



IN THIS ISSUE:

Excuses, pleas, and elections
Vintage review
Ed's second HPDE
How to race in no space
much much more...



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Links

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the **SNARLING EXHAUST**

November

2012

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On the cover:
Ed Lubner claws up through the Esses at the Glen in his '65 fastback 'Stang.

From the Editor -

Oops, it's been a while since the last Snarling came out, huh? I've got a handful of excuses, like a baby on the way and designing myself a new house, but no one really cares I'm sure. Luckily Ed is much more reliable than I, and although his articles might not get published on time, we do have a couple of them in this issue to keep us entertained. One of the difficulties I've run into is getting contributions, both for articles and photographs. No one wants this thing all text, right? Likewise, a picture book isn't really the point. Publishing something once a month that is nothing more than my editorial and Ed's piece is kind of boring. Are we creating something that is little more than a vehicle for ads and meeting minutes, or do we want something that helps inform and engage our membership? So if you're actually reading this, consider this my plea for your contribution! It's apropos to think about how you can help the CNYR SCCA this month as it's time for electing our leadership.

Everyone with a membership card should come out to the American Legion in Liverpool November 14th to cast their vote. Luckily, we don't have to be bombarded with tacky smear campaigns for our candidates, or infuriating unsolicited calls five times a night. Maybe that's because their campaign budgets are generally zero, or maybe it's because the seats aren't exactly hotly contested. In any case you should come out and support them, and as an added benefit there will be pizza and wings provided. I voted for the most powerful position in the world and all I got was a sticker!



Photo: Kathleen Ehrlich

Aside from the bright spot that is free food, this is a bit of a sad time of year for most gearheads. No more local races, track days, autocross, etc. We'll never be further from the next race than we are right now. Sad isn't it? At least there's ice racing if the weather cooperates this year. Maybe I can convince someone to write us a great article about the joys of winter racing. Our newest option for staying sharp over the winter just opened in DestiNY USA (I really hate that name, it hurts to type it), the Pole Position Raceway indoor kart track. Our member Scott Newton even holds the current track record. Perhaps we can get a winter league going, it would be fun, and a great way to prevent the "rust" from accumulating while the snow does.

--- Dustin Ehrlich



Evan Haas cuts it close at the Fairgrounds.

Event Schedule

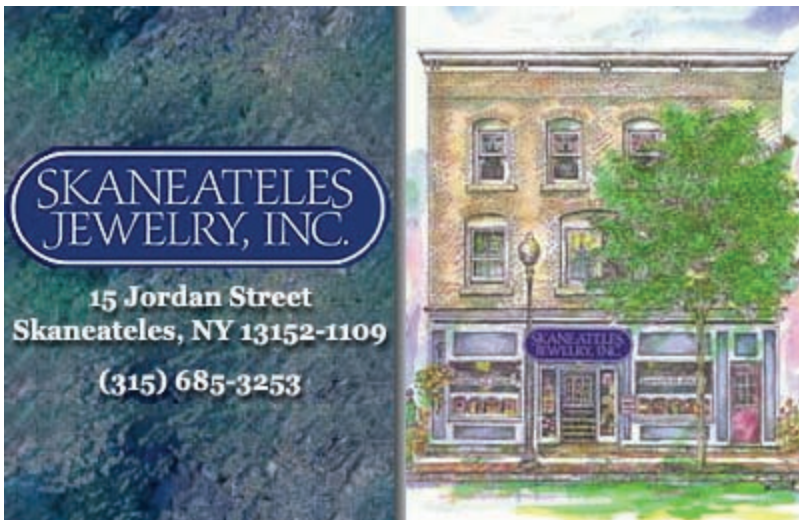
November 11th - CNY Rallyx , Walczyk's Farm, Weedsport

November 14th - Membership Meeting, American Legion, Liverpool, 7:00pm

December 12th - Membership Meeting, American Legion, Liverpool, 7:00pm

January - some particular day not yet decided - Annual Awards Banquet

Other events ... watch this space ...



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

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Assistant R.E. Report (October)

From the Assistant R.E., Ed Leubner

Greetings:

Where did the summer go? It seems like the racing season just started, but here we are getting ready to close out the 2012 season. The final round of the CNY Solo season will be held at Shoppingtown Mall on October 14th.

September Solo – Event number 7 saw over 60 competitors take to the track at the New York State Fair grounds under perfect weather conditions – high 60's and mostly sunny skies. The course included a tight 360 loop, slaloms and some fast sweepers. After a slow start due to some technical issues, things got rolling and everyone got in 6 runs and quite a few fun runs at the end. Like last months Cherry Valley event, the FLR and WNY Region Solo schedules were open which allowed a number of our fellow SCCA competitors from the west to show up giving us some new competition along with enough participants to run three groups; 1 running; 1 working; and 1 on break. Having the ability to take a break was a nice change instead of running directly to and from the car and work assignments! Hope to see them again at the October event.

In other SCCA news, the Glen Region will be hosting the North East Division, SCCA Mini-Con, November 9-11 at the Ithaca Ramada Inn. The Mini-Con includes various seminars throughout the weekend covering all aspects of SCCA activities. Plus you get the opportunity to bench race with those friends you typically only see for a few minutes in between heats. Check out the NEDiv website for additional info (<http://www.nediv.com/nediv-info/98-2012-nediv-mini-con-ithaca-ny>)

Watkins Glen Vintage Racing Festival - Every September, the weekend after Labor Day sees vintage race cars and their drivers invade the village of Watkins Glen, and Watkins Glen International (WGI) for the annual Vintage Racing Festival. The festival celebrates the first race in Watkins Glen, which was the brain child of Cameron R. Argetsinger in 1948 and consisted of a 6.6 mile road course through the country side with the start/finish line in front of the Schuyler County Court House in downtown Watkins Glen.

If you are into classic racing machines, and sports cars of every type, this is the event to attend. You can see anything from a 1920's Bugatti F1 racer to a high-tech Audi R8 LeMans prototype and everything in between which show up to race. In addition to the race cars, dozens of classic and modern sports cars are driven to the event by spectators which creates a car show in itself.



Along with the vintage race cars, the Friday event includes a number of road rally's for the various categories of cars – i.e. roadsters; vehicles 25 years or older; and sports cars. These rally's are sponsored by the local wineries allowing the drivers and passengers to experience the fantastic Finger Lakes scenery. All the rally's finish in the village and all participants get to drive the old Grand Prix course as a group. Participants are given the title of Stone Bridge Drivers named from the old stone bridge you cross at the upper level of the state park which is also part of the old Grand Prix road course.

Each year, a specific marque of vehicle is selected as the featured car for the weekend events. Past marques have included Alfa Romeo, BMW, Datsun, Morgan and Triumph to name a few. This year, the featured marque was the Mustang. So I spent the last few months scrambling to get my '65 Fastback running and finished enough to drive it back and forth to Watkins Glen and participate in this year's main event.

continued ---



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Since our Friday event was scheduled to start early morning, we drove down Thursday afternoon checked into our hotel, and enjoyed dinner and a few beers at the Roosterfish Brew Pub in the village. Early Friday morning under gray skies, and fog, we drove down Route 14 to Horseheads to stage at the Wings of Eagles Museum located near the Elmira Airport. There, we registered and had our drivers meeting for the days events. There were over 100 Mustangs of all models, years, and colors being staged in the museum parking lot. My wife Annie and I were honored to be one of the handful of cars selected to represent the Mustang marque and drive in the lead group during the caravan to WGI and through the village.

After a fun drive through the back roads from Horseheads up to WGI, we entered the infield and parked the large Mustang herd near the Glen Club which is located next to the esses. We enjoyed a nice brunch while watching the vintage racers practice on track.

Following the brunch, we got to run a couple of pace laps around WGI with all 100+ Mustangs which pretty much stretched around the entire 3.5 miles of the long course! It was an impressive sight! Speeds were not as fast as a trackday, but it was still pretty exciting to run my 47 year old Mustang around WGI considering it had been started and licensed for the first time in over 8 years, only a few short weeks prior to the Vintage Festival! Unfortunately, the pace laps ended all too quickly, and we staged once again to receive a police escort and caravan down to the village via the old Grand Prix course which includes a railroad track crossing!

Once we were in the village, the entire herd of Mustangs was gridded on Franklin Street which was lined with spectators. Then we got the green flag, and ran two laps of the old Grand Prix course. The highlight is driving up the hill out of the village towards the Seneca Lodge. At this point everyone gets the chance to put it to the floor and demonstrate how their engine can rev along with showing off their exhaust note for the spectators. Once our pace laps were completed, the handful of us selected to represent the Mustang marque were parked along Franklin Street to display our cars for the days events. The rest of the Mustangs were parked for display at Lafayette Park.

The remainder of the day was spent checking out the cars that had just completed their road rally's and pace laps, and then parked throughout the village streets. Finally, the highlight was the vintage race cars that were escorted from WGI and parked along Franklin Street to allow everyone to check them out, take pictures, and talk with the drivers/owners. Before dark, the race cars ran their laps of the old circuit before heading back to WGI. The day was capped off with a fireworks display that was set off in front of the entrance of the walk way through Watkins Glen State Park. It was a great experience, and I was very happy my Mustang made its maiden voyage back and forth without the assistance of a flatbed! And for your information, the featured marque for next year's Vintage Fest is the Mini Cooper. Check it out! (<http://www.grandprixfestival.com/>). Old course map: (<http://www.grandprixfestival.com/map.html>)

That's it for this month.



Assistant R.E. Report (November)

From the Assistant R.E., Ed Leubner

Greetings!

It's that time of year again where you need to carefully consider your choices before you make that overall important voting decision – the club depends on it. Oh yeah, I think I heard there was some other small presidential election going on this month too!

In a previous column, I told you about my first DE experience at Watkins Glen International back in the spring. I liked it so much that signed up and ran a two day DE event the last weekend in September. I even got my two co-workers who participated in the April event to come to this one too. Again, it was an awesome experience, and again I got to experience the Glen area's quickly changing weather – mostly cold, windy, and on Sunday, rain. After running with my instructor during the first Saturday morning session to verify I still remembered the basic rules of car handling, the driving line, and most importantly, flags, working with faster traffic, and safely providing the ever important point-bye, I was signed off to run solo (DE2) for the rest of the weekend.

After getting my rhythm down on where the basic points to brake, shift, turn-in, and get back on the gas, I continued working on fine tuning those points. However, those “perfect lines” did need to be adjusted when faster cars would close and want point-byes which required me to at times modify my braking points to compensate.

Regarding those car handling points, one future car option I will be considering is a gas pedal extension. Even though the Miata has a small pedal box and I have size 12's, I have never been able to get the “heel-toe” down shifting thing down very well due to the pedal spacing between the brake and gas. I just can not seem to roll my foot over enough when braking to cleanly “blip” the gas to match revs when down shifting. And of course, the track is not the place to learn and practice that particular technique. Instead, I had to carefully slip the clutch after making the downshift. Although it is not really needed for AutoX, it is when on the track. It is definitely something that I need to learn to increase both my overall smoothness and speed when on the track.

On Sunday, the impending rain sent all us newbies (and many not so new DE drivers) scrambling to learn the how, what and where of a track “dry line.”



After some classroom discussions and one-on-one with my instructor, I got the basic rules – stay off the painted surfaces (– i.e. track edge lines, rumble strips), and any shiny surfaces – typically the result of seam sealer or worse – i.e. oil, along with the concrete patches that have been worn smooth from all the traffic driving over them. Another technique that was discussed was termed the “rim-shot.” This is where you drive on the higher, outside part (rim) of a curve where the surface is rougher from being used less versus the inside apex where water and fluids tend to collect. I will say the experience of running AutoX's in the rain came in handy in that I had a good feel for how the car handles and what it does as it reaches the edge of traction. However, running in the rain certainly keeps you on edge as you drive at speed! On the straights, you can still carry a large amount of speed, but the braking points definitely change. Since the goal of a DE is to learn how to drive at speed and we are not racing each other, I experimented with different lines and braking spots. For example, I changed where I drove on the track – i.e. on the back straight, the dry line is typically the far left before turning into the bus stop. So I tried moving towards the center a few feet at a time to where the pavement is rougher from less use. In those cases where it was not possible to avoid slick spots, you want to keep the wheels as straight as possible, and not make any major steering input or throttle changes as you cross over those spots.

continued ---

The rain continued, and overall the speeds started going down as the spray got worse from cars in front. I did have one scary moment after I gave a point bye to an S2000 in the sole of the boot only to come around the next turn and find him facing me in middle of the track! I quickly waved to the cars behind me and we all made it by without incident. At that point, I decided to come in a couple of laps early, and give it a rest.

As the rain continued to come down harder, my co-worker and myself figured we made it this far without any problems so why push our luck? Our one remaining run would also be the last run group on the track for the day anyways, and we still had to drive a couple of hours to get home. So we called it quits and packed up. Unfortunately, by this time, there were a number of damaged cars that were being loaded on the backs of flatbeds for the ride home. Over the course of the weekend, we each ran over 175 miles on the track, and both of us were able to drive home under our own power. Always a good way to end the weekend.

See you around the grid.



HOW TO RACE IN NO SPACE

BY ROB SGARLATA

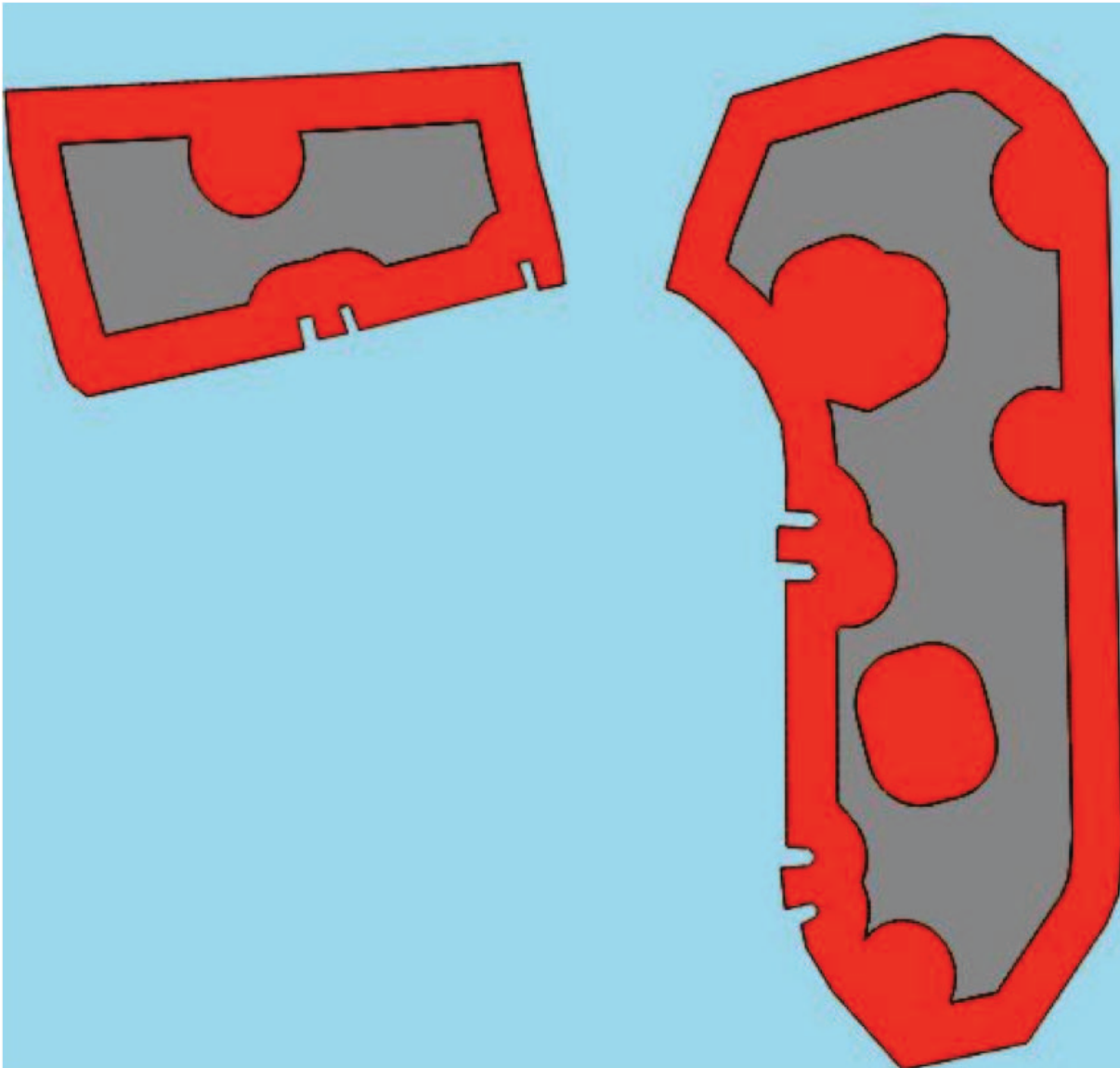
When word came down that we had been scuttled to just one lot at Shoppingtown in order to accommodate motorcycle training, I was bummed because the venue's not exactly huge as it is. When I heard that the bikes were getting the bigger of the two lots, I had to wonder how big their figure-8s needed to be? (I'll admit it - I know nothing of motorcycles, but I sure know what autocross needs - square feet, and plenty of 'em!) When I heard someone say that the lots were actually comparable in size, I didn't believe it for a minute.

Gimme Google Maps and CAD; I'll tell you why. In the map I drafted up, the red area represents a 25 foot spacing from fixed objects. The grey space shows actual useful surface, only acknowledging the 25 foot rule; we obviously can't use the far corners or the vees.

As far as surface area? Rough estimates:

Big lot: 74,400 sq.ft. overall, 32,275 sq.ft. useful (43% of the entire lot)

Small lot: 30,575 sq.ft. overall, 12,000 sq.ft. useful (39% of the entire lot)



I'd been to course setup the day before the event, and I was fully aware of the difficulties of the design ahead. The pole in the middle of nowhere offered a notable struggle. The 25 foot safety gap from the pole and the opposing curb left room for a gate and little else. Some chalking and coning defined what was left, and development stemmed from there.

On race day, in observing and driving the complete layout, I was quite surprised at how invisibly the constraints were placed in the course. The largest restriction seemed to be just one more challenge to navigate, and most folks wouldn't know the difference. With a litte bit of magic, lemonade can be made from lemons, even if life doesn't give you a pitcher!

Conclusions?

- * A free standing pole is a one foot diameter way to lose nearly 2000 sq.ft. of useful space.

- * Creative thought can work wonders when a track is crammed into a tight space like the small lot at Shoppingtown or the thin lot across the street from the Fairgrounds. Get the cones out! Developing a good, small course is just one more challenge in autocross.



Photo by Lewis Chung

Membership Meeting Minutes - September

Courtesy of Bob Holcomb

Meeting Minutes For CNYR SCCA, Wed., Sept. 12, 2012

CALL TO ORDER:

The meeting was called to order by R.E. Mike Donofrio at 7:16 p.m.

R.E.REPORT:

Mike Donofrio welcomed everyone to our first regular business meeting since July, as in August we held our annual picnic at the Onondaga Yacht Club on Onondaga lake.

Mike said he thought from comments that everyone enjoyed the evening and the food.

Mike said he has heard from one potential R.E. candidate and has hopes that other candidates for office will step forward before the nominating committee presents its report in Oct.

Other than that, Mike had nothing new to report.

ASST.R.E.REPORT:

Ed Leubner reminded the members of the upcoming Mini-Con to be held Nov. 9-11 at the Ramada in Ithaca, New York and sponsored through the Glen Region, SCCA.

Ed also reported that during the recent SVRA weekend at Watkins Glen (Sept. 7, 8, 9) he enjoyed displaying and driving his 1965 Mustang coupe.

Ed drove the Mustang on a road rally and around the Watkins Glen track, thoroughly enjoying the experience.

With the Mustang parked next to Mick Levy's 1965 Barracuda in the American Legion parking lot, the members that attended the meeting got a pleasant eye full of mid-60's machinery.

SECRETARY REPORT:

Bob Holcomb made a motion to approve the July meeting minutes as reported in Snarling Exhaust.

Dave Kicak seconded, motion carried.

Bob mentioned that the Sept. issue of SportsCar had a listing of race worker incentive participants and that one CNYR member had made the article, that member happened to be himself for working 12-19 days.

Brag, brag, brag.....

TREASURER REPORT:

Jay Cartini said the region has made donations to Gigi's Playhouse (described in the July Snarling Exhaust) and to the Jamesville-Dewitt Youth Athletic Assoc. in memory of John Goss a former SCCA racer who recently passed away.

F&C REPORT:

Mick Levy reported that the SVRA event at Watkins Glen was very well attended, both in car and spectator count.

Mick worked Start/Finish at the track and also helped in the events downtown, while Bob Holcomb flagged at the track.

He reminded the members that the Finger Lakes Region "Fun One" was coming up the weekend of Sept. 14, 15, 16 and is usually the best attended SCCA weekend at The Glen.

The Glen Region is sponsoring a Driver School and Regional the weekend of Oct. 5, 6 and 7, 2012.

SOLO REPORT:

Mark Bizzozero said the recent dual event at Cherry Valley went well, with multiple track conditions due to the weather varying between wet and dry.

The daytime even had 56 entrants with each getting in roughly 5 runs, while the nighttime portion had 18 entrants getting in roughly 7 runs each.

Our next event will be Sept. 16 at the New York State Fairgrounds.

The CNYR SOLO van is already in place at the facility.

Mark also said that there will be a slight change in parking lot location for our final event at Shoppingtown Mall, due to relocation of a motorcycle group also using the facility.

On a personal note, Mark attended a "track day" testing of the new Scion FR-S coupe at Monticello raceway and apparently caught the attention of one instructor with his foot technique. Obviously the instructor was unaware that Mark is a pretty darn good SOLO driver and not just a Toyota brand salesperson who sticks to the sale floor.

RALLY CROSS REPORT:

Jim Quattro reported that the July event held at the Walczyk farm in Weedsport was challenging due to the dry and dusty conditions, which made visibility a challenge.

Jim also reported that after an event at the Fulton Speedway, it was decided not to return to that venue due to sandy conditions that made running almost impossible.

The NEDIV Rally Cross Championships will be held near Allentown, PA in Oct. with specific dates not available at meeting time. The bad news from Rally Cross was the fact that our generator that powers the timing equipment broke down and it needs to be determined if it is cheaper to repair or replace.

Also our SOLO van may need some suspension repair and/or load redistribution.

Nate Walczyk was to meet with the SOLO and RALLY CROSS Chairs and R.E. post meeting to discuss various HONDA generators that his family business has available.

An update will be available by our next meeting.

continued ---

COMPETITION REPORT:

Dave Kicak will be driving at the upcoming Finger Lakes Region "Fun One" sharing drives in Glen Region member Ed Zubrowski's Miata.

ACTIVITIES REPORT:

Rob Sgarlata was absent but Scott Newton gave the report for Rob.

First, Rob will be honored to run for Activities Director again.

He will be contacting Nestico's about holding our annual awards banquet there in January.

Always good food and a good time.

OLD BUSINESS:

None

NEW BUSINESS:

Scott Newton mentioned that there is a new approx. 2 mile road course near Oneonta, built as a motorcycle safety training course.

Perhaps a SOLO location?

Rex Franklin mentioned that the Central New York Raceway Park is seeking approval to hold horse racing events on the half mile dirt track portion of the facility.

Jim Quattro inquired as to the prospect of creating a "Quartermaster" for the club equipment.

Much discussion followed with the general consensus that each group using the equipment was to be held responsible for it until it was passed on to the next group.

Paul Grover had been doing some "early fall garage cleaning" and brought several like-new items, from a steering wheel to a radio and more, which he auctioned off at the meeting with proceeds going to the region.

ADJOURN:

Rex Franklin made a motion to adjourn.

Mark Bizzozero seconded, motion carried, meeting adjourned at 8:33 p.m.

Submitted by:

Bob Holcomb, Sec. CNYR SCCA

Membership Meeting Minutes - October

Courtesy of Bob Holcomb

Meeting Minutes For CNYR SCCA, Wed., Oct. 10, 2012

CALL TO ORDER:

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

R.E.REPORT:

Mike Donofrio said that after approx. seven years as R.E. he now realized he has just two more meetings left as R.E.

A short discussion of events from the past years followed.

Mike suggested that for the future we need to get out and actively seek more sponsors for our events.

He also stated that the next R.E., expected to be Scott Newton, is a good man for the position, as he is very active in the activities of the club and knows it's ins and outs.

It was suggested that the long ago monthly meetings of directors and officers be re-established as a way of keeping the region healthy and pointed in the right direction for growth.

This will be looked into.

Mike said he is looking forward to helping the region as a volunteer vs. leader.

Mike also mentioned a Fun Walk/Run to be held Oct. 20th, 2012 at nearby Onondaga Lake Park to promote the soon to be opened Gigi's Playhouse, a support facility for those with Down Syndrome and their families.

ASST.R.E.REPORT:

Ed Leubner discussed how much he enjoyed a recent driving weekend at Watkins Glen International in his Miata.

Both wet and dry conditions added to his experience.

Ed said that at a recent SOLO event at the New York State Fairgrounds he had a discussion with a participant that may lead to more safety improvements for future events.

SECRETARY REPORT:

Bob Holcomb made a motion asking for approval of the meeting minutes for Sept. as they appeared on our web-site and Snarling Exhaust.

Mark Bizzozero seconded, motion carried.

Bob said he would have some additional things under Mick Levy's F&C report.

TREASURER REPORT:

Jay Cartini was absent, no report.

Dave Kicak asked if a balance could be given when treasurer reports are given as this is often forgotten.

Mike Donofrio said this will be mentioned to Jay at our next meeting.

SOLO REPORT:

Mark Bizzozero reported that so far this year six of our seven events have turned a profit with the New York State Fairgrounds event losing around \$400. The main reason for this is their increase in fees to use the facility, now over \$1,700 as with approx. 65 entries we had a good turn out and entrants received approx. seven runs each.

Scott Newton asked if changing an event at the Fairgrounds to a day/night event might bring in enough extra entrants to cover the costs, but the general feeling was that it wouldn't.

New venues are being looked for to cover the 2013 season.

Scott Newton said he checked with Syracuse University in regard to using some parking lots and was told, "no".

Lee Hidy asked about a small airport near Weedsport but Mark said it was in use seven days a week and was very narrow, although it is paved.

Green Lakes and Central New York Raceway Park are also being looked into.

Scott Newton mentioned that some of our region helmets have reached their expiration dating and will need replacing for 2013.

Jon Coffin asked about changing to a wireless timing system for our SOLO program.

Scott Newton said costs have come down but it would still be approx. twice the cost of a wired system.

This will be looked into.

Ed Leubner said car numbers need to be improved as many are difficult to read from the timing van.

Ed also reported than when working on course, flaggers need to be reminded that when there is a red flag situation, everyone must display the red, not just near the incident.

Lee Hidy said that for tech inspections, a roving tech inspector seemed to work better than having all cars teched at one paddock location and that using a card system with input into a computer for record keeping would be advantageous.

Scott Newton said that at the recent Glen Region sponsored SOLO at WGI, laminated sheets were given to each worker with a job description and other pertinent data.

All thought this was a good idea for future CNYR events.

Leo Sawyer requested that a pre-season SOLO meeting be held to discuss the priorities for our 2013 season.

Mark Bizzozero said that our final event will be at Shoppingtown and that our SOLO van is currently at J&J Auto for repair.

continued ---

RALLY CROSS REPORT:

Jim Quattro said he had a recent conference call between SCCA NATIONAL and about 12 other RALLY CROSS chair persons. They discussed what was working and what wasn't and in general it was the same situation across the country, low entries, and getting workers.

Jim said season passes have helped bring in repeat entries locally and other regions are also using similar methods.

For some events, National has changed their title to "Challenge" from "Championship" and Jim felt this was causing lower entries based on the event not being considered as a championship level event.

Our next events will be at the Walczyk farm in Weedsport on November 11th and December 9th.

The December event will be a double points event.

For 2013 Jim suggested that SOLO equipment and RALLY CROSS equipment be kept separate instead of shared.

He is also looking for assistants for 2013.

F&C REPORT:

Mick Levy mentioned the recent Glen Region sponsored "Last Chance" weekend, which included a Driver School, Regional racing and PRO-IT racing, including a 4 HR enduro on Sunday.

Official race results had not yet been posted on the Glen Region web-site by the time of our meeting.

Among CNYR entrants were Lucas and Joseph Catania along with Jim Wells, Jim Ocuto and Jeff Knittel.

Upcoming events at WGI include the Vintage Racing Group the weekend of Oct. 12, 13, 14, which includes the F1600 and F2000 series.

Then the North American Road Racing Assoc. the weekend of Oct. 19, 20, 21 finishes out the season at WGI.

CNYR member and traveling flagger Chris Forte will be reducing his usual yearly travels to Lime Rock, Sebring and Montreal as he is engaged to be married...congrats Chris, but you need to get your bride-to-be race oriented.

Mick said that a Chump Car race is scheduled for April 12, 13, 14, 2013 at WGI and should be a 7 hour race on Saturday and another 7 hour race on Sunday.

Jon Coffin gave some helpful hints to reduce costs should any CNYR member chose to enter the event.

ACTIVITIES REPORT:

Rob Sgarlata said we will be actively seeking a new venue for our January banquet as Nestico's in North Syracuse has changed their schedule and will now be open on Sundays, which had been our traditional date.

Suggestions will be gladly accepted.

The 50-50 drawing was won by Mike Donofrio for \$15.

COMPETITION REPORT:

Jon Coffin reported on the recent Chump Car race held at Nelson Ledges with a 25 hour, 25 minute, 25 second format.

Jon and Karl Hughes along with others attempted to conquer the course in Karl's BMW.

Of 49 starters, they made it into the top five before the engine expired over 5 hours into the event.

Mick Levy asked about the recently opened track near Oneonta NY.

It is actually near Davenport east of Oneonta and is approx. 2.0-2.1 mi and is not designed for current use for example by groups like SCCA, as flag stations, guard rails and so on are not in place yet.

Per Scott Newton it is designed to be run either clockwise or counter clockwise.

OLD BUSINESS:

None.

NEW BUSINESS:

Mike Gagliardi said Central New York Raceway Park is coming along, with permits being currently submitted and much clearing work has been done to prepare for paving.

Scott Newton and other members have been to the POLE POSITION go-kart facility at Destiny USA.

The karts are electric and respond similarly to gas powered karts per Scott.

Annual memberships are available to keep costs in line.

Bob Holcomb asked about ordering new merchandise for the club, such as hats, tees with our logo.

This will be looked into.

Dave Kicak mentioned that SCCA class records for WGI have been dropped and Dave was wondering why this would have happened.

Supposedly it was due to a change in the Start/Finish location.

John Walsh, Area Ten Gov. may be checking into this.

ADJOURN:

Mike Gagliardi made a motion to adjourn.

Lee Hidy seconded, motion carried, meeting adjourned at 8:54 p.m.

Submitted by Bob Holcomb, Sec.

ABSENTEE BALLOT

Return to Bob Holcomb November 14 at bobrph@twcny.rr.com

Regional Executive

- Scott Newton
- _____

Assistant R.E.

- Ed Leubner
- _____

Treasurer

- Jay Cartini
- _____

Secretary

- Bob Holcomb
- _____



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.

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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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