Diemen and Jack Dinehart in his CFC Van Diemen. Michael came in 2nd overall and in class while Jack came in 1st in class, but 10th overall (more woo hoo's & congrats).

Group 6 (ITA, ITB, ITC, SSB, SSC and SRX7) was represented by Gregory Sterman in his ITB VW. Tim

-continued on page 9

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# Exhaust Pipe Dreams

From the Assistant R.E., Jon Coffin

Since last I wrote, I've been to a couple of good events, one nearby, and one a ways away.

Our July SOLO was at the rejuvenated Cherry Valley Motorsports Park, and we used a piece of the new pavement, turning it into a course new to us all. And it was fun to have a different challenge. I'd just gotten the Rabbit insured, registered and inspected, and it was great to drive it again, trying something new with tire sizing that in the previous 25 seasons I'd never done. I ran 205-60/13s on the front, and 185-60/13s on the rear and the car felt stable, as hard as I could push it. Very interesting!

The other event was a big deal for me, running the inaugural weekend at the first of the two courses completed at the brand new New Jersey Motorsports Park, in southern Jersey, about 300 miles from Syracuse. I ran the Lightning Circuit, 1.9 miles of brand new pavement, with four blind crests and seven corners you really had to pay attention to, including a lightbulb turn with significant banking that, with some practice you could really dive through. I rented an (old Renault-powered) SCCA Spec Racer for two days of lapping sessions (full out, but with no passing allowed in corners, only on a couple of designated straights) and while it was a lot of money for me to spend, I felt it was well worth it, to arrive in the morning, and be able to get into a fully-prepared race car with the gas, brake pads, and tires all provided. I got over an hour of track time each day, and still had time to socialize and relax.

And, the last day I was there, I worked as a flagger for the sprint races at a station at the exit of that previously-mentioned lightbulb turn. I strongly recommend corner working for any member who really wants to get close to the action, but who may not want to be a driver. Heck, I strongly recommend corner working for any member who IS a driver, or wants to be. You see so much, and can learn so much. It was great for me after a couple of days on the track, to see up close, what a bunch of other people were doing in the corners I'd been zipping around. And another thing, corner working can be great for the people you meet.

While I'm no expert flagger, I've done maybe 50 days flagging at road course and hillclimbs over the last 20 years, and I was paired up with a



Jane Quinn photo

newcomer from the South Jersey area who didn't have much sports car background, but was interested in the track, and volunteered for the experience.

And he was 77 years old. And he'd raced stock cars on dirt ovals all around New Jersey, Delaware, Pennsylvania and New York from 1948 through 1962. And his pride and joy is a channeled 1940 Mercury. He also has a 1951 Lincoln coupe, that's right, a two-door Lincoln! And he also has a 1967 Ford Galaxie convertible. (Do you detect a trend here?) And...he's building a Model A coupe highboy hotrod with a later flathead V-8. That's right, he's building it himself, telling me proudly, it's an all steel car, no fiberglass. You can guess I was not bored. And I haven't even told you about Emergency, Emergency, this is station 10, we have a two-car hard impact with one car stopped in the middle of the track, and the other off driver's right with the right front corner torn off. Checking on the drivers (fortunately) they're alert and appear uninjured. Did I mention there's excitement too? There are great opportunities for us ahead, get out there and drive, or work, the joy is in the involvement with the Club!

-Jon Coffin



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# Glen Nationals – July 12-13

- Bob Holcomb reporting

The sky darkened, the wind blew and rain poured down from the heavens. In other words, it was SCCA racing as usual at Watkins Glen at least on Sunday, July 13th.

The Glen Region SCCA Nationals (advertised as the 61st annual) was held the weekend of July 11th through 13th.

It started with a test day on Friday, which had its moments and saw a couple racers test their cars against the guardrail, fortunately with no injuries (women drivers in their Corvettes). Saturday was absolutely gorgeous, hot & sunny.

FM Mick Levy and AFM Bob Holcomb traveled from flag station to flag station while Nancy Holcomb worked Timing & Scoring assisting Glen Region T&S chief Marie Sheehe.

Four CNYR members were shown on the driver entry list, although Joe Zingaro in GTL was a no show. Where for art thou Joseph? Jim Ocuto was entered in his SM Mazda, Gib Stine in his HP Sprite and Tom Shaughnessy in his F500 Invader.

With perfect weather, each group got in two qualifying runs on Saturday with 14 laps of racing set to start on Sunday. Saturday night the Glen Region held a very nice party complete with finger food, drinks & raffle prizes. Bob Holcomb was happy, he won a \$20 raffle prize.

Sunday was the above mentioned wet, wet, wet. Jim Ocuto ran a solid race in Group One (SM, SSB & SSC) taking 2nd in class AND 2nd overall. Gib Stine ran in Group Three (EP, FP, GP, HP & GTL).

It sounded like his Sprite could have used just one more gear on the back straight although he did finish with a shiny, clean race car thanks to the deluge provided by Mother Nature. Tim Shaughnessy ran in Group Six (FF, FV & F500). Tim only ran one lap (although he thought it was more) and pulled in to the paddock. I'm sure he figured it wasn't in his plans to drown while racing in the rain. Actually it was probably a good move as a FV



driven by Joe Parsons from NePa region backed into the guardrail just as Bob Holcomb was checking with the flagger at station 5 and got tagged by another FV, which left debris from center track to drivers right about half way down the back straight. No fun to dodge in the dry, much less the rain, right?

Andrew Beyer spent Sunday as communicator at a very soggy station 12, a black flag station, looking like the jolly green giant in his rain suit.

Of course, the weather turned sunny after the racing ended and everyone was headed north to home after the event. Figures, Mother Nature probably laughed her head off at that. Still, a fun weekend and enjoyed by most.

In The Spirit of The Sport  
-Bob Holcomb



Gib Stine at speed – Bob Holcomb photo



# Glen Region July Sprints Regional

Photos by Bob Holcomb



Mike Gould comes up through the Esses...



Gregory Sterman in his ITB Golf

Murphy Jr was listed as a DNS in his ITA Miata. Gregory finished 9th in class and 38th overall.

Sunday was again 9 groups but this time for a race distance of 12 laps. In Group 1 Tim Murphy Sr. showed an improvement, moving up to 20th overall.

In Group 2 James Kleinklaus also showed an improvement, moving up the 5th place.

In Group 3 Dick Murray again finished 2nd in class while Gib Stine had an apparent hic-cup on the last lap, slipping to 2nd in class.

In Group 5, the results were the same as Saturday, Michael Gould finished 2nd in class and overall, while Jack Dinehart finished 1st and improved to

8th overall.

In Group 6 Gregory Sterman improved to 7th in class while Tim Murphy Jr. was shown as 14th in ITA and 16th overall.

Not to be outdone by the racing contingent, CNY was also represented by workers Mick Levy as FM, Bob Holcomb as AFM, Andrew Beyer as a station captain, along with Nancy Holcomb in Timing & Scoring. If I missed anyone, my apology.

In The Spirit of The Sport  
-Bob Holcomb



***The Northeast Divisional Championships*** will be held at Seneca Army Depot on August 8-10th. Information regarding on-line registration, lodging, event schedule, entry fee, etc will be made available as soon as possible.

<http://www.nedivsolo.org/08divisionals/>



# CNY SCCA Annual Picnic

Hungry, members needed!

Wednesday August 13th 2008 6PM-9PM

Find out what is new and exciting in the world of SCCA motorsports!

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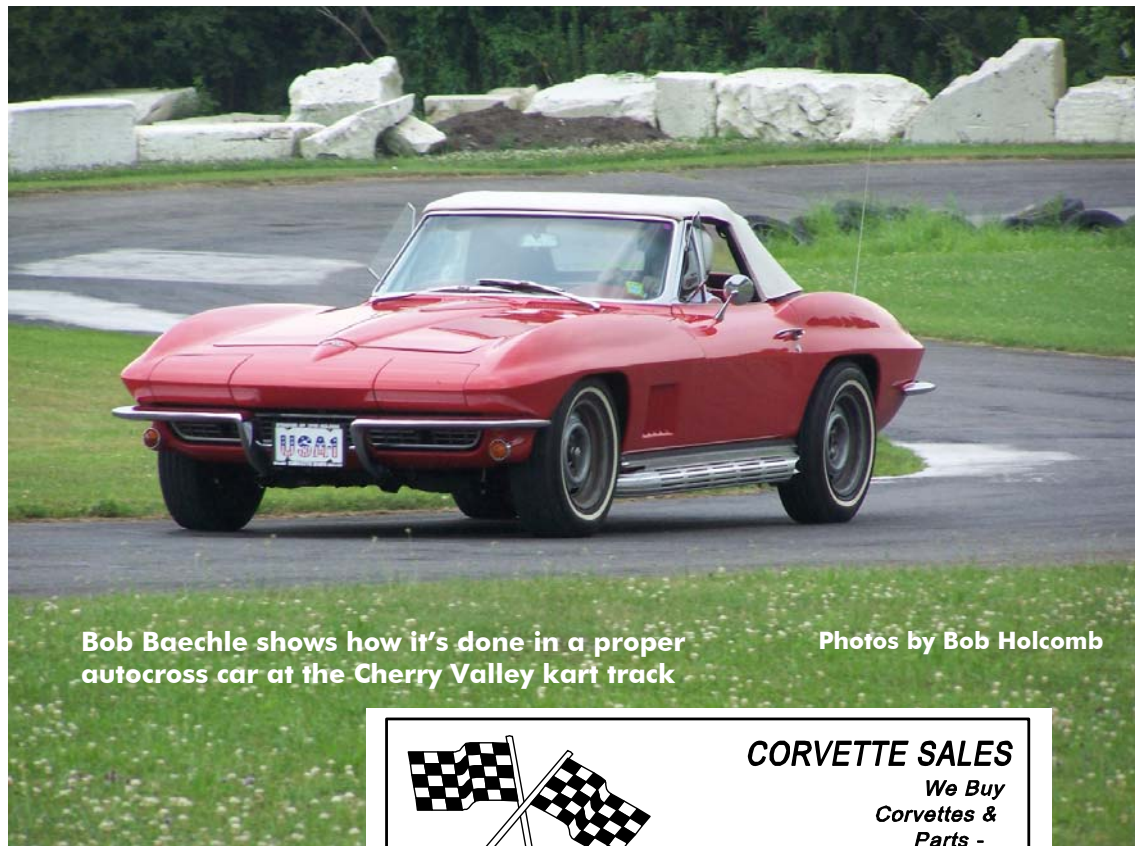
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Let's make it a great picnic, reach out to a past or present member and remind him/her to attend!

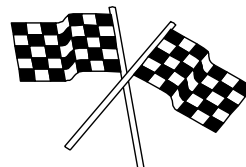
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Hope to see you there!



Bob Baechle shows how it's done in a proper autocross car at the Cherry Valley kart track

Photos by Bob Holcomb



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