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We Make Up For Lost Time

The Banquet Cometh

Recap of Racing in 12 & 24 Hours

Evan Rides a Bull

much much more...



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the **SNARLING EXHAUST**

December 2013

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

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**CENTRAL NEW YORK REGION SCCA
CNY SCCA RALLYCROSS**



On the cover:
Leo Sawyer making it look good in his DM Lotus 7 at Shoppingtown.
Photo by Richard Morose

From the Editor -

Numbers can be a terrible thing. Like how much it's going to cost to rebuild the engine of my Formula Ford. Or how much over budget the construction of my house was. Or how many months overdue this Snarling Exhaust is (I'm sorry about that, really I am). Yeah, numbers can be a real downer. Fortunately numbers can be exciting too.

Two. That's how many CNYR members we had attend the 2013 Solo National Championships. It doesn't sound like a lot, but it's more than we've had in many years. Frankly we don't have many drivers that can compete at that level, and there may be an underlying reason for that, but we'll come back to that in a bit. I think it's fantastic that Scott Newton took his Red Devil FM and Mike Wilson took his GS Civic Si all the way out to Nebraska to go head to head with the best of the best. That's 1,200 miles each way. Quite a number. Mike even drove straight through, in the car he was competing with, no trailer queen here, and back again. That's dedication. I'll see if I can convince them to write about the experience for a future newsletter, as I'm sure they have stories to tell and lessons learned.

Ninth. That's where Mike finished in his class, and also where ex-CNYR member Craig Hudson finished co-driving Scott's FM. Scott managed a twelfth place finish, a cone away from eighth. While none of them managed a trophy, experience may remedy that for next year, as the learning curve is steep at this level of competition and the courses are fast. Which brings me back to what I touched on earlier about the perceived talent level in this area.

Three (out of nine). This is the number of events CNYR has scheduled this year on cone courses. I think, and this is a theory being discussed actively by many members right now, much of our lack of speed when compared with other regions comes down to preparation. The easiest point is that driving against fast drivers in your class makes you faster. Of course there will always be a diversity of natural abilities when it comes to driving, but it has been quite some time since our region has been privy to the types of venues that lend themselves to setting up courses similar those used in national level events, and learning how to drive fast on them. I'm talking vast expanses of pavement for long, fast cone courses. It's been many years since we raced at Griffiss AFB, Seneca Army Depot has taken away their wonderful runway, and even the smaller NYS fairgrounds is no longer willing to work with us. Luckily Shoppingtown is still an option, but many times we're relegated to the small lot (and even the large lot isn't so large), so we've turned into a region running predominately on kart tracks. They're fun too, but they obviously can't change much and come with an inherent danger being lined by immovable objects. Many thanks go out to Midstate Microds to opening up their track to us, otherwise we'd be the Cherry Valley Region, but it still doesn't, in my estimation, make any of us better drivers.



Photo: Kathleen Ehrlich

Zero. The number of cones that count for a penalty on the kart tracks. The average number of penalty cones on a national course? 300-400. Sounds like we luck out huh? Not the way I see it, and most of our other serious(ish) soloists. There are a lot of factors to driving a cone course well that we're missing out on, such as finding the right line (the Microd track for example is so narrow you don't have much choice) and just finding your way through the sea of cones. Without practice we end up a deer in headlights compared to folks that are more used to seeing it, like WNYR at the Ralph Wilson parking lot. I could go on for a five page diatribe about this, but who would want to read it? Instead, how about some hope for next year?

Two. We've got two new venues possible for the 2014 season. One is Oneida Airport, which if we can cut through the red tape associated with racing at an active airport, could be a great venue for us. The other is of course CNYRP, the mythical track planned for Brewerton. I say mythical because for two years now we've been teased with the possibility of a shiny new lot to play in, and it hasn't materialized. The latest word on the track sounds familiar, additional funding secured, permits obtained, work to commence. I think we all need to cross our fingers that it begins moving forward, because it will be a boon to anyone reading this. Not just for the promise of big smooth cone courses, but there should also be a nice road course as an accessory to the parking lot. I kid of course. There is also the possibility of doing an out of region event or two as well. This comes with the benefit of getting to use other region's big lots, but also the risk of low attendance by our members if we have to drive two or three hours. If you have an opinion on the matter, please come to a monthly membership meeting and let your voice be heard, I'm sure our esteemed Solo Chair would like to know.

Event Schedule

December 11th - Membership Meeting, Liverpool American Legion, 7:00pm

January 4th - FLR Winter Rally #1, The Long Way Home '14, Wadsworth NY

January 5th - CNY RallyX #4, Walczyks Farm, Weesport NY

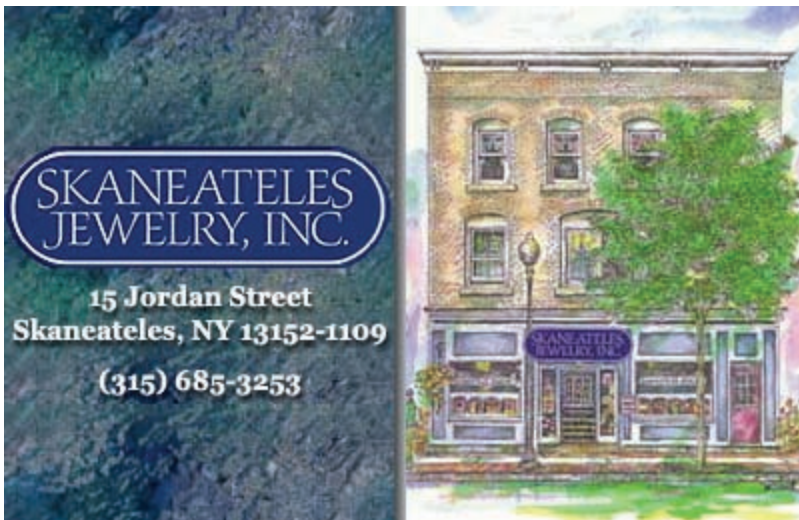
January 18th - FLR Winter Rally #2, Watkins Glen to Ithaca NY

January 26th - CNY SCCA Awards Banquet, Borio's Restaurant, Cicero, 3:00-6:00pm

February 2nd - CNY RallyX #5, Judge Joe Field, Utica NY

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

Other events ... watch this space ...



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Latest Issue: <http://scca.cdn.racersites.com/prod/assets/13-fastrack-dec.pdf>

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Assistant R.E. Report (March)

From the Assistant R.E., Ed Leubner

Greetings!

Our January meeting was the year-end awards banquet at Borio's which was a great event! A tip of the helmet to Activities Chair, Rob Sgarlata. The food, venue, and prizes were very good. Also, the bright sunny day allowed us to view the snowmobiles and ski planes playing on a somewhat frozen Oneida Lake.

Along with the tasty banquet, awards were given out for the 2012 Solo and RallyX series. Congratulations to all the class winners.

And speaking of awards, I was pleasantly surprised to be the recipient of the 2012 Richard Posenaur Member of the year award. The names of past winners is a who's who of CNY Region members. I am very honored to receive it.

Syracuse Auto Expo – To help get the message out about our club and hopefully recruit some new members, the CNY Region manned a table at this year's February car show in the OnCenter Convention Center. Our display was located in the lower Ball Room. Over the four days, club members discussed and answered questions from visitors about the various racing activities SCCA members can participate in. To help draw interest to our display, we had Mike Gagliardi's bright yellow Cobra and James Quattro's RallyCross Subaru. The yellow Cobra was great at drawing people and starting conversations about cars and racing. This continued as people then looked at James' Subaru which has slightly more body rust than people expect on cars being displayed at a NEW car show (sorry James...) People looking it over either understood or walked away shaking their heads. Either way both vehicles supplied us with the opening for numerous conversations and some potential new competitors.

Speaking of competition, the start of the Solo season is just around the corner. The first Solo event will be Sunday, April 28 at Shoppingtown. Proceeding this event will be a clean out of the equipment van on Sunday, April 7 at Mark Bizzozero's house. All are welcome! And even though the Solo season is still a few weeks away, the RallyCross season is in process! The next event is Sunday, March 10 at Walczyk's Farm.

As always, check our website for the latest information. See you around the grid.



Editor's Note: Even though the Snarling hasn't come out in quite some time, Ed held up his end of the bargain and kept writing. Rather than let the columns go to waste, I thought I'd publish them now, even though they're out of date. Enjoy!



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Assistant R.E. Report (May)

From the Assistant R.E., Ed Leubner

Greetings!

If it's Spring, it must be time to be prep the racecar for the new season. In the past, I have found some pretty good lists to assist in the prep of my cars. Since my day job is in the Engineering profession, I live checklists. So, what do I have - more lists of course! And this time I found what I think is the holy grail of lists.

It's called "TrackData, Road Racing Edition" created by Craig S. Pearce. It is an 8-1/2 x 11 inch soft bound book of about 50 pages and it is filled with checklists for managing a racecar in both the garage and at the track. Even though it is geared primarily towards road racing versus Solo, it has many useful lists and items you may not have thought of as you work on and prep your competition vehicle. The author's plan is for the reader to make copies of the master pages in the book, and use them to create a logbook / notebook for your vehicle(s). Included are lists from basic to advanced pre-race checklists -i.e. suspension settings, engine components to check, to lap time charts, to driver, tow vehicle, and spare parts inventory checklists.

In this day of Smartphones and iPads at the track, it would not be too difficult to recreate these lists for use on your device if you prefer the electronic medium. However, it is also nice to have a logbook where you can scribble down setup data and notes along with quickly looking up past info.

For the amount of information that is contained in this book, I think it is well worth the \$10 price. Published by: F Productions. Available through SPS/Solotime www.soloperformance.com/TrackData-Checklist-and-Form-Reference-Book-by-Craig-Pearce_p_10738.html

Chumpkins Glen!

ChumpCar is a relatively new race series that falls under the "crapcan" category of racing - basically \$500 racecars (excluding the cost of safety equipment.) The idea is to be able to go racing on the cheap. For racing, \$500 is about as entry level as you can get.

Many of you may know that long time club member Karl Hughes has been campaigning an E30 BMW in this series over the past year. Last winter Karl contacted me to say ChumpCar would be coming to Watkins Glen April 12 to 14 and that the event needed pit road volunteers. Would I be interested in helping out? The idea of working behind the scenes at a race sounded interesting so I signed up. If I had to sum up the entire weekend in two words they would be - Friggin Cold! But I have to say it was fun.



When you looked at the competition cars, it was surprising many of the cars entered would even run much less survive racing around the track for 5 hours of practice on Friday, and then two 7-1/2 hour enduro races on Saturday and Sunday. And over the course of the weekend, there were a number of cars that were towed to the garage. But over 90 teams and some 430 drivers (4 drivers minimum per car) took to the long course at Watkins Glen International, April 12-14.

The CNY Region was well represented including Karl Hughes and Jon Coffin driving Karl's BMW, Dave Kicak co-driving for a Miata team, Mick Levy working the Start/Finish flag stand, Bob Holcomb working flag stations, and Andy Beyers and myself working as Pit Marshals.

In the early mornings as I walked through the garage to get my work assignment, there was always a lot of activity, teams eating breakfast, making last minute car preparations, engine swaps, and the fine tuning of body panels with sledge hammers. One of the mornings I heard the very slow and long cranking of a tired engine with a weak battery. It cranked for what seemed like an eternity when the motor finally fired. The teams in the surrounding garage stalls broke out in cheers! I kind of doubt that happens during a NASCAR or GrandAm weekend....

Due to the cold, wind and rain, there were some stretches where it felt like time was dragging. However, when the cars came into the pits, those long stretches were suddenly transformed into controlled chaos. My job included directing traffic, monitoring speed limits while the cars drove down pit road, making sure team members followed the refueling procedures with the proper gear, changed out drivers and worked on their cars.

Continued...

And most importantly, making sure I didn't step into the path of an oncoming car. Occasionally, I was required to "talk" with drivers that were black flagged for mechanical issues or rules infractions and in those cases, administer any time penalties as directed by race control.

The racing was very good. On Saturday, the first and second place cars were on the same lap as time expired. Sunday, there were 7 cars on the lead lap dicing for position. This was after 7-1/2 hours mind you!

Unfortunately, our local team of Karl and Jon suffered the wrath of the racing gods with various issues. However, they were running at the end. I will let Karl report on the details.

By the end of the weekend, I had made some new friends and also gained a lot of respect for the volunteers that work their weekends to make sure racers and fans can enjoy a safe and exciting weekend!

If being in the middle of the action (literally!) versus sitting in the grandstands sounds exciting to you, SCCA Volunteers do this every week. Our own Bob Holcomb and Mick Levy to name just a few, do this on a regular basis. If you are interested, come to a meeting and talk to them about it.

(<http://www.chumpcar.com/>)

See you around the grid.



Assistant R.E. Report (August)

From the Assistant R.E., Ed Leubner

Greetings!

The summer racing season is in full swing. Considering the rainy spring and summer, our Solo dates have been relatively dry. There are still a number of opportunities to get out there and give it a go.

July marked the annual return of the Syracuse Nationals to the NY State Fair grounds. Although most cars in attendance tend to be more show than go as far as we are concerned, it is always a colorful, amazing show of rolling history and artwork. This year the organizers gave the CNY Region a spot in the Horticulture building which Rex Franklin used to display his E-Mod, AutoX / Hill Climb, MG Midget. Over the three days, Rex answered various questions from people passing through.

In addition, CNYR member Gerry Doner had entered his fully restored British Racing Green, MG Midget which ended up being selected as one of eighteen elite cars (out of 7000+ vehicles!) that represented the top quality cars of the show. His car was displayed in a special front lot along with the other cars selected as the best of the best with regard to paint and build quality – Congratulations to Gerry!

Something new this year was an Autocross course in the parking lot we typically use for our Solo events. Competitors included a number of cars and drivers that follow the American Street Car Series to various car shows around the country. Many of these cars are sponsored by suspension manufacturers who specialize in turning older muscle cars (-i.e. 69 and 70 Camaros, 66 Mustangs, etc.) into Autocross handling machines featuring full coil-over suspensions, power rack and pinion steering, wide sticky rubber and very large brakes. Many also included modern, GM LS engines and 5-speed transplants. They were some beautifully constructed vehicles! From what I could see, most would fall into either SCCA C-Prepared or E-Mod Solo classing.

A couple of the drivers and cars were regulars from the Speed TV show; Are You Faster than a Redneck? Complete with the announcer that helped keep the contest interesting with his commentary.

On, Friday and Saturday, anyone wanting to compete needed to pre-register and have a car entered in the Nationals. However, on Sunday morning, they opened up the Autocross competition. Rex Franklin pulled his E-Mod Midget out of the display to run laps and Scott Newton also ran some laps with his F-Mod. The course was very short and tight to keep speeds down and was setup in roughly half the space we typically use. This resulted in runs of about 30 seconds.



Both myself, and CNYR member Paul Kerestedjian had our cars entered in the show for display; my '65 Mustang, and Paul's '65 Cobra replica which he regularly runs in our local Solo competition.

This was the first time my Mustang had run Autocross. Although it is not setup to the extent of some of the other cars, it did well. Body lean was not too bad and the brakes worked well. My fuel injected 5.0L had plenty of torque and pulled nicely around the course. However, my 8 year old BFG tires were not the best for grip. And although my re-built suspension worked well, a manual, recirculating ball steering box and a small diameter steering wheel are not the hot ticket for a tight, quick course. By the time I called it quits, my arms were tired! I also ended up with a few cone scuffs on the paint, but it all buffed out!

Paul faired much better than I did with his Cobra. We both made a number of runs before the heat started getting to both man and machines.

Although I didn't post any FTD's, Rex, Scott, and Paul all had some respectable times versus the \$100K+ Autocross super cars.

In the end, we all had fun and it could be said that members of the CNY Region were faster than a redneck!

See you around the grid.

LAMBORGHINI EXPERIENCE

BY EVAN HAAS

Being that we are all car nuts on one level or another, it's probably a safe guess to say that most of us have wished we could drive a true exotic car, and drive it hard. Unfortunately for us, I'm sorry to say that few if any of us will likely have the means to purchase and track an exotic. However, lucky for all of us, there is another option. There are several companies around the country that will let you drive an exotic for just a small fee. Some companies, like Gotham Dream Cars, will allow you to rent an exotic, anything from a Porsche, Bentley, and of course Ferrari and Lamborghini. But if you do that, you're stuck driving it on public streets. And while you can certainly test your luck, that's not the best scenario for you to really experience the car as it was intended.

So then you have the other option. There are other companies where you pay the fee, and you get to take out one of the cars on the race track for a pre-determined number of laps. This is the option I chose. Personally, I would rather have 10-15 minutes with one of these cars on a race track, than having one all day to drive around the public roads.

So there are your options, other than the choice of laying out several hundred thousand dollars for one of your own. My wife and I had been planning a Disney vacation with her family in Orlando. I found out about a company called Exotic Driving Experience, which conveniently has one of their locations on Disney property. You can find several companies like this around the country, but they are all fairly similar in terms of experience, car selection, and price. Down at Disney, they have a choice of (in order of increasing price) the Porsche 977, Audi R8, Lamborghini Gallardo LP-560, Lamborghini Gallardo LP-570 Superleggera, and the Ferrari 458 Italia. I opted for the LP-570 which was about \$300 for 6 laps on their 1 mile track.





All the participants are taken outside to the pits, and the first group of people to drive are called. Each car has several drivers, and I was lucky enough to be in the first heat of drivers! The other drivers who are waiting can watch from the spectator area. I got brought over to the car and got in, where the instructor was waiting for me. After introductions, he asked me about any prior racing experience, which I filled him in on. Prior to signing up for this, my one concern was that I wouldn't be allowed to push the car as hard as I would want to, given my prior racing experience. However, my instructor was very receptive to my past experience, and throughout the drive he never held me back in the slightest. The only control the instructor has is a dial with which he can turn down the power of the car if he feels necessary. They do this automatically while you're in the pits, but otherwise it's always at max unless they feel unsafe, and they will inform you if they turn it down during the drive.

We pulled out of the pits and headed onto the track to wait our turn. There are usually about 4 cars on the track, but well spaced out...at least to start. There are 2 sections to pass if necessary, one in the twisties, and one at the banked turn. Once the track was clear we headed out. It was quickly apparent that this vehicle was at a whole new level compared to anything I had ever driven. The brakes and throttle are incredibly responsive, so it took a little while to get some comfort with the car. And then there's the sound...oh the glorious sound. There is nothing like the sound of a V10 screaming up to the 8500rpm redline directly behind where you are sitting. For the first 2 laps, I was making my shifts but not taking any time to actually look at the rpm's. I then realized that I had even more room to redline and then made sure to use all of it for each shift from then on! One thing that really surprised me was just how brutal those upshifts are with the paddle shifters. Each upshift slams your head back into the seat, while every downshift has the rpm's perfectly rev-matched. It was a fair price to pay for such instant gear changes. I could certainly get used to paddle shifters, but it does make it hard to keep track of what gear you're actually in when you're not physically moving through the gears.

As the laps continued I started to get the feel for it. Thanks to past racing experience, I ended up catching several cars in front of me and needing to use the passing zones. Fortunately, if you keep getting slowed down by other cars, the instructor will give you extra laps to make up for it, so I ended up getting about 9 laps in. I'm really glad I got extra time because it took about 6 laps for me to really start to get to a comfort level where I was starting to get the tires talking a bit.

Of course, it was over all too soon. While it certainly wasn't a cheap experience, I absolutely feel that it was well worth every penny. I don't think I'd make another trip to Orlando without doing that again; how can I let that be my only experience driving a machine like that? In fact, maybe I'll even suggest our next vacation be to Disney World again!

If you would like to check out the video of my drive, go to <http://youtu.be/kJc6YpJUR1A>

ANNUAL BANQUET

WHEN: Sunday, January 26, 2014, 3pm - 6pm

WHERE: Borio's Restaurant,
8891 McDonnell's Parkway
Cicero, New York

WHAT: Chef Salad
Hot Roast Beef
Roasted Chicken
Penne Pasta
Meatballs and Sausage
Mixed Garden Vegetables
Italian Bread & butter
Coffee, tea, soda
Dessert provided by the region
Cash bar available for beer,
wine and liquor.

HOW MUCH: Cost will be \$15 per attendee.

WHY: Come in from the cold and get together with your friends from the region, have some good food, applaud the award winners, collect door prizes and witness the passing of the gavel!

Get in touch with a past or present member and remind them to attend!

Please RSVP to: activities@cny-scca.com

ROLEX 24 HOURS OF DAYTONA

BY BOB HOLCOMB

THE ROLEX 24HRS OF Daytona and Central Florida Region Sebring Regional, by Bob Holcomb

The nice thing about living in central Florida during Snowbird Season is the relatively easy drives to several race tracks.

For the ROLEX 24HRS at DAYTONA it took about the same time as driving from Liverpool to Watkins Glen.

This year the weather was good (warm & sunny) for all four days that I worked (January 24th-27th) with a small exception to be discussed later.

I was assigned to station four "The Kink", the same station as in 2012, so I got to work with some of the same CFR folks, along with four members of the F&C crew at Watkins Glen, Bruce Rumsey, Don Giroux, Bill Vockroth and John Gamble.

It was the first time working F&C at Daytona for Bruce and Bill and they were thoroughly enjoying the experience.

The week included The Continental Tire Challenge, two Ferrari Challenge races and The ROLEX 24HRS.

The Continental Tire event was the usual down to the wire race, with between 60 & 70 entries, however the results were the same as last year, with the #61 Roush Racing Mustang taking the win.

A bonus was the six Aston-Martins giving chase to the Mustangs, Camaros and other cars, awesome to watch AND to listen to.

The Ferrari Challenge races were fun, not necessarily close racing, but where else could one get a "Ferrari Fix" like that from watching not one but two races (Friday, Saturday) with nothing but Ferrari's?

The ROLEX 24 started in nice weather and since my shift covered the 11-3 time slot, I actually had 3 work sessions, although the Sat. a.m. to afternoon shift left lots of time to sight see before the 3:30 p.m. start.

Back in 2012 I had the 3:30-7:30 shift and let's just say that during the overnight session, it was cold, even with seven (yes 7) layers of gear on.

This year it was so pleasant that a light jacket or sweater was more than enough, with mild, low winds, it was fun.



After my shift ended at 3 a.m. I headed to the SCCA Worker Compound, had a nice, fresh Krispy Kreme then headed to my car for some siesta time.

Amazing what fresh air and an overnight shift can do for your sleep cycle.

A short 5 minute warm up using the heated driver seat in my Mazda along with the car heater made things cozy and the next thing I knew, it was after 8 a.m. and the sound of a few other F&C workers heading in for breakfast woke me up.

Hmmm, I thought, I hear the cars, but they sound down on rpms...THEN I took a look around and there was the dreaded F-O-G.

As it turned out, roughly one and a half hours of it, behind the pace car.

Once Mother Nature burned off the fog, the day was gorgeous and once again.

The Target-Ganassi #01 DP once again claimed victory so nothing resembling an upset there.

All in all a good week of racing and I was home in plenty of time for supper on Sunday evening.

The Central Florida SCCA Regional at Sebring.

The race was held the weekend of February 9th and 10th at Sebring, just over a 2 hour drive south of us and was the first event that my wife Nancy and I had worked at Sebring.

Take away all the traffic lights along Route 27 (or even half of them...OR...better yet, Florida Highway Dept. please listen, SYNCRONIZE them) and it would be about 1+1/2 hours.

Nancy and I stayed at the Historic Registry listed Kenilworth hotel in Sebring, which was built in 1916.

The rooms were interesting and having a "step up" to the bathroom was something one needed to remember if you awoke in the middle of the night.

Many SCCA workers and racers were staying there and new acquaintances were made.

The Sebring 3.7 mi. course is flat and bumpy (I had the chance to drive it Sunday) and is quite challenging.

I was at station six near a cross-over.

While we had no incidents AT our station, we did have several between station 4/5 and our station 6, including a Camaro on Saturday that put a rather large "U" into the guardrail about 120 ft. before station, then attempted to drive away, making it roughly to the next station before parking it and ending his weekend.

With the wind from the east (vs usual west) we had lots of dirt and dust covering us from the spinners coming out of turn 4/5.

There were approx. 300 entries, great for a Regional event and some sessions had over 50 cars.

The quality of the cars was very high, far more than one used to expect for a Regional vs. National event.

While I saw many familiar faces from Palm Beach and Daytona, I was still able to make some new connections.

Nancy made several connections while working T&S.

North, south, east or west, meeting new folks at the different race tracks is all part of the fun and we did have fun at Sebring.

During the worker party on Saturday evening I found it necessary to head for the beer cooler, those bottles only hold so much after all, and heard a..."BOB"...looking up I saw Bill Boswell, a member of the F&C crew from Watkins Glen who was helping crew for Bob Henderson and his #86 Toyota Supra that many of us that work at WGI are very familiar with.

Small world as they say.

Tired, but happy, after a weekend of SCCA racing, we headed north on Rte 27 toward Leesburg and home Sunday evening.

Next up for me, The ALMS 12HR weekend at Sebring in March, followed by the Chump Car race at Watkins Glen in April.

Nancy starts her season at the Glen Region SCCA event at WGI the end of May.

Until then, "speed safely my friend".

The Long Way Home '14

January 4, 2014



It is once again time to enjoy the winter roads of the Southern Tier with the Finger Lakes Region's 2014 Winter Rally Series. The first rally of the series consists of approximately 160 competitive miles using mostly unpaved roads in the New York Southern Tier.

Entry fees are \$35/car for SCCA members, \$45/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: Wadsworth Grill, 3901 Main Street, Wadsworth, NY
(on route 36 South of route 63)

Schedule:	Registration	3:00 to 4:00 PM
	Novice school	3:20 PM
	Driver's Meeting	4:00 PM
	First car starts	4:16 PM
	First car finishes	about 10:30 PM

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

12 HOURS OF SEBRING

BY BOB HOLCOMB

Having now worked the 2013 version of the 12 HOURS of SEBRING, I can cross another race off my bucket list. That may seem a bit morbid, but it was on my list.

I arrived at the Central Florida Region, SCCA compound for worker registration on Tuesday the 12th. Surprise, before you could register, you had to have a photo I.D. taken. The very first people I ran into at the photo room were regulars at Watkins Glen, John Gamble from F&C and Dave Cole from Grid. John and I had worked the 24 HOURS of DAYTONA together at station four in January.

Registration complete and no cameras broken, I headed to the rental unit I would be sharing with a group of F&C folks that have worked together at Turn 10 for years. This year they were minus CNYR member Chris Forte who was home saving his money for his upcoming May wedding. To say that the schedule was long, was an understatement. The F&C meetings were early, no make that E-A-R-L-Y, for Wed. & Thurs. 6:30 AM and for Fri. & Sat. 6:45 AM. The days were long, no make that L-O-N-G, running from 7:15 PM on Wed. to 9:45 PM (night practice) on Thurs. to 6:30 PM on Fri. and for race day itself, Saturday, the race was to officially end at 10:45 PM.

The usual ALMS race groups were represented: P1 and the mighty AUDI team of hybrids. There just seems something so very wrong about a racecar traveling at the speeds the Audi's travel and go by your station making practically no noise what so ever...very weird indeed. P2 and PC were well represented as were the GT and GTC classes. The 2012 Le Mans running "Delta Wing" car was placed in P1, but really struggled for grip all week long and I believe made less than 10 official race laps on Saturday, blamed on throttle linkage. Personal opinion (and that of most F&C people) is that it is just not a good race car. In theory it should work, in practical terms, it didn't. But it was one of the flashiest cars out there, wrapped in silver that reflected every bit of light around it, maybe they were in hopes of blinding the competition?

John Gamble and I were assigned to the flag station at turn 3. At Watkins Glen we may have one, two or rarely three flag marshals per station, at Sebring we started out Wednesday with nine and by race day Saturday we were up to thirteen. It made for easier shifts and longer break periods. We were fortunate enough on Wednesday to have a gentleman from The Netherlands who usually flags at Le Mans with us. It was a pleasure working with him and he left at the end of the day very happy with his newly acquired CNYR SCCA patch. Now I wonder where he ever found that?



The race week included a total of seven different groups:

The Ferrari Challenge (which seemed like a bit more vintage group of cars than the Ferrari Challenge at Daytona back in January). It was not overly competitive, the same car winning decisively on Thursday and Friday.

The USF2000 Series cars were just as crazy and crash prone as the Pro-F2000 SCCA cars but powered by Mazda, well isn't just about every race car now days? One Wednesday we had a young Brazilian driver crash into the tire wall just prior to station and since I was manning the outpost closest to the incident, I helped him over the wall. Despite the damage to the car he was fine and the car was repaired and ran both the Thursday and Friday races. On Thursday another car hit at almost the exact same spot and I don't believe that car returned for the race on Friday. Both days of racing were well contested amongst the first few cars. However, from there back it was follow the leader.

Next up were the Mazda Lites, which look like your typical SCCA CSR and they put on a good show both days. The Porsche GT3 group, close to 40 cars if I remember correctly, put on two great shows. A three car incident during the race on Saturday caused a roll over just past turn three. Fortunately all drivers were okay, one drove away, the other two cars were flat bedded. For the third driver, it was simply a case of wrong place, wrong time as he was taken out and rolled by one of the cars in the original incident.

The Barber MX-5 Cup was the usual Miata (ooopss..MX-5..the Barber guys do NOT like you using the name Miata we found out) close, competitive racing we have come to expect. The race on Friday was a toss up between six cars that literally ran nose to tail the entire way. Good stuff, good stuff indeed. Finally there was SVRA. As usual, some neat old, tired, leaky, smoking cars that gave credence to the term "nostalgia". Great for a few parade laps, to be honest, but an hour enduro...that just didn't work for most of us.

Food was provided to the workers each day and race food being race food it was eaten with all the usual sarcastic remarks thrown in between. Truth be told, it wasn't bad at all. Friday and Saturday post racing, the Central Florida Region had food in their compound and if you left hungry, then you really weren't trying very hard.

IF you get to work The Sebring 12 HR in the future at turn three...AND...AND...a spectator comes up behind you and offers you (in a VERY, VERY thick southern drawl by the way) a ton of "official New Orleans crawfish boil", be prepared for two things, first, it's delicious (crawfish, sausage, corn, potato, lemon, whole garlic heads) and it will burn the living beegeebers out of your lips! Like the old Alka-Seltzer commercial some of us are old enough to remember, "Speciee Spicey"!

Some general observations:

The weather was great, although cold enough to see your breath on two mornings, it would quickly warm each day. USE SUNSCREEN and yes, lips burn just as bad as unprotected skin! The fans were terrific, all along the spectator fence they love to talk and will ask you questions about the cars, rules, flags, etc. and continually offered us bottled water, snacks, etc. As at Watkins Glen for NASCAR, you are given rides to station via a shuttle. The major difference is that at Sebring the shuttle will return and take you where you need to be at any time vs. having to wait until the end of the day like at Watkins. The announced ROLEX-ALMS merger to be sanctioned through IMSA and named the United Road Racing Series was met by most workers used to the ALMS series as a boring name and most were concerned about the combination becoming nothing more than another spec-series, which it may well become. We will just have to wait and see, but the days of the all powerful, exotic prototypes like the P1 Audi's are probably over, at least in the United States.

Did I have a good time? YOU BET!

Would I do it again next year? Probably.

Can NASCAR/IMSA make the merger work? We'll just have to wait and see, we all certainly hope so.

Bob Holcomb,
Sec. CNYR SCCA

Membership Meeting Minutes - November

Courtesy of Bob Holcomb

CNYR SCCA MEETING MINUTES FOR WEDNESDAY, NOVEMBER 13, 2013

CALL TO ORDER:

The meeting was called to order at 7:20 p.m. by R.E. Scott Newton.

R.E.REPORT:

Scott Newton said that he had corresponded with the officials at the Oneida County Airport and they were not interested in allowing CNYR SCCA to rent the facility for a SOLO event. Security and insurance are prime reasons, as NSA utilizes a portion of the facility.

Scott also said that National in Topeka now requires more information on entrants at our SOLO events, including names, membership numbers and the class they are running.

Jim Quattro suggested using an iPad as they do for Rally Cross, as it makes data collection and retrieval very easy.

A general discussion of changes in class for 2014 and 2015 followed.

It was mentioned that the Green Hills Shopping Plaza has a lot behind the plaza currently not in use which may make a viable SOLO location.

Jon Coffin said that location had been previously used perhaps 20 years ago by the region.

It will be looked into for possible use for the 2014 season, along with a long shot, Turning Stone.

ASST.R.E. REPORT:

Ed Leubner congratulated CNYR member Jon Coffin on his 30 years of membership as of October.

Ed also mentioned that with the resignation of Jeff Dahnert as President and CEO, Lisa Noble has been appointed the interim Pres. & CEO, while Area 10 Governor John Walsh has been appointed Chairman of the Board for SCCA National.

All in attendance gave their thumbs up to the promotion.

TREASURER REPORT:

Jay Cartini asked that any outstanding bills be presented to him so they may be paid prior to the end of the year.

He is still waiting for payment from a sponsor.

Our web-site has picked up a new Porsche ad.

SECRETARY REPORT:

Bob Holcomb asked for a motion that the October meeting minutes be approved as they appeared on our web-site.

Mike Gagliardi so moved, Ted Barbutto seconded, motion carried.

Bob discussed the accident at turn 7 at Watkins Glen during the Sept. SVRA Historic Trans-Am race when a Camaro crashed and a photographer was injured.

Bob was the first person to the photographer and said that upon arriving home from our October meeting he had a message on his answering machine from the photographer.

His name is Ron Levanduski, a former Formula-Vee driver from the 1970's.

He told Bob he suffered a compound fracture of his left arm, now implanted with a metal rod, two broken ribs, a (at that point) still numb hip and bruising, but alive and healing and back to work.

Bob also said that if anyone needs it he had information for signing up for the North American MotorSports Expo to be run in Charlotte, NC in conjunction with the SCCA National Convention.

Jon Coffin will be taking the meeting minutes when Bob does his "Snow-Bird" thing during the winter.

F&C REPORT:

Mick Levy said all racing was done for the season at Watkins Glen.

He hopes to be able to work the Daytona 24 HRS along with Bob Holcomb.

Otherwise, nothing new to report.

MEMBERSHIP:

Andrew Beyer absent, no report.

ACTIVITIES REPORT:

Rob Sgarlata said that the January Banquet will be held on Sunday, January 26th at Borio's Restaurant from 3pm to 7pm.

Cost is \$15 per attendee.

RALLY CROSS:

Jim Quattro said the October event at Walczyk's Farm was a fun event, even with just a moderate turnout.

Jim got to do a safety check drive of the course for the American Rally Cross held at Pocono on Oct. 26th.

Jim got in over 15 laps on the course which was 95% asphalt and 5% dirt.

Our next event will be Sunday, November 17th at the Walczyk Farm.

The Central New York Raceway Park web-site featured a CNYR SCCA Rally Cross held there earlier this year.

continued ---

SOLO REPORT:

Mark Bizzozzo said the November 3rd SOLO at Shoppingtown was fun despite the constant 37 to 39 degree temperatures. Lack of traction was the main issue. Mark is starting to work on the 2014 schedule and trophies for the awards banquet in January. Mark is hoping for a Co-Chair to assist him in 2014 and Rob Sgarlata was agreeable to filling in.

COMPETITION REPORT:

Mike Gagliardi said CNYRP is slowly progressing, gravel is being trucked in and stump removal continues. The dirt oval will be the first track completed, followed by the road course. Late 2014 should see the first dirt racing, while early 2015 is planned for the road course. It was proposed that CNYR SCCA check into having a booth at the Syracuse Auto Expo in February, 2014 and Scott Newton will look into this. Several members will offer their vehicles for display.

OLD BUSINESS:

None.

NEW BUSINESS:

Election of officers for 2014.
Mike Donofrio made a motion that since we have no challengers to our current officers, that the Secretary make one unanimous vote for each current officer. Jon Coffin seconded, motion carried.
Congratulations to:
R.E. Scott Newton
A.R.E. Ed Leubner
SECRETARY Bob Holcomb
TREASURER Jay Cartini
ACTIVITIES DIR. Rob Sgarlata

50/50:

The 50/50 was won by Ted Barbuto for \$13.

ADJOURN:

Motion to adjourn made by Mike Donofrio, seconded by Mike Gagliardi, motion carried.
Meeting adjourned at 8:16 p.m.

Submitted by Bob Holcomb, Sec.

Editor's Note: Minutes for all monthly meetings are posted on cny-scca.com for reference any time. They're always posted online sooner than they'll get sent out in the Snarling, even in the unlikely event your editor is on the ball.

2014 Tire Rack SCCA Solo Championship Tour Schedule

March 15-16
South Georgia Motorsports Park
Cecil, GA

Mar. 29-30
Texas A&M
College Station, TX

April 5-6
Qualcomm Stadium
San Diego, CA

May 3-4
MetLife Stadium
East Rutherford, NJ

May 25-26
Lincoln Airpark
Lincoln, NE

June 14-15
Crows Landing Air Facility
Patterson, CA

July 5-6
Former Hampton Mills Lumber Plant
Packwood, WA

August 2-3
Wilmington Airpark
Wilmington, OH

September 2-5
Tire Rack Solo National Championship
Lincoln Airfield
Lincoln, NE

September 27-28
Arkansas Aeroplex (Former Eaker AFB)
Blytheville, AR

2014 Tire Rack SCCA Solo Match Tour Schedule

April 12-13
Wilmington Airpark
Wilmington, OH

May 17-18
Turner Field
Atlanta, GA

June 7-8
Devens Airfield Police Training Facility
Ayer, MA

June 14-15
Pikes Peak International Raceway
Fountain, CO

July 5-6
Grissom Airpark
Peru, IN

August 16-17
Milwaukee, WI

October TBA
Western Location TBD

2014 Tire Rack SCCA ProSolo Schedule

Round 1
March 22-23
Arkansas Aeroplex (Former Eaker AFB)
Blytheville, AR

Round 2
April 12-13
El Toro (Former Marine Base)
Irvine, TX

Round 3
April 26-27
Fed-Ex Field
Largo, MD

Round 4
May 3-4
Mineral Wells Airport
Mineral Wells, TX

Round 5
May 23-24
Lincoln Airpark
Lincoln, NE

Round 6
June 7-8
Crows Landing Air Facility
Patterson, CA

Round 7
June 28-29
Toledo Express Airport
Toledo, OH

Round 8
July 12-13
Former Hampton Mills Lumber Plant
Packwood, WA

Round 9
July 26-27
Wilmington Airpark
Wilmington, OH

Round 10
August 30-31
ProSolo Finale
Lincoln Airpark
Lincoln, NE



Membership Application

Dear Prospective SCCA Member:

To apply for a membership in the Sports Car Club of America, the world's largest motorsports enthusiast organization, please complete the form below and return, with payment, to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299.

PLEASE PRINT OR TYPE

Name _____ Birthdate _____

Address _____ Telephone _____

City _____ State _____ Zip _____

E-mail _____

Spouse Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Primary Interest:

Please indicate the area of SCCA in which you plan to participate, or interests you the most. (please check only one box)

- Club Racing
- Time Trials/PDX
- Rally
- RallyCross
- Solo
- Vintage
- Pro Racing

Membership Dues

(Includes region dues)

- Individual \$80.00
- Family \$100.00
- First Gear (24 yrs & under) \$45.00

Amount Due

Membership Amount \$ _____

Weekend Membership #1 _____ -\$15.00

Weekend Membership #2 _____ -\$15.00

Referred by SCCA Member _____ # _____ -\$15.00

First / Last Name & Member Number REQUIRED

TOTAL DUE \$ _____

I will become a member in the region I reside in or place me in _____ region. By accepting membership in the SCCA and any SCCA Region I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members.

Applicant's Name (Signature Required)

Date (Required)

Payment Method: Check Credit Card Money Order

Visa/MasterCard (only) Acct# _____ Exp. _____

Applications submitted by fax must be accompanied by a Visa or MasterCard account number for payment.

What is the SCCA?

The Sports Car Club of America is the world's largest automotive motorsports organization and has set the target for motorsports competition and motorsports event management in North America for over 60 years. The SCCA has remained the benchmark and is recognized as the gold standard in the industry.

The SCCA hosts a myriad of motorsports activities to satisfy any interest you may have as a sports car competition enthusiast.

Interested in Professional road racing? Then SCCA Pro Racing®, Inc. which organizes and sanctions SCCA's World Challenge and MX-5 Miata Cup has your ticket.

Do you have a burning fever to experience the intense competition and camaraderie of Club Racing®? Then regional programs and intense national programs designed for qualifying for the National Championship Runoffs® are your medicine.

Not interested in the challenges of wheel-to-wheel competition but still harbor a competitive streak for precision and accuracy at speed? Then SCCA's Solo® Events program offers over 2000 local competitions annually up to and including a National championship with supporting Divisional championship programs.

How about those of you with a need to play in the dirt? SCCA's RallyCross® program offers competitions similar to Solo events on loose surfaces. RallyCross also has a very competitive National championship structure.

The SCCA RoadRally® program is what got SCCA started over 60 years ago. This is the easiest form of competition to enter as it only requires a registered and insured street car of any kind. Normal highway speeds and precise course following are the challenges in this most basic form of motorsport.

If you find that competing is not your style, but being close to the competition, the drivers, the cars and the crews and being part of the American motorsport scene is your form of adrenaline, then the SCCA has written the book on motorsport official's training, licensing and event management. Anyone can volunteer as an official at SCCA events – the wealth of motorsport experience possessed by SCCA members will be imparted to you simply by your enthusiasm and desire to learn.

YOU CAN GET IN ON SCCA ACTION LOCALLY AND RIGHT NOW!

There are over 110 local regions of the SCCA – from Guam to Hawaii and up to Alaska...down to Florida and up to Maine – which means there is a pocket of SCCA activity near you. You'll be involved in events close to home or you can make a weekend of it with other motorsports enthusiasts like you. SCCA is like no other motorsports organization. Why? Because you're involved – you can compete, organize, and participate at any SCCA event at any level you choose.

INDIVIDUAL MEMBER: \$80.

- Compete and participate in all SCCA events.
- Hold competition and Volunteer license.
- Vote in SCCA elections and serve on committees.
- Includes annual subscription to SportsCar®, the SCCA official monthly magazine.
- Two SCCA decals for your car.
- Includes Participant Accident insurance while participating in SCCA activities.
- Merchandise discounts.

FAMILY MEMBERSHIP: \$100

- Husband/wife and children under age 21.
- All family members have full rights and privileges of an Individual member.
- Share a subscription to SportsCar.

FIRST GEAR - \$45

- 24 years old and under.
- Full privileges of an Individual member.

MILITARY MEMBERSHIP: \$50

- Full time active duty military personnel.
- Full privileges of an Individual member.
- Spouse and children do not receive reduced fees.
- Must include a statement from your unit commander or a copy of your military ID card each year.

SCCA's Weekend Membership Program: A \$15 discount can be used towards your first year's dues by using your weekend membership number. The maximum amount that may be applied is \$30 and expires in 60 days (date on receipt).

SCCA's Membership Referral Program is an incentive for SCCA members to refer new members. By providing the name of the SCCA member who sparked your interest, you are granted a \$15 discount and your SCCA friend will receive a credit on their membership renewal.

SCCA Member Services - P.O. Box 299, Topeka, KS 66601-0299 - 1-800-770-2055 - Fax 785-232-7213 - membership@scca.com

**CNYR SCCA
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