

IN THE SPIRIT OF THE SPORT

The Glen Region Sparkplug July, 2013

RE REPORT to the Membership

As you may know, your Board of Directors meets on the third Thursday of each month (with the exception of July) at the Conference Room of the Watkins Glen Library. Each and every one of you are invited to attend.

It is not an easy task to attend these meetings, especially in the winter months! It seems that the Thursdays of December, January and February were a winter nonwonderland on Route 414, Route 17, Route 15, Route 14, Slacks Run Road, Slacks Run, Kellyburg Road, and Wallis Run Road-to and from the Glen and home.

On Thursday, the 20th of June, it was an easy and exciting drive as I was anxious to hear of the good news of the recent success of the SOLO program, led by Danielle Hautaniemi and the Board; and the success of the Club Racing program led by Cheryl Zebrowski and the Board. The SOLO program is turning a profit and the Racing program should turn the corner after the July Sprints. All of these leaders are working on our behalf to make these activities a success and everyone of us needs to be involved and help, also.

I need your help in forming a nominating committee and securing a slate of candidates to run for the Club's open leadership positions.

The first activity is the formation of a Nominating Committee which must be done and approved by August 18, 2013-although, it should be approved by the August 15 Board Meeting. We need three to five members on this committee. If you would be willing to serve, please let me know or one of the Board of Directors.

A Draft Ballot must be completed by September 17 and the Proposed Ballot completed by October 2. This will lead to a Ballot which will be mailed to each eligible member to be opened and counted at the Annual Meeting in November.

I will provide the list of positions which need to be filled for the election in the next newsletter or on our homepage.

I hope you will continue to support our club by continuing to be involved or becoming involved.

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April 2013 Board Meeting Glen Region, SCCA April 18, 2013

April board meeting called to order at 7:10 PM

PRESENT: Chuck Dobbs, Phil Kelley, Sandy Sanders, Kyle Colbey, Allan Kintz, Jennifer Kintz, Tim Meddaugh, Ed Zebrowski

MOTION: Kyle, 2nd Sandy: Approve March minutes with correction to add “:” to times. CARRIED.

Treasurer’s Report: Bill from WGI for May event due on 4/27. Registration is open for May Madness. Van will be paid off in May. Investments currently at \$71k, checking at \$23k after May race payment. Van insurance and PO box fees have been paid. Also Green Grand Prix sanction fees have been paid.

MOTION: Phil, 2nd Kyle: Approve Treasurer’s report as presented. CARRIED.

Membership Report: 290 members – up 3 from last month. No expired.

CRB: Meeting scheduled for this Saturday. Will be finalizing changes to May supps and finishing July Sprints supps. Ed is working with NEDiv on the Racing Experience event for October. Steel Cities region is also hosting a Racing Experience. There are current discussions on changes to race licensing in 2014.

Solo: Schedule is nearly complete. We have lost CCC for the year due to construction. Also unable to use Corning Big Flats plant due to work schedule for the summer. Current Solo Board appointees: Allan Kintz, Bruce Coulombe, Norman Adelewitz, Ken Mattison and Danielle as the chair.

MOTION: Kyle, 2nd Sandy: Approve Solo Board as requested. CARRIED.

Green Grand Prix: Set for tomorrow – still need help if anyone is available. Weather so far looks good.

Sound Control: Need to get someone licensed in the region.

Van: Has a dead battery. Someone will need to jump it – Jim Brown has been informed.

SparkPlug: Plan to mail by the end of the month. May membership meeting is not yet on the website.

Registration: See notes from Terri: would like to use Square to process credit card payments. No cost for the service and has a flat fee of 2.75%. Just requires a smartphone or tablet with internet connection.

MOTION: Phil, 2nd Kyle: Approve expenditure of up to \$200 for purchase of credit card processing equipment. CARRIED.

Discussion: Ongoing discussion on Driver’s School and the October event. Thought we weren’t having a driver’s school at all – current plan is for closed wheel driver’s school as group 1, closed wheel test day as group 2, and race experience for group 3 – all on Friday.

Solo Shirts: May be able to get some sponsorship money for teeshirts through Larry. Will need to wait till the next meeting to find out.

Meeting Adjourned: 8:15 PM

Respectfully submitted, Allan Kintz
2013 Glen Region Secretary

May 2013 Board Meeting Glen Region, SCCA May 16, 2013

May board meeting called to order at 7:05 PM

PRESENT: Chuck Dobbs, Ed Zebrowski, Tom Weaver, Larry Emery, Allan Kintz, Jennifer Kintz, Cheryl Boynton, Sandy Sanders, Phil Kelly

GUESTS: Dave Davies, Barb Luther, Tim Meddaugh

MOTION: Tom, 2nd Ed: Approve April minutes as presented. CARRIED.

Treasurer's Report: Currently \$29k in checking after May track rental payment and Solo payments. Still cleaning up QuickBooks with Lou. First deposit from May Madness has cleared.

MOTION: Ed, 2nd Cheryl: Approve Treasurer's Report as presented. CARRIED.

Membership: Currently at 297 members (no change). Zero expired.

Investment Updates: Total of about \$72k in investments between 2 accounts.

Discussion: May consider increasing regional dues for more income. Believe to be currently at \$15 or \$20. May have just increased them a few years ago. Changes wouldn't take effect until next year anyway.

Solo: First event went well – had 59 registered drivers. The most we've had since 2010. Next event is this Sunday at WGI – using the TV Compound lot. Also need to order some Small and Medium helmets – we have zero.

MOTION: Sandy, 2nd Chuck: Approve purchase of 5 M-rated helmets for Solo for up to \$1200. CARRIED.

MOTION: Sandy, 2nd Tom: Approve purchase of up to \$800 for t-shirts. CARRIED.

CRB: May Madness is ready to go. At the time of the report, only 63 entries and 1 JTCC. JTCC will fold into other groups if we get less than 10. Recommending not keeping May dates for 2014 and beyond. Supps are done for Sprints and have been submitted to Deputy Exec Steward. Will get sanctions after approval. Current plans for October event include: Friday – Closed Wheel Driver's School, Closed Wheel Test Session (like last year), and SCCA Race Experience. Saturday –Regional Qualifying and Race, JTCC qualifying, ProIT qualifying. Sunday – JTCC and ProIT Races, Enduro Qualifying and Race. Waiting on Race Experience rules. Next CRB meeting on 6/15 in the library.

Appointments: Pits will be Tom Prokaw for May Madness event.

GGP Update: Had a total of 34 cars. Everything went well and no major issues to report.

Elections Info:

Nominating Committee appointed by 8/18 Draft Ballot Completed by 9/17 Petition Deadline is 9/27 Proposed Ballot Completed by 10/2 Mailing Window is 10/4-11/2

SparkPlug: When should next one be mailed? What do we want in it? Going to try to mail by end of June to include July's race info.

Old Scales: Have a party interested in buying our old scales. Need to find out the procedure to getting rid of club property.

Discussion: New track being built outside Oneonta. May be interested in hosting SCCA events. Need to find out what the SCCA track requirements are and will need to investigate.

Adjourned 8:30 PM

Respectfully submitted, Allan Kintz 2013 Glen Region Secretary

2013 Solo Season Report

Event #1: The Shops at Ithaca Mall

May 5, 2013

If you were with us up to a few years ago, you may recall cold, cloudy mornings on an airstrip at the top of a hill in upstate New York. Back when we had the Seneca Army Depot, that was pretty much a regular start to our season. Times have changed. We no longer have SAD and our seasons usually begin at sites a little less... spacious. So began 2013 in a small parking lot behind a department store. And even if we gave up the acres of free space, we at least got some nice weather out of it. We also had our highest registered driver count since 2010 (61 drivers at WGI on 10/10/10 and 69 drivers at SAD on 5/16/2010).

Of those 59 drivers, over half (31) were in Stock classes. We had 5 in BS, CS, and GS, 2 in DS, 4 in ES, 3 in FS, and a whopping 7 in H Stock. The rest were split between various Street Prepared, Modified, and Touring classes – and karts – highlighted by 4 in STS, STX, and KM and 5 in SM.

Oddly, while we had 5 registered drivers in BS, they were split amongst only 2 cars. Amelia and Gerald shared an STI for 4th and 5th place, respectively. And 3 others shared an S2000 to take the top 3 spots. John brought up 3rd spot behind Blake, who was still 7 tenths behind Mike in first. I really should have found out whose car it actually was.

While not just 2 specific cars fighting it out in CS, there were only two MODELS of car in the class. At the top was Willie and Aaron battling it out for first place in Willie's M Roadster. Aaron eventually prevailed as Willie was unable to improve in the afternoon sessions. Jeff and his RX8 wasn't far behind the BMW and was also sandwiched by another M Roadster in 4th place with Arne at the wheel. And Darek rounded out the class in another RX8 for 5th place – scoring his best time on the last run of the day. The battle in D Stock was one of a pair of Subarus. Patrick apparently gave up his old M3 for a brand new WRX sedan. But even the new ride couldn't propel him past Allan's 2011 model.

It wouldn't be a Solo event with a couple basic things. For us, one of those things is Nile's MR2 taking a win in E Stock. This time he fought off a pair of Miatas, one of which was driven by Dave and Nancy – with Dave finally getting that win over his wife. No more C Prepared TransAm for Eric this season. He's heading up F Stock with a new (to him) S-Type R. He was able to hold off Jonathan in his Mustang and Cody in a Camaro to start off the season.

G Stock gave us a nice variety of cars for this event with a BMW, an Acura, a VW, and a Pontiac. And they finished in that order – but with the Sapturas doubling up on the BMW. Unfortunately the extra duty led to a brake issue that kept Matthew from completing his afternoon runs. Lucky for him, he didn't need them as his best morning time was good enough for the class win.

With the largest class of the day, H Stock also had quite the variety. In the end, Andy's new Focus showed that he didn't need a big RWD muscle car to take a class win

Steven and his Audi were not far behind in 2nd with Dennis in a Jetta rounding out the podium.

Jason picked up where he left off last season, taking another BSP win in his M3. Andrew apparently forgot that he bought a new BRZ in the offseason and decided to race his Miata in CSP again for another win. Maybe next time. Scott brought our favorite 3 legged Rabbit for another FSP win. And speaking of favorites, Steve's Cobra is always entertaining in XP – if only for half the day.

The Raymond's Mini again battled with itself in G Prepared with both Dave and Colin getting their best times on the 4th run. Dave eventually prevailed. And the exhaust didn't fall off once! E Modified was comprised of two of our best sounding cars of the day (in addition to the aforementioned Cobra). David's V8 Corvair just wasn't enough for the blown and LS1 swapped "RX7" with the Lutz's at the wheel. Bob eventually won that father/son battle and on his last run of the day.

Chris had a rough time in STF in his Accord and unfortunately couldn't find the course all day. As a region we are making steps to be sure that doesn't happen again and sincerely apologize to Chris.

Over in STS, AKA the Miata class (we seem to have a lot of those), we had 4 drivers in 3-ish Miatas with Rob taking the win by nearly 2 seconds over Erick and Ken both sharing what might be considered more than 1 Miata – depending on your view. Scott put some new wheels on the MR2 and got bumped to STR, but still got the class win. STX started off pretty familiar with a Hendrickson in a Firebird, Jose and his R32 and the Hautaniemi's in a BMW. Jose might have thought he had the win if it weren't for Dave's last run in the Firebird taking the win by less than a tenth of a second.

SM looked mostly familiar in 2013 so far, with Doug, Nick, and Kyle all fighting it out for the podium. Somehow Doug was able to find nearly a full second more than Nick and everyone else to take the win.

It looks as if we may again have 4 regular karters in the KM class again, with Casey again joining the other 3 amigos so far this year. Ultimately, Rob in Pat's kart is just too much of a combination for everyone else and he took the win by nearly half a second. If you're keeping track at home, the top 5 in PAX so far (from bottom to top) are David in the Firebird, Jason in the BMW, Rob in Pat's kart, Allan in the WRX, and Rob in his Miata. This looks to be a very competitive year in a PAX category taken home by the same WRX the past two years.

Overall, it was a great start to the season. More drivers than we've had in a long time, great weather, and lots of runs. Let's hope that continues through the season. Our next stop will be the TV/Media Compound at WGI on 5/19. See you in 2 weeks!

in the spirit of the sport..

2013 Solo Season Report

Event #2: Watkins Glen TV Compound

May 19, 2013

It would be a fair statement to say that the 2013 Solo season is off to a pretty good start. Our first event had more registered drivers than any event in the last 2 years with 59. Event #2, while down a little from the first event, still eclipsed all 2012 events with 47 registered drivers.

Event #2 also brought with it the challenge of a new lot. Not just a plain lot either, one surrounded by fencing, inside more fencing and a gate. Watkins Glen International was kind enough to let us use the TV Compound parking lot behind the front stretch. How many drivers we'd have and their reaction to the lot and course layout was really anyone's guess.

Thankfully, all turned out well. Getting past the issue of returning karts to the staging area in a timely manner and working through some T&S issues, we pushed through the day to get 7 runs on a new lot with a good turnout. We'll take that just about any day we can.

So what was everyone driving on Sunday? It looks like 2013 is giving us some different class battles compared to some previous seasons. C Stock came out of nowhere this year with 4 more entries at this event (5 last event, with 5 different cars total all last season). F Stock is holding on with 3 drivers and G Stock with 4. H Stock is where much of the action is with another 6 registered.

STS, AKA the Miata class had another 3 drivers. STX had 4. Street Modified grew to a crazy 7 drivers – well, 6 and a half. Sorry about the clutch Kyle! And our 4 karters returned for another go. The remaining were split between various Stock, Prepared and Modified classes.

A pair of Corvettes kick off our results with Mike's Z06 taking a win in SS and David's Vette putting down a slightly better time in A Stock for his class win. Andrew finally shut us all up by bringing his BRZ to this event in C Stock. And he's probably happy he did. Not only did he finally have some competition (it's lonely in CSP), but he snatched the class win over CS regular Jeff's RX8 by just 0.012 seconds. Michael's Miata was not too far behind in 3rd and Mark's BMW brought up the rear.

Just a single DS entry, with Allan's WRX having to rely on PAX for competition at this event. Similar story for Nile taking first in ES. Eric had some more competition in FS – but neither Cody's Camaro nor James' Firebird proved potent enough to stop the Shaguar.

Another car showed up that many had been waiting to see on course in G Stock. That would be Mark's shiny, new Focus ST. Fresh from a recent track event, the Focus handily dispatched the 3 others in GS with a gap of nearly 3 seconds to 2nd and a time good enough for best of all Stock classes.

H Stock had almost the exact same lineup as the first event, minus one car. Even the results were *almost* the same. Andy and his Focus increased his gap to 2nd place with Steve and his Audi just over a second back this time (compared to about 3 tenths two weeks ago). Jennifer, Michael, Daniel, and Norm

all posted their fastest times on their last runs of the day and finished in that order behind Andy and Steve.

James showed that you don't need a small, nimble car to make it around a tight course in a short amount of time. His SSP Corvette easily won his class but also posted the best Street Prepared time of the day.

Jason's day ended early with what I believe were engine mount issues – but he still took another BSP win. Scott's Rabbit also took its usual FSP win. Steve got some more seat time in his XP Cobra that hopefully helps him out for this weekend's Club Race event in his Spec Racer Ford (Good luck!).

The Lutz's again came down to the wire in their RX7. This time it was Dan over Bob – with both of them posting their best time at the end of the day. STS, as previously mentioned included 3 drivers with 3 different Miatas. Rob again reminded Ken and Kevin how much they have to do to catch up and easily took the class win.

STR seems to be growing slightly as now Scott and his MR2 were joined by CNY's Rob and his Miata, who was able to take the class win. Jose apparently only need to stay for half of the day to win STX in his R32. Danielle, Richard and Neil were unable to best his time in the afternoon and finished in that order.

Street Modified gave us more than one surprise on this particular Sunday. One of those was a little red Civic visiting us from the NEPA region, driven by a pair of Chrises... Chris'... Chris's... driven by two people named Chris. Frankly, no one else in SM stood a chance. Neither did PAX. Doug's BMW gave it his best and managed a podium. Erickson, Kyle (now with 100% less clutch), Dave and Wil were left to fight for the scraps of SM. But it was fun to watch anyway!

Our usual kart folk did me a favor and finished in exactly the same order as the first event. Rob, Bruce, Casey, and Pat. Though as with many of the other drivers, they ALL had their best runs on their last runs of the afternoon. In fact, more than half of our registered drivers completed their fastest time of the day on their last runs.

After 2 events our PAX results are led by a pair of Robs (one in a Miata, the other in a kart) followed by a WRX and 2 more karts in the top 5. And so far we've had 34 driver's post times at both events.

Our next event is scheduled for June 16th when we return to the Shops at Ithaca Mall. As of this writing there is also a Solo School scheduled for the day before that event (6/15) tentatively at the Elmira College Domes. Stay tuned to the website, Facebook, or Twitter accounts for those details as they become available!

in the spirit of the sport...

Glen Region, Sports Car Club of America May Madness SCCA Regional Race

by Kyle Colbey

The event was held at Watkins Glen International. On Saturday, the “long” 3.40 mile course was used. On Sunday races, the “short” 2.45 mile course was used. The event occurred on May 25th and 26th of 2013. The races consisted of six (6) regional race groups. Each sanction had only one race, which is their contingency race.

On Saturday, the 6 race groups had a morning qualifying of 15 minutes. After qualifying, each group had a 12 laps or 30 minutes. The first race was run before lunch. After lunch, groups 2 through 6 ran their races. As a note, the leader in group 2 was shown the checkered flag a lap early. On Sunday, the 6 race groups had a morning qualifying of 15 minutes. After qualifying, each group had a 18 laps or 30 minutes. The first race was run before lunch. After lunch, the remaining groups had their race. As a note, group 1 was shown the checkered flag early due to an on-track accident, and the leader in group 5 was shown the checkered flag a lap early.

Glen Region, Sports Car Club of America July Sprints SCCA Regional Race

By Kyle Colbey

The event was held at Watkins Glen International. All of the races were held on the “long” 3.40 mile course. The event occurred on July 20th and 21st of 2013. The races consisted of eight (8) regional race groups and a Pro IT group. The regional sanction had two races, with the last race being the contingency race. Pro IT had only one race, and it was the contingency race.

On Saturday, the 8 race groups had a morning qualifying of 15 minutes. After the regional qualifying, the Pro IT group had a 30 minute qualifying. After qualifying, each group had a 7 lap qualifying race. The first race was run before lunch. After lunch, groups 2 through 8 ran their races. Group 2 was shown the checkered flag on lap 6 for track clean-up.

On Sunday, Pro IT started the day with a 45 minute race. Afterwards, all regional race groups ran their 12 lap contingency races. Groups 1 through 4 ran before lunch. Group 1 was shown the checkered flag on lap 11. Group 8 also ran only 9 laps, as there was oil dropped on the front straight that required extensive cleaning. All other races ran according to schedule.

[SCCA Announcer at WGI.](#)

[Rochester Motor Sports](#) was the guest of said announcer for a weekend of SCCA's Glen Region Sprint races on Saturday and Sunday and can vouch for a claim that announcing is perhaps not as easy a job at an iconic, world-class racetrack as some might think, even for an amateur event where the stewards, corner workers, etc. are all volunteers -- including the announcer.

On SCCA race weekends, about four or so per year, or for a few other events he's asked to call, Josh arrives at 7 a.m. at the announcer's booth. The booth towers over the large number 9 section sign atop the Frontstretch grandstand. He brings drinks and snacks for the day – lunch and post-race snacks or dinner will be provided by the racing club when action is not taking place on the track.

Using microphones, radios, a sound system, computers and screens, and several pages of information, not to mention his own knowledge of racing and keen eyesight, Josh prepares for a day that is made up of many races in several different groups (classes) of cars. He needs to know whether a given race will need the national anthem played before the start, what the latest line-up is for each race, weather conditions, and other pertinent information. Once the race begins, he uses this combination of his own know-how of cars, the racers, and racing, his ability to see from the excellent vantage point he has up there, radio messages, and electronic data continually updating on computer screens, to call the action.

During the day, his job will include calling cars to the grid from the paddock, preparing for the national anthem if it is called for, calling the grid line-up, and calling the race as it unfolds lap by lap. He may do this for six to nearly a dozen races a day for a three, or even four-day weekend.

In addition to the race announcing, he also makes general announcements, possibly some advertising announcements for vendors or fundraising activities at the track, safety announcements, taking phone calls and making announcements for stewards looking for drivers to report to them, and more.

He also hosts guests to the event or event volunteers who drop by the booth. He coordinates with co-announcers who are there to add history or other color over the P.A. When not on the microphone in the booth, sometimes he does double-duty and rushes out with another microphone to conduct post-race interviews at Victory Lane.

One might think that a racetrack announcer, even a part-time volunteer one, might have a background in communications or work in broadcasting for his day job. That's not the case with Josh. Instead, Ashby graduated in 2008 from Tusculum College in Tennessee with a Bachelor of Arts degree in museum studies. He says he was inspired to pursue the major by his years at the [International Motor Racing Research Center](#) in Watkins Glen, where he has volunteered since he was a senior in high school. He still dedicates time there today, contributing to the Center's mission for

outreach by maintaining its social media.

Asked how he got interested in motor racing and ended up at the microphone with SCCA, Josh said that he has been visiting WGI since 1986 when his family moved to the area and his dad started bringing him to the races. In 2010, he went up to the booth to visit and started listening to and learning from Glen race historian [Bill Green](#) and his fellow announcer, Ray Oliver, Sr. When Mr. Oliver passed away, and Green wanted to retire from the position in 2011, Ashby was tapped for the job and has been the voice of SCCA at the track since then.

Asked what the most challenging aspect of the job is, he says frankly, “figuring out what to say sometimes.” He says you have to stop and think about how to present what’s happening on the track. His goal is to be “informative and enjoyable.” Clearly wanting to do a good job, he critiques his own style and phrasing continually when he gets off the mic. That was terrible, he might say under his breath after a call came out in a way that did not please him. Better next time. Then he spots a move on the track, and the microphone immediately goes “hot” again, and he’s off conveying with genuine excitement the action he’s seeing take place in the race.

Asked what he likes most about the job, Josh says, “I get to meet a lot of the drivers, officials, and such.” A walk around the garage and paddock with the announcer lets you know that he’s known by many seasoned volunteers who joke with him, give him requests (one volunteer asked him to remember to wish a colleague in the pits a happy birthday over the P.A.), and express concerns. Some matters may not be under his jurisdiction, per se, but he takes any issue mentioned to him seriously and tries to check things out or refer the matter to the appropriate person.

While this writer was in the booth, Josh was also mentoring a mature 13-year-old timing and scoring volunteer from New Jersey who was at WGI while his father was out videotaping the action on the track. Josh allowed him to stay in the booth for awhile and help him a bit, clearly handing on the tradition of how he got started himself.

The job of announcing SCCA events at a world-renowned racetrack has a lot of moving parts. He is not an employee of WGI; however, as a serious volunteer for the SCCA racing club when it uses the track on its scheduled weekends, Josh learns a bit more each time he takes up the microphone for the club's events.

“It’s complicated but you love the job,” he commented. “It’s not a bad day when you can just sit in the tower and watch races.”

ABOUT THE AUTHOR: Connie Ann Kirk, Ph.D. is the author of several books and is currently working on a book about racers and racing with Irish historic racer, John R. T. Monson of Rochester, N.Y. Check out her blog on the sport at: [Motor Sport Muse](#).