

In the Spirit of the Sport

the glen region

SPARKPLUG



www.glen-scca.org

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CLUB RACING NEWS:

Congratulations to Steve Moore who finished first in the F500 class National Race at Thunderbolt Raceway in Southern New Jersey early in June.

Editor's Note: Tom Weaver sent me a photo of a happy Steve Moore that I have not been able to copy....my fault, not his. I will attempt to master this for next month's newsletter. Please bear with me as we switch from a publisher to digital . Thanks

SOLO EVENTS: On the last page of this issue are our upcoming events. A number of Solo events are listed. SCCA website prints the following:

Solo Overview

Solo is the SCCA brand name for autocross competition. Solo events are driving skill contests that emphasize the driver's ability and the car's handling characteristics. This is accomplished by driving a course that is designated by traffic cones on a low hazard location, such as a parking lot or inactive airstrip. While speeds are no greater than those normally encountered in legal highway driving, the combination of concentration and car feedback creates an adrenaline pumping experience. It is like being in a movie chase scene, only you are holding onto the steering wheel instead of a box of popcorn!

The region members who work these events and who are the event participants are a friendly, helpful and laid back bunch. They would be happy if you joined them as a worker/participant. Please check the Glen Region website under "solo" for times and places of the events. You will be glad you did!!

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Report: [Editor's note....this was written in mid April]

Glen Region Members,

As I write this the warmer weather is finally with us. The grass is growing, the birds and bugs are flying again, and we are all in wait for the sound of engines screaming at full cry to be wafting into our ears. Spring has sprung and our heart beats quicker. With our region the Club Race Board continues to work hard in preparation of the July Sprints and Last Chance events at WGI. The Solo Board has an increased Solo Schedule ready to run this season.

We have already held a Rally Driving School, and by the time you read this the Solo School/First 2009 Solo and Green Grand Prix will probably have been completed. As it has been mentioned in the past, you will see changes to the events this year in an ongoing effort cut costs, but our region is in good shape overall and will continue to host a full schedule of events for our members.

There has been some sad news lately. Long time Glen Region member Pauline Oliver passed away recently. Pauline was a staple in our region, selling merchandise, working all types of our events in many, many capacities, and always along side her husband Ray. Pauline will be missed, but she will definitely still be keeping all of us in line with her strong voice and never ending smile!

We will see you at the events, --Ed...

Glen Region Members, [Editor's note....this was written mid June]

Well 2009 is already half over. The Green Grand Prix and Rally School are history as well as a couple of Solos and Solo Schools. We are heading into the July Sprints in the near future. **The Susquehanna 500 is coming up on September 25-27th** as well. That event needs your help! Please contact Steve Wilkinson @ strtrwilkinson@juno.com to help out. The "Mini Indy" is one heck of a lot of fun. The grub is good and accommodations are great.

This year's membership events so far have included the Specialty Chief Breakfast and probably by the time you read this the Car Corral at the IRL race will have been held. The region continues to work hard in putting on events for all of our members. If you have an idea for an event, an improvement of our current events and just wonder who to get involved in our current events, please send me an email and we'll get you going.

As we all know the economy has been a factor in all of our lives. The Board of Directors, Solo Board and Club Race Board are working very hard to make ends meet financially. The region will continue to support our core charities such as the International Motor Racing Research Center. If you give to the IMRRC on your own, please let them know you are a Glen Region member. The IMRRC and the region are working together to make the most of our limited financial abilities.

I hope you have a continued great season. If you have not been out to an event recently, NOW IS THE TIME!!!!

In The Spirit Of The Sport, --Ed...

Glen Region SCCA March 2009 Board Meeting March 19, 2009

March Board meeting called to order at 7:21pm.

PRESENT: Ed Zebrowski, Tim Meddaugh, Larry Emery, Allan Kintz, Pat Scopelitti, Robert Craig, Sandy Sanders, Steve Moore, Dave Davies

Investment update from Dave: Should see much of our money market investments return within the next year.

MOTION: Larry Emery, seconded by Steve Moore to accept minutes as written.
CARRIED.

Ed will be on his way to Indy for the July board meeting and Tim will run it.

Treasurer's Report: Everything is current at the moment and deposits are headed out to WGI. May need to make another withdrawal for early season expenses before money starts coming in. The Van registration and insurance have been paid.

MOTION: Tim Meddaugh, seconded by Robert Craig to accept the treasurer's report as presented. CARRIED.

Membership is currently at 311 members.

Upcoming activities: 3/28 Rally School, 5/30 Breakfast with Specialty Chiefs, 8/1 & 9/26 Membership Meetings.

Election News: No new updates - Ed will request current status.

Comp Board: Changing name to "Club Racing Board." Discussion of late fees and whether or not to charge them. Will need to rewrite garage rental info. Terry Dobbs will be the registrar for the July Sprints and Barb Luther will be registrar for Last Chance. Proposing \$300 fee for the Sprints and \$80 garage fee.

Solo Report: Rates increased \$5 for both members and non-members (\$30, \$45 respectively). Solo School on 5/2, fee increased to \$50. EVO school will be 5/16 with a fee of \$270. Rallycross will attempt 2 events this year - first would be 8/22 at Black-rock Speedway. Currently working on an event coordination plan to try to better run events with more efficiency.

WGI Car Corral update: interest seems to be building on the forum and Google Group - will have to see how it goes.

The past Secretary's laptop will now become the RE's laptop - no objections.

Spark Plug: Barb will need to know how many calendars to print out and mail. So far ~20 requests for a hard copy of Spark Plug to be mailed. Still costs roughly \$185 to do 50. Looking into possibly printing/mailing at Staples or elsewhere to save money.

MOTION: Larry Emery, seconded by Sandy Sanders to print and mail calendars to all members. CARRIED.

Letter from Kenneth P Conklin from the Department of Taxation and Finance for the state of NY. We are 2 years delinquent on our NYS Taxable Account with \$50 in fees. MOTION: Larry Emery, seconded by Pat Scopelitti to close the account. CARRIED.

Meeting adjourned @ 9:20pm.

Submitted with respect, 2009 Glen Region Secretary, Allan Kintz

Glen Region SCCA April 2009 Board Meeting April 16, 2009

April board meeting called to order at 7:05pm.

PRESENT: Ed Zebrowski, Tim Meddaugh, Larry Emery, Allan Kintz, Pat Scopelitti, Cheryl Ragalevsky, Barb Luther

Minutes correction: spelling of "chiefs" in upcoming activities.

MOTION: Cheryl Ragalevsky, seconded by Barb Luther, to accept meetings as written. CARRIED.

Letter from John McKnight RE opening day at the track. Saturday will have Mark Donohue cars and Sunday will include the "on track" stuff.

Letter from NY Taxation, form to cancel liability. \$0 due.

Treasurer's Report: Currently still have money in checking. No requests from SOLO for site fees/porta potties. PO Box fee is due and a check has been sent. Reimbursements going out for various payments. Another \$2000 being pulled from RBC account for upcoming fees. Credit card machine software upgrade to complete this weekend (4/18-19).

Membership Report: 307 as of March 2009. Received a "prospect list" and not exactly sure what to do with it. Likely people in the area that have expressed interest on the SCCA website and were passed down to the region. Also have 2 new members.

Activities Report: Rally School report, handful of people showed up and it seemed to go well. A couple people have volunteered to help with 5/1 rally.

Elections News: Nothing new from Bill Bell - Ed has emailed and will follow up.

SOLO Report: Has been progressing well so far. Working on trying to secure the Domes as another site - likely for next season. Tee shirts will be printed soon - will be free for Solo School participants and "sold" for a small fee at following events.

CRB Report: A meeting will be scheduled before the 31st.

WGI contracts have been signed and returned. Not much interest shown in "car coral" idea.

MOTION: Larry Emery, seconded by Tim Meddaugh. The region will make up the difference necessary after donations to be sure a brick is purchased for Pauline Oliver. CARRIED w/ 1 abstention.

Calendars: How would we like to mail them? Possibly include some sort of cover letter? Membership chair will come up with a letter to include with them by the end of the month.

Website Update: If anything is missing, please notify Pat. Currently no race chairs for Club Racing events. Tim will chair the Sprints. Cheryl will chair the Last Chance. Currently 11 people signed up for Solo School.

Meeting adjourned @ 7:55pm.

Submitted with respect, 2009 Glen Region Secretary, Allan Kintz

Glen Region, SCCA May 2009 Board Meeting May 21, 2009

May board meeting called to order at 7:23pm.

PRESENT: Ed Zebrowski, Cheryl Ragalevsky, Tim Meddaugh, Steve Moore, Larry Emery, Pat Scopelliti, Allan Kintz, Rob Craig

GUEST: Bill Bradshaw

Proposed Election Procedure discussion with Bill Bradshaw. Outlining possible procedures in an attempt to prevent some of the issues from this past year's ballot.

MOTION: Larry Emery, 2nd by Steve Moore. Accept April meeting minutes as presented. CARRIED.

Correspondence: Thank you note from Ray Oliver re flowers for Pauline. Also various hotel letters about deals for upcoming events.

Treasurer's Report: Solo invoices paid. Member invoices/reimbursements have been paid to date.

MOTION: Tim Meddaugh, 2nd by Rob Craig. Accept treasurer's report as presented. CARRIED.

Membership Report: Currently 305 members.

Activities Report: Breakfast with the Specialty Chiefs on 5/30.

Elections Update: Per recommendation from Bill Bell, our election was within the bylaws.

MOTION: Rob Craig, 2nd by Larry Emery. Accept opinion of Harter Secrest & Emery LLP RE: Elections Results. CARRIED.

Solo Report: Meeting on 5/26 to discuss first event. Next event 5/31 at Arnot Mall.

Car Corral on 7/4 at WGI: Will be offering Annual Tech Inspection. The region will be paying for tickets of those coming for the Corral and accepting donations for those participating in the Tech Inspection.

Green Grand Prix Report and Discussion: Excellent event and participation. Over 300 drawings submitted for the design contest.

MOTION: Steve Moore, 2nd by Larry Emery. The region will not donate money for Mini Indy trophies this year. Carried.

May board meeting adjourned at 8:45pm.

Submitted with respect, 2009 Glen Region Secretary, Allan Kintz

GRID WORKERS WANTED: Opportunities exist to work on the Glen Grid which is on Wedgewood Road. Grid workers line up the cars for practice, qualifying and races. This is an excellent way to become involved as a volunteer. No experience necessary.

Please contact Larry Emery, Chief, Glen Region.

Home Phone: 570-478-2477

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The first professional racing event at Watkins Glen has come and gone, and it was a great weekend for racing. Friday morning kicked off with Rolex series practice, and the duo of Scott Pruett and Memo Rojas being more than a second clear of the field. As for the rest of the Daytona Prototype class, second to tenth was within a second of each other. The GT class was a little tighter, with a second covering the top 5 (led by Eric Lux and Wolf Henzler in the #86). After the Camping World East cars were on track for practice, it was time to get qualifying in for the Koni Challenge cars. The Grand Am directors have done their homework to keep parity among the GS class, the qualifying session was led by the #96 M3 piloted by Matt Bell, with Duncan Ende in the #39 Porsche 997 and Dean Martin in the #59 Mustang chasing. The ST class also had some different makes near the front with the duo of APR Tuning VW GTIs leading the field with a Civic Si, Mini Cooper S and the Subaru Legacy all close behind.

Next on the schedule was the qualifying for the Rolex Series cars. Scott Pruett put the #01 Lexus Riley on the pole (notice a trend starting?). The #99 with Alex Gurney behind the wheel was second, but hundredths of a second was the deciding factor for the top five. In the GT class, a different Farnbacher Loles Porsche led the field (this one drive by the Wolf Henzler and Dirk Werner in the #87). A couple of Pontiac GXP.Rs were following with a Mazda RX-8 in the mix as well. To finish off the day, the Koni Challenge cars went out for their two and half hour race. The Turner Motorsports M3s were near the front for nearly the entire day. But the Mustangs were out front through the middle of the race, and the eventual winner Andy Lally being in a great spot when the Turner cars started battling each other into turn #1. Lally drove the #41 Porsche 997 with John Potter as a co-driver. The ST class was taken by Dion von Moltke and Mike Sweeney in the #181 APR VW GTI, which was a great win as they ran out of fuel coming to pit road earlier in the race. All of the drivers battled some odd weather conditions as the race came to a close, with intermittent rain showers meant constantly changing levels of grip.

Saturday morning held the final Rolex series practice followed by the Camping World East race. It came to an interesting conclusion with Ryan Truex pushing Patrick Long (yes, that Porsche factory driver) between turn 10 & 11. Last year's winner, Matt Kobyluck, came home second and Brett Moffitt came home third. After all the other on-track activities, it was time for the big race, the Sahlen's Six Hours at the Glen. Scott Pruett or Memo Rojas led almost the entire day, and eventually won the race. The #99 of Alex Gurney and Jon Fogarty had a problem on pit road and lost a few laps. The day was made even worse by spinning into a gravel trap and then having the car ruined by the tow truck. The #10 car driven by Max Angelelli and Brian Frisselle was second and the #12 Penske car driven by Timo Bernhard and Romain Dumas was third. The GT class went to Dirk Werner and Leh Keen in the #87, and Kelly Collins & Paul Edwards pairing drove the #07 Pontiac GXP.R home second. Finishing third was Wolf Henzler and Eric Lux in the #86.

The Races at Millville, New Jersey by Mike Cefalo

The PLANET MIATA Team arrived at Thunderbolt Raceway in Southern New Jersey late Saturday night for the race on Sunday. The PRO IT races are run in conjunction with the National races of SCCA. Thunderbolt Raceway is only 160 miles from home and the roads are great.

Lets get back to the track. I described it as a "hoot" of a track. The facility is well planned and new. The track itself is different. It's neither Lime Rock nor Summit Point nor Pocono. It has massive run-off room in case you run off the track; it has some blind turns. The fast turns are massive sweepers that get your adrenalin going, and then there is a section called the octopus - a combination of off-camber, decreasing-radius turns that kill your tires and should be redesigned. I know the track designer would say that's the way the cookie crumbles.

Speaking about race tracks, there are only a few race tracks that have a name that rings with the general public. The tracks that have magic names are: Indianapolis, Daytona, Pocono, Watkins Glen. Once you leave those names, the public thinks you're speaking Chinese when you say you race at so and so track. Granted there are some tracks that are gaining name recognition such as Laguna Seca, Lime Rock, Mid-Ohio, but it will take several generations to gain the name recognition of the big four. Interesting that we get to race at one of the most famous tracks in the world, Pocono. Some don't care for the track, some don't like the location but you can't say you don't know the name. Some say we should not race at Pocono, that is fine but tell your neighbor you race at Podunk and see how impressed he or she is. Pocono should be a track we race at for as long as we can.

Millville, New Jersey

Many of you may wonder what Millville, New Jersey, is all about. Millville is a small town in the southern part of New Jersey. As I was watching the races from a high tower, I struck up a conversation with a man during one of the quiet times (when no cars were blasting by with the sound level so high you can't even think). I asked what they did in Millville years ago. The answer was interesting. He said to turn around and look at that building that houses the concession stand (which is an old airplane hanger) and look at the old hangers out at the airport (you can see it from the track), they housed the fighter airplanes here, the Thunderbolt and the Lighting, that's where they got the names for these race tracks. There are two separate race tracks at Millville, the Lighting and the Thunderbolt. We raced on Thunderbolt and as I said before it a HOOT to race on. I just started to get the hang of the place when the checker flag fell; 4th place in Spec Miata, not bad even if I must say so myself. I also watched Marc and Joe Diminno, from a distance, put on a great show in ITA, they passed each other a total of six or seven times. Joe got the last pass for a win in ITA and Marc got a new track record. Great show guys.

The Races

The day went so fast I only got to watch one race, the last one of the day. The National race, which had a cluster of classes, like the Touring classes 2 and 3, the 8

showroom classes B and C, Spec Miata and some throw in's like STU (I don't know what that class is) but they are fast. A father and his two daughters were racing in one of the classes, Tom, Elizabeth and Amy Aquilante in SSB. Their uncle, Joe Aquilante, and his son were also there watching the action, one as a driver and the other a spectator like me. Our home town dentist, Dr. John Costello, was looking good driving his Honda in T3. A class act from the first moment I met him and every time since. Nick Leverone, driving one of his Flatout Racing Miatas was putting a great show, passing all the heavier cars in the turns only to be passed on the straights by faster and more powerful cars. It was enjoyable to watch the action. Mike Rossini was tooling his Spec Miata around, but I never knew it was him. Mike's trademark car is orange #12. He had a red #6 so I never knew he was even out in the pack of cars. I found out the next day when I called him to say "hello" and he mentioned the new car he built. Mike you need to call me ahead of time so I can tell you what I think of your driving! The overall winner was Phil Parlato in a fast BMW and I mean fast. Joe Plunkett had his Subway car looking good. His license plate on the car reads EAT FRESH. I have to get him one of our plates so the colors match better.

The PRO IT race, which I was in, proved interesting. I hung with the faster ITS cars for a long time, then the rear view wink mirror came off right at the end of the race. It hit my helmet and stuck in the space near my shoulder harness. My first instinct was to throw it out the window, I thought if it was on the track it would interfere with someone else, so I threw it down on the floor. Interesting how you remember your thoughts, it's like in slow motion but actually happens in milliseconds. Driving without that mirror was interesting, I had to guess where people were around me so I gave cars lots of space, but was never passed by a car in my class, fortunately.

Lunch....I am not going to tell you what I ate. I went into the workers' lunch room and before I could get a word out Earl Hurlbut's wife said, "Did you leave church early?" I didn't realize what she meant until I realized she was the lady I walked out of church with just before the services ended. I said to her everyone is watching me including your husband. Earl Hurlbut, the pit steward, came up to my car after the morning qualifying session, and I said to myself "What the heck did I do now?" He smiled and said he just wanted to say hello. Thanks for the kind gesture, Earl. Sitting next to me was Brian Holtz, one of the chief honchos in our division of SCCA. We struck up a conversation about a young man who always keeps in touch with me. I write about him often, he doesn't race, in fact he can just about get to Pocono, but he calls me all the time just to say "how are you?" Those calls mean more to me than a call from the President of the United States. I got a call from Jeremy Anthony on my way home Sunday afternoon. "How'd you make out?", were his first words. I responded, "man you made my day." It's the little things in life that make it worth living.

Joe Willer was also there, another official in SCCA. I had seen him five seconds after I arrived in town the day before, in the motel parking lot. I said, "Joe you're following me around again." His wife, Peggy, responded, "He's harmless." She's right until you do something wrong.

If you want to see all the officials, go to the place where they eat lunch. That was my luck, so I got to talk to the Chief Steward Terry Hanushek, Walter Huber, Marc Gerstein and George and Judy Bloeser. The conversation with everyone was light as I don't want them to remember me saying the wrong thing.

I also sat next to Walt Michael, a safety steward, and asked if he was related to the former coach of the New York Jets, as he came from the town Marc has his business in. The answer was no relationship.

I was thinking about all the things I learned as I've gone through life and I think the most important is: I've learned that I wish I could have told my Mom that I love her one more time before she passed away.

BE SAFE GO FAST HAVE FUN

Love "the commander" Mike Cefalo

Recall notice sent by **MOMO** to SCCA

Manufacturing defects have been found in certain model MOMO harnesses which render them unsafe, and they are being recalled. These harnesses bear the MOMO "Corse" or "MOMO" name (or "ACR" in certain Dodge Vipers only), and have labels on the lap strap referring to one or more of the following certification numbers: "FIA B-143.T/98", "FIA C-154.T/98", "FIA D-153.T/98", "FIA D-142.T/98", "SFI" or "SFI 16.1", with all of them marked as "FIA" or "SFI" certified. According to SCCA, use of these harnesses should "CEASE IMMEDIATELY". Contact Darick Schmitt of MOMO Automotive at 800-749-MOMO (6666).

Tech inspection, please take note. Drivers whose cars are equipped with these model harnesses cannot pass safety inspection.

UPCOMING EVENTS:

JULY 11-12 Glen National @ WGI hosted by Finger Lakes Region

16 Board of Directors' meeting @ 7:00 PM @ Watkins Glen Library

19 Solo @ Pyramid Mall in Ithaca

25-26 Glen Sprints Regional Race @ WGI

AUGUST 1 Membership Meeting, check the Region website for more information

1&2 Solo Grand Prix @ Seneca Army Depot

15 Solo @ Corning Community College

20 Board of Directors' meeting @ 7:00 PM @ Watkins Glen Library

22 Rallycross @ Blackrock Speedway