

THE SNARLING EXHAUST



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Photo: Mark Mangicaro

NY BILL TO PROVIDE SINGLE PLATE

Hate the front plate? Do something.

R.E. REPORT

Moving up in the ranks

BANQUET & AWARDS

Photos by: Mark Mangicaro

REPORT FROM THE SNOWBIRD

A look at the fun Bob is having in Florida

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

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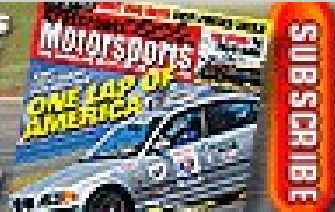
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SNARLING EXHAUST

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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 the SCCA.

An email subscription of the Snarling Exhaust is free to anyone. There is no longer a printed version of the Snarling Exhaust newsletter, we urge you to print a copy and take it with you.

Classified advertising is free to region and out-of-region members. Any submitted classified ad is subject to approval by the CNYSCCA region.



Winter Activities



Photo: Mark Mangicaro

A Letter From The Editor: Dan Hurley

As you all know it has been a few months since the last Snarling was posted. I feel bad about that I do, but as you all know there is not much in the way of automotive during the winter months up here in CNY. Luckily we do have our source in Florida (Bob). Also another successful banquet at Borio's Restaurant thanks to Ted.

This weekend we will be at the Syracuse Auto Expo, so stop by and chat. I'm looking forward to it, although most of the cars are daily driver cars, vans, and trucks we know that almost any car can be a weekend race car. It should be a good break from the cold and snow.

The annual CNY-SCCA banquet and awards ceremony seemed to go off without a hitch, the food was good the friends were plenty and a good time was had by all. If you missed the banquet I suggest that you do not miss next year. Since we have been at Borio's the banquet just seems to get better every year. I believe we had almost every allocated seat filled!

Unfortunately we all can't be down in Florida hanging out with Bob getting our race fix. So we really appreciate the pictures and stories.

So with all that I have nothing more, lets get to the good stuff. See you at the track!

-Dan Hurley
Editor



New York Bill to Provide Single Plate Option for Motor Vehicles Reintroduced

Legislation (A.B. 3671) to authorize the owner of a motor vehicle, for a \$50 annual fee, to display a single license plate on the rear of the vehicle was reintroduced. The bill will be considered by the Assembly Transportation Committee.

We Urge You to Contact Members of the Assembly Transportation Committee (Contact Info Below) Immediately to Request Support for A.B. 3671

- A.B. 3671 allows owners to choose the option of a single plate for an annual \$50 fee.
- A.B. 3671 would help protect the aesthetic contours of certain vehicles and relieve vehicle owners of the burden and expense of having to create mounting holes on some original bumpers.
- A.B. 3671 would save money, conserve resources and bring New York in line with other comparable states that are moving to a single plate requirement.
- The funds collected under the bill would be used to help provide emergency services.

DON'T DELAY! Please contact members of the New York Assembly Transportation Committee immediately by phone or e-mail to request their support for A.B. 3671.

Please e-mail a copy of your letter to Steve McDonald at stevem@sema.org. Also, please forward this Alert to your fellow car enthusiasts. Urge them to join the **SAN** and help defend the hobby! Thank you for your assistance.

New York Assembly Transportation Committee

To e-mail all Committee members, copy and paste the email address block below:

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EVENT SCHEDULE

NEXT EVENT

CNY GENERAL MEETING

WHEN: Wed. February 11, 7pm - 9pm

WHERE: American Legion – Liverpool 205 Cypress St.
Liverpool NY 13088

UPCOMING EVENTS

SYRACUSE AUTO EXPO

WHEN: Feb. 12&13, 4pm-9pm; Feb 14, 10am-7pm; Feb 15,
12pm-5pm

WHERE: Syracuse Oncenter/War Memorial 800 South State
St. Syracuse NY 13202



Photo: Mark Mangicaro

HOW TO STAY BUSY WHILE SNOWBIRDING IN FLORIDA

Bob Holcomb



The simple answer to keeping busy while Snowbirding in Florida is to work races.

January has been a gold mine for races here in Florida, including SCCA MAJORS at Homestead on January 9, 10, 11 then the SCCA MAJORS at Sebring on January 16, 17, 18 followed by the events for the Daytona 24 HRS on January 22, 23, 24 and 25th.

The MAJORS at Homestead had roughly 250 entrants which everyone knows means fewer actual cars since many (think Miata) are often entered in multiple classes.

As one would expect for the first event of the year, some teams had done their homework and some not so much. A simple mistake such as not completely torqueing a connector or wheel lug made for short sessions for some drivers. Overall

we wait until Sebring.

Photo: Jeree Gamble

was little physical damage and most was of the simple mechanical variety. The physical damage was minimal. The racing itself was either competitive or frankly, boring. Even with several Trans-Am cars there to race (read that as "test") Simon Gregg had little competition in GT-1. I do suggest that if you attend a Trans-Am race this season that you look for a gray with pink trim Corvette

driven by Paige Alexander, she was fast and just might put a good whoopin' on some of the guys this season. The weather was good, except for a few pesky clouds that basically let loose with a few drops, racers and workers know the type, just when you think of grabbing your rain gear or rain tires, it stops after leaving drops on the pavement that you could almost count as they hit.

Formula Ford and Formula Vee had decent fields and the Vees were especially competitive.

Homestead provided the last chance for many of us to say hello to a racing icon that many of us have been fortunate enough to know, Bud Merrill, who had been active in SVRA, BMW, SCCA and power boat racing for years.

Bud was there as a spectator while his daughter Lori Calvin and her husband worked at F&C. Unfortunately, Bud



Photo: Jeree Gamble

passed away on Sunday, January 25th after a battle with cancer.

The MAJORS at Sebring had stronger fields than at Homestead. Spec Miata and SRF (which included the new SRF Gen3 cars) each started around 60 cars. The weather for Sebring MAJORS was good, lots of sun. The racing was more competitive than at Homestead in all groups.

When you watch your first race which includes the new Gen3 SRF you will be in for a surprise. First of all, they look exactly the same, which can be confusing until you look closely and notice the blaze orange tape wrapped around their roll bar. The engine revs much higher and they are fast...make that FAST...by at least 4 to 5 seconds per lap. I did not see the actually qualifying times for the Sunday race but I was told that of the

approx. 20 Gen3 in the field, the spread from 1st to last was 1.2 seconds. They did a split start with the roughly 40 older SRF following. Good racing front to back, same with the Miata fields.

Sebring did have it's share of accidents, the worst of which occurred on Saturday when a Pontiac Solstice was racing between station 6 and station 7. He was tapped by another car and took a hard right into the tire wall just before the cross over bridge there at basically full speed. It was one of the hardest hits I have seen. It shot the car across the track and took out a B-Spec Mini that ended up against the Armco on drivers left. They transported



the Pontiac driver, he was examined and released and returned to the track. Various reports of his physical condition were spreading, but basically he will race again, granted just a bit sorer than before. His car was basically turned into a pretzel and is questionable for use as even a parts car.

All that brings us up to the events for the 24 HRS of Daytona weekend.

I hit Registration on Wed. the 21st and flagged from Thurs. the 22nd to Sun. the 25th, all at station 4 in the infield, also known as "The Kink". This was my 4th year in a row at that station and two flaggers from Watkins Glen shared the station with me, along with several flaggers from across the US.

For those of you that have not seen the changes in the front grandstands at Daytona (the project is known as "Daytona Rising") let's just say that if



Photo: Jeree Gamble

you pick the top rows expecting tremendous viewing, you won't be disappointed, BUT YOU WILL DEFINITELY BE IN NOSE BLEED TERRITORY.

Thurs. we had a long day, starting early and running into the evening with night practice. Station 4 doesn't have many incidents and only one GT Porsche paid us a visit and that was only for a few seconds as he reset his computer and re-entered the practice.

Friday was the first of the Ferrari Challenge races and as one would expect with rich boys and girls many with little experience but lots of money, there were some interesting events, many spins but not much in the line of crashes.

Friday was also the 2+1/2 HR Continental Tire Challenge, one of the best race groups around, lots of makes, lots of models and competitive racing from front to back. The Rum-Bum

Porsche that many have seen race over the past few years pulled out the win, which was pretty popular.

Saturday started cool and wet due to overnight rain. The Ferrari Challenge was first up and the field decided to start on rain tires, a good decision as a quick, hard rain hit at the start, then it quickly cleared off and the sunshine appeared and the temps went up to comfortable levels. There were spins here and there to keep things interesting.

The fans got their moneys' worth prior to the start of the ROLEX 24 HRS, as the roughly 200 drivers were introduced as their cars were pushed through pit lane and the drivers were available for autographs for quite some time, good PR to say the least.

The racing and the weather were great for the 24, a bit COLD Sunday a.m. but by the time the sun got a chance to do it's work between 8 a.m. and 9 a.m. it had warmed to a decent level. Besides, at Daytona the flag stations all have propane heaters to ease the cold overnight temperatures and yes, even Florida gets cold overnight in January. One lesson learned, however, by both a certain flagger from Liverpool and the station Capt. From Florida...do not stand too close to the propane heater or your whites just might get scorched. Honestly, no "might" about it, they WILL get scorched.

The racing itself was very competitive, unfortunately as expected, some of the newer prototypes such as the Patron Honda HPD ARX-04b and the Ligier JS P2-Judd didn't fare too well over the course of the 24 HRS. Then there is the quirky (why do they continue to waste money on it?) Delta Wing DWC13-Elan which made less than 50 laps before retiring with transmission woes. The Mazda Skyactive Prototypes are still having teething problems after 2 years, but no one counts them out once Mazda gets them in top racing form and we all know Mazda will get it done eventually. Of course, my personal favorite was the Corvette C7-R win in GT Le Mans.

Overall, a very good week of racing and for anyone that was skeptical about the ALMS-ROLEX merger last year, I guarantee you will enjoy the competitiveness of the racing in 2015, so make sure you plan on getting to Watkins Glen for the June 27th and 28th weekend.

With three race weekends in a row in the books, it's time to take a break and rest up for the 12 HRS of Sebring on March 20th and 21st. Of course, there is an event in February at Sebring so who knows if that break will actually last until March?

We'll see you in May when we get from our winter of Snow-birding in warm, sunny Florida.

-Bob Holcomb
Secretary







SNARLING CLASSIFIDES

Autos

Former CNYR Member and Club Racer Jim Ebersbach
Selling his **AP Austin Healey Sprite** (And Parts)

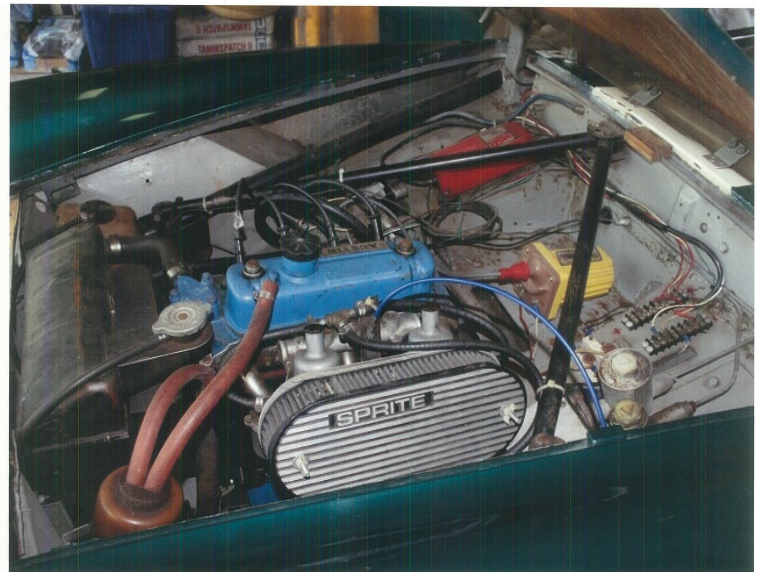
62 Sprite Mk2 former SCCA racer. I bought tub in 1973 and built into HP racer. SCCA logbook 74-92, fresh engine assembled 1997, has never left the garage. Runs, but clutch hydraulics locked up. 948 competition engine – lightened and balanced, block shaved, pop up pistons, head & carb work, BMC 648 cam, oil cooler and dual remote filters, MSD ignition, 1275 clutch, ribbed case trans. Full roll cage



with low front hoop, door bars, connects to front & rear suspension points. Disc front brakes, urethane bushings, SS brake lines, center link rear suspension w offset leaf springs & Spax tube shocks. (5) American Racing Libre 13x5 wheels, spares from 18 years of racing plus 2 parts cars – Buggy and 66 Mk3. (3) 950 blocks, (4) heads, 4 or 5 rear end pumpkins, (2) rear end housings, 1100 assembled short block w 66k miles. Lots of rods, pistons, push rods, lifters, valve gear, starters, carbs. No VIN or title.

PLUS: trailer, garage skates, engine stand.

\$6000 TAKES ALL. Email for details, questions, or more pics – ebersbachjim@gmail.com - Central New York area.



THE R.E. REPORT

Ed Leubner

Happy 2015!
Hope everyone had an enjoyable holiday and is staying warm.

Election Results:

As a result of the 2014 elections, I will be your R.E. for 2015. Other changes include Mark Bizzozero taking over as the Assistant R.E.; Scott Newton as our Solo Chair; and Ted Barbuto as our Activities Chair. Jay Cartini will continue as Treasurer and Bob Holcomb as Secretary (with assistance from Jon Coffin during Bob's trek to the south for the winter months.)

Awards Banquet:

Our annual awards banquet was held on January 25th, at Borio's and 48 members and guests shared good food, awards and conversation. Our new Activities Chair Ted Barbuto, did an excellent job of providing us with great menu along with a number of great door prizes.

Mark Bizzozero handed out awards for the 2014 Solo Class winners along with his custom trophy's for the Top Ten in points. Congratulations to each of you!

We also recognized the Richard Posenaur Memorial Member of the Year. This year it went to our past R.E., and new Solo Chair – Scott Newton – Congratulations Scott!

Although our Region is known primarily for Solo and RallyX events, we do have members that run Club Racing. One of those members, CNY road racer Jeff Knittel, won a class award in the New York Road Racing Championship (NYRRC) series driving his '62 MG Midget in HP class. This series is open to all SCCA Club Racing members. Congratulations to Jeff!

Along with giving out the various awards, we also discussed plans for the upcoming season with Solo Chair Scott Newton, and RallyX Chair James Quattro. Both gave us a brief report on what members have to look forward to this season.

We also received an update on the status of the

CNY Raceway Park by Mr. Glen Donnelly. Glen informed us that construction is progressing. Weather permitting, we might just get to test it out towards the end of the year. Keep your fingers crossed!

And finally, many thanks to Mark Mangiaro for taking pictures at our awards banquet. Pictures can be seen on both our Facebook page and our website.

Car Shows:

Since the weather at this time of year limits the use of our race cars for local competition, the next best thing are car shows. We currently have two shows on the calendar where the CNY Region will have displays.

First up is the Syracuse Auto Dealers New Car Show at the OnCenter February 12th to 15th (Thursday, Friday evening, and Saturday, Sunday all day). The plan is to have 2 cars and a kart on display in the ballroom.

In March we will have a booth and space at the Syracuse Motorama for 4 cars. This show will be held March 28th and 29th (Saturday, Sunday) at the Center of Progress building at the State Fair grounds.

Both of these events bring in people interested in cars. We need volunteers to help work both events. Come and talk to prospective new SCCA members about the fun you have with your car at our events!

Come to the February 11th membership meeting to learn more. Meeting time and location details are available on our club website:
(<http://www.cny-scca.com/>)

See you around the grid.

-Ed Leubner
Regional Executive





All photos courtesy of Mark Mangicaro.

Taken at Borio's Restaurant for the CNY-SCCA Annual Banquet & Awards Ceremony