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Another reason to race
Ed's first track day
Rally recap
Scott beats Jay
much much more...



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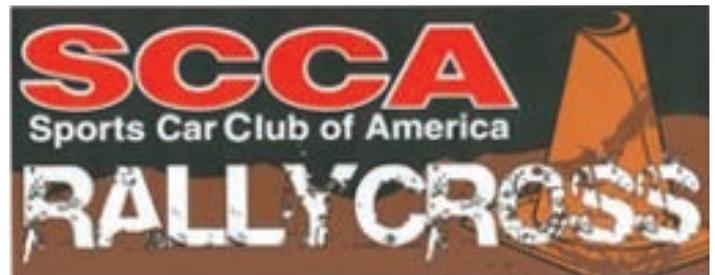


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the **SNARLING EXHAUST**

JULY & AUGUST 2012

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

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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.

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On the cover:
FJ pilots Connor Hughes and Eric Donofrio getting all serious about doing their runs at Cherry Valley.

From the Editor -

In case anyone has noticed, I haven't gotten much seat time in my own car this year. The first CNYR race this year was cool and wet (does anyone remember what that's like any more?) so I figured I'd skip it. Mistake. I didn't realize as I made that decision that the following race was scheduled for the same day as my brother's graduation from medical school. So I missed that one as well. I made it to the next one, our return to Shoppingtown Mall, where I got one lap in to scrub my new tires before the onboard battery crapped the bed and ended my day. I planned on attending the next race, and even scheduled my family vacation around it, and then the date was corrected and I couldn't make it. To say I'm anxiously awaiting our double event at Cherry Valley on the 25th is an understatement.

Sure, I've gotten a couple races in this year, and that's the only thing keeping me sane at this point. I co-drove my old Subaru down in Pennsylvania in the spring, and most recently co-drove CNYR member Rob Sgarlata's Miata at an SNY event at Tompkins Cortland Community College (TC3). I had planned to drive the CMod at that one, I got it all ready, brought it down, got it through tech, and as I waited for the end of the first heat when I would be running, a strong storm moved in. I could have attempted to drive in the rain, I'd get soaked, but I can deal with that. The problem is the electronics aren't sealed and I have no idea how they'd fare, and without rain tires it would be an exercise in futility. I had thrown the car on the trailer and packed up, ready to leave, Rob came to the rescue and offered his keys (and the top and treaded tires the come with them). Naturally, after I got the change cleared with the timing folks, got strapped in and crept



Photo: Kathleen Ehrlich

up to the line, we started seeing lightning and racing was put on hold for a couple hours. I started feeling quite cursed.

Eventually the rain stopped, I got in my laps, and had a lot of fun. It was extraordinarily nice of Rob to offer the co-drive (and mean it), and reflecting back on it, it strikes me as the perfect example of the camaraderie that is such a fixture of this form of motorsport. With so little other than bragging rights riding on AutoX competition, the friendships we develop can make the difference between frustration and fun on any given Sunday. We see it all the time locally, and it happens on the national stage too; competitors willing to lend a hand, a tool, or even their car, to help others enjoy or finish the race. It's this intangible aspect of AutoX that can make it so great to participate in, even for a novice. With our attendance numbers down as of late, let's all try to bring new people into our sport (I just saw walking on the Olympics, so I'm calling AutoX a sport now), I know that if we do, they'll come back again because of the camaraderie as much as the adrenaline.

-- Dustin Ehrlich



Douglas Binder looks ahead in his S50 (E36 M3) engine BMW 325is at TC3.

Event Schedule

August 8th - Annual Picnic ,Onondaga Yaht Club, Liverpool, 6:00pm

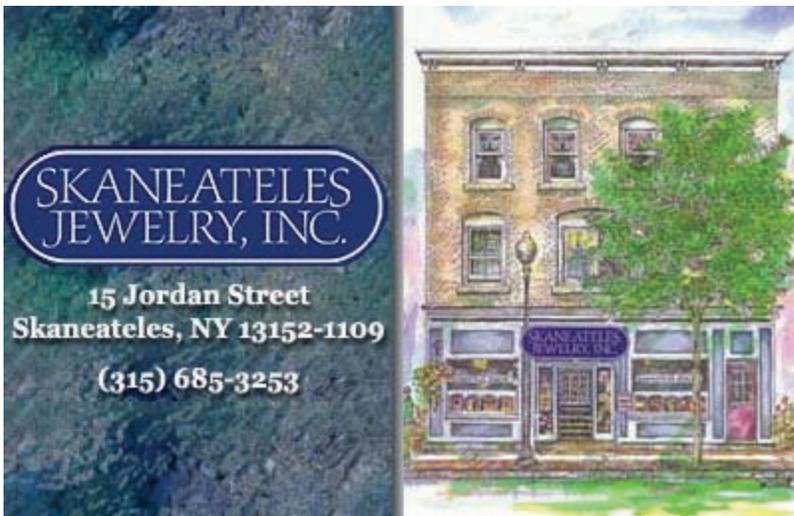
August 25th - CNY Solo #5, Cherry Valley Motorsports Park, LaFayette

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

September 16th - CNY Solo #7, NYS Fairgrounds, Syracuse

October 14th - CNY Solo #8, Shoppingtown Mall, DeWitt

***NOTE: August Rally events have been postponed to October, details TBD.**



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

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Assistant R.E. Report (July)

From the Assistant R.E., Ed Leubner

Greetings:

The June 13th meeting had a good turn out of members who had an opportunity to listen to an interesting presentation from local racer Brandon Kidd. Brandon told us about his first road racing experiences when he recently competed in the Mazda MX5, Playboy Cup Racing Series, at both Laguna Seca, and Mid-Ohio. He also updated us on his regular dirt track series participation, and his upcoming rides in the ARCA series (Iowa and Indiana in July.) It is exciting to flip on the TV and see a local racer running in the big leagues. Someday we'll all be able to say, "I knew Brandon when he was just starting out." Many thanks to Brandon for attending our meeting. We wish him luck in his racing career.

Track Days:

In past columns, I have discussed various mods I've made to my Miata so I could run it at track days / High Performance Driving Experience (HPDE) events.

Well, I finally got beyond the talking and modification stage and actually got on the track this past spring. The bottom line, why did I wait so long? — it was great!

After watching so many races there and having run "pace laps" a few years back, I wanted to run at Watkins Glen International (WGI). If you check WGI's on-line schedule, there are actually many different organizations that run track days at the Glen throughout the year. So I looked for the groups that had a schedule that worked for me since many of these groups run during weekdays. I also had to find one that would allow me to run my Miata. (As an FYI, despite the fact my '92 is equipped with a four point Hard Dog roll bar and bolted on hardtop, some run groups would not allow me to run because it was a "soft top" car. Keep this in mind and do your homework when considering track day event groups.) Ultimately, I ended up running with the organization whose name is the same as the one with all the rocket scientists.

The way track days / HPDE's work is, you are classified into groups based on your track driving experience. Drivers with more track time under their belts are in the higher numbered groups. First timers such as myself and the two co-workers I was able to coerce into going were placed in Group 1 which includes an instructor riding along at all times. As you gain more track time and experience and demonstrate to the instructors you are capable of driving solo, you eventually move into the higher run groups where you get to drive alone and pass each other pretty much where ever they are able to safely.



Although the calendar said late April, and the forecast was for a sunny day, the early morning drive down to WGI included fields covered in frost as I drove down to the track. As a side note, some people chose to stay overnight in the Watkins Glen area. I decided to make the 90 minute drive back and forth, so it was also a long day.

Once I arrived and signed in at the track entrance, I located my two co-workers outside the pit garages and we unloaded our cars and prepared for receiving our paperwork and the days event schedule. We then lined up and had our cars tech inspected which included similar criteria to what we look for during Solo events -i.e. brakes, tires, secured battery, throttle return, no loose interior items, Snell rated helmet, etc. However, it is critical you get the full tech inspection list from the organization you are running and be prepared before the actual event. It's a long ways to drive only to be turned away for some small item. In addition, you will want to do some last minute maintenance items like making sure you have fresh oil, and bleed your brakes. After all, you will be pushing your car to the limits. Finally, I had a green #1 sticker fixed to my windshield.

continued ---



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Once we were through tech, it was class time for all novices (HPDE Groups 1 & 2.) This was actually a good thing since we packed into the only room in the garage that had heat! Over the next hour, we learned about the various colored flags, the track layout, flag stand locations, passing zones and rules, basic tire patch theory and of course the potential dangers of all that blue Armco that surrounds the track! Although I have a few years of Solo experience and consider myself relatively adept at car control, it was at this point that the very real possibility an off track excursion could be a major incident really sunk in. I suddenly had an “Oh \$h!t, what the hell am I doing?” moment. However, it quickly passed and turned into anticipation. And by the way, everyone did a good job of keeping it on the pavement throughout the days events. Broken cars were another issue.

Next, I tracked down my instructor in the garage. About a week before the event, I exchanged emails with the instructor assigned to me. I was asked questions about my driving experience and my vehicle along with its level of prep and safety equipment. It turns out my instructor races a Miata in SCCA's, SSM class of Spec Miata and was quite familiar with racing Miata's around WGI. She and her husband (another instructor) were in the garage prepping her '92 Spec Miata and his '95, 911. We had a good discussion of the cars, driving experience, and the plan for the day.

All the run groups including instructors had specific run time block of 30 minutes. The organizers did a good job of keeping to that schedule. Finally it was our turn. For the first two laps, we lined up behind the pace car with our instructor driving the car to show the initial driving line, braking points, positions of the flag stands and supplying important details of how to navigate WGI.

continued ---



Since another requirement was to run all cars with windows open, the engine operating up near the redline, and both of us wearing full face helmets, we used motorcycle communicators to converse. This worked out quite well as we were able to talk at normal levels while out on the track.

My first couple of laps around WGI were about 8/10's to get familiar with the car, track, instructor, and build some heat into the tires and brakes. As I progressed, I got more comfortable and increased my speed. Running on the track at speed turned out to be one of the most intense things I have ever attempted with a car. The entire time you are concentrating on finding the correct line, learning the proper braking, down shifting, turn-in points, and watching for more powerful cars attempting to overtake me all while trying to not damage the car, myself or my instructor! I already had a lot of respect for drivers who do this professionally, but this experience reinforced it even more!

After a couple of laps of allowing me to get used to the track and coaching me where to brake, turn in, get back on the gas, etc., and knowing my Solo background, my instructor noted the inner loop is similar to a Solo, Chicago Box layout – yes it is! Ultimately, the back straight, inner and outer loops were my favorite sections as I was able to out brake and get on the gas sooner than many of the heavier, more powerful cars. Conversely, the hardest section was turn 9 where you are coming up out of the boot and back on to the NASCAR short straight. Turn 9 also had the highest pucker factor since it is a blind apex and as you unwind the steering and drift out to the track edge, all you see is a wall of blue Armco which is literally about three feet from the edge of track! I really give credit to the instructors who were strapped into that side of the car with someone they just met!

The range of cars that students brought to the track were similar to those you see at a typical Solo event – Subaru's, Corvette's, Camaro's, BMW's, Mustang's, MINI's, Porches', etc. Interestingly, I was the only Miata in Group 1, which meant I also had to pay close attention to my mirror's for faster cars closing on my rear bumper that wanted point-bye's which were only allowed on the straights. The rule is, the closing car can not pass until the front car points out the window to the side they want to be passed on.

During one of my run group's break time periods, I hitched a ride in one of the instructor's Porsche 911 which was setup for the track. That was a great ride! This driver had a number of years of running events at this course, and the level of grip and of course much more horsepower than my Miata, made for some fantastic laps around the course!

By the end of the day, I had logged four 30 minute track sessions and approximately 85 miles around WGI in my Miata. Except for a minor overflow leak of my power steering reservoir, the Miata ran perfect. It is easy to see how people can get addicted to trackdays. My two co-workers were equally impressed with the day's experience. We all agreed we would definitely plan on doing this again.

If you really want to learn what you and your car are capable of, I highly recommend you run a track day. I'm pretty sure you will not be disappointed!

See you around the grid.
Ed Leubner



Assistant R.E. Report (August)

From the Assistant R.E., Ed Leubner

Greetings:

Wow! August already. The racing season is in full swing. The CNY Region held the July membership meeting at the Cherry Valley go-kart track. After a short business meeting, nine members took to the track and spent the remainder of the evening testing their driving skills against one another. Personally, I had a great time dicing back and forth with Dave Kicak for a number of laps. It was a great way to unwind after the day job!

July's Solo event saw 38 competitors take to the Cherry Valley Motorsport track for the annual Enduro run. This year Scott Newton modified the event format from previous years. So instead of counting laps and cones to determine overall distance traveled, it was your best time to complete 4 laps that determined your position. Unfortunately, the rain came at the same time the first competitor got the green flag and stuck around for a better part of the day. The wet conditions caused issues for some competitors including yours truly when I got bit by a combination of too much speed for the conditions and the slick grass.



It ended with me in the Styrofoam wall off of turn 1. Fortunately, damage was minimal and as they say, everything will buff out. Eventually, the skies cleared and the lap times began dropping as the track dried. Ultimately, everyone was able to get in some dry laps and improved times.

And finally, the August membership meeting will be our annual picnic at the Onondaga Yacht Club. Come on out to enjoy some good food and bench racing without having to worry about checking tire pressures and rushing to line up for grid!

Hope to see you there.
Ed Leubner



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REACH OUT TO PAST AND PRESENT MEMBERS AND
REMIND THEM TO ATTEND.**



2012 STPR

BY GARRISON MOSLEY

The CNY-SCCA Region hosted the second annual STPR RallyCross sponsored by Cole and Burd Subaru on Sunday June 3 at the Tioga County Fairgrounds in Wellsboro, PA in conjunction with the 36th running of the Susquehannock Trail Performance Rally sanctioned by Rally America. STPR had a strong 65 entries this year and the event was won by the team of Antoine L'Estage and Nathalie Richard of Canada.

The RallyCross took place on the 0.96 mile long Super Special Stage constructed by event sponsor Dirt Excavating. Fourteen competitors started (and finished) the event after Dirt Excavating plowed down the berms built into the course for the stage rally and some safety concerns were addressed. The first heat started with temperatures in the high 50s to low 60s with light rain dampening the course for the competitor's first four runs. The stock and prepared category cars started their first runs placing times around 100 seconds. As the rain let up, times decreased as the course dried up and the drivers' confidence increased. By the end of the first heat, average times had decreased with Daniel Woland placing the fastest time of 88.722 in his Prepared All-wheel drive Subaru Impreza 2.5RS. Josh Yousey however proved to have the more consistent times in the first group, and led the Stock and Prepared categories after heat one with a total time of 366.573 seconds. The Modified All-wheel drive and Two-wheel drive competitors took to the now dry course setting faster times run per run with average times in the high 80 second range. After four runs, Matt Berkebile led the field with his 3.3L SVX powered 93 Subaru Impreza, beating out the more powerful turbo charged cars of Moseley, Hinman and Wing.

During the lunch break, a more intense rain returned and the Stock and Prepared category drivers took to a now soaked and very slippery clay course. Run times nearly doubled as drivers tip-toed around the course searching for traction. Engine braking became more effective than even modern anti-lock brakes (which most competitors disable anyway) as drivers times sky-rocketed. Joe Sterling would set the fastest time in the rain, a 133.748 second run. Event chairman James Quattro would eventually throw out the worst of their four runs for drivers in this category and limit the modified class cars to three runs. During the change over for heat four, the rain stopped and the course began to dry as the long awaited sun emerged from the clouds. The modified category drivers would begin their runs with a partially dry course, with damp spots remaining in the shaded sections of the course. By the seventh runs, times had dropped back down to the low 90/high 80 second range. Berkebile set the fastest times in all three heats, securely holding onto his top spot throughout the event. Quattro and Moseley rounded out the top three overall at the end of the heats.

Entering the bracket, Berkebile and Quattro were given bye runs due to only having 14 drivers in a 16 slot bracket. A bracket race riddled with upsets and cone carnage rarely seen in the likes of the autocross world ensued as those defeated buckled under the pressure, pushing to remove precious seconds. As the bracket progressed, Moseley, DeMasi, Wing, Yousey, Sterling, and Kalupa would be eliminated in the first round. Berger, Quattro, Hinman and Winters would fall in the second round, leaving Berkebile, Keck, Woland and Kessler vying for the event win as the track dried completely. Jermey Keck's 99 Subaru Impreza lost to Daniel Woland in the Bronze Medal race. Matt Berkebile would face Ian Kessler's 2000 Subaru Impreza 2.5RS in the riveting final race. Both drivers piloted their vehicles flawlessly, both with clean runs. As Berkebile finished the final run, he edged out Kessler by one second to claim victory with a 78.467 second run.

Aside from the upsets in the bracket, all the drivers expressed how they enjoyed the event and the course designed by Jeremy Keck. We look forward to our next event on Saturday night, July 14th at Walczyk's Farm in Weedsport, NY as well as the third annual STPR RallyCross next June. Thanks to everyone who worked hard to make this event a success again this year!



Photo: Dennis Tai

Mike Wilson continues to be the surprise of the season, finishing the Enduro with another win in PAX and Pro. Great job Mike!

Mike Donofrio takes the kart out for a wet lap.



Photo: Dennis Tai

GIGI'S PLAYHOUSE:

A GREAT CAUSE COMING TO CNY

GiGi's Playhouse is a national nonprofit group established near Chicago, IL by a parent with a Down Syndrome child to help patients and families of patients deal with Down Syndrome.

Ally Donofrio of Liverpool, NY, wife of CNYR R.E. Mike Donofrio is establishing a local chapter of the group which is scheduled to open in August, 2012 at the ShoppingTown Mall in Dewitt.

GiGi's Playhouse helps provide education, counseling, physical activities and more to the patients and families of Down Syndrome patients.

As officers of CNYR of SCCA we encourage your support to help get this local chapter up and running.

Donations may be sent to: GiGi's Playhouse, P.O.Box 3734, Syracuse, NY, 13220

**Thank you,
Mike Donofrio, RE.
Ed Leubner, ARE.
Jay Cartini, TR.
Bob Holcomb, Sec.**



Photo: Dennis Tai

Kyle Rashford gets his WRX sideways.

Leo Sawyer runs his partially open cockpit Lotus 7 on a wet Cherry Valley.



Photo: Dennis Tai

JULY KART "MEETING"

BY SCOTT NEWTON

For those of you who missed it, it was a great time had by all. We ended up with 8 drivers total:

Group A:	Heat B:
Mike Donofrio	Jay Cartini
Ed Heffron	Ed Leubner
Scott Newton	Dave Kicak
Ted Barbuto	Karl Hughes

The format was 10 lap practice for each group, a 10 lap "elimination" race for each group and then a 10 lap "feature race" for the top 6 overall.

The "Heat A" elimination race ended up being more a race of attrition than a race to see who's fastest. I took an early lead, but Ed and Mike never really got a good chance to contest. Ed's kart blew up on lap 3, but Mike and I did have a good battle going up to lap 6 when his motor started cutting out on him (it would stall exiting the corners). He was 'gifted' a lap to jump back in the battle, but that only lasted for another lap or two until he suffered terminal failure. At one point Mike gave me some special excitement though when he pushed me off the track to the right, right in front of the timing tower. I'm sure he didn't know I was there (probably had no idea I was even close), but that was a fun place to complete a pass in the grass...

The "Heat B" elimination race basically involved Karl stretching his lead far enough that his only "goal" was to lap the field (a feat he nearly accomplished). Jay just rode comfortably around in second place (I could almost see him smoking a cigar on lap 3). Ed and Dave had a very heated battle for third though, with the two of them swapping places a few times each lap - with several pass/repasses happening in the same corner. Dave clearly had the better race craft, but Ed clearly had the better raw pace, meaning that Ed was all over Dave, but every time he went to pass, Dave was able to alter his line just enough to force Ed into an error. It was great entertainment for all.

The "Feature" race then consisted of Mike, Ted, Jay, Ed L, Karl and Myself. We formed up a great 2x2 pack, with Karl and Myself taking the front row. Karl and Jay (who was behind Karl) both got much better jumps on the start than I did, and I quickly dropped to a clear third before the start finish line. I drifted over and grabbed the inside line going into the hairpin though, and was able to jump Jay under braking, and exited the corner side-by-side with Karl. Karl and I then stayed pretty much side-by-side for the first lap (ever try cornering Cherry Valley at 2g's with someone else right next to you? fun times!). On lap two though the tires were starting to come up to temperature, and with it, cornering speeds. Unfortunately this caught me out in the right hander - in the heat of the moment I forgot that they gave me a "new" left rear (it had cords showing) right before the race due to a puncture in my old tire.

continued ---

The lack of grip sent me spinning pretty quickly, and I jumped from first to last. Luckily I was able to keep it going, and I was able to join back in about 100' behind the pack.

From there I was able to slowly reel in the pack - catching and passing Ted in the hairpin before the chicane on the next lap. I then grabbed Ed two or three laps later in the hairpin at the top of the hill. Mike was my next victim, but he made it easy for me - his kart died (again). Karl too fell victim to mechanical failure a few laps later, leaving just one more driver in front of me: Jay. All I could think of is that I couldn't let Jay win this thing, or else everyone will be hearing about it for the next 10 years. Given that, I quickly found some extra pace, and caught up with him just as we were given the white flag. I nearly was able to pull off a pass on him coming into the hairpin, but he took too tight a line into the apex, and I had to fall into line behind him to avoid the collision. This cost me a few seconds though, and it looked like I wouldn't be able to catch up. I then nailed the decreasing radius and right hand corners, and found myself gaining on him substantially down the straight going into the hairpin by the chicane.

Even though I was several kart lengths back, I decided I'd give it a go - and pulled in to the inside and went very late on my braking (almost waiting until I was at the apex). It was hardly the fastest line, but it didn't matter, I was on the inside of Jay for the corner. I made sure to just stay in his way around the inside, and then "tactfully drifted" to the right before the chicane to make him pull in behind me. At that point, the race was won, and we were all saved from a year of Jay having won the annual kart race.



Who said you can't race a kart in the rain?

Membership Meeting Minutes (June)

Courtesy of Bob Holcomb

Meeting Minutes For CNYR SCCA, Wed. June 13, 2012

CALL TO ORDER:

The meeting was called to order at 7:17 p.m. by ASST.R.E. Ed Leubner.

R.E.REPORT:

R.E. Mike Donofrio was unable to attend due to a training class for his new position on the Cicero-North Syracuse Board of Education.

Asst.R.E. Ed Leubner welcomed all to the meeting noting that we had a speaker for the evening, 20 yr old Brandon Kidd, from Manlius, NY who normally races on oval tracks and has now added road courses and would discuss his experiences.

Ed thanked Rex Franklin for bringing our stock of CNYR merchandise to the meeting and many sales were made during the evening.

Ed reminded those present that Mike Donofrio would not be running for re-election as R.E., especially with the extra demands of his new position on the Board of Education.

Ed urged those present to consider candidates for the position.

Beyond that and apologizing for missing our last SOLO event, Ed had nothing more either for the R.E. report or the A.R.E. Report.

TREASURER REPORT:

Jay Cartini had nothing new to report.

SECRETARY REPORT:

Bob Holcomb made a correction to the May CNY Meeting Minutes, replacing the word "April" with the word "May" to cover the May meeting request to delay approval of the April minutes wait until the April issue of Snarling Exhaust was available.

As the April issue was already published, this needed correcting.

Bob made a motion that the April & May minutes be approved as corrected.

Mike Levy seconded, motion carried.

Bob had nothing more.

ACTIVITIES REPORT:

Rob Sgarlata checked with Jay Cartini to make sure the caterer is booked for our August 8th picnic at the Onondaga Yacht Club.

Jay Cartini verified that we are all set.

SOLO REPORT:

Mark Bizzozero said everyone had a good time at our latest event held at the Shoppingtown Mall.

Mark thanked Rex Franklin for chairing the event.

Rex noted that Dunkin Donuts had a stand set up with coffee and donuts and that they seemed very pleased with the response from competitors and spectators.

Rex also said the staff at Shoppingtown are looking forward to our next event there.

Rob Sgarlata asked how many workers were on the Safety Crew?

Mark said four and a discussion followed as to how they could best be used at future events to avoid any delays or lapse in coverage for certain areas.

Rob noted that one should be assigned to help handle waivers.

Mark said our next event is July 8th at Cherry Valley with Scott Newton chairing and the event will be an enduro.

Different changes to the standard enduro format were discussed, with a total distance after so many laps probably being the one they will try.

Mark said he needed someone to move our SOLO van from Shoppingtown to Cherry Valley and several members offered to help.

Jay Cartini mentioned that Evan Haas is looking into new computer equipment for our SOLO program.

RALLY CROSS REPORT:

Jim Quattro said our last event was at the SPCR event in Pennsylvania and was considered a good marketing event for our program.

Jim also said he sold several multi-race packs which cover entry for the season.

He also said that our web-site is one of the best advertising tools for our events with several entries coming from out of state and requiring many hours of driving to attend.

Our next event will be July 14th at the Walczyk farm near Weedsport.

F&C REPORT:

Mick Levy said the turnout for the recent SVRA event at Watkins Glen was low, well below estimates, which had optimistically reached toward 700 cars.

Between authentic Cobras, GT-40's and Shelby Mustangs, plus on track cars the total was probably below 400.

Unfortunately the recent passing of Carroll Shelby may have affected attendance.

Upcoming events at Watkins Glen include the Rolex 6HRS June 29th through July 1st, The SCCA Glen Nationals July 6th to 8th and the SCCA Glen Regional July 21st to 22nd.

Mick also mentioned that he learned the hard way, a 1965 Barracuda does not RALLY well due to it's rather inadequate brakes!

MEMBERSHIP:

Andrew Beyer arrived mid-meeting and had no report.

COMPETITION REPORT:

Mike Gagliardi said that the Central New York Raceway Park start up is coming along with approval of the required permits being the starting point. The drag strip portion of the plan has been dropped due to concerns from the local community. The track will hopefully be available for events in 2013 and the buildings to house a restaurant and other facilities completed by 2014.

Mick Levy and Bob Holcomb reported that Watkins Glen is due for a complete repaving after the 2013 season.

Mick said the rumor during SVRA was that IRL may be back at The Glen in 2014.

Perhaps IRL & ISC have been working on their differences and hope to offset some of the glamour of having two Formula-1 events in the U.S. by then.

Rumor so far, just rumor.

OLD BUSINESS:

None.

NEW BUSINESS:

Ed Leubner mentioned the MG Car Club sponsored event coming up at Lorenzo in Cazenovia.

He then introduced Brandon Kidd, who has now added two SCCA Mazda MX-5 Playboy Series races to his resume, Laguna Seca and Mid-Ohio.

Locally Brandon normally runs a crate engine late model on dirt tracks.

He also runs a limited ARCA schedule on asphalt.

All in all, a good mix for such a young racer.

What most of the veteran racers in the region appreciate with Brandon is that he considers each form of racing "FUN" and a challenge to enjoy, especially the famed "Corkscrew" at Laguna and of course, the Playboy Bunnies brought a smile to his face as well.

His Mid-Ohio MX-5 ride was with T. J. Wilson Racing.

Brandon started 9th and finished 9th of 22 starters, pretty good for just his 2nd road race.

His next ARCA starts will be July 13th in Iowa followed by Indiana July 27th.

To keep track of Brandon's racing activities you can access his web-site: BrandonKiddRacing.com

50-50:

Wes Davis won it for \$17.

ADJOURN:

Lee Hidy made a motion to adjourn.

Rex Franklin seconded, motion carried, meeting adjourned at 8:19 p.m.

Submitted by Bob Holcomb, Sec. CNYR SCCA

Membership Meeting Minutes (July)

Courtesy of Bob Holcomb

Meeting Minutes For CNYR SCCA, Wed. July 11, 2012

CALL TO ORDER:

The meeting was called to order at 6:25 p.m. by R.E. Mike Donofrio at the Cherry Valley Kart Track, our temporary location for the July meeting.

R.E.REPORT:

Mike Donofrio reminded those present that we need a nominating committee in place and hopefully with candidates by the September, 2012 business meeting.

Mike asked Lee Hidy if everything was set for our August 8th picnic at the Onondage Lake Yacht Club and Lee said it was.

The event will be catered so no problems with getting members to volunteer to cook.

ASST.R.E.REPORT:

Ed Leubner had nothing new to report.

TREASURER REPORT:

Jay Cartini said he has sent out a second billing to Burdick for SOLO sponsorship.

Filling in for absent ACTIVITIES CHAIR Rob Sgarlata, Jay said the hours for our August picnic will be 6 p.m.-9 p.m. and the cost per member/guest will be \$10.

SECRETARY REPORT:

Bob Holcomb asked made a motion that the June meeting minutes be approved as they appeared in the latest issue of Snarling Exhaust.

Lee Hidy seconded, motion carried.

As F&C Chief Mick Levy was absent, Bob gave a short F&C report.

Bob said at the Glen Region Nationals weekend of July 6,7,8, 2012, four CNYR members participated.

Jim Ocuto led the CNY Miata crowd with an 11th place overall, while Jim Wells placed 18th.

Tom Shaughnessy ran two events in his F500, finishing 3rd overall, 2nd in class in both.

Gib Stine and his beautiful HP Sprite finished 19th, 2nd in class.

It was hot, it was humid, it was wet and it was sunny, but it sure beat a weekend of staying home and mowing the lawn!

The next event at Watkins Glen is the Glen Region Regionals the weekend of July 21st & 22nd.

SOLO REPORT:

Mark Bizzozero was absent, no report.

Our next event will be Sunday, July 15th at Cherry Valley, per Jay Cartini.

RALLY CROSS:

Jim Quattro was absent, no report.

COMPETITION:

Karl Hughes reported that he finished 9th on Sat. and 8th on Sun. at a recent CHUMP CAR race at the Calaboogie track in Canada.

OLD BUSINESS:

None.

NEW BUSINESS:

None.

ADJOURN:

Motion made by Lee Hidy to adjourn.

Ed Heffron seconded.

Motion carried, meeting adjourned at 6:36 p.m.

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**

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