

the ***Snarling Exhaust***

September 2007



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Flotsam

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Camp Good Days and Special Times TSD Rally Coming Up

Photo Caption Contest (still here by popular demand):



We only had one set of chains, I guess the twine didn't work.
Should we go back and look for the other two?

Caption by Mark Bizzozero

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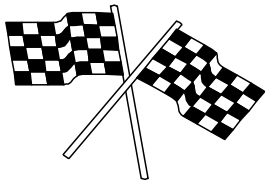


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CNYR membership meetings are held on the second Wednesday of the month at 7:00 PM, at the Legion hall in Liverpool.

CNYR Solo Schedule:

Registration and Tech open at 8:00 AM

September 16th

Cherry Valley Enduro

October 7th

Shoppingtown Mall

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the

Snarling Exhaust

September 2007

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 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.

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.

Cover photo: Brian Ciarlei explores the limits of opposite lock at a National Tour Solo at BeaveRun.



From the Editor:



McGoohan and Nearn with KAR 120C

There comes a point in every editor's career where he (or she, or it, as the case may be) needs to print a retraction. My time, it seems, has come, after only a few short months. In the course of compiling the "Guess That Snarling" contest, Bruce Parker's immaculate Caterham was mistakenly labeled as a Birkin. Now any owner of a genuine Caterham would reasonably be appalled to be accused of owning a pretender such as a Birkin. Caterham is the legitimate successor to the famous Lotus Seven (Caterham having bought the rights to the Seven in 1971), and to my mind owning a Caterham is just as cool as owning an original Lotus. Plus, the car Patrick McGooohan drove in the iconic television series "The Prisoner" was provided by Caterham Car Sales, and Graham Nearn (Caterham's Managing Director) appeared with the car in one episode ("Fallout", for those of you familiar with the series.) Now, I have it on good authority that of the Seven/Caterham clones, the Birkin is one of the best. However, calling one the other is a grievous error I hope never to repeat. My apologies to Bruce, to Graham, and to Colin.

As awful as it is to contemplate having made an editorial error, what's worse is this means the person who made up the quiz scored only 11 out of 12. There is no joy in Mudville...

Elsewhere in this issue you'll find a notice for an actual Time/Speed/Distance (TSD) rally. This event is being held to benefit Camp Good Days and Special Times. It looks to be a fun rally for

a good cause, so consider packing friends and family in the car and giving it a try. Rallies have

been somewhat rare in the central NY area of late, which is a shame. At one time TSD rallies were a big part of this club's activities. It would be great to see renewed interest in TSD events, but that would take some interested club members motivated enough to revive the club's participation. If you are reading this and have even the remotest interest in rallying, give this event a try, and then corner Frank Beyer and ask how you can get involved.

In my opinion, this subject ties in nicely with the questions raised recently regarding what has changed in the club that meetings and other club activities are rarely attended by spouses. I have a theory that it has to do with a cultural shift in the club away from social activities that involved sports cars to sports car activities that involve a bit of socializing. TSD rallies require participation by teams, unlike road racing or autocross. There is some long-standing humor that the quickest way to cause stress in a relationship is to try to rally with your partner/spouse/significant other. It might be worth a shot, though. You never know until you try...

Be seeing you,
-Karl

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Election 2007

From the R.E., Mike Donofrio:



Believe it or not the time has come to start getting serious about the upcoming election. There is only two months till Election Day; this year seems to have really flown by.

First order of business next meeting is that we form a nominating committee. You can either be a volunteer or be volunteered, take your pick, but we will form a committee that day. It is still yet to be seen if all officers will be running for the '08 term.

The Cherry Valley Night Run Solo took place yesterday. It was a blockbuster event with an over anticipated 51 entries. It rained right at the beginning of the drivers' meeting, which made for a slippery course. By the third run group the track was pretty dry, and it was also 12:30 am. It was a long night - trophy announcements finished at 1:47. You could say it was a late night...

The only thing that outnumbered the Subaru was the amount of light that could be found on any given Subaru. Some of the lights appeared as though they were on loan from Alliance Bank Stadium. Others may have been a Craftsman flash light, but we won't talk about that.

The SSROUNY a.k.a. Service Station & and Repair Shop Operators of Upstate New York, have requested our help again. They need volunteers for the Be Car Care Aware Fair happening 9/22/07 from 9-3 at Fayetteville Town Center.

Last year we came up with plenty of volunteers, and I would like to see us do the same thing again.

Hopefully everyone enjoyed themselves at the picnic; we will recap that event at the next meeting. We will also need to have some discussion about the annual banquet; it will be here before you know it.

Due to an onslaught of requests the results from the 2nd Fairgrounds event and the Night Run, should be posted to the website by the time you are reading this. Of course you also will probably find them later in this issue.

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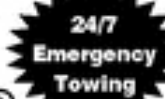
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The Roadsters of D Drepared

Right: Wes Davis in his DP Midget.

Below: Brian and Tina Reeves and their Miata.



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CNY SCCA
Final Results, #4 - 2007 Fairgrounds 2 - 7-29-07
Total Registered: 80, with Times: 76

'Super Stock' - Total Entries: 1 Trophies: 1				Region	Times				Total
1T	83	Kunkel, Wayne	2003 Porschit		31.875	32.920	32.038	32.045	31.875
									-
'B Stock' - Total Entries: 3 Trophies: 1				Region	Times				Total
1T	69	Lerman, Stephen	88 911		34.182+1	33.503	36.543	999.999+OFF	33.503
					33.995				-
2	35	Conway, Robert	Infiniti G35		35.820	35.518+1	35.279	34.765	34.544
					34.544				1.041
3	70	Davis, Cindy	1985 Porsche Targa		41.503	42.397+1	38.369	38.689	38.369
					999.999+OFF				3.825
'D Stock' - Total Entries: 6 Trophies: 2				Region	Times				Total
1T	68	Izyk, John	2003 Subaru WRX	CNY	34.525	33.870	33.804	33.984	33.804
					34.459				-
2T	11	Perry, Daniel	07 BMW		35.358	34.978	35.031	34.936	34.257
					34.257				0.453
3	368	Laughlin, Jon	07 BMW 328XIT		36.453+DNF	35.004	34.463	34.685	34.463
									0.206
4	98	Hunt, Jeff	02 Subaru WRX		36.493	36.553	35.489		35.489
									1.026
5	44	Walczyk, Stephen	03 VW Jetts		36.739	38.256	37.301	37.577	36.739
									1.250
6	144	Bestor, Barbara	03 VW Jetta		39.188+1	46.952+DNF	45.562	40.600+DNF	41.188
									4.449
'G Stock' - Total Entries: 7 Trophies: 3				Region	Times				Total
1T	75	Sadlik, Adam	01 Subaru 2.5RS		35.264	34.379	34.221		34.221
									-
2T	69	Poniros, George	2003 Nissan Altima		35.702	946.400	35.462	36.586	35.140
					35.140				0.919
3T	58	Marsden, Eric	1988 VW Scirocco		39.135	37.044	36.215	36.208	35.594
					35.594				0.454
4	805	Sgarlata, Rob	Subaru SVX		36.328+2	35.999	35.551+1		35.999
									0.405
5	126	Rathbun, Nicholas	06 Acura RSX		37.563	37.670	36.707		36.707
									0.708
6	89	Messina, Marc	07 Mazda 3		39.167	37.909	37.349	36.844	36.844
									0.137
7	86	Lecara, John			36.443+DNF	37.325	36.918		36.918
									0.074
'H Stock' - Total Entries: 6 Trophies: 2				Region	Times				Total
1T	711	Bizzozero, Mark	2004 Mini Cooper	CNY	32.951	32.653	32.503		32.503
									-
2T	11	Hunt, Peter	1995 HONDA ACCORD WAGOON		246.500	35.198	35.439	35.486+1	35.046
					35.046				2.543
3	5	Prior, Scott	1999 VW Beetle	WNY	36.697	36.288	36.018	36.360	35.846
					35.846				0.800
4	34	Bhagalia, Zarosh	1999 VW Beetle		44.136	37.806	38.157	37.103	37.103
					38.887+1				1.257

Fairgrounds Results (continued from page 8)

5	68	Ohlbaum, Paul	1997 Honda Civic HX		39.220	40.187	999.999+OFF	39.913	39.220
					39.260				2.117
6	134	Buko, Michael			40.411+1	41.907+DNF			42.411
									3.191
'C Street Prepared' - Total Entries: 2 Trophies: 1				Region	Times				Total
1T	8	Newton, Scott	1987 Porsche 944		33.193	32.253	33.312	32.791	32.253
					33.047				-
2	98	Cosentino, Joseph L.	1989 Honda CRx Si		38.477	40.210	36.593		36.593
									4.340
'D Street Prepared' - Total Entries: 1 Trophies: 1				Region	Times				Total
1T	26	Rathbun, Lee	91 Acura Integra		34.609	33.611	32.790	32.812	32.236
					32.236				-
'E Street Prepared' - Total Entries: 3 Trophies: 1				Region	Times				Total
1T	92	Hudson, Craig	06 WRX		31.452+1	30.835	30.989		30.835
									-
2	27	Zucaro, Donald	02 Subaru WRX		34.046	34.622	33.147	33.170	33.147
					33.735				2.312
3	83	Good, Robert	87 Mustang		39.380	38.422	37.597	37.069	37.069
									3.922
'X Prepared' - Total Entries: 2 Trophies: 1				Region	Times				Total
1T	193	Davis III, Charles	Midget		41.536	34.130	32.883		32.883
									-
2	93	Davis, Wesley	Midget		33.924	32.994			32.994
									0.111
'C Prepared' - Total Entries: 1 Trophies: 1				Region	Times				Total
1T	50	Beebe, Arnold	1987 Ford Mustang	MoHud	31.874	31.969	31.523	31.393	31.359
					31.359				-
'E Prepared' - Total Entries: 1 Trophies: 1				Region	Times				Total
1T	17	Furlong, Andrew	1984 VW Rabbit on steroids	MoHud	30.751	30.163+1	29.751	30.177	29.751
					29.784				-
'A Modified' - Total Entries: 1 Trophies: 1				Region	Times				Total
1T	4	Mogle, Richard	2006 Ram	CNY	31.874	31.323	31.176	31.977	30.853
					30.853				-
'E Modified' - Total Entries: 6 Trophies: 2				Region	Times				Total
1T	22	Franklin, Rex	1962 MG Midget		30.242	30.665	29.837	30.278	29.837
									-
2T	11	Meyer, William	1965 Ford Cobra		32.239	31.194	31.487	999.999+OFF	31.194
					33.398				1.357
3	111	Kowaleski, Matt	1965 Cobra FF		33.410	32.814	32.182		32.182
									0.988
4	15	Hoct, Jeff	67 Cobra replica		35.004	34.154	34.977	33.505	33.505
									1.323
5	21	Kerestedjian, Paul	65 COBRA		39.537+1	999.999+OFF	999.999+OFF	999.999+OFF	41.537
					999.999+OFF				8.032
12	122	Franklin, Tammy	1962 MG Midget						DNS
									41.537
'D Modified' - Total Entries: 1 Trophies: 1				Region	Times				Total
1T	77	Sawyer, Leo	1989 Lotus 7 Replica		999.000+DNF	31.330	31.576+1		31.330

				Region	Times				Total
'Street Touring (Tire)' - Total Entries: 6 Trophies: 2									
1T	41	Wyman, Derek	1996 Dodge Neon	SNY	32.431	32.335	32.293	32.526	32.073
					32.073				-
2T	168	Hirschey, Pete	2000 Subaru Impreza 2.5 RS	CNY	35.430+DNF	33.977	34.291		33.977
									1.904
3	8	Marsden, Andrew	1995 Honda Civic EX		35.199	35.180	35.230	35.193	35.127
					35.127				1.150
4	89	Hunt, David	89 Acura Integra		36.799	36.268	35.624		35.624
									0.497
5	77	Sconda, Bill			36.248	41.703+1	35.853	35.754	35.754
									0.130
6	38	Quattro, James	07 Scion Xa		41.166	38.801	37.222	37.498	37.222
					38.088				1.468
'Street Touring X' - Total Entries: 2 Trophies: 1				Region	Times				Total
1T	11	Haas, Evan	2005 Subaru WRX		33.520	32.955	32.869	999.999+OFF	32.869
					33.229				-
2	6	Dan	97 Legacy		35.820	35.238	35.376	35.612	35.238
					35.682				2.369
'Street Touring U' - Total Entries: 1 Trophies: 1				Region	Times				Total
1T	13	Ehrlich, Dustin	2006 Subaru sti		33.658	33.959	33.972	33.484	32.808
					32.808				-
'Street Modified' - Total Entries: 5 Trophies: 2				Region	Times				Total
1T	79	Gravius, Mark	1985 Chevy Camaro	CNY	31.382	31.562	31.628		31.382
									-
2T	941	Parrow, Chris	2006 Subaru WRX		32.748	31.810	31.837		31.810
									0.428
3	23	Slusarczyh, Timothy	01 VW GTI		34.888	33.975	33.604	33.879	33.604
					33.908				1.794
4	131	Larison, Bryan	00 Subaru Impreza RS		41.249	34.613	33.798	34.074	33.798
									0.194
5	88	Sturgis, Kenneth	04 Ford Focus		32.058+DNF	36.006+DNF	34.750		34.750
									0.952
'Street Modified II' - Total Entries: 1 Trophies: 1				Region	Times				Total
1T	7	Jeffrey, George	89 Mazda 12x7		38.072	37.420	35.845	999.999+OFF	35.845
					35.944				-
'F125 Shifter Kart' - Total Entries: 4 Trophies: 2				Region	Times				Total
1T	77	Donofrio, Mike	Kart		31.187	29.772			29.772
									-
2T	154	Hughes, Karl	CRG Rotax		30.471	30.037			30.037
									0.265
3	11	Cartini, Jay	Kart	CNY	32.655	30.286			30.286
									0.249
4	48	Nagle, George	Kart	CNY	33.140	47.942+1			33.140
									2.854
'Junior Kart 1' - Total Entries: 1 Trophies: 1				Region	Times				Total
1T	3	Cartini, Hollie	Kart	CNY	38.005	37.371			37.371
									-
'Junior Kart 2' - Total Entries: 2 Trophies: 1				Region	Times				Total

Fairgrounds Results (continued from page 10)

1T		181	Mogle, Jonathan	Kart	CNY	36.336	34.765			34.765
										-
2		18	Mogle, Caye	Kart	CNY	38.588	34.976			34.976
										0.211
'Novice' - Total Entries: 15 Trophies: 5					Region	Times				Total
1T	BS	24	Lea, Andrew	04 Mazda RX8		35.172	33.602	36.249	39.664	27.620
						34.185				-
2T	HS	271	Gydesen, Cody	92 Mazda MX-3		40.239	38.074	36.601	36.298	28.312
										0.692
3T	GS	14	Podszeblea, Kevin	06 Pontiac Solstice		35.688	39.602	999.999+OFF	37.377	28.336
						37.519				0.024
4T	BS	28	Earle, Adam	2005 Mazda RX-8		36.275	999.999	999.999+OFF	35.899	28.982
						35.259				0.646
5T	SM	00	Brown, Matt	06 Subaru WRX		35.147	34.366	35.543	37.632	29.039
						999.999+OFF				0.057
6	SM	80	Daley, Alan	90 Honda Civic		35.948	34.384	35.370	34.569	29.054
										0.015
7	DS	13	Mastrocola, Christopher	88 BMW 325ix		37.306	37.252	36.498	36.748	29.125
						44.227				0.071
8	SM	75	Herzog, Scott	Pontiac Firehawk		37.717	35.279	34.611		29.246
										0.121
9	GS	87	Dixon, Tyler	01 Subaru Impreza RS		38.760+DNF	37.467	37.572		29.748
										0.502
10	AS	44	Thornton, Justin	06 Subaru STI		41.565	38.398	38.291	35.983	29.901
						35.989				0.153
11	SM	25	Joyner, Mike	05 Pontiac GTO		38.031	37.449			31.644
										1.743
12	DS	100	Glisson, Brad	07 Subaru Impreza		36.601+DNF	37.221+DNF	37.842+1		31.793
										0.149
13	AS	625	Sheridan, Phil	01 Pontiac TransAm		39.289	37.254+DNF	45.006+DNF		32.649
										0.856
14	STX	7	Louros, John	04 Subaru WRX		510.510+OFF	40.840	999.999+OFF	999.999+OFF	32.835
						999.999+OFF				0.186
46	DS	38	Giles, Kirk	06 Subaru WRX						DNS
										32.835

Top Times Of Day	Time	Class	#	Driver
Raw time	29.751	EP	17	Furlong, Andrew
Pax	25.352	HS	711	Bizzozero, Mark
Stock	31.875	SS	83	Kunkel, Wayne
Street Prepared	30.835	ESP	92	Hudson, Craig
Prepared	29.751	EP	17	Furlong, Andrew
Modified	29.837	EM	22	Franklin, Rex
Touring	32.073	STS	41	Wyman, Derek
Street Modified	31.382	SM	79	Gravius, Mark
Kart	29.772	F125	77	Donofrio, Mike
Junlor Kart	34.765	FJ2	181	Mogle, Jonathan
Novice	27.620	NBS	24	Lea, Andrew

A Few Thoughts on Driving

By Karl Hughes

Driving is dangerous? I've heard it said that most drivers in this country consider themselves to be above average. I don't know who came up with this statistic, but simple observation shows that being an above-average driver in this country is not much of an achievement. I see instances of poor driving often enough that they are no longer worthy of comment.

So, why does this happen? In theory, we are a nation of relatively well-off, relatively well-educated people, so why would we perform this terribly important task so poorly?

I suspect it's because we don't consider driving to be a terribly important task. Not many people I know sit down behind the wheel and take a few seconds to ask "Is this a good day to die?" before they start out on an errand. A little melodramatic, I suppose, but how do you put the dangerous task of driving a large machine at high speeds in perspective?

A typical person might weigh 150 pounds, and be capable of running 12-15 miles per hour. That same person can hop in a 3,500 pound vehicle and hustle down the road at 70 miles per hour.

Kinetic energy is the energy of an object in motion. The equation for kinetic energy is $E_k = 1/2(mv^2)$, where m is mass and v is velocity. For a 150 pound human running at 15 miles per hour, $E_k = 16,875 \text{ lb-miles}^2/\text{hour}^2$. Normally these units would be converted to an energy unit such as joules, but for the sake of this comparison we'll stay with the more cumbersome $\text{lb-miles}^2/\text{hour}^2$.

Since the kinetic energy is related to the square of the velocity, increasing the velocity does big things to the energy. Twice as fast means four times as much energy. The 3,500 lb car at 70 mph represents an E_k of $8,575,000 \text{ lb-miles}^2/\text{hour}^2$. No matter how you look at it, that's a significant increase.

I have also heard the argument that since humans are physiologically wired to deal with a world moving at 15 mph, we are grievously under-equipped to deal with the world at 70 mph (or faster). Yet, we hop in our cars and

zoom off every day with little thought given to how dangerous this really is. All that energy has to go somewhere, and it's usually dissipated by our brakes when we stop. Make a mistake, and something else absorbs the energy, such as another car, or your own car. Face it, physics doesn't care whether you believe in it or not. That energy will be absorbed by something, and it's up to you to make sure it's those poor little brake pads that do it, and nothing else.

The three things a driver needs to be able to do: If you want to drive a car, it's a good idea to be able to a) understand local traffic laws and signals, b) control the car itself, and c) understand traffic and how to drive well with others. I'd argue that it's self-evident that many people have less-than-adequate car control skills. Listen to someone describe an accident he/she experienced, and you'll usually hear some version of "...and the car went out of control..." That's the statement of a driver with inadequate car control skills who abdicated control of the vehicle and decided to be along for the ride. If race car drivers thought that way, races would be much shorter. Luckily for us, airline pilots tend not to think that way either.

The other two issues are somewhat related. It's hard to drive well with others if you don't know what the traffic laws and signals mean, and if you can't or won't figure out what the people around you are doing (or intend to do.)

I suspect that the majority of people driving these days fall woefully short of the mark in these areas. A friend of mine is a retired Connecticut license examiner. He once told me that 98% of the people on the road shouldn't be. I expressed surprise that the percentage would be that high. He smiled, and pointed out that of all people holding forth on this subject, he would be in one of the better positions to know for sure. Hard to argue with that.

The reason for the rules: Thinking about the arguments above, one could theorize that one of the best ways to reduce the number of accidents would be to ensure that all drivers on the road understand what the other drivers around them are trying to do. It seems reasonable that if every driver knew exactly what every other driver wanted to do, there would be far fewer accidents (perhaps even none.) Since we aren't telepathic, a system of

Photos from the annual picnic

(Courtesy of Bob Holcomb)

Right: Janet Franklin and Joyce Kramer greet picnic-goers as they arrive.



Below: Dot and Mick Levy enjoy the pleasant weather and conversation. Behind them, John Burgess and Mike Mollura chat.



Below and right: Delectable ice cream cakes from our friendly local Carvel store were tastefully decorated...



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1979 BMW 320i, dual Weber carb 2.0 liter Korman engine with 292 Shrick camshaft, 5 speed, Recaro's, limited slip, sport suspension. OK car, gold mine in performance parts - \$2000

Plymouth Fire Arrow collection, 45k mile California autocross car, way too much to list.

Roy: 585-352-5938

Continued from page 12

traffic rules and signals was developed to aid the process.

It's that simple. Really. The purpose of lanes, traffic lights, signals and conventions is to keep us from crashing into each other. It's intended to make traffic flow predictable, so we have a high likelihood of understanding what the car just ahead is about to do. The benefit of following these rules is so great, and the penalty for failure so severe, you'd think all drivers would do it. But, evidence shows they don't. Hard to argue that the average driver is particularly intelligent, isn't it?

An example: Let's take a look at turn signals, perhaps one of the most misused pieces of equipment on a modern car. There are, of course, laws regarding how turn signals are to be used. Signals must be used so many feet from a lane change or turn, for instance. That's fine, except most people don't remember what that distance is (100 ft, according to the manual I have). That minimum distance is fine at 30 mph, but useless at 70 mph. Many people don't use turn signals at all. Trying to keep what you intend to do a secret, eh? The real purpose of turn signals is to signal your intentions enough ahead of the actual maneuver that everyone else around you knows what you intend to do. Why wouldn't you want to do that? Do you want to increase the chances of an accident, or decrease them? Remember too that you should be using them even when you don't see any other cars around you, because that turn indication is even more important to the person you can't see.

So how should you really use turn signals? Every time you want to change direction by entering or exiting a roadway or lane, you should signal. You should signal before you begin to slow or brake, and early enough to allow the people around you to react. A better measure of the minimum interval would be time rather than distance. An attentive driver can successfully avoid you given four or five seconds of warning. Remember, what you really want is a successful outcome to the maneuver you are undertaking.

It's hard to justify not taking the kinds of precautions that make a successful outcome more likely, especially if they cost you essentially nothing.





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