

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

December 2007

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Race on Ice in the "Off" Season



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

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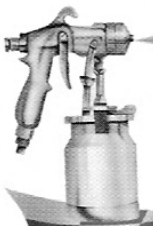
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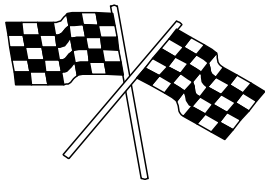
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Jeff Guerdat photo



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Snarling Exhaust

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The Central New York Region of the
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The Snarling Exhaust is published 11 or 12 times per year as a service to the membership of the Central New York Region of the Sports Car Club of America, Inc.

The deadline for submissions is the 25th of the month. This deadline still applies to the R.E., even though his un-opposed re-election may have given him a false sense of security...

All editorial opinions expressed in this publication are solely the opinions of the author, and are not necessarily representative of the policies of the Central New York Region or of SCCA.

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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: A Christmas Rabbit, photo courtesy of Vin Moellering

From the Editor:

As the holiday season approaches, and I cast about for fun, meaningful gifts for my son, good books tend to top the list. I grew up in a family of avid readers, and as a kid I devoured many, many books. My little guy seems to have inherited the reading gene, so I like to provide him with books that educate and entertain, and help to widen his horizons.

One of my favorite childhood books was entitled "The Red Car", by Don Stanford. It was an interesting book because it dealt with life in a small Colorado town (far from where I lived), kids of an age I could identify with, and cars. At a time when I was starting to be interested in cars, this book reinforced all the stuff I had absorbed from hanging around with my dad at gymkhanas, time trials and hillclimbs.

It mentioned a club called the SCCA, and taught me about these cool cars called MG TCs. In spite of the title, though, red is still not my favorite car color. Check the review of this book in this issue of the newsletter if this sounds at all interesting!

The other season that seems to be approaching is the ice racing season. If and when the lakes around here develop a foot of ice, a couple of different clubs take to the ice to race their cars.

If you've never considered this, you might want to look into playing on the ice. It doesn't cost much to race (you can run an entire season for less than the cost of one SCCA race weekend entry fee) and you can get quite a bit of seat time. The experience you get in car control can be quite handy, especially if you ever race in the rain.



Mike Kamm photo

If you decide to check out ice racing locally, you may well find some familiar faces. Several current and past CNYR members are active in local ice racing.

There is also a vintage ice race in the planning stages for this season. For the past two years the Albany-area ice racing club has hosted a vintage race. This year the Syracuse-area club will be hosting it. 2008 will mark 60 years of racing at Watkins Glen, so the vintage ice racers are working to be the first group to celebrate this anniversary in '08, perhaps with a race at Waneta Lake, and a banquet in the town of Watkins Glen. More news as the situation develops...

Be seeing you,
-Karl



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Book Review: "The Red Car", by Don Stanford

"The Red Car" was originally published in 1954. It's a "young adult's" book about a boy named Hap Adams who lives in a remote Colorado town. Hap lives on a farm, attends high school, and is saving for college.

One day a wrecked sports car is towed in to the local garage. Sports cars of any type are rare in the little town of Bullet, and Hap is so taken by the 1948 MG that he decides to buy it and repair it.

Unfortunately for Hap, his father takes a dim view of spending college money for a luxury.

The story of how Hap works out his problems with his father, and learns about cars, and life, is nicely written. The author creates believable characters, and tells the tale in an understated way, so that the writing does not intrude upon the story.

Some stories do not age well, and seem dated. While this book was written about what was then current racing, it now manages to provide a nostalgic view of that era while still conveying relevant lessons for both young and old readers. There is some interesting insight into the culture of sports car owners at that time, and the rift between

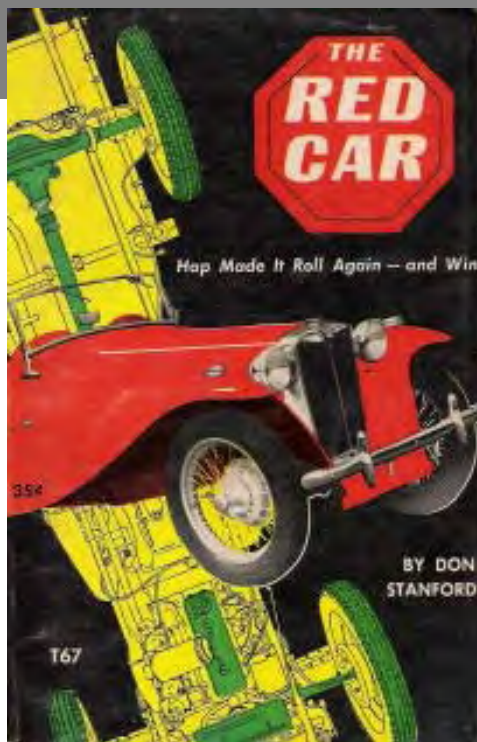
amateur and professional driving.

The SCCA and its members are portrayed as a group of friendly enthusiasts who enjoy the cars, the driving and the people in equal parts. In explaining the work needed to organize and put on a race in the streets of a small, rural town, both the excitement of motor racing and the need for safety are convincingly described. The explanation of proper driving techniques and the design philosophy behind early sports cars is particularly nicely done.

Don Stanford also manages to do a nice job of writing about the value of responsibility and honesty, without being preachy.

This book is a fun read for kids and adults alike, but there is one concern: After reading it you may find yourself liking red MGs...

Used copies of the book can be found on-line at Amazon.com, and through other book sellers. I located my copy through a used book seller who turned up in the listing of available books on the Amazon website. The book showed up when promised, and I was pleased with its condition when it arrived.



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Ice Racing in Upstate New York or How to Keep Your Hand In On The Cheap

When the chilly, white mantle of winter falls on upstate New York, many racers head for their garages to prepare for next season, and many do nothing racing-related at all, and suffer the throes of racing withdrawal.

There are a dedicated group, however, who don't let freezing temperatures slow them down. Winter weather brings ice to upstate lakes, and when ice thicknesses reach the magic 12" number, racing is on!

There are two ice racing clubs active in upstate New York. The Adirondack Motor Enthusiast Club (AMEC) is based in the Albany area, and sanctions races in that general area, including the southern Adirondacks, and lakes as far west as Amsterdam, NY. The Central New York Ice Racing Association (CNYIRA) is based in the Syracuse area, and sanctions races on various lakes around Syracuse, as well as west toward Rochester, and south to near Watkins Glen.

The two clubs have similar rules and classes, and cars legal with one group are usually legal with the other. Both clubs divide cars into two families of classes: "Prepared" cars, which use specialized ice racing tires and require roll cages, and "Street Legal" cars, which are limited to street snow tires only, and do not require roll cages.

Some SCCA club racers use their Improved Touring or Showroom Stock cars for double duty in the Prepared classes, and PRO Rally cars also show up occasionally.

The Street Legal classes include a wide range of cars, and racing is conducted under vintage-style no-contact rules. Street Legal is the perfect place for drivers who are new to ice racing to give it a try without making a big investment. Chances are you haven't thought of your "winter beater" as a race car – here is your chance to change that!



Courses are laid out on lakes with a minimum of 12" of ice (thickness is measured at many points before and during each race weekend) and plowed if necessary. Snow banks make for an interesting variation on gravel traps – there is incentive to drive under control as watching the rest of the race from a snow bank isn't much fun.

Courses are usually about 1.5 miles in length, and include both right and left turns. AMEC uses SCCA-style rolling starts, while CNYIRA opts for FIA-style standing starts.

AMEC's website can be found at <http://www.icerace.com/>, and CNYIRA's site is <http://www.cnyira.com/>.

Besides the fun of racing in the "off" season for a tiny fraction of what it costs in warm weather (in terms of dollars per seat minute, ice racing is the best deal you'll find), the big benefit of racing on a slippery surface is learning better car control skills. In my opinion the skills you learn on the ice are transferable to racing on pavement, and

Continued on next page

Ice Racing Continued

provide quite an advantage when conditions get slippery on-track. These skills are also handy when streets get slippery in the winter.

The bottom line? Wheel-to-wheel ice racing is just plain fun, and horsepower makes very little difference on the ice. Stock suspensions work best, so it really comes down to the driver.

You are a driver, aren't you?



Old or new, it doesn't much matter on the ice.



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Aerial view of a typical track – note the course revisions. Try that at the Glen!

PAX Results, #7 – NYS Fairgrounds - 10/14/07

Total Registered: 71, with Times: 65

Pos.	Class	#	Rookie Driver	Car Model	Total	Factor	Pax TimeDiff.	From 1st			
1	FM	48	Ciarlei, Brian		1998 Red Devil F440			36.658	*0.887	32.515	0.000
2	GS	85	Donofrio, Anthony		07 Mini Cooper S			41.125	*0.794	32.653	0.138
3	ESP	92	Hudson, Craig					39.794	*0.828	32.949	0.296
4	STX	11	Haas, Evan		2005 Subaru WRX			41.115	*0.804	33.056	0.107
5	HS	711	Bizzozero, Mark		2004 Mini Cooper			42.973	*0.780	33.518	0.462
6	HS	22	Weaver, Jeff					43.397	*0.780	33.849	0.331
7	SM	79	Gravius, Mark		1985 Chevy Camaro			40.228	*0.845	33.992	0.143
8	STS	168	Hirschey, Pete		2000 Subaru Impreza 2.5 RS			42.721	*0.797	34.048	0.056
9	CSP	8	Newton, Scott		1987 Porsche 944			40.634	*0.838	34.051	0.003
10	F125	154	Hughes, Karl		1990 Mazda Miata			36.465	*0.937	34.167	0.116
11	NHS	6	Hasgrave, Mike		06 Mazda 3			43.966	*0.780	34.293	0.126
12	F125	77	Donofrio, Mike		Kart			37.061	*0.937	34.726	0.433
13	FS	93	Davis, Wes		2004 Pontiac GTO			43.370	*0.805	34.912	0.186
14	F125	4	Heffron, Brian		Kart			37.290	*0.937	34.940	0.028
15	GS	14	Elve, Charlie		04 Mini			44.170	*0.794	35.071	0.131
16	STS2	33	Toombs, Mike					43.763	*0.802	35.097	0.026
17	BS	69	Lerman, Stephen		88 911			42.772	*0.822	35.158	0.061
18	FM	8	Quinn, Michelle					39.803	*0.887	35.305	0.147
19	FS	9	Davis II, Charles		Sprite			44.162	*0.805	35.550	0.245
20	NSTX	770	Quinn, Paul					44.228	*0.804	35.559	0.009
21	NDS	07	Modesitt, Dan		07 WRX			44.594	*0.798	35.586	0.027
22	EP	30	Coffin, Jon		1984 VW Rabbit			41.479	*0.858	35.589	0.003
23	NSTX	77	Frey, Tim					44.271	*0.804	35.593	0.004
24	HS	25	Bhagalia, Zarosh		1999 VW Beetle			45.661	*0.780	35.615	0.022
25	HS	51	Gregory, Lorraine					45.688	*0.780	35.636	0.021
26	NSM	28	Gerlun, Adam					42.381	*0.845	35.811	0.175
27	SM2	90	Jones, Matt					41.969	*0.854	35.841	0.030
28	STS	77	Szorda, Bill					45.035	*0.797	35.892	0.051
29	HS	180	Turley, Mark					46.040	*0.780	35.911	0.019
30	NSTU	24	Moore, Anton					43.819	*0.820	35.931	0.020
31	F125	54	Heffron, Ed		Kart			38.412	*0.937	35.992	0.061
32	NSTX	42	Gunipero, James					44.961	*0.804	36.148	0.156
33	F125	11	Cartini, Jay		Kart			38.637	*0.937	36.202	0.054
34	SM	131	Larison, Bryan					42.863	*0.845	36.219	0.017
35	SM	42	Hutchinson, Rich					42.884	*0.845	36.237	0.018
36	NBS	11	Ames, Jeff					44.094	*0.822	36.245	0.008
37	DM	77	Sawyer, Leo		1989 Lotus 7 Repl			41.260	*0.881	36.350	0.105
38	NAS	44	Thornton, Justin					43.814	*0.831	36.409	0.059
39	SM	23	Slusarczyh, Tim					43.130	*0.845	36.444	0.035
40	EM	22	Franklin, Rex		1962 MG Midget			41.274	*0.885	36.527	0.083
41	NESP	20	Docteur, Marc					44.136	*0.828	36.544	0.017
42	SM	5	Frank, Evan		06 Mustang			43.554	*0.845	36.803	0.259
43	NHS	7	Sky, David					47.348	*0.780	36.931	0.128
44	STX	6	Cech, Dan		97 Legacy			45.944	*0.804	36.939	0.008
45	STS	38	Quattro, James		07 Scion Xa			46.394	*0.797	36.976	0.037
46	NSTS	975	Thieme, Trevor		95 Mistu 3000GT			46.444	*0.797	37.015	0.039
47	GS	805	Sgarlata, Rob					46.627	*0.794	37.021	0.006
48	FJ1	3	Cartini, Hollie		Kart			47.468	*0.781	37.072	0.051
49	NFSP	114	Gardner, Jedidiah					45.651	*0.814	37.159	0.087
50	FSP	98	Cosentino, Joseph		89 CRX Si			45.705	*0.814	37.203	0.044
51	SM2	0	Babin, Nick		88 RX-7			43.658	*0.854	37.283	0.080
52	NFJ1	11	Stojkovski, Nick		Kart			47.895	*0.781	37.406	0.123
53	AS	1	Martin, Tom		96 Porsche			45.029	*0.831	37.419	0.013

Results continued on Page 11

PAX Results continued...

Results continued from Page 10

54	FJ2	181	Mogle, Jonathan	Kart	47.051	*0.796	37.452	0.033
55	NESP	00	Brown, Matt	06 WRX	45.255	*0.828	37.471	0.019
56	EM	21	Kerestedjian, Paul	65 COBRA	42.771	*0.885	37.852	0.381
57	NSM	27	Jeliner, Vaclav		45.470	*0.845	38.422	0.570
58	NSTS	10	Combs, Brent		49.152	*0.797	39.174	0.752
59	HS	17			50.241	*0.780	39.188	0.014
60	NGS	73	Green, Adam		49.596	*0.794	39.379	0.191
61	SM2	7	Jeffrey, George		46.934	*0.854	40.081	0.702
62	ES	23	Cavanaugh, Tom		50.461	*0.806	40.671	0.590
63	HS	151	Szozda, John		52.821	*0.780	41.200	0.529
64	DSP	100	Glisson, Brad		50.134	*0.829	41.561	0.361
65	HS	117	Arcaro, Mike		53.327	*0.780	41.595	0.034
66	EM	122	Franklin, Tammy	1962 MG Midget	47.287	*0.885	41.849	0.254
67	AM	4	Mogle, Richard	2006 Ram	42.056	*1.000	42.056	0.207
68	NSM	127	Jelinek, Maria		52.403	*0.845	44.280	2.224
69	AM	99	Hidy, Lee	1989 March Hare	49.224	*1.000	49.224	4.944
70	F125	15	Bush, Justin	Kart	DNS	*0.937		
71	F125	5	Heffron, Corey	Kart	DNS	*0.937		





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