

December 2010

the **Snarling Exhaust**



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Meeting Minutes

Banquet Info

Targa Newfoundland

SU FSAE

Winter TSD Rally Info



Membership Meeting:
Wednesday, December 8, 7:00 PM
American Legion, Liverpool

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

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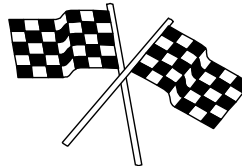


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Cool Links:

http://www.sccagear.com/Build-Your-Own-Apparel_c_44.html
SCCA "Build Your Own Apparel"

http://www.nescca.com/nescca_main/roadrally.html
WINTR Rally Series info on the NESCCA site

the
Snarling Exhaust

December 2010

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 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 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 SCCA.

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Graphics assistance courtesy of Alex Fairbank.

Bruno Rodrigues and Mark Laitenberger on course at Targa Newfoundland 2010 – photo courtesy of Targa Newfoundland

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From the Editor:

Turns out it's a lively time of the year for motorsports. Here in central NY, autocross and roadracing seasons are wrapping up, but rally is gathering speed, and rallycross is simply pausing for a moment before hurtling onward.

For those people planning next year's Solo campaign, Rick Ruth has published the 2011 PAX/RTP indices. Time to look 'em over, and try to calculate how the new factors will affect next year's results based on this year's results, and maybe contemplate a class change as a result.

Finger Lakes Region just hosted a successful Mini Con, with excellent seminars on many different subjects. There was an excellent series of seminars on various aspects of race car building and setup, and some good tips on how to drive (in case that's useful). There were some excellent Solo-related seminars too, and lots of time to chat with fellow enthusiasts from all over the division.

TSD rallying will be quite active here in the northeast, with FLR's regular winter series, plus the international "WINTR" championship which will include rallies in the US and Canada. Dust off the Blizzaks and the passport!

In other motorsports arenas, [ice racing](#), as always weather-dependent, will probably start in mid- to late-January. [ChumpCar](#), the series for \$500 "crap-can" racers, has published their schedule for next season. They will be racing at [Shannonville](#), [BeaveRun](#), [Calabogie](#) and [Nelson Ledges](#), so start prepping your caged beater.

The [Pittsburgh Vintage Grand Prix](#) organizers have just published the list of eligible cars for next year's vintage races at BeaveRun and Schenley Park. I'm delighted to see that BMW 2002s are on the list, so I'm planning to buff up



Jane Quinn photo

my '73 and return. Any other vintage car owners in the region (Bruce Parker) should consider this event. It is really a wonderful week-long festival in and around Pittsburgh, with races on the track at BeaveRun the first weekend, and on the true road course in Schenley Park the second. Vintage racing enthusiasts (Bruce Parker) really should not miss the chance to be part of this. There is a spectacular car show on the Schenley Park golf course at the same time the racing (Bruce Parker) is going on – definitely an event to attend (Bruce Parker) if you like any vintage of race car.

In this issue we've got an update from James Shomar on the SU FSAE program. If you have any interest in supporting or sponsoring a local FSAE team, contact James. This is a wonderful program, and I hope to see the car out at CNYR Solo events in the spring.

We've also got a writeup from Mark Laitenberger chronicling his adventures navigating this year's Targa Newfoundland. When Mark is not tearing around Canadian islands in a turbocharged Porsche, he occasionally navigates winter TSD rallies with me.

Be seeing you,
-Karl



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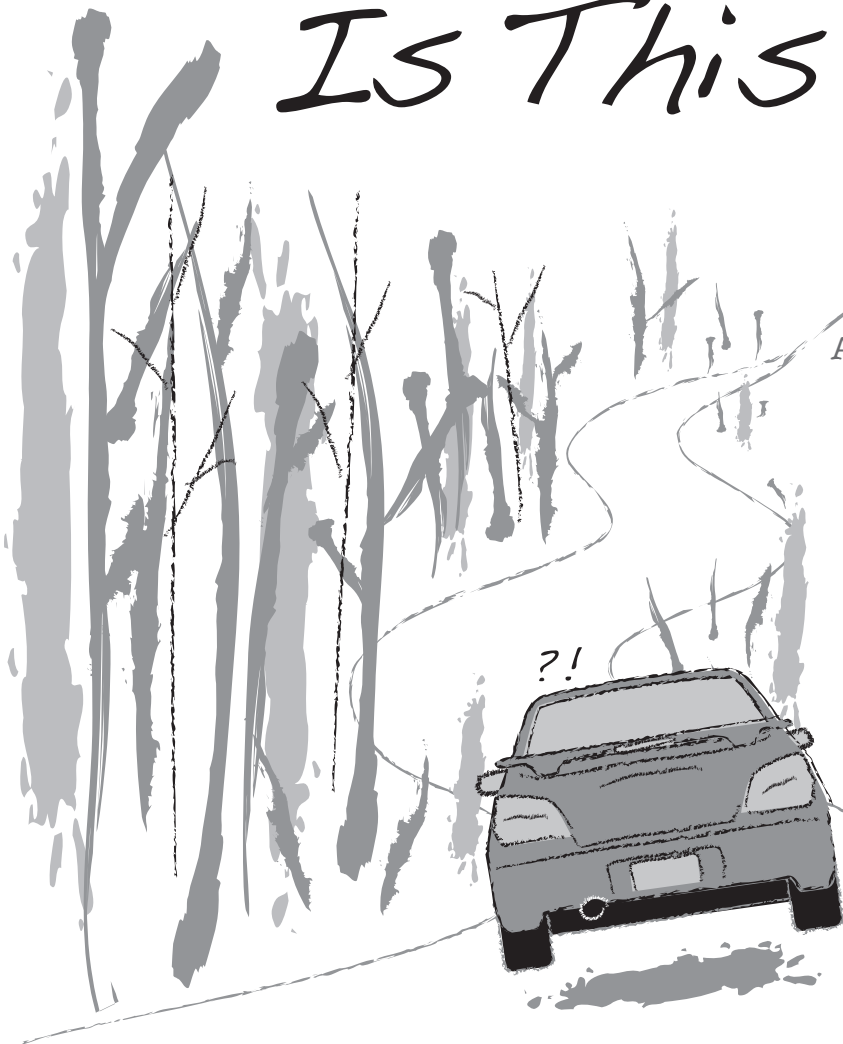
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Is This a Road?



A rally of approximately 180 miles using paved and unpaved roads in the New York Southern Tier.

Series classes are Equipped, Limited, Stock, and Novice.

Snow tires are recommended; all-season tires may limit your speed group eligibility.

Tow rope/strap, and 90 minutes of flares or one DOT triangle are required to compete.

January 8, 2011

Event #1 of the 2011 Winter Rally Series

Start/Finish MacGregor's, 759 South Main Street, Canandaigua, NY 14424-2214

Directions From Thruway exit 44, take route 332 south into Canandaigua. MacGregor's will be on the left, just past the 5&20 intersection.

Schedule
3:00-4:00 Registration
3:30-4:00 Novice meeting
4:00 Drivers' meeting
4:31 First car off
about 10:30 First car finishes

Rallymasters Cory Kuhns, 585-210-0824, ckuhns97@gmail.com
Marnie Soom, 585-233-2760, marniesoom@gmail.com

Cost \$35/car SCCA members, \$45/car guests

More info <http://www.flr-scca.com/rally/>



Asst. R.E. Report

From the Assistant R.E., Ed Leubner

Greetings!

First, many thanks to my predecessor Jon Coffin, and thanks to all those who voted for me.

Since this is my first Snarling column, allow me to provide a short introduction. No doubt, many of you have probably heard similar stories before. I came across the Solo schedule on the CNY website and attended a couple of events as an interested observer. Finally, I couldn't just watch anymore! I had to do it myself, so I jumped in and ran my first event at the NY State Fairgrounds. Now I'm hooked! It is a great time --- where else can you push your relatively stock car to the limits and hang out with a great bunch of people? There is never a shortage of tough competition and everyone is willing to assist a newbie. Since that first run, I have also had the opportunity to compete with members from our neighboring FLR and Glen Regions at Seneca Army Depot. Hopefully, we will be able to continue to run there.

Although I joined specifically for Solo, by attending the monthly membership meetings, I am learning there are many more activities within SCCA that look very interesting.

Even though I am relatively new to SCCA (I guess better late than never?!), I've been into cars for a long time. My current fleet consists of a MazdaSpeed3 daily driver, a Miata (my primary Solo toy) and a '65 Mustang that is "in process" which includes EFI, modified brakes and suspension among other changes (maybe a future CP car?).

I'm looking forward to a new year of great competition and continuing to improve my driving skills and decrease my times. I am also looking forward to working with everyone in the coming year in my new capacity of Assistant R.E.

Fall 2010 Mini-Con

Last month I attended the Fall Mini-Con hosted by the FLR region in Rochester. The convention was held in the very nice Woodcliff Hotel & Spa. I had the opportunity to meet a number of new SCCA members and Solo competitors from around the NE Division. Even SCCA President Jeff Dahnert was in attendance. Friday evening's event was a wine tasting party for those who wished to try out some of Finger Lakes finest. Saturday's schedule included a number of technical seminars related to tires, suspension



setup and Solo competition (future column material). Early Sunday morning, the SCCA North East Division (NESCCA/NEDiv) council meeting was held. The meeting time did force a large group of SCCA members to break away from watching the F1 race on the hotel bar's large screen TV!

The council meeting was well attended and there were representatives from almost every one of the 20 Regions that make up the NE Division. The meeting consisted of reports from the various racing disciplines and Regions.

Some of the meeting highlights were:

- Area 10 Director John Sheridan will be stepping down at the end of the year and will be replaced by John Walsh from the FLR Region. I had the chance to meet and talk with John Walsh. He is planning to attend a CNY meeting sometime next year. I'm sure we will discuss the status of Seneca Army Depot as a Solo site.

- A Roundtable and Training Meeting is tentatively scheduled for March 19 & 20, in Scranton, PA. The plan is to provide worker training for Road Racing, Solo and Rally. Full details will be posted on the NESCCA website in the future.

- A new on-line Club Racing registration system will be implemented in the coming months. This is due to the existing registration software no longer being supported. There are two primary software packages being considered. It was noted these new software packages can also be used for Solo, RallyX and Rally registration. It will be up to each Region to decide if it is necessary to purchase one of these new packages.

- A lively discussion ensued regarding whether the NE Division should be identified as NEDiv or NESCCA. The main concern is that the two different designations can be confusing for existing and

Continued on page 8

Region Events Calendar

Verify the event, in case this calendar is not up to date!

- Nov. 10 Membership meeting and elections - Liverpool
- Nov. 12-14 Mini-Con – Rochester NY
- Dec. 8 Membership meeting – Liverpool
- Jan. 8 FLR Winter Rally Series #1 – Is This A Road?
- Jan. 8 WINTR Series #1 – Son of Sno*Drift XIII
- Jan. No membership meeting in January
- Jan. 15/16 National Challenge Rallycross
- Jan. 15 FLR Winter Rally Series #2 – Long Way Home '11
(This is also WINTR Series #2)
- Jan. 23 Annual banquet – Nestico's
- Feb. 5 FLR Winter Rally Series #3
- Feb. 19 FLR Winter Rally Series #4
- Mar. 5 FLR Winter Rally Series #5



http://www.nescca.com/nescca_main/roadrally.html

http://www.nescca.com/nescca_main/calendar.html

<http://www.nedivsolo.org/schedule.shtml>

Membership meetings are held on the second Wednesday of the month at the Liverpool American Legion Post 188 205 Cypress St. in the village of Liverpool

Continued from page 7

potential members who may not realize they are the same organization. Also, since both brands have been linked primarily with Club Racing; the Solo, Rally and RallyX Groups will be approached about using these brands on their awards. The possibility of creating a NE Division championship for these racing series similar to the current road racing awards was also raised. This discussion will be continued at the March Roundtable meeting.

For those of you interested in more details on NESCCA activities, be sure to check the website.

Overall, I found the Mini-Con event to be very interesting. I even learned some things that should "hopefully" help me improve my Solo performance. The 2011 Mini-Con is scheduled to be hosted by the MoHud Region in Saratoga. If you have an opportunity to attend, I would recommend you do so. I think you will find it to be a worthwhile experience.

See you around the grid!

Ed Leubner



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SU Formula SAE Race Team

Article by James Shomar

It's amazing how fast things develop and change. Every month I try to take a step back and see how far we've come and how much progress has been made. Although at times I feel like things aren't going at the pace they should be, that monthly recap always reassures me that we've done just fine. This month is no exception especially with the great news we received from our faculty adviser last week.

It all started when our adviser, Prof. Ahn, called me into his office last Tuesday and laid down some trivia which really helped brighten the mood. Now I'm usually pretty confident in our team and know we can achieve goals no one thinks we can, but this time even I was amazed. Prof. Ahn informed me that as of right now, I can finally say "WE CAN ACCEPT SPONSORSHIPS!" Yeah I know, woo-hoo! You're thinking right, how big of a deal is that really?

The answer to that is, enormous. Running as race team is expensive to say the least and nothing can halt progress faster than a lack of funding.

Weirdly last year we didn't really see this coming. Since we didn't have a faculty adviser for most of last year, all our budgeting went directly to the department chair. Thankfully on top of being my personal

academic adviser he really liked everyone on the team and essentially signed checks for whatever we needed. As I mentioned in the last article, he recently had to turn over that position this past summer. While our new department chair is doing a fantastic job and starting to turn the department around, chances are we'll get maybe \$2k from the department this year, which for a race team is essentially enough for lunch money and that's about it.

Thankfully after much huffing and puffing, not to mention getting the dean just a tad irritated with us, oops, we now don't need to fully rely on them and are starting a full out promotional and marketing campaign for our team. I realized that whenever I talk to the team about competition, I always at some point end up saying something like "They may have more funds, sponsors, better materials ..." but I think I've hit the jackpot to delete that sentence. Let's face it, America is all about how you market yourself, why else would Lady Gaga ever



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Club Racing - <http://www.scca.com/documents/Fastrack/10/10-fastrack-dec-club.pdf>

Solo/SEB - <http://www.scca.com/documents/Fastrack/10/10-fastrack-dec-solo.pdf>

Rally - <http://www.scca.com/documents/Fastrack/10/10-fastrack-dec-rally.pdf>

Links - <http://www.scca.com/documents/Fastrack/10/10-fastrack-dec-links.pdf>

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<http://www.scca.com/contentpage.aspx?content=78>

Membership Meeting Minutes

Courtesy of Bob Holcomb

CNYR General Membership Meeting Minutes: November 10, 2010 at the American Legion in Liverpool, NY

CALL TO ORDER:

The meeting was called to order at 7:24 p.m. by R.E. Mike Donofrio.

R.E.REPORT:

Mike Donofrio commented that he would start the meeting while letting the members to continue enjoying the delicious pizza and wings brought in for the evening by Jay Cartini. Our missing podium and gavel were found and put back into use by Mike. Mike said he had nothing new to report on as R.E.

ASST.R.E.REPORT:

Jon Coffin had nothing new to report other than to say that members check his latest article in Snarling Exhaust.

SECRETARY REPORT:

Bob Holcomb made a motion that both the Sept. and Oct. meeting minutes be approved as they appeared in Snarling Exhaust. Lee Hidy seconded, motion carried. Bob had nothing else to report at this time.

TREASURER REPORT:

Jay Cartini had nothing new to report other than we were current and solvent.

SOLO REPORT:

Mark Bizzozero was absent, no report.

Scott Newton mentioned that he had heard that the Seneca Economic Develop Council was trying to convince the Army to continue to allow Finger Lakes Region to hold SOLO events at the Seneca Army Depot. It is believed that no further meetings are currently scheduled on the matter.

RALLY CROSS:

Jim Quattro said that our final event of 2010 was rained out.

Jim said he is working on staging three events, in January, March and April, all at Rolling Wheels Raceway Park just west of Elbridge, NY. Dates to be published when the details are available. Jim also mentioned that there has been an ongoing contest to design a RALLY CROSS logo and the winning design and designer will be announced soon.

A national tour Rally Cross will be held on January 16th at Stafford Springs Speedway in Connecticut and Jim Quattro has been invited to attend.

F&C REPORT:

Mick Levy had nothing new to report on SCCA F&C but did tell the membership that as of the October elections for Race Services, Inc. at Watkins Glen International, three folks with an F&C background were elected to office, Don Giroux as President, Mark Turner as a member of the Board of Directors and Terry Bowdren as Treasurer. Dan Martelle, the original CEO of RSI has resigned and will not return for 2011.

Bob Holcomb said he and his wife Nancy are planning on working the SCCA Nationals January 14, 15 & 16, 2011 at Homestead in sunny Florida.

Mick Levy will be heading out west for his break from CNY winter weather and will probably work an SCCA event or two while enjoying the sunshine in the south west.

ACTIVITIES:

Rob Sgarlata reported that our annual banquet is set for Sunday, January 23rd from 3 p.m. to 6 p.m. at Nestico's in North Syracuse on Route 11. Cost per attendee will be \$15, with the region picking up the remainder of the tab.

Rob said that we need a good turnout as Nestico's is looking for a higher plate count than we have had over the previous two years. We know the food is very good there, as are the door prizes and the company,

so bring your spouse, significant other, etc., and enjoy a fun afternoon.

MEMBERSHIP REPORT:

Andrew Beyer reported that we had 161 members for October.

New members include:

Joe Calabrese of Whiteville
Christopher Clark of Merrick
Chris Green of Quebec
Kristopher Taffner of Oswego.

Anniversaries:

1 year:

Kyle Brown of Geneva
John & Ann Bradley of Ovid

5 year:

Courtney Croasdaile of Massena
Michael Snowden of Quebec

15 year:

Andrew Beyer of Liverpool

Welcome and congratulations to all.

RALLY REPORT:

Frank Beyer reported that he ran the 44th edition of the Covered Bridge Rally held at Stratton Mountain in Vermont. The winner out of 25 entries was John Buffum and if you don't know who John is, you don't know rally, he's an old pro and very, very good.

A winter national rally series consisting of 6 events will be run on courses in Michigan, Ohio, Ontario, Vermont, New York and Quebec. Dates will be announced when available.

COMPETITION REPORT:

Dave Kicak said he had nothing new to report.

OLD BUSINESS:

Members were reminded of the upcoming mini-con in Rochester, NY and all were urged to attend.

At least three members indicated their intent to attend, Mick Levy, Ed Leubner and Karl Hughes.

Karl was asked by Lee Hidy if anything has progressed on the proposed 24-Hour Charity Autocross planned for 2011 at the NYS Fairgrounds. Karl said he is working on it and has talked with Chili's to provide food for the workers at no cost and also provide food for the competitors at a reasonable price. Karl is still awaiting confirmation on date availability from the NYS Fairgrounds through our liaison Mark Bizzozero.

Karl mentioned that the publication "North American Pylon" has an article about A-Mod in SOLO and authored by none other than our very own Lee Hidy.

Dave Kicak asked if anything had been done to organize a go-kart event such as we had in 2009 at Cherry Valley and discussed at recent meetings. Several suggestions were offered as to location and we will try for at least one event in 2011.

NEW BUSINESS:

November is the annual meeting for election of officers. As a quorum of members was present the election could be held and the proposed slate of officers as provided by the nominating committee were:

R.E.: Mike Donofrio

First Car Out

From the Rally Chair, Frank Beyer, aka Dr. Devio

COVERED BRIDGE, STRATTON MOUNTAIN, VT

What a lovely way to spend an early November day: driving around Central Vermont's back roads, up and down the mountains, checking out neat houses and farms tucked in the woods and savoring the vistas. Granted, we were past peak as far as the "Fall Colors" were concerned, but The Rallymaster, Ted Goddard finds places that make you enjoy the trip.

Ted also finds a subtle way to make you work to stay on course and on time, throwing in quick turns and speed changes, while you are negotiating the delightful roads and doubling back on the course with competitors coming into intersections from different directions. This is the stuff I love to see on a rally, with covered bridges thrown in.

I drove this event, for the first time in 10 - 15 years; it was weird at first, not punching buttons at speed changes and twisting knobs to massage the computer. My navigator, Steve McKelvie, was sitting in my seat for a change. We got off a great start, having electrical problems at the start line, but managing to plod along to a zero on the first leg (of course, we were given the correct time by the rallymaster in the instructions). We made a nice sweep of the morning legs with a lot of zeroes and ones, sitting in third place, despite an 18 score on one leg.

We spent the lunch hour trying to discover what gave us the 18 and decided it must have been the electric gremlins, only to realize we had a) used up all of our break and b) had to reset the computer while Steve was choking on the oyster crackers that became "lunch". The computer got reset incorrectly, we blew up the first leg as a result, but soldiered on the rest of the afternoon to a very respectable sixth place.

Note to the oldtimers: John Buffum, driving a TSD rally for a change, easily won the rally!



HOLIDAY SEASON

I will be setting up the WINTR SERIES and I hope that we can set up the fliers elsewhere in this SNARLING for the first couple of events.

The folks in Finger Lakes will be running their Winter Rally events, and they deserve your attention: if you would like to get started in rallying, or, get back into it, this is the way to go. You can volunteer to work and see what the shouting is all about from behind the scenes. Cory Kuhns will be rallymaster of the first rally on January 8th, and he has helped me out on events in the past; he will set you up with an experienced person and by the time the rally is over, you'll be telling rally lies like the best of us. Check out the Finger Lakes website for details.

-Frank Beyer



SCCA Road Rally SM

Asst.R.E.: Ed Leubner
Treasurer: Jay Cartini
Secretary: Bob Holcomb
Activities Chair: Rob Sgarlata

Mike Donofrio asked if there were any nominations from the floor. There were none. Lee Hidy then made a motion from the floor that the secretary cast one unanimous vote for each candidate as there were no other candidates. Karl Hughes seconded. Motion carried and Secretary Bob Holcomb cast one ballot for each candidate.

50-50 RAFFLE:
Ed Leubner won for \$13.

Rex Franklin made a motion to adjourn at 7:59 p.m.
Chris Forte seconded.
Motion carried, meeting adjourned.

Submitted by Bob Holcomb, secretary.



The PRO Rally team of Frank Bever and Mike Mazoway, and a few of the people who helped them out. Maybe you can recognize some of these faces?

-photo courtesy of Frank Bever

Rallycross Corner

From the Rallycross Chair, James Quattro

2010 was a learning curve for our Rallycross program.

We used a total of 3 timing systems out of 8 races. We used the autocross timing lights, which did not work for us because of dust clouds tripping the timing lights. We were referred to a pneumatic timing system which uses a hose instead of a light, and due to technical difficulties we used good old stop watches.

We experienced every weather condition except snow. With our first event being perfect (well almost, the dust cloud was unbearable), we had our first night event with a light drizzle and a down right downpour in August.

We had some new people become super stars: Cody Gydesen was dominant until the end to take our first Championship, Shaun Petrocci had a slow start but at the end was very competitive and Garrison Mosley, who had the same story, and we had the best of times and the worst of times, from a 26 competitor showing to a 6 competitor showing.

I personally learned a lot. Now, to look forward to a better 2011 as I am working to get some new venues (currently looking at four possible new venues).



Bob Holcomb photo

We are working on a Rally Circus event and have a new logo designed by Shaun Petrocci. Also we will be giving away Medals for 1st, 2nd, 3rd, for every event so 2011 will be a year to watch.

Our next event is in January and there will be a national challenge Rallycross on January 15th-16th which a bunch of us will be attending

-James Quattro



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Son of Sno*Drift XIII

A Winter Rally (we hope)
Saturday, January 8th, 2011

Son of Sno*Drift is intended to be a winter rally. As such, it is hoped that the challenges of winter driving will be a part of the fun. Son of Sno*Drift is a straightforward Time, Speed, Distance (TSD) Road Rally with simple instructions and no traps. **NOVICES Welcome!**

Roads used on Son of Sno*Drift will be primarily unpaved and will run within Oakland, Livingston, Washtenaw and Jackson counties. Total distance will be approximately 175 miles with two breaks. Mileages will be provided with each instruction, which will be by tulip diagram **and** written description.

With very few exceptions, this rally will be run to the SCCA tour rally rules. This event will count toward the Detroit Region and Great Lakes Division SCCA road rally championships, as well as the new **Winter INTERNATIONAL Rally (WINTR)** Series.

Awards will be presented to the first and second place teams in each of the following classes:
E (Equipped) – unlimited equipment.
L (Limited) – calibratable odometer and any calculating device (which does not take input from the odometer).
S (Stock) – stock odometer and any non-programmable calculator.
N (Novice) – any team where the total number of rallies entered by the two members of the team does not exceed six (6); and equipment is restricted to that of the Stock class.



Start/ Finish: Mexico Lindo restaurant in Waterford, Michigan. Mexico Lindo is located on M-59 (Highland Rd) just west of Airport Rd, on the south side. (6225 Highland Rd. (248) 666-3460).

Son of Sno*Drift is not to be confused with the “Sno*Drift” Performance Rally, which is presented by Rally America. Son of Sno*Drift is expected to be a challenge to driver, navigator and vehicle. Suitable tires and nighttime driving lights are recommended. Snow extraction equipment is also a wise idea. This should include, warning triangle(s), tow strap, shovel, etc.

Tentative schedule:	11:00 AM	Registration Opens/ Route Instructions available
	12:10 PM	Driver’s Meeting (Navigators welcome)
	12:31 PM	Car #1 Starts Rally
	4:01 PM	Car #1 Starts Section Two (Tentative)
	7:01 PM	Car #1 Starts Section Three (Tentative)
	9:00 PM	Car #1 Finishes (Approx.)

Entry Fees (per car): \$35 for SCCA members who pre-register (non-members add \$15)
\$45 postmarked after 1/6 and day of rally (non-members add \$15)
Make checks payable to: Detroit Region SCCA, Inc.

Mail Entry To: Son of Sno*Drift, 7307 Dyke Rd, Algonac, MI 48001-3011

For More Information: Scott Harvey (248) 683-0207 or (248) 488-4316 (leave message please) or e-mail to: TeamHarco@juno.com Learn more and download an entry form at: www.detroit-scca.org
Team Harco Motorsports is your local source for Nokian, Hakkapeliitta and Hankook tires. Visit www.teamharco.com for details.
Learn more about the world’s finest winter tires at www.nokiantires.com

Motel accommodations in the area: Alpine on the Hill Motel, 6685 E Highland, White Lake 248-887-9393
Best Western Concorde Inn of Waterford, 7076 Highland Rd, Waterford 248-666-8555 or 800-528-1234
McGuire’s Motor Inn, 120 S Telegraph Rd, Waterford 248-682-5100

Annual Banquet

January 23, 3-6 PM

When: Sunday, January 23, 2010, 3pm to 6pm

Where: Nestico's Restaurant, Rt 11,
North Syracuse, New York.

What:

Pasta with meatballs & sausage.

Beef tips over noodles.

Salad

Bread

Coffee, tea or soda.

Dessert will be provided by the region.

A cash bar will be available for beer, wine
and liquor.

How Much: Cost will be \$15 per attendee.

Why: Annual awards, good food, good company
– show up if you think you won a trophy, you
think someone else won a trophy, or if you're
hungry!

Targa 2010 (An Ironman Event)

By Mark Laitenberger,
photos courtesy of Targa Newfoundland



This was the fourth year I got a chance to compete in Targa Newfoundland, and as we all know, half of any trophy is the stories you bring home. Sometimes that's the only trophy, but those are usually the better stories.

For those who are unfamiliar with this event, let me explain what Targa is and how it works. Targa Newfoundland is a six-day event, with one day of qualifying and five days of competitive auto racing. The first day, "Prologue," has two stages, and times from these are used to assign the start order for Monday morning. Unlike in Pro Rally, in Targa they start the slowest cars first and the fastest cars last. This keeps the group together and provides an opportunity—or challenge—to pass cars on the longer stages.

Every night the organizers assign a new start order for the next morning based on the current times. Each car is assigned to a group based on its age; and this year for the first time all cars 1983 and newer were thrown into a single class called Modern and had the same base or target time. This means that if your stage time is the same as, or faster than, the base time, you get

a zero. If your stage time is slower than the base time, you are penalized one point per second slower.

This year I navigated for Bruno Rodrigues in a Porsche 996 AWD. This was Bruno's second time competing in Targa and his first road race in the Porsche. It's one of the fastest cars I have ever had a chance to compete in.

Sunday had one short stage early in the day and a Special Stage later. The morning stage was an open, flowing stage with a short sprint through a small town. We ran the stage on wet pavement before moving on to the Special Stage. For the second year in a row, the Special Stage comprised a 2.5- to 3.0-mile course around a government facility on one of the major streets in the area. It included a run down a four-lane divided main street then up into the front parking lot, over a jump (raised crosswalk), followed by two back-to-back hairpin turns bringing us back onto the main street. A few more turns brought us



Targa 2010 (An Ironman Event)

Continued from page 18

into finish.

Monday started with a small surprise: We were slated to start sixth from last. Normally this would sound like we'd been slow on Sunday's stages, but remember, the fastest car starts last. Although our position was not where I wanted to start, Bruno was happy and the car did handle quite well.

With eight short stages scheduled plus two 1.5-hour transits, Monday promised to be a long day broken by short stretches of fun. The first three stages were pretty easy, with average speeds set within reach of most competitors. Our only mistake was at an offset crossroad with a jump into compression. Bruno was concentrating on the on the roads, not lining up just right, and didn't hear my calls for "Jump into Compression." At that point one of our taillight assemblies decided it had had enough and abandoned us for a sweet little old lady's front yard. The rest of the day went well, with us finishing the day in a five-way tie for first in Modern with zero points.

Tuesday brought better weather

conditions, and our start position was eighth from last. My goal for the day was to get to the start line of Gander (stage 8) with a score of zero, and finish the Gander stage (run twice) with fewer than 10 points each time.

The first stage of the day was a short run (1.5 miles) thru Appleton with only a couple of hard corners. The notice board at the start line stated that there was oil on the course at a point near the finish line. We slowed a little for the oily corner and finished with 2 seconds to spare. But ACP (Andrew Comrie-Picard) didn't see the note about the oil and slid into a ditch, requiring assistance from another competitor to get out. This cost ACP 3:37, or 217 points. Being the good guy that I am, I had to give him a little ribbing later in the day, especially because he was in a right-hand-drive car and the notice board had been on his side.

The second stage was canceled, and the rest of the day up until Gander went well for us. We pulled to the start of the first run at the Gander stage with a score of zero, but I knew that the day's points were waiting for us on the



Targa 2010 (An Ironman Event)

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last two stages. Our first run had a base time of 4:00 and the second of 3:54, just to make it a little harder. This stage was only 3.28 miles long, with 31 turns and 2 short straights of 0.35 and 0.30 miles. That left very little room to squeeze all the turns into, about 0.08 mile per turn (on average). At this point Bruno was feeling comfortable with the car's performance and the grip of the tires and had no problem throwing it into the corners. I was comfortable looking only at the route instructions and the computer, which prevented me from looking out the windshield. After seeing the in-car camera, this was probably a good idea!

We finished the first run with a time of 4:06 and the second with 4:00. This gave us a total of 12 points and put us in first in Modern all by ourselves (by 4 points).

Wednesday had a number of short stages including a familiar, challenging stage in the town of Greenspond. This is probably the shortest stage, and I look forward to it every year because it is so hard. Bruno and I waited for our turn to start and reviewed the route book. We had a quick discussion about some of the instructions. One instruction was a hairpin left into hairpin right with a note for "Uphill"; the next was left at T. What this doesn't portray well is the short, flat, fast run into the acute left into a steep uphill climb, immediate acute right downhill into left at T after crest (triple caution !!!). All this happens in under 0.10 mile—and just two instructions into a stage with an average speed of 46 mph. Needless to say, we took some time there, about 9 seconds.

The next two stages were some of the longest of the week. They made a nice run with long, mostly straight sections, some crests, and elevation changes. Oh, and "the Corkscrew"—a long, fast section that ends at a crest into hard left, downhill into acute right into acute left over bridge, up hill into medium right over crest. It's as complicated to say as it is to type, and Bruno's reply, after I called "2km to the Corkscrew!" was "I don't remember the Corkscrew." This stage was later tossed out because of a local who drove onto the course to race a number of competitors. We finished the day with another 14 points for a total of 26, which kept us first in Modern.

Thursday opened with three shorter stages that led up to our first run at Marystown. The Marystown stage goes through the middle of the town and has a number of large spectating areas. Nobody cleaned the road surface after the first run, so when we showed up a few hours later for



the second run, all the gravel from the competitors who ditch-hooked had been evenly spread across the road surface by the locals. During our first run there was plenty of gravel in some of the corners, and this proved to be our Achilles' heel. On a slight downhill into right at side road, the car didn't quite make the turn but did manage to find a fire hydrant. Darn Newfies (Newfoundlanders)—they'll grow a fire hydrant just about anywhere there isn't already a house!

At this point I would have expected to smell the distinct aroma of hot radiator fluid, but we didn't. With the motor in the back of the car, this may not be as bad as a scene as I am familiar with. The car seemed to run just fine for the rest of the stage, and Bruno did calm down after we crossed the finish line; but the result was still the same. The radiator was ruined, the bumper bent out of shape, and the engine overheating. The plus side was that service was only a few miles away, and we had about 4 hours to get the Porsche back together before the other cars returned for the second run. It also meant that our score would take a big hit from missing four stages, and cause us to lose our silver plate.

With a lot of help from our service crew, Glen & Kees of Open Road Motorsports, plus a radiator from Canadian Tire that was about this tall by that long and on the shelf, a lot of duct tape and zip ties, we were back in the running for the "finished, and not last" position. We made it in time for the second running of Marystown but had to take it very easy. The front bumper had

not been put back on yet, as well as most of the plastic from the front end. This meant that our Kia—or whatever—radiator was the most forward piece of the car. We accrued another 94 points for the one stage, plus the penalties from the missed stages and a 5-minute penalty for not making it to all the start lines for the day, giving us a total of 12:24, or 744 points. We still needed to finish three stages on Friday for our “Finishers” medal.

Friday was a nice sunny day and a little cool. We hoped the weather would hold out for the day, since running two long stages first would give us a challenge for trying to get three in for a “Finishers” medal. After 60+ kilometers of transit without a problem, we felt confident about our chances. At the start line we moved into the last position, not because we were the fastest thing on four wheels, but because if we did have a

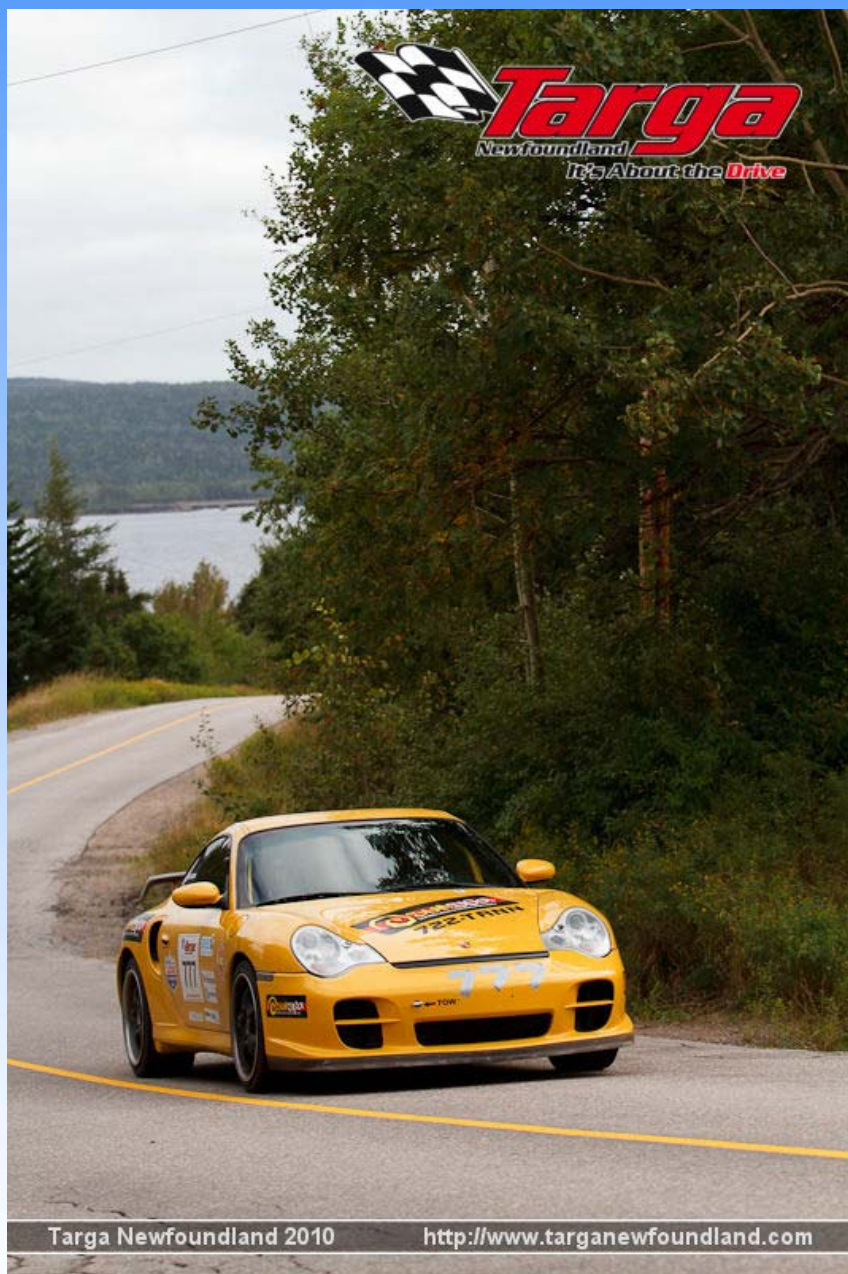
problem we didn’t want to affect other competitors. We started behind a Chevrolet Camaro IROC Z28. We caught it with less than 2 kilometers to finish, but due to an in-town section in the middle of the stage, we still finished with 69 points.

During the second stage we managed to pass the Camaro and could see the taillights of the car in front of it, and finished with another 57 points. The third stage, in the town of Carbonear, had a couple of challenging turns and a compression that we weren’t cautious enough for. After crossing the finish line, we discovered that one of the hose clamps had come loose, and we had a tough time getting it back into place and tight. Because the bumper had been put back on with a lot of duct tape and the radiator was not a perfect fit, it was a real challenge to get a hand in place, let alone a screwdriver. This turned out to be a problem for the rest of the day.

With the fourth stage in Harbour Grace transited, we had only the stage in Brigus (run twice) left in order to finish the 2010 Targa Newfoundland event. The Brigus stage was a narrow, twisty one with a number of obstacles and the famous bridge crossing. Our service crew was near the start and was able to get the hose clamp a little tighter and top off the fluid level again. After a brisk run and a slow run, we were left with the long transit back to St. John’s to cross the final finish line.

With 1110 points under our belt at finish, we found ourselves in 14th place out of 22 cars starting in Modern. Surprisingly, some of the teams who finished with more points than we did hadn’t missed a single stage. Now it’s an 11-month wait to see what next year will bring. Fortunately there isn’t an extreme challenge every day, but every day is still a challenge.

Mark Laitenberger is an accomplished rally navigator, with experience in both TSD and special stage rallying. Recently he has been navigating the FLR Winter series with Snarling Exhaust editor Karl Hughes.



The Long Way Home '11

January 15, 2011



It is once again time to enjoy the winter roads of the southern tier with the Finger Lakes Region's 2011 Winter Rally Series and the WINTR series. The second rally of the series consists of approximately 160 competitive miles using mostly unpaved, and some paved, roads in the New York Southern Tier. The Long Way Home is the first event in the WINTR Rally Series.

Entry fees are \$40/car for SCCA members, \$50/car for guests. There is a 35 car limit, so pre-registration is recommended. Series classes are Equipped, Limited, Stock, and Novice.

Snow tires are recommended (all season tires may limit your speed group eligibility), tow rope/strap, and 90 minutes of flares or one DOT triangle are required to compete.

Start/Finish location: TBA

Schedule:	Registration	3:00 to 4:00 PM
	Novice school	3:30 PM
	Driver's Meeting	4:10 PM
	First car starts	4:31 PM
	First car finishes	about 11:00 PM

Contact the rallymaster to pre-register and for answers to questions:
Alan Smith, asmith2357@aol.com, (585) 359-4688

SU Formula SAE Race Team

Continued from page 9

become popular? So I'm sitting down with the head of our marketing team and using the one thing I know we do have to our advantage, marketing skills. We're publicizing ourselves, getting out in the open and opening up to all the new opportunities and much needed sponsorships that will come with that. Our campaign will really give this team the resources it needs to grow and become a dominant program down the road. Sure we're starting local but everyone needs to start somewhere and Syracuse is full of strong, successful engineering and technical firms that would love such an opportunity. The first million's the hardest but we'll be coming out with a bang.

As for you all, there is some very exciting news coming to the world of Central New York Motorsports. Spring time is a busy testing, tuning and prepping time for race teams and what better way to test yourselves then to do it in a friendly exhibition against your future competitors? So keep your eyes open because sometime this spring at a local CNY SCCA event will be an unofficial Formula SAE Competition between a number of local teams. Four teams including ours have agreed to come so far and I suspect an additional two to show up as well. It's going to be flat out, fun, no holds barred formula car racing and the five year old inside of me is loving it.

Another event being planned for this spring will be our "go-kart rally event" yet to be given a proper exciting name. Basically we will be clearing out the Manley Field House parking lot on SU's south campus and setting up a go-kart race track and charging admission for people to enter. Keep in mind; these will be racing spec karts too for that extra bit of fun, and public attention. I originally planned to keep it an SU only event but fun is fun, publicity is publicity so I'm opening it up to the public, bearing in mind you must be above 18 years old and willing to sign a waiver.

So plenty of fun events coming to you this spring and I'm sure we'll cook plenty more up in the coming months. As for all the real techies' interests, we have a decent amount of car development news as well. Looking at our long terms goals, and the fact that we cannot compete in an actual formal SAE Competition due to the lack of funds for the \$2000 entry fee, any money not necessary to develop this car will be saved for next year when we really go flat out.

So to save time, money and really have something to show for this team by spring, we are resurrecting the ten-year-old beast in the basement and rebuilding the car on the old car's frame. We have a 2006 Suzuki GSXR 600 engine we are installing, requiring new motor mounts unfortunately. We had to go with a 2006 and no newer because fly by wire throttles have been

SU Formula SAE Race Team

Continued from page 23

outlawed in the FSAE completion, I'm sure Toyota can explain why. It's a great engine, 16,000 rpm redline, about 130hp (although with the FSAE restrictor plate rule we expect closer to 110hp) and with a local Suzuki shop and our in house Suzuki engine guru Kristian heading the engine team, it should end up being one of our strong points for this year and the next coming years. We have the whole parts list needed to get the motor running and the intake design talked about last time is beginning to be designed.

Also new to the car will be new body panels, instrument cluster, racing harness, tires, pedals, rear brake rotor, calipers, brake lines, a brake light as specified by the rules and a whole bunch of oil and grease to get the ten year old beast back in racing condition. Karl and his boys did a fine job back in the day, the rear LSD is in perfect condition and is actually the one we were planning on buying anyway. The control arms are in fine shape although the tie rod ends could use some greasing as could the hub bearings. The suspension seems to be in good shape as well although it's a bit soft sprung for 2010 and the rear sway bar snapped but no harm done.

We're sticking with the original steering system as well as the seat if we can bang it out and adjust a few things. The frame itself isn't too bad either, although it's a bit larger than we planned, it's nearly identical in layout to the one we designed. Apart from a few shoddy welds and its orange paint (we decided to go black frame and orange body panels) the frame will work just fine for this year. The rear axle and wheel hubs will remain the same also unless the free NSK ones we received fit but otherwise they'll do just fine for now with a bit of grease.

Most of what we are changing is either broken or out of specification. The body panels are cracked and rub against the steering so new ones are in order there. The instrument cluster goes for two reasons: first we have a new tach and other gauges to match the new engine and ECU and second since we are keeping the steering wheel and it happens to wonderfully cover the redline of the tachometer when seated, things need to be rearranged a bit. As for the racing harness, the belt width is $\frac{1}{4}$ inch out of SAE spec and it's too old to be certified anymore so that unfortunately needs to be replaced as well, which as we know is quite expensive. The pedals are going to in place of some nice, light weight, skinny new custom ones which should help drivability a bit.

The old tires were about as pitiful, old and worn as they could be and the nice set of wet and dry Hoosier tires we bought seem like they'll do the job well. The old calipers had seized up for some reason so we replaced them with some nice new Wilwoods and new pads and brake lines to match. Finally the rear rotor needs to go as well. Ideally I'd replace both front and the

SU Formula SAE Race Team

Continued from page 24

single rear (inboard mounted to the rear LSD) but the cost of new motorcycle rotors ain't cheap and neither is the material to custom fab some. That said even if I did they wouldn't necessarily be much better than the ones on there and thus not worth the resources. The rear rotor does need to be replaced however because its contact area is far too small for the caliper set up on there, not to mention since it was mounted off center before, its warped considerably so that needs to be replaced.

So as for technical aspects of the car that's about where we are. We're putting budgets together, ordering parts and hopefully will be able to put this car together in the coming months so we can showcase it, race it and get the publicity we need to get this program on the rise. It's been a fun journey so far and we're getting ever closer to when my dream finally becomes a reality and I get to start up that engine and scare passersby with one of the most glorious sounds created by man. It's just a matter of time now and I can hardly wait.

- James Shomar, Syracuse University Formula SAE Race Team President.



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)

- | | | | |
|-------------------------------------|---------|---|----------|
| <input type="checkbox"/> Individual | \$80.00 | <input type="checkbox"/> Family | \$121.00 |
| <input type="checkbox"/> Spouse | \$28.00 | <input type="checkbox"/> 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.

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- Must include a statement from your unit commander or a copy of your military ID card each year.

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