



**SCCA**  
Sports Car Club of America



# ***PIT TALK***

*THE OFFICIAL PUBLICATION OF THE NEW ENGLAND REGION, SCCA, INC.*

VOLUME 67, NUMBER 5

OCTOBER/NOVEMBER 2011

*Solo 6 & 7 Results*

*Cheap Date NERRC Regional Results*

*RAL RallyX Results*

*Hurdle, Big Lap, RAL and*

*Mass Challenge Rally Results*



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PIT TALK, the official publication of New England Region, SCCA, Inc. is published 6-10 times per year and mailed free to all members of the Region in good standing. Articles and advertising printed in the newsletter do not necessarily reflect the official opinion of either the New England Region, SCCA, Inc., the National Organization of Sports Car Club of America, Inc. or the editors of PIT TALK. Articles appearing in this publication may be reprinted without written consent provided credit is given to the author, the publication and the New England Region, SCCA, Inc. Contributions to PIT TALK are welcome from our members and our readers and will be printed at the discretion of the editors and/or the Board of Directors as space allows.

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Due to an abbreviated schedule of publishing PIT TALK, deadlines will vary, please call for the latest publication schedule. In most cases between initial production of PIT TALK, to home delivery, it's four to six weeks. Make sure your time sensitive information has sufficient lead time for publication.

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## FROM THE RE:

Well? How was your summer? How did we [NER] do? We had a full schedule of events. Did you get out there and have some fun and enjoy the company of fellow club members. I sincerely hope so and would enjoy your feedback to: fisherdo1@cox.net.

Next, I express my special THANKS to the Program Chairs for their valued service to our club, and my sincere appreciation to our Specialty staff, Workers and committee members who contributed time and enthusiasm to make our events run safely and smoothly. Ah!!! there is that word "enthusiasm", that "hype", and that "rush" we get from what we do in New England Region, SCCA.

It's that craving for motorsports excitement that draws us all together and keeps us together.

A large NER contingent came together for Racing Against Leukemia weekend Aug 5-7 at NHMS to enjoy Club Racing, Solo, Rally and Rally-X competition. I just submitted the donations collected at this event to the UMass Memorial Foundation. The total, including online donations was \$13,750, which exceeds what we have done in recent years. The Foundation really appreciates our generosity year after year. The top individual fund raiser this year was Neil Schelly with \$1,555.82 in on-line "Firstgiving" donations. The G-Fab group raised \$1,771 and Victor Gangi massed \$1,060 in on-line donations. Approximately half of all our donation money came from on-line donations. In addition, we had a good time with our raffle this year thanks to Nick Leverone. We appreciate the generosity of our sponsors who donated raffle items (see separate acknowledgment).

## IN THIS ISSUE:

Speak My Mind.....	3
2012 BOD Nomination Form.....	4
Solo 2 Report and Results, Event #6.....	6
Solo 2 Report and Results, Event #7.....	10
Cheap Date Regional Results.....	14
Big Lap Rally.....	20
Mass Challenge Rally.....	20
RAL Rally.....	21
BOD Minutes, 06 08 11.....	22
BOD Minutes, 08 10 11.....	23
Hurdle Rally.....	28
2011 Calendar.....	30
Classified.....	30
Merchandise Order Form.....	30
Membership Form.....	31

In my last column I talked a bit about volunteerism and how important it is to keeping our club healthy and firing on all cylinders. Just like our race cars, some parts wear out and need replacing. In NER some people wear out and need to be replaced or need to have a lighter load. It is always better to replace a part BEFORE it fails, than ignoring it until the situation is urgent. As the racing season winds down and we start thinking about new parts for our race car, I need to search for some fresh parts for NER. For example: Jerry Rigoli has done an admirable job as Club Racing Chair for the past 3 years, but its now time for someone else to take a turn. There are a variety of other areas in the Club Racing program where help is needed. There are other smaller pieces of the Club Racing "engine" that need attention. On the Board of Directors we have 5 positions up for grabs with 4 directors running for re-election and the 5th position opening up for new candidates. NER/SCCA membership numbers have been under pressure over the past few years. There is a need to build a Membership

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# HERE TO SPEAK MY MIND

By Jon Lamkins

## Car Shows

I think we would all agree that the BBC's Top Gear program has achieved cult status both in England and throughout the world. The fact that many countries have their own version, only proves this more.

The United States is no exception. After failed pilot in 2005 by the *Discovery Channel* and another on NBC in 2007, the *History Channel* (of all places) signed on for a first season in 2010. Hosted by Tanner Faust, Rutledge Wood, and Adam Ferrara, the show copied various parts of the British show, including the automotive challenges. They tried to give these challenges an American twist, and I although I believe they succeeded to a degree, I feared it would not return.

Thus I was pleasantly surprised when a second season started this summer. I guess they figured they needed some changes, because the only carry overs from season one are the Big Star in a Small Car segment and the Challenges. Occasionally, they will review a car, but I think that's happened only twice.

The Challenges seem to be the focus of the program and they've gotten more and more ridiculous. It seems there only goal for the three host to act as childish as possible

and wreck/destroy as many operational used cars as possible. Yes, they've Americanized it, but it's no longer a 'car' show. It's just entertainment.

In my mind, the *British Top Gear* works best because of the three hosts (Jeremy Clarkson, Richard Hammond, and James May). Their chemistry is much more interesting. Perhaps the same will happen with Top Gear USA and the Car Show. Only time will tell.

Similarly, Speed debuted *'The Car Show'* this year and hosted by Adam Carolla, Dan Neil. John Salley, and Matt Farah. To their credit, they don't even try to be like Top Gear. Unfortunately, some time they try to be too much like Carolla's former program, 'The Man Show' on Comedy Central. Episodes 1 and 2 were almost unbearable to watch. Since then either I've gotten used to it, or they've tweaked the formula.

I like that the three hosts are genuine 'car guys' (Neil and Farah are also automotive journalists), that they bring in automotive journalists from well known magazines occasionally, and that they're doing some honest testing/comparison of cars. I don't like some of Carolla's comedy bits (such What's in your trunk) nor his weekly rant near the end of each. (honestly, I don't really like Adam Carolla, period! But he's like years better than Adam Ferrara.)

One thing I'd ask both shows to do: review vehicles the average American can afford. Yes, it's great to see you guys driving around in Lamborghini's,

Ferrari's, and Aston Martins, But realistically, I'm never going to buy one. Give us more Focus's, Cruze's, Accords, and Camry's.

## Motorsports on TV

People always ask why NASCAR is so big or why NASCAR has more fans than (most) all other motorsports. Yesterday, it occurred to me that the answer may be 'Availability'.

Think about it, between February and November, almost every weekend, there will be a Sprint cup race. You also know (currently) that from Daytona in February to just before Daytona in July, Fox Sports will be covering the race, then TNT has carries it for a few weeks, and finally ABC/ESPN concludes the season. Thus you know there will be a race and where you can turn to watch it.

Formula One comes the closest. Definitely bigger than NACARSAR, worldwide, if you want to watch the races in the USA, they're on Speed for the most part, occasionally Fox, which owns speed. They don't race every weekend, but seem to average twice a month once the season gets rolling. The only downside is that the races are usually carried live and that can mean they're on a 1 am ET Sunday morning, when you'd normally/rather be asleep (At least I would).

NHRA drag racing is getting there. It's

— continued on page 18

## Nomination for the Position of Director of the New England Region, SCCA

We, the undersigned ten members of New England Region, Sports Car Club of America, Inc. in good standing, nominate for the position of Director, for the 2012-2013 term:

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The written nomination (this form or other document meeting the bylaw requirements) must be submitted to the Secretary or mailed to the Secretary and postmarked no later than Monday November 7, 2011 Send to: Hal Denham, 60 Jarr Brook Rd., Holliston, MA 01746



Father and Daughter (Doug and Jody Fisher) made memories racing together in open-wheel for the first time, thanks to Liz Winiarz, who offered Doug her well prepared Swift DB-1.

## RE Report—continued from page 3

Team to attract new people to SCCA and to retain new members. Our Solo and Rally-X programs are popular attractions for potential new members. I appreciate the efforts of Solo and Rally-X staff members in welcoming new comers to these programs and hope they can build on their accomplishments as they plan for next year. If we want to enjoy another good season, it is imperative that we "freshen" our staff and do our club maintenance between now and year end. This allows us time to do proper "Spring" training and deployment before it is crunch time. It is particularly challenging for the Rally and Rally-X which runs year-round, so jump on and lend a hand. The main thing is to keep our "club's internal workings" purring along, from one event to another.

As you know this is my first year as your

Regional Executive and it has been a busy one learning the job. Just planning the agenda for the monthly BOD meetings and writing a column for **Pit Talk** seems to keep me scrambling. I had hoped to attend more of our event, but seemed to run out available weekends. As you might expect, my perspective on the club has changed quite a bit over the past nine month months. As the RE the well-being of the NER "family" becomes more of a priority than prepping my car for the next event. Last month I mentioned that NER members Jenna D'Amico and PJ Corrales exchanged wedding vows at the Solo Nationals. This month I like to convey thoughts of encouragement an well wishes to three club members who are wrestling with health issues: Bob Introne; Karen Paul; Barry Newman and his wife. It was good see and chat with Bob and Barry at our September race at NHMS. I have had a few e-mails from Karen and I hope we will see her at the Annual Meeting in

January. These three folks have done a lot for our organization over the years and hope they can appreciate that we care about them.

During the past year I have tried to give you brief updates on our race track project in Palmer, MA. Our New Track Committee has been steadfast in their vision of a track for NER, but I am sure you can appreciate that the club itself has limited funds to purchase the land and construct the facility. Since our previous investor "failed to perform" (Dec 2010), we have looked at some creative financing arrangements with a couple of nearby businesses, but by end of August (9 month period) it was clear that things were not moving forward. Consequently, we have decided to sell the project to the highest bidder. The location of the project is still superb and the club has invested considerable design, permitting and engineering work which has monetary value. We also hold dear the vision that this facility will eventually become

a reality and will be available for the racing enjoyment of our members. I am encouraged by the fact that two potential buyers with adequate funding have expressed interest in taking over the project. Maybe at year end I will be able to say that the Palmer Project is in good hands and back "on track".

In speaking of our **Annual Meeting** and Awards Banquet, please note the announcement that this year we will be back at the **Marriott in Rocky Hill, CT. on January 13th - 15th**. This is a great time to reconnect after the Holidays. Also, coming up is the NE Division Mini-Convention in Saratoga Springs, NY on Nov. 4-5 if you are looking for a weekend getaway prior to the Holidays. For those interesting in doing more to help NER there is a lot of interesting discussion and information on what is going on "behind the scenes" in the SCCA Northeast Division.

# NER Solo **2** Championship

## Points Even #6. Scorched Orange Ft Devens – August 14, 2011

“Go to the ant,  
O sluggard, and  
consider her ways,  
and learn wisdom.”

- Book of Proverbs

By **Eddie Savage**

Moore Airfield – The 6<sup>th</sup> round of the New England Regional Solo Points season returned to Devens for a day of midsummer “Scorched Orange” celebration. I’m a fan of August. Hazy, hot, humid, yet sometimes cool, clear, crisp. Green trees, blue skies. These weeks past the midyear always remind me of my youth growing up on a farm in Central Massachusetts, where driving Ford tractors at 3 m.p.h. was a staple long before 1G apexes on a tarmac. Hey, you missed a cornstalk there, son....sort of like going on the wrong side of that one cone where you keep DNF’ing....

OK, enough of history: the day wasn’t that sunny, nor was it that hot, but it was a pleasant Sunday to meet, greet and compete. A summer day also brings out bugs and bites, and today saw a mild rash breakout in the shape of a bowtie and some new generation Chevy

Camaro’s. We ended up with case of the sprinkles spoiling many of the afternoon runs for the 3rd heat drivers; just enough to force some extra finesse out of ones driving pleasure, but 5 runs were still offered over a 3 Heat format.

With the Solo Nationals just a few weeks away, the course design was intended to be a step-up in thinking through a section, and reading the correct flow. Some drivers were also in the final throes of setup tweaks and re-adjustment, while others were leaving caution to the wind and going to run with the setup they had. “Booya” I say!

Pro (Pax ranked) had 22 drivers, with Eric Chiang taking Top Pro and Top Pax in the mystery-motor #98 E-Stock Mazda Miata. Eric ripped a third run 57.731 (47.628) to run 0.278 quicker than the second spot grabbed by Bud Collins and his C-Stock Pontiac Solstice ZOK. Bud staked a 57.511 (47.906). Third went to Grant Reeve and the Corvette Z06 (56.077/48.058), fourth to Brian Levesque in the Honda Redeye Civic (55.851/48.199), and fifth to Nate Whipple as a co-driver in Bud’s Solstice. Nate finished up with a 57.929, paxed to 48.254.

Several veteran drivers struggled on the course with a best run that include coneage, amongst them Scott Thursby (18<sup>th</sup>) on a 57.097+2, Bob Davis (20<sup>th</sup>) at 59.400+1, and a rare orange mark to Jim Garry (21<sup>st</sup>) on a 53.994+1. Be it Stock, Mod, Open or closed wheel, foreign or domestic, the “dangerous orange” is attracted to all.

Whilst on the subject of cones, EVERY Pro driver was dirty: Ken Hurd (9<sup>th</sup>), Lynne Rothney-Kozlak (11<sup>th</sup>) and Brian Kuehl (13<sup>th</sup>) had but a lone cone-call each on the day. On the other side of the spectrum, Jeff Anderson (17<sup>th</sup>) may have to change his name to Coney Anderson, as he came in on the day with 9 calls, while Brian Levesque and Bob Davis both had 8. I suppose it’s better to get those out of your system now rather than in Lincoln, but you still owe all the workers a cold-one at the banquet...

Novice class saw 37 entries, a good size for an August event. Gentian Cufe took first again (and thus graduating to Open Class!) on a 61.787 in the Subaru WRX STi, classed in BSP. Novices are ranked on Pax, which factored to a raw 53.075 for Gentian. A good number of the Top 10 Novices were regular entries for the season, too. Brent Vander Wef took second, a bit behind on a ST-classed BMW 325i at 66.702 (54.695). Third went to Yavuz Kiremit in the E-S Mazda Miata on a 66.760 (55.077).

Breaking out the Camaro Crowd, STU’s Ryan Mongeau has been learning what he needs to learn, as he took the 1987 IROC-Z to a 6<sup>th</sup> place Novice time of 66.498 (55.725). From the 21<sup>st</sup> century bodies, Tim Charland took 22<sup>nd</sup> in an ESP classed 2011 Chevy Camaro (70.152/59.348). Honorable mention to Eddie Galvez in fifteenth spot in his STX MINI Cooper S Clubman (71.355/58.796). Eddie was thrilled with his first event, and took time to banter on the NER Solo forums. We appreciate the time you, and any other Novice driver takes to check out the NER Solo forum, and hope you return to participate in discussions.

— continued next page



James Murdocco in the STS Miata. Photo by Eddie Savage.



Sam Fitch heads to the pits the hard way. Photo by Eddie Savage.

Toto, This isn't Kansas any more..no, its Massachusetts. Eric Chiang prepares for his pro run before the rains came. Photo: Eddie Savage

## Scorched Orange

—continued from the previous page

Covering the “oops” crowd, James Mongeau’s best Novice time of 65.901+1 kept him out of the trophies, a factor he will surely remember to avoid at his next event – correct? Correct! David Olivera (Pontiac Solstice), Jason Gambuto (Chevrolet Camaro), Rachel Springmann (Lexus GS400), Laura Friedman (Mazda Miata) and Larry Dufresne (Chevrolet Camaro) overcame multiple DNF’s to finish with a solid time in the books.

Two Novice drivers struggled all the day with DNF’s, and I can’t stress the importance of asking for an Instructor when you are approaching the front of grid-line. DNF’s are not bad in a way; I’ve had my share over the years, as have we all. It is important to remember that not all courses can be “gravy”; a fact borne out by competing in any National level event and the more technically challenging layouts.

We “should” learn from our off-courses, but we also want to make sure that You, as a Novice, know why and where you’re skating away a recordable time. Often it’s a case of forgetting that often used phrase: looking ahead, or not taking enough focused course walks. Jeff Anderson, our Novice Solo Steward Chairman, has set a challenge for our Novice drivers: Use our Instructor program as much as possible. You won’t regret it.



Bob Barone drives his alternate vehicle. Photo by Eddie Savage.

With our Novice Development Program, many of our repeat Novice trophy winners should now be turning their thoughts and wheels in direct competition in Open Class for rest of the season. Effective with today’s September 18th Points event, if you’ve won the Novice Class, or you finish in the Top 10 in three Solo events, you have now officially graduated to Open Class to continue with your Solo development.

Most of the stockers had a lone entry or decisive winners, the exception being G-Stock. Sam Creasey eeked out a 0.057 margin of victory on his last run in his Honda CRX Si over Ken Johnson and his Honda Civic Si. Sam ran a 63.686 to Ken’s fourth run 63.743. Sam, Ken and third place finisher, Allen Parker, had 13 cones between them. H-Stock saw Matt Murray clearly win with a 62.546. Jonathan Havener

and the Toyota Corolla was second, just 0.129 quicker over third place on a 68.660, and he needed that on his last run, to take that spot from David Fried and the Honda CR-Z. David stood on a fourth run 68.789.

The fun-to-watch BSP class had 5 entries and Hank Wallace drove to the win over Josh Noble. Hank used his BMW M3 to power to a final run of 58.593. Joshua took a second run 59.042, not improving over the rest of the day in the Subaru WRX STi. ESP was different in that the Family Harrison had the 1969 Chevrolet Chevelle tearing up the course with 2 drivers.

Stephen Harrison bested Bruce Harrison on a third run 71.028, just a 0.299 differential.

Neil Schelly had a 0.588th of a second win in ESP over Greg Cullen. Neil drove his Subaru SoloRU Wagon to a 61.596, against Greg’s Saturn SC2 and his 62.184. Over in EP, Nick Barbato co-drove the Mike Steere VW and beat the car owner (clearly against one of the unwritten rules of Solo). Nick posted a first run 59.223 to Mike’s 61.612 (fourth run). Sam Finch posted just 3 runs, all with a cone, before his VW broke for the day. Sam ran a 72.177+1.

Another team broke that sacred rule, too. Bob Lang had Dan Boudria co-drive his Triumph TR-6 in FP, with Dan nodding a 57.672 and the win, to Bob’s 59.465. Keeping that theme alive, the disease spread to A-Mod, where Bill Gendron



Bill Gendron signals off a solo run for Daniel Howard. Photo: Eddie Savage

drove to a 51.486 in Bob Barone’s CK/ Dragon for second place, while Bob managed a 54.479 on just 4 runs. Bill’s run in the CK was shy of class winner Stacey Strout in the Dragon F1. Stacey ran a 51.140, taking FTD too. Dragon F1 owner Bill Goodale took third on a 51.510, shy of second by 0.024.

Wiley Cox and the Panda red Nissan 240SX took the 6 entry ST class on a 61.320, almost a full second over Dam Kimber and his Honda Civic. STS saw 3 entries, with Carolyn Green swapping her Mazda 3 drive for a stint in a Mazda Miata. Carolyn split the Murdocco’s of James and Christine. James ran his Miata to a 64.165, Carolyn a 67.417, and Christine a 67.563. STR had 6 entries as well, with Justin Lau a clear winner on a 60.867 with his Mazda MX5.

STX had only 4 drivers, and Derek Sivret stood on his first run in the BMW 330ci with a 61.420. That should have allowed 3 others to better the time, but none did. Charlie Thompson took the JCW MINI close on a second run 61.546, just 0.126 off. Notable “don’t do this” of that class was David Thomas, pegging 13 cones over the day.....Hmmm.

Out in SM, Ben Albert and his Mitsubishi Evo was close to winning his class from his first run but a last run Subaru WRX banzai by Jason Fair changed his day. Jason went 62.811 to Ben’s 63.482. Dan Howard and his Camaro was third. SSM was 4 drivers, notable with a Porsche 911C4S. Don Kuehl took the class in his Honda CRX with a 58.422, while Gerald Mauvis ran his Porsche to second on a last run 59.598.

The adult karters were all out vacationing, leaving only one FJB and one FJC driver on tap. Burke Everett ran a 77.273 in Junior Kart B, while Kimsoo Gopnik ran a 89.497 in Junior Kart C. Congratulations to both karters.

Rounding out a here and there, a thanks goes to Jenna D’Amico and Neil Schelly for getting times posted in a very timely manner this season. It means a lot to the drivers, and to yours truly who reformat that for the newsprint publisher. Also, I’d like to note a correction to an image for the 7-14-2011 event report: The #138 HS Mazda 3 of Thomas Turner was mistakenly listed as Jonathan Havener. Can’t blame spell-check for that! Sorry guys.

The next report will be from our September event at Devens, and include tidbits from our Solo National attendees. In the meantime...

Be seeing you.

## NER SCCA Solo Results August 14, 2011 “Scorched Orange” Points Event Six

Pro Driver	Car	Best	Pax	Off	Cl
1 Eric Chiang	Miata	57.731	47.628	ES	
2 Bud Collins	Solstice	57.511	47.906	0.278	CS
3 Grant Reeve	Corvette	56.077	48.058	0.152	SS
4 Brian Levesque	Honda	55.851	48.199	0.141	EP
5 Nathan Whipple	Solstice	57.929	48.254	0.055	CS
6 Joshua Parker	Reynard	53.396	48.376	0.122	CM
7 David White	240SX	55.685	48.390	0.014	SM
8 Ben Wagstaff	RX8	58.863	48.444	0.054	STS
9 Ken Hurd	Citation	53.715	48.665	0.221	CM
10 Mark Daddio	Mustang	58.998	48.791	0.126	FS
11 Ly.Rothney-Kozlak	Solstice	58.177	48.810	0.019	BS
12 Billy Davis	Miata	59.667	49.225	0.415	ES
13 Brian Kuehl	Honda	57.608	49.254	0.029	SMF
14 John Rappa	Toyota	59.928	49.440	0.186	ES
15 Paul Kozlak	Solstice	59.269	49.726	0.286	BS
16 PJ Corrales	240sx	57.330	49.819	0.093	SM
17 Jeff Anderson	Toyota	60.798	50.158	0.339	ES
18 Scott Thursby	Miata	57.097+250.405	0.247	ES	
19 Barbara Seeger	Corvette	60.311	50.600	0.195	BS
20 Bob Davis	Miata	59.400+150.655	0.055	ES	
21 Jim Garry	Citation	53.994+150.730	0.075	CM	
22 Heather Everett	Kart	63.174	51.802	1.072	ST
<b>Novice</b>					
1 Gentian Cufe	Subaru	61.787	53.075		BSP
2 Brent vander werf	BMW	66.702	54.695	1.620	ST
3 Yavuz Kiremit	Miata	66.760	55.077	0.382	ES
4 Scott Petrilli	Subaru	70.097	55.446	0.369	HS
5 Brian Springmann	Audi TT	68.008	55.562	0.116	DS
6 Ryan Mongeau	IROC-Z	66.498	55.725	0.163	STU
7 Jason Matses	S2000	66.991	56.004	0.279	STR
8 Chris Schwab	Civic Si	69.714	56.398	0.394	GS
9 Matt Flynn	Audi	70.047	56.668	0.270	GS
10 James Mongeau	IROC	65.901+156.901	0.233	STU	
11 Chris Howie	Altima SE	70.013	57.410	0.509	ST
12 Michael Anderson	S2000	68.546	57.510	0.100	BS
13 Chris Fitzgerald	Volvo	68.827	57.677	0.167	STU
14 Scott Monti	Hyundai	68.710+158.477	0.800	FS	
15 Eddie Galvez	Mini	71.355	58.796	0.319	STX
16 Tim Charland	Camaro	70.152	59.348	0.552	ESP
17 Matthew Harrison	Miata	72.349	59.543	0.195	STS
18 David Oliveira	Solstice	72.587	60.465	0.922	CS
19 Nicholas Tucker	Saab	74.011	60.467	0.002	DS
20 David Anderson	BMW	73.626	61.330	0.863	CS
21 Christine Kuehl	Honda	77.074+162.547	1.217	HS	
22 Charles Sterling	Camaro	76.020	62.640	0.093	STX
23 Sandi Moreno	Subaru	73.170	62.853	0.213	BSP
24 Nick Mollo	Camaro	78.497	63.504	0.651	GS
25 Jack Nguyen	Volvo	76.075	63.750	0.246	STU
26 Joanne Ago	Honda	78.632+163.779	0.029	HS	
27 Jordan Springmann	Lexus	77.247	63.883	0.104	F
28 Eric Baker	Camaro	73.911	64.228	0.345	SM
29 Christopher Nonis	BMW	77.192	65.150	0.922	DSP
30 Blake Rong	Miata	81.881	67.388	2.238	STS
31 Jason Gambuto	Camaro	80.296	67.930	0.542	ESP
32 Joseph Pellitteri	Mustang	82.529+270.002	2.072	GS	
33 Rac. Springmann	Lexus	82.821+170.147	0.145	FS	
34 Laura Friedman	Miata	84.845+274.274	4.127	STR	
35 Larry Dufresne	Camaro	112.680	93.186	18.912	FS
36 Matt Bouthillier	Solstice	DNF	DNF	DNF	CS
37 Paul Gillard	Camaro	DNF	DNF	DNF	FS
<b>SS</b>					
1 Russ Siggelkoe	Elise	59.610			
<b>CS</b>					
1 Vladimir Auster	BMW	66.210			
<b>DS</b>					
1 Chang Ho Kim	Integra	61.890			
2 Jeff McNeil	Infiniti	67.729	5.839		
3 Jason Volk	Subaru	68.412	0.683		
<b>ES</b>					
1 Bryan Mancuso	Toyota	63.222			
2 Chris Egan	Toyota MR2	64.589	1.367		

— continued on page 19



Burke Everett and mom, Heather Everett. Photo by Eddie Savage.

# NER Solo **2** Championship

## Points Event #7. Dodging Orange Ft. Devens, Ayer MA, September 18, 2011

“Do not simplify the design of a program if a way can be found to make it complex and wonderful.”

By **Eddie Savage**

Moore Airfield – That calm after the storm called Nationals has arrived, and with 3 points events left, drivers can now focus on the Regional Solo class battles with the Sir Stirling Moss Cup runoffs scheduled for mid-October. About 40 drivers attended Nationals from the New England Region, and 3 drivers brought back a National Championship for their class.

David White and the G-Fab Nissan 240SX took the Championship in Street Mod, Lynn Collins drove her Pontiac Solstice to a First in C-Stock Ladies, and Mark Daddio took the crown in F-Stock with the Daddios New Auto Parts Ford Mustang GT. David also picked up a National Triad Award in recognition for winning his class at three levels of Solo competition: Divisional, National Tour, and the National Championship.

### Congratulations to David, Lynn and Mark.

Ten or more regional drivers placed in the trophies for the week's Lincoln Airpark Autocrossing, adding to the roll call of the NER Solo participants and their involvement in the sport, and highlight the benefit of developing ones driving skills. To all our drivers that made the trek, no matter your placing, a round of applause and “well-done” goes to you.

The week at the Solo Nationals has a whole bunch of other “do’s” going on for attendees, too; dinners, entertainment, programs and sight-seeing. 2011 will be special for Jenna D’Amico, NER Timing & Scoring Chief, and PJ Corrales, past Novice Chief, as they said “I do” to each other, getting married the day

— continued on page 12



Mitchell Baker in the Blurple Miata. Photo: Eddie Savage.

## NER SCCA Solo Results, September 18, 2011 “Dodging Orange” Points Event Seven

N	Driver	Car	Best	Pax	Off
<b>Pro</b>					
1	Billy Davis	Miata	48.955	40.387	
2	Grant Reeve	Corvette	47.153	40.410	0.023
3	Nathan Whipple	Integra	46.700	40.582	0.172
4	PJ Corrales	240SX	46.852	40.714	0.132
5	Ben Wagstaff	Miata	49.695	40.899	0.185
6	Eric Chiang	Miata	49.926	41.188	0.289
7	Scott Thursby	Miata	49.951	41.209	0.021
8	Nick Barbato	Miata	50.079	41.866	0.657
9	Joshua Parker	Reynard	46.575	42.197	0.331
10	Bob Davis	Miata	51.415	42.417	0.220
<b>Novice</b>					
1	James Daugherty	Miata	54.562	44.904	
2	Yavuz Kiremit	Miata	55.002	45.376	0.472
3	Ryan Giorgio	Civic Si	56.833	46.830	1.454
4	David Oliveira	Civic Si	57.111	47.059	0.229
5	Pam Davis	Miata	57.509	47.444	0.385
6	Joel Gabrielson	Subaru	58.244	47.585	0.141
7	Randy Antonuccio	Subaru	57.121	47.696	0.111
8	Joe Federl	Mazda 3	58.863	48.091	0.395
9	C.von Wallenstein	Miata	57.906	48.409	0.318
10	Timothy Massey	Cobalt	57.990	48.421	0.012
11	Michael Anderson	S2000	57.983	48.647	0.226
12	Nate Gallaher	Honda	60.533	48.971	0.324
13	Bryan Grau	Volvo S60	60.910	49.276	0.305
14	Barry Wallenstein	Miata	59.399	49.657	0.381
15	Christopher Nonis	BMW 325	59.348	50.089	0.432
16	Jojo Corrales	Mini	1.247	50.467	0.378
17	David Anderson	BMW M3	61.615	51.325	0.858
18	April Poirier	Toyota MR2	60.318	51.813	0.488
19	Matt Miskoe	Miata	60.711	52.090	0.277
20	Mat.Watroba	Subaru	62.556	52.421	0.331
21	Ted Kusnierz	Toyota	61.359	53.321	0.900
22	Joanne Ago	Honda	67.622	54.706	1.385
23	Paul Gillard	Camaro	68.138	56.350	1.644
24	Jason Reischutz	Nissan	71.940	56.904	0.554
25	Bill Miskoe	Miata	69.907	59.980	3.076
<b>SS</b>			Best	Off	
1	Russ Siggelkoe	Lotus Elise		48.817	
2	Carl Hayn	Corvette		52.914	4.097
<b>BS</b>					
1	Barbara Seeger	Chevrolet Corvette		50.298	
2	Jeff Martynuska	Chevrolet Corvette		50.887	0.589
<b>CS</b>					
1	Robert Mills	Toyota MR2		51.624	
2	Chris Mills	Toyota MR2		51.977	0.353
<b>DS</b>					
1	Chang Ho Kim	Acura Integra		52.245	
2	Rachel Baker	Acura Integra		53.073	0.828
3	Robert Woodsom	Mini Cooper S		53.608	0.535
4	Jason Volk	Subaru WRX		55.534	1.926
5	Cheryl Woodsom	Mini Cooper S		57.220	1.686
<b>ES</b>					
1	John W England	Mazda Miata		51.347	
2	John E England	Mazda Miata		53.335	1.988
<b>FS</b>					
1	Philip G Gott	Dodge Challenger		58.087	
2	Scott Monti	Hyundai Genesis		58.529	0.442

<b>GS</b>					
1	Sam Creasey	Honda CRX Si		54.709	
2	Dan Durusky	Volkswagen GTI		56.877	2.168
3	Danny Hugh	Volkswagen GTI		57.786	0.909
<b>HS</b>					
1	Matt Murray	BMW 318i		53.582	
2	David Fried	Honda CRZ		58.719	5.137
3	Jonathan Havener	Toyota Corolla LE		58.846	0.127
4	PJ Aspesi	Mazda Protege 5		59.692	0.846
<b>BSP</b>					
1	Joshua Noble	Subaru WRX STI		49.174	
2	Jeff Seeger	Chevrolet Corvette		49.412	0.238
3	Hank Wallace	BMW M3	49.936	0.524	
4	Matthew Mickle	Subaru WRX STi		50.770	0.834
5	Marc Monnar	Mazda RX-8		51.150	0.380
6	Bryan Mancuso	Mitsubishi Lancer Evo		52.191	1.041
7	Keira Duffy	Mitsubishi Lancer Evo		57.025	4.834
8	Sandi Moreno	Subaru WRX STi		61.450	4.425
<b>CSP</b>					
1	Rob MacAlpine	Mazda Miata		50.154	
2	Robert Lang	Triumph TR6		50.910	0.756
3	Paul Krysiak	Honda CRX		52.935	2.025
4	Allen Parker	Honda CRX		54.204	1.269
<b>DSP</b>					
1	Cliff Strout	Acura TypeR		49.211	
<b>FSP</b>					
1	Neil Schelly	Subaru		51.167	
2	Greg Cullen	Saturn SC2		52.426	1.259
3	Daniel Boudria	Triumph TR6		54.273	1.847
<b>XP</b>					
1	Daryl Beck	Volkswagen Jetta		51.541	
<b>EP</b>					
1	Ken Hurd	Scirocco		51.921	
2	Myron Steere	Scirocco		52.462	0.541
<b>A-Mod</b>					
1	Stacey Strout	Reynard Formula Ford		48.794	

<b>D-Mod</b>					
1	Robert Totten	Triumph Spitfire		56.464	
<b>F-Mod</b>					
1	Robert A. Jordan	Raptor F500		49.700	
2	Sarah Bowin	Raptor F500		49.762	0.062
<b>ST</b>					
1	Wiley Cox	Nissan 240SX		51.712	
2	Steph. Zadrozny	Honda Civic		52.934	1.222
3	Roger Whipple	Honda Civic		52.976	0.042
4	Dan Kimber	Honda Civic Si		53.302	0.326
5	Jenna Corrales	Nissan 240SX		54.619	1.317
6	John Rappa	BMW 325i	55.100	0.481	
7	Brent Vander Werf	BMW 325i	55.312	0.212	
8	Alex.Twombly	Volvo 240	58.253	2.941	
<b>STS</b>					
1	James Murdocco	Mazda MX-5 Miata		54.632	
2	Carolyn Green	Mazda Miata		55.507	0.875
3	Christ. Murdocco	Mazda MX-5 Miata		57.635	2.128
<b>STR</b>					
1	Justin Lau	Mazda MX-5 Miata		50.951	
2	Matt Thompson	Mazda MX-5 Miata		51.031	0.080
3	Brian Levesque	Mazda Miata		51.442	0.411
4	Jason Matses	Honda S2000		53.781	2.339
5	And.Del Donno	Honda S2000		54.164	0.383
6	Mitchell Baker	Mazda Miata		51.567+2	1.403
7	Ted Del Donno	Mazda Miata		60.593	5.026
<b>STX</b>					
1	Derek Sivret	BMW 330ci		51.637	
2	David Gott	BMW 330ci		51.746	0.109
3	Cha. Thompson	Mini Cooper S		51.975	0.229
4	David Thomas	Mazda RX8		52.989	1.014
5	Patrick Gallagher	BMW 325i		53.549	0.560
6	Lawrence Coffin	Mini Cooper S		55.642	2.093
7	Aaron Telage	Mini Cooper S		55.648	0.006
8	Marc Schor	Mini Cooper S		56.725	1.077
9	Joanna Ellis	Mini Cooper S JCW		56.951	0.226

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Bob Jordan in his F modified assists in the Massachusetts Department of Agriculture 's control of Mosquitoes. Photo: Eddie Savage.

STU					
1	Lana Tsurikova	BMW 135i	53.174		
2	Oliver Dansereau	BMW M3	55.854	2.680	
3	Chris Fitzgerald	Volvo S60	57.035	1.181	
4	Ryan Mongeau	Chevrolet IROC-Z	58.105	1.070	
5	Jeffrey Dansereau	BMW M3	58.403	0.298	
6	Jack Nguyen	Volvo C30	60.951	2.548	
7	Krzysztof Hryszko	MazdaSpeed 3	61.833	0.882	
SM					
1	Jason Fair	Subaru WRX	52.577		
2	Ben Albert	Mitsubishi Evolution	53.235	0.658	
3	Daniel Howard	Chevrolet Camaro	53.727	0.492	
4	Timothy Cahill	Mitsubishi Eclipse GSX	66.789	13.062	
SMF					
1	Kathleen Barnes	Acura ITR	54.459		
2	Jonathan Leith	Chevrolet Cavalier	55.374	0.915	
3	Bryan Mills	Hyundai Elantra	57.442	2.068	
SSM					
1	Don Kuehl	Honda CRX	49.976		
2	Patrick Heck	Lotus Elise	50.723	0.747	
3	Cris Raposo	Mazda Miata	53.250	2.527	
4	Gregory Walter	Mazda Miata	53.318	0.068	
5	Andrew Leonas	Mazda RX7	59.163	5.845	
KK (Adult)					
1	Eric Krueger	Coyote Kart	48.252		
FJA					
1	Ian Krueger	Coyote Kart	50.185		
2	Allison Krueger	Coyote Kart	58.707	8.522	
3	Evan Woodsom	GP JR Kart	60.409	1.702	
FJB					
1	Isaac Miskoe	Go Cart CRG	64.599		
2	Adam Woodsom	GP JR Kart	67.724	3.125	
3	Hannah Cox	FJB Kart	116.137	48.413	
FJC					
1	Kimsoo Gopnik	Swiss Hutless Kart	78.136		
FTD					
1	Joshua Parker	Reynard Formula Ford	46.575		

before the start of Nationals, in the Lincoln Courthouse in Lincoln, Nebraska! On behalf of the Solo family, God Bless to both of you, and may your life together be filled with many years and miles of G-Fab smiles, unbreakable car parts, and many happy little Corrales Novices...well, maybe not so much the last one.

This Sunday's layout was a mix of the Nationals segments (absolutely glowing reviews on the forums), and knitted together to provide some new and interesting concepts. Of interest is that cone-calls for the most part were light, excepting a few who thought they could navigate a slot faster than physics would allow, or were just off-line much more than they should have been. (Ahem, Mr. Baker and Mr. Thomas, please provide free soda and a back massage for your corner workers next event....)

140 entries dropped to 134 by the start of the day, with 3 heats and 6 runs offered. The weather was too cool in the morning (flannel, anyone?), with a few ominous clouds that luckily swept past, but the sun kept hammering through, ending on some golden sunshine and breezy conditions with temps in the low 60's.

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Pro (ranked on Pax) had 10 drivers and the Top Pro slot went really to the last run. Billy Davis ran the family Solo-car E-Stock Mazda Miata to a Top Pax on a final run 48.955, factored to a 40.387. Grant Reeve was shy only by 0.023, running a 47.153 (40.410) with his SS classed, Chevrolet Corvette Z06. Nate Whipple re-badged his SM Integra Type-R as a Maserati to try to add "accelerare" to the runs, and took third on a 46.700 (40.582). PJ Corrales (SM) took

fourth, and Ben Wagstaff (STS), fifth. Josh "Watch Cones Fly" Parker took FTD on a third run 46.575 in the C-Mod Pro Reynard Formula Ford.

25 Novices were on hand, and I did see more Novices taking Instructors than usual (this is good). Rookie DNF's and heavy coneage were minimal, and what orange was not dodged was probably due to several sections that would require a degree of experience by the driver, which the Rookies just need to learn over "seat-time." Again, we learn by doing. Please use, or abuse as Jeff Anderson would say, our Instructors!

James Daugherty took his STS Mazda Miata to the win on a fifth run 54.562 (44.904 Pax). Yavuz Kiremit scored another Top 10 finish as a Novice in his ES Miata, running a last run 55.002 (45.376), four-tenths off. The Davis family Miata appeared in Novice with Pam Davis behind the wheel for her second NER event and she ran to a 57.509 (47.444) for fifth. With some encouragement from son Billy and spouse Bob, I think we can get her to successfully compete in Pro before she realizes it...

"Oh so close" of the Novice ranks was in tenth spot, where Tim Massey was 0.012 short of ninth with his FSP-classed Chevy Cobalt. Timothy ran a last run 57.990 (48.421), against the slightly quicker 57.906 (48.409) of Cory van Walkenstein and his STR Mazda Miata. Paul Gillard returned to avenge the reputation of his

F-Stock Chevy Camaro SS. Paul ticked a last run 68.138 (56.350) after a few earlier runs of not-enough grip with tire smoke at the start and missing a gate out on course a few times. Paul will find he now has to live up to a fan base, as Hannah Cox of FJB deemed Paul's Aqua Blue Metal Camaro her favorite car of the event.

Novice saw the very-yellow (not quite as distinctive as Brian "Free Candy" Levesque's shirt) Spec Miata/CSP Mazda Miata by the father and son team of Bill and Matt Miskoe. With the younger Miskoe named Isaac entered in FJB, NER saw a 3-generation racing-family all competing on the same course the same day. By days' end, young Isaac took both dad and grandfather to task, running a 64.599 in his kart, while the Miata fell to mechanical issues after just 2 runs each by Matt and Bill.

Super Stock had 2 drivers: Russ Siggelkoe and his Lotus Elise vs. the Chevrolet Corvette Z06 of Carl Hayn. Russ stood on a third run 48.817 to Carl's last run 52.914. B-Stock had Barbara Seeger take a win in her Corvette from Jeff Martynuska on a final pass 50.298. Robert Mills bested dad Chris on a 51.624 in C-Stock, and I'll bet that was a long, quiet ride home in the Toyota MR2 Spyder. E-Stock saw John W. England quicker than John E England on a Miata powered 51.347, and Phil Gott took F-Stock in the Hemi Challenger on a 58.087, only 0.442 quicker than Scott Monti and his Hyundai Genesis Coupe.

Chang Ho Kim took D-Stock in his Acura Integra Type-R by nearly a second. Perhaps lit by a fire as he trailed in an afternoon marque club session yesterday to co-driver Rachel Baker, Chang nailed a 52.245 on his last run, needing that to springboard past Rachel's 53.073.

Matt Murray blasted the 4-driver H-Stock class with a 53.582, but the battle in the class was really second, where Dave Fried and his Honda CR-Z hybridized Jonathan Havener and his Toyota Corolla. David ran a 58.719 to Jonathan's 58.846, just a 0.127 difference on both drivers fifth run. Most of the factory classes could have gone to anyone in the last runs, with the exception of maybe H-Stock.

With the Dragon F1 getting re-winged, Stacey Strout used her Reynard to a lone-entry win in A-Mod on a 48.974, while brother Cliff Strout took the Integra Type-R to a 49.211 in DSP. CSP saw co-drivers Bob Lang and Allen Parker tire-warming for Rob MacAlpine and Paul Krysiak, respectively. Rob took the class on a 50.154.

BSP had 8 drivers; Josh Noble and his Subaru WRX STi shook-off the threats of Corvette ZR-1 owner Jeff Seeger and BMW M3 owner Hank Wallace. Josh stood on a second run 49.174, while Jeff ran a 49.412, 0.238 back, and Hank timing a 49.936. Wiley Cox

took another ST win in the red Panda Nissan 240SX, turning a solid, last run 51.715. Jason Fair took the top spot in the 4-driver SM class with the WRX, Ben Albert second, but Dan Howard in the V-8 Lingenfelter Camaro was breathing only four-tenths back from Ben's Evo. A shout-out (because I can) to Timothy Cahill in the Mitsubishi Eclipse GS for fourth.

STX fielded 9 drivers and Derek Sivret left the cake available for the taking after his second run blast of 51.637, but somehow managed to keep it for himself and the BMW 330ci. David Gott (same car) was 0.109 back on a last run 51.746 and Charlie Thompson third in his MINI JCW, also on a last run 51.975. Lawrence Coffin with his MINI S netted sixth on a 55.642, and Aaron Telage took his MINI S to within 0.006 of Lawrence on a third pass 55.648. We'll leave the STX class saying David Thomas victimized 13 cones.



Isaac Misko gets ready to do some Dodgin' of Orange. Photo: Eddie Savage

## SAVE THE DATE 2012 ANNUAL MEETING ROCKY HILL MARRIOTT

January 13 - 15, 2012  
More info to come in next months  
issue as well as stay posted on  
[NER.org](http://NER.org)

STR had 7 drivers with Justin Lau taking the class on a Mazda MX-5 run of 50.951, with Matt Thompson, second. Brian Levesque shared the wheel with Mitchell Baker offering instruction in the blurple Mitchell Mazda Miata. Brian may have upset the wind-drag coefficient of friction in the 2-seater as to induce 22 cone calls on Mitchell! Brian took third on a 51.442, and Mitchell "would have" been fourth had he not double-coned his best and last run of 51.567.

Don Kuehl took SSM with a 49.976, but notable in SSM was Patrick Heck and his Lotus, who mentioned later he is pushing the limits more of his Elise and is enjoying the task of working out his mistakes. Eric Krueger was a lone entry in KK, running to a 48.252 on his fifth run. Ian Krueger took FJA on a 50.185, with Allison Krueger standing on a 58.707, and Evan Woodsom on a 60.409. FJB had Isaac Miskoe on his 64.599, Adam Woodsom with a 67.724, and Hannah Cox with 116.137. Kimsoo Gopnik was a lone FJC entry, tripping a 78.136.

I left mention of a story in F-Modified to end up, for a few reasons. The Junior Kart classes are at the same time Solo classes in their own right, a mentoring program for young people to learn quality aspects and responsibilities of life's activities, but it is also a development or "feeder program" for Solo or other disciplines as adult drivers. 2 examples come to light this month.

— continued on page 24



No, you're wrong, its not in my left hand. Photo: Eddie Savage

# CHEAP DATE

## NEW ENGLAND ROAD RACING CHAMPIONSHIP, NHMS, SEPTEMBER 10, 11 2011

Compiled by: Linda Louie

### Saturday, September 10 Results

#### Grp 1. GT1, GT2, GT3, AS, ITE, T1, T2, SPO, STO

Pos	No.	Name	Class	Laps	Best Tm	In	Gap	Make-Made
1	#60	Ephraim Dobbins	ITE	7	1:13.861	3		Porsche 911
2	#82	Dave Maynard	ITE	7	1:14.744	2	7.555	BMW 330
3	#64	Bob Tucker	ITE	7	1:15.287	4	8.111	Porsche 911
4	#16	Bruce Bairstow	ITE	7	1:14.822	7	12.131	BMW M3
5	#5	David Flynn	AS	7	1:15.519	5	23.107	Mustang
6	#81	Tom Less	AS	7	1:15.953	5	23.772	Mustang
7	#17	Mark Wheaton	AS	7	1:16.754	2	24.659	Mustang
8	#23	Wayne Whitcomb	GT2	7	1:16.778	2	25.806	Porsche 914-6
9	#14	Bill Hopwood	AS	7	1:17.421	4	36.853	Camaro
10	#97	Ernesto Jurado	ITE	7	1:22.859	4	1:11.936	Porsche 928
11	#72	Timothy Santhos	GT1	6	1:20.158	4	1 Lap	Mustang
12	#22	James Ashe	GT3	4	1:24.375	2	3 Laps	Mazda RX-7
DNF	#80	Maurizio Cerasoli	ITE	2	1:13.599	2	DNF	Porsche 944

#### Grp 2. ITB, ITR, ITS

1	#21	Robert Thiele	ITR	2	1:15.467	2		BMW 328
2	#03	Tyler Munroe	ITR	2	1:15.317	2	0.563	BMW 325
3	#82	Robert Blake	ITS	2	1:16.353	2	3.101	Mazda RX-7
4	#14	Glenn Lawton	ITS	2	1:16.913	2	3.847	Mazda RX-7
5	#13	Ann Lampport Hammitte	ITR	2	1:18.545	2	7.193	BMW M3
6	#33	Joe Stadelmann	ITS	2	1:18.821	2	8.448	Porsche 944S
7	#70	Brian Bagnall	ITS	2	1:18.821	2	9.316	Mazda RX-7
8	#50	Stephen Blethen	ITR	2	1:20.003	1	11.224	Mazda RX8
9	#2	Nat Wentworth	ITB	2	1:20.838	2	11.226	Volvo 142
10	#86	Tim Mullen	ITB	2	1:20.901	2	12.424	Golf
11	#61	Derek Lugar	ITB	2	1:20.853	2	12.557	Golf
12	#62	Paul Curran	ITB	2	1:21.094	2	13.266	Volvo 142e
13	#51	Raymond Blethen	ITB	2	1:20.700	0		Audi Coupe
14	#93	Chris Outzen	ITR	2	1:19.114	1	15.523	BMW Z3
15	#67	Eli Garrett	ITB	2	1:24.724	1	20.799	Scirocco
16	#6	Brian Gay	ITB	2	1:24.515	2	21.513	GOLF
17	#79	Nelson Davis	ITS	2	1:26.644	1	22.567	Datsun 240-Z
18	#57	Tim Dugan	ITB	2	1:25.811	1	23.157	VW GTI
19	#54	Brad Sellars	ITB	2	1:26.734	2	24.235	Golf
20	#5	Robby Foley	ITB	2	1:27.200	1	25.761	Honda CRX Si
21	#28	John Harrison	ITR	2	1:25.540	1	27.120	BMW 325
2	#20	Suzy Hiniker	ITR	2	1:28.530	1	28.903	BMW E36
23	#87	James Carlson	ITB	2	1:28.454	1	30.072	Volvo 142
24	#30	David Knight	ITB	2	1:29.000	0	32.880	Golf
25	#00	Michelle Yaiser	ITB	2	1:33.939	1	40.287	Golf
26	#0	Thomas Kelly	ITB	1	1:27.950	1		Golf GTI

#### Grp 3. FV, F5

1	#02	Jon Van de Car	FV	15	1:15.849	4		Mysterian M2
2	#12	Anthony Parker	FV	15	1:16.064	14	0.227	Womer EV3
3	#03	Craig Swinehart	FV	15	1:16.744	3	14.323	Protoform P2
4	#31	Allen Begnoche	FV	15	1:17.513	5	23.287	Citation

5	#8	Harry White	FV	15	1:17.632	11	25.602	Lynx
6	#06	Peter Cheney	FV	15	1:17.770	6	54.863	Protoform P-3
7	#21	Mike Maitem	FV	15	1:19.343	10	1:03.997	problemchild
8	#33	Tyler Reynolds	FV	15	1:19.558	13	1:04.651	Citation
9	#55	Bruce Rodman	FV	15	1:18.861	2	1:09.292	Caracal D
10	#27	Mark Filip	FV	15	1:20.953	2	1:21.703	Caldwell D13
11	#3	Paul Medeiros	FV	14	1:18.981	3	1 Lap	Womer EV3
2	#51	Ronald Bass	FV	14	1:20.724	3	1 La	Mysterian
13	#20	Thomas Galuardi	FV	14	1:22.603	8	1 Lap	Barracar 004
14	#2	Robert Plencner	FV	14	1:21.977	13	1 Lap	Caracal C 15
#72	Jeff Baringer	FV	14	1:23.365	4	1 Lap	gecko 1	
16	#53	Dennis Richardson	FV	7	1:18.546	4	8 Laps	Adams Aero
DNF	#05	Nicholas Galuardi	FV	5	1:18.193	4	DNF	Caldwell D-13
DNF	#6	John Ferreira	FV	3	1:38.157	2	DNF	Stevsport/
DNF	#99	Paul Faford	FV				0 DNF	Caracal D
DNS	#10	Kevin Ohearn	FV				0 DNS	Caldwell D-13
DNS	#14	Baringer	FV				0 DNS	Protoform P2

#### Grp 4. ITA, IT7, ITC, SSB, SSC, T3, EP, FP, HP, GTL

1	#3	Serge Lentz	FP	15	1:15.401	11		Mazda Miata
2	#54	Mark Megliola	FP	15	1:15.214	9	2.957	Volkswagen GTI
3	#6	Laurent Fumex	FP	15	1:17.088	13	24.293	MG B
4	#47	A. Sterling Cole	EP	15	1:14.242	13	28.018	Mazda RX3
5	#43	James Alley	ITA	15	1:18.399	3	38.223	Mazda Miata
6	#79	Fred Ferguson	ITA	15	1:18.028	14	38.877	Mazda Miata
7	#11	Abhijeet Ghatak	ITA	15	1:18.638	3	48.763	Mazda Miata
8	#38	Phil Kogan	ITA	15	1:18.814	3	49.822	Mazda Miata
9	#78	Landis Rogers	ITA	15	1:19.308	13	51.779	Mazda Miata
10	#1	Robert Demers	SSB	15	1:18.090	13	55.030	Solstice
11	#16	Rob Sturgis	ITA	15	1:19.554	5	1:04.737	Mazda Miata
12	#4	Peter Morrison	ITA	15	1:19.677	4	1:09.784	Mazda Miata
13	#50	Christopher Milton-Hall	ITA	15	1:20.256	10	1:12.115	Mazda Miata
14	#29	Jonathan Fryer	ITA	14	1:20.350	11	1 Lap	Mazda Miata
15	#86	Mark Wheatley	ITA	14	1:21.067	5	1 Lap	Mazda Miata
16	#8	Jim Remy	SSB	14	1:20.626	5	1 Lap	Solstice
17	#81	JB Swan	IT7	14	1:21.037	5	1 Lap	Mazda RX-7
18	#70	Eric Maynard	ITA	14	1:22.427	3	1 Lap	Plymouth Laser
19	#39	Fred White	ITC	14	1:22.631	5	1 Lap	Honda CRX
20	#31	Grant McStay	IT7	14	1:22.118	13	1 Lap	Mazda RX 7
21	#65	Paul D Masters	ITA	13	1:26.018	12	2 Laps	Honda CRXsi
22	#7	Harry Treadway	HP	13	1:26.318	13	2 Laps	Healy Sprite
23	#75	Wayne Dyer	ITA	13	1:22.117	8	2 Laps	Mazda Miata
24	#15	Richard Patullo	IT7	7	1:22.565	2	8 Laps	Mazda RX7

#### Grp 5. FA, FB, FC, FE, FF, FM, CFC, A-C-DSR, NCF, S2, ASR, F5

1	#37	Shawn McClure	FB	15	1:04.002	2		VanDiemen DPO4
2	#22	Jim Farley	FE	15	1:05.199	5	4.299	VanDiemen
3	#4	Douglas Rocco	FC	15	1:05.189	4	4.732	VanDiemen
4	#53	Roger Feghali	FE	15	1:06.054	15	15.955	F5CCA
5	#87	Bruce Allen	FE	15	1:05.965	2	17.132	VanDiemen FE
6	#48	Alex Tollefsen	FC	15	1:06.472	3	28.115	Van Diemen RF99
7	#27	Charles Foster	FF	15	1:07.536	9	42.267	Piper DF5

8	#07	Robert Laverty	FC	14	1:06.411	10	1 Lap	VanDiemen RF93
9	#79	Giovanni Sorbello	S2000	14	1:09.827	2	1 Lap	Lola S2000
10	#73	Doug Fisher	FF	14	1:09.864	2	1 Lap	Ford Swift DB-1
11	#2	Douglas Hertz	FM	14	1:10.656	7	1 Lap	Mazda
12	#78	James Quaille	FF	14	1:12.372	3	1 Lap	Swift DB1
13	#15	Jody Fisher	FF	14	1:13.283	4	1 Lap	VanDiemen RF90
14	#71	Christian Pedersen	FF	14	1:13.289	14	1 Lap	PRS FF
15	#84	Keegan VanSicklen	DSR	13	1:00.691	2	2 Laps	Stohr WF1
16	#46	John McTaggart	DSR	13	1:12.040	13	2 Laps	Praquar 002/
17	#70	Daren Blandin	NCF	13	1:14.828	13	2 Laps	Crossle 45F

#### Grp 6. SSM, SM2, STU, STL

1	#03	Tyler P Munroe	STU	13	1:15.570	6		BMW 325
2	#99	Jay Baier	STU	13	1:16.808	8	16.007	BMW 325
3	#21	Robert Thiele	STU	13	1:14.815	6	18.696	BMW 328is
4	#7	Cy Peake	STU	13	1:17.748	2	19.328	Mazda Miata
5	#89	Brenton Piekarski	STL	13	1:17.911	8	23.453	Mazda Miata
6	#07	Kenneth Burt	STU	13	1:17.822	12	24.809	Mazda Miata
7	#70	Jimmy Locke	SM2	13	1:18.160	10	27.075	Mazda Miata
8	#78	Peter Fail	SSM	13	1:18.827	2	35.472	Mazda Miata
9	#38	Phil Kogan	SM2	13	1:18.780	7	39.012	Mazda Miata
10	#17	Jeff Collins	SM2	13	1:18.763	9	40.968	Mazda Miata
11	#05	Dwayne Bennett	STU	13	1:18.716	8	41.314	Mazda Miata
12	#01	Tom Capizzi	SM2	13	1:18.346	12	46.117	Mazda Miata
13	#10	Clinton Chichester	STL	13	1:19.113	9	51.842	Mazda Miata
14	#33	Greg Amy	STL	13	1:19.865	2	54.227	Acura Integra
15	#79	Shelby Churchill	SSM	13	1:19.397	12	55.607	Mazda Miata
16	#09	Quinn Kizis	SSM	13	1:19.083	11	55.744	Mazda Miata
17	#85	Keith Hammitte	SM2	13	1:19.439	8	55.946	Mazda Miata
18	#74	Joel Arel	STU	13	1:15.841	2	58.941	Subaru WRX
19	#91	Clifford Collins	SM2	13	1:20.170	5	1:02.097	Mazda Miata
20	#86	Mark Wheatley	SSM	13	1:20.722	2	1:07.114	Mazda Miata
21	#50	Christopher Milton-Hall	SSM	13	1:20.161	10	1:07.265	Mazda Miata
22	#9	Michael Letson	STU	13	1:20.167	8	1:07.708	Mazda Miata/

23	#48	Jason Bundas	SSM	13	1:21.099	8	1:12.112	Mazda Miata
24	#29	Jonathan Fryer	SSM	13	1:20.804	8	1:16.389	Mazda Miata/
25	#66	Colman Roche	SSM	13	1:20.543	9	1:21.120	Miata
26	#4	Donald Barron	STL	13	1:20.944	8	1:23.190	Mazda Miata
27	#54	Jeff Campbell	STL	13	1:20.906	4	1:23.447	Mazda Miata
28	#16	Rob Sturgis	SM2	12	1:19.266	9	1 Lap	Mazda Miata
29	#88	Jerry Rigoli	SM2	12	1:19.507	10	1 Lap	Mazda Miata
30	#14	Justin Baltrucki	SSM	12	1:20.716	8	1 Lap	Mazda Miata
31	#77	Paul Perry	SSM	12	1:22.414	2	1 Lap	Mazda Miata
32	#3	K. Paul Capel	SM2	12	1:22.117	4	1 Lap	Mazda Miata
33	#61	Wieslaw Groniek	SSM	12	1:23.723	11	1 Lap	Mazda Miata
34	#73	Michael Roberts	SSM	12	1:24.721	3	1 Lap	Mazda Miata
35	#28	John Harrison	STU	7	1:19.697	5	6 Laps	BMW 325i
DNF	#63	Hugh McHaffie	STL	5	1:19.559	5	DNF	Mazda Miata
DNF	#19	Jesse Schmidt	SM2	5	1:19.479	5	DNF	Mazda Miata
DNS	#0	Zachary Kelly	STL				0 DNS	Golf Gti
DNS	#56	Daniel Meade	SM2				0 DNS	Mazda Miata

#### Grp 7. SRF, SPU, LC

1	#22	Lee McNeish	SRF	15	1:15.270	4		Spec Racer Ford
2	#0	James Regan	SRF	15	1:14.650	14	2.410	Spec Racer Ford
3	#21	Joseph Wolf	SRF	15	1:15.484	4	5.336	Spec Racer Ford
4	#12	Steve Introne	SRF	15	1:15.674	5	12.290	Spec Racer Ford
5	#20	Steve Owens	SRF	15	1:16.014	4	16.076	Spec Racer Ford
6	#42	Miguel Fidalgo	SRF	15	1:15.9			

# CHEAP DATE

—continued

## Grp 8. SM, SMS

1	#17	Dylan Murcott	SM	15	1:18.174	7	Mazda Miata
2	#70	Jimmy Locke	SM	15	1:18.184	5	1.746 Mazda Miata
3	#07	Kenneth Burtt	SM	15	1:17.909	7	3.592 Mazda Miata
4	#89	Brenton Piekarski	SM	15	1:18.332	10	4.282 Mazda Miata
5	#7	Cy Peake	SM	15	1:18.403	12	4.841 Mazda Miata
6	#78	Peter Faill	SM	15	1:18.442	14	5.558 Mazda Miata
7	#01	Tom Capizzi	SM	15	1:18.213	9	9.374 Mazda Miata
8	#05	Dwayne Bennett	SM	15	1:18.475	6	13.962 Mazda Miata
9	#19	Shelby Churchill	SM	15	1:19.081	5	21.109 Mazda Miata
10	#10	Clinton Chichester	SM	15	1:19.095	2	22.871 Mazda Miata
11	#0	Matt Miskoe	SM	15	1:19.594	9	24.261 Mazda Miata
12	#54	Jeff Campbell	SM	15	1:20.812	2	47.757 Mazda Miata
13	#9	Michael Letson	SM	15	1:21.256	2	48.517 Mazda Miata
14	#34	Mark Piekarski	SM	15	1:22.308	2	1:22.841 Mazda Miata
DNS	#63	Hugh McHaffie	SM			0	DNS Mazda Miata

## Sunday, September 11 Results

### Grp 1. GT1, GT2, GT3, AS, ITE, T1, T2, SPO, STOS

1	#60	Ephraim Dobbins	ITE	15	1:13.190	11	Porsche 911
2	#64	Bob Tucker	ITE	15	1:13.076	4	3.345 Porsche 911
3	#82	Dave Maynard	ITE	15	1:14.806	6	28.899 BMW 330
4	#17	Mark Wheaton	AS	15	1:16.197	4	1:02.256 Mustang
5	#23	Wayne Whitcomb	GT2	15	1:16.263	2	1:03.165 Porsche 914-6
6	#81	Tom Less	AS	15	1:16.995	2	1:09.099 Mustang
7	#14	Bill Hopwood	AS	15	1:17.409	7	1:10.291 Camaro
8	#5	David Flynn	AS	15	1:16.648	4	1:10.444 Mustang
9	#97	Ernesto Jurado	ITE	14	1:22.701	11	1 Lap Porsche 928s
10	#72	Timothy Santhose	GT1	13	1:23.179	12	2 Laps Mustang
DNF	#80	Maurizio Cerasoli	ITE	1	1:20.526	1	DNF Porsche 944
DNS	#22	James Ashe	GT3			0	DNS Mazda RX-7

### Grp 2. ITB, ITR, ITS

1	#03	Tyler Munroe	ITR	15	1:14.850	8	BMW
2	#14	Glenn Lawton	ITS	15	1:15.561	4	0.793 Mazda RX-7
3	#21	Robert Thiele	ITR	15	1:14.948	9	3.626 BMW 328is
	#82	Robert Blake	ITS	15	1:16.879	4	22.283 Mazda RX-7
5	#13	Ann Lampart Hammitte	ITR	15	1:17.604	8	35.267 BMW M3
6	#50	Stephen Blethen	ITR	15	1:17.116	10	43.278 Mazda RX8
7	#33	Joe Stadelmann	ITS	15	1:19.174	5	57.658 Porsche 944S
8	#54	Brad Sellars	ITB	15	1:20.012	11	1:11.672 Golf
9	#86	Tim Mullen	ITB	15	1:19.934	13	1:13.855 Golf
0	#70	Brian Bagnall	ITS	15	1:19.727	15	1:16.201 Mazda RX-7
11	#51	Raymond Blethen	ITB	15	1:20.435	6	1:17.677 Audi Coupe

12	#6	Brian Gay	ITB	15	1:19.838	4	1:18.059 GOLF
13	#96	Andrzej Brzezinski	ITS	15	1:20.191	8	1:18.927 Mazda Mait
14	#30	David Knight	ITB	14	1:21.402	4	1 Lap golf
15	#5	Robby Foley	ITB	14	1:20.995	12	1 Lap Honda CRX Si
16	#79	Nelson Davis	ITS	14	1:20.751	13	1 Lap Datsun 240Z
17	#87	James Carlson	ITB	14	1:21.497	4	1 Lap Volvo 14
18	#67	Eli Garrett	ITB	14	1:22.045	6	1 Lap Scirocco
9	#20	Suzy Hiniker	ITR	14	1:21.936	10	1 Lap BMW
20	#00	Michelle Yaiser	ITB	12	1:31.651	11	3 Laps Golf
21	#62	Paul Curran	ITB	7	1:20.067	6	8 Laps Volvo 142e
DNF	#93	Chris Outzen	ITR	5	1:17.913	1	DNF BMW Z3
DNF	#61	Derek Lugar	ITB	4	1:20.621	3	DNF Golf
DNF	#2	Nat Wentworth	ITB	1	1:23.359	1	DNF Volvo 142
DNF	#23	Eric Parham	ITB			0	DNF Scirocco
DNS	#57	Tim Dugan	ITB			0	DNS VW GTI

17	#6	John Ferreira	FV	14	1:25.112	8	1 Lap Stevesport
DNF	#33	Tyler Reynolds	FV	4	1:21.446	3	DNF Citation
DNS	#55	Bruce Rodman	FV			0	DNS Caracal D
DNS	#75	Peter Champagne	FV			0	DNS Caldwell D13
DNS	#31	Allen Begnoche	FV			0	DNS Citation/

### Grp 4. ITA, IT7, ITC, SSB, SSC, T3, EP, FP, HP, GTL

1	#3	Serge Lentz	FP	15	1:15.338	8	Miata
2	#54	Mark Megliola	FP	15	1:16.197	6	1.858 Volkswagen
3	#47	A. Sterling Cole	EP	15	1:17.556	5	22.220 Mazda RX3
4	#43	James Alley	ITA	15	1:17.786	13	24.250 Mazda Miata
5	#79	Fred Ferguson	ITA	15	1:17.985	13	26.957 Mazda Miata
6	#6	Laurent Fumex	FP	15	1:17.683	9	32.852 MG B
7	#1	Robert Demers	SSB	15	1:18.053	12	33.807 Solstice
	#11	Abhijeet Ghatak	ITA	15	1:18.710	12	39.177 Mazda Miata
9	#38P	Phil Kogan	ITA	15	1:18.962	10	40.509 Mazda Miata
10	#96	Andrzej Brzezinski	ITA	15	1:19.454	5	48.599 Mazda Miata
11	#4	Peter Morrison	ITA	15	1:19.888	5	1:00.855 Mazda Miata
12	#77	Clifford Collins	ITA	15	1:19.846	14	1:01.077 Mazda Miata
3	#86	Mark Wheatley	ITA	15	1:20.790	2	1:12.109 Mazda Miata
14	#50	Christopher Milton-Hall	ITA	15	1:21.382	13	1:13.272 Mazda Miata
15	#29	Jonathan Fryer	ITA	15	1:20.891	9	1:17.632 Mazda Miata
16	#81	JB Swan	IT7	15	1:20.947	8	1:18.252 Mazda RX-7/
17	#15	Richard Patullo	IT7	15	1:21.201	8	1:20.684 Mazda RX7
18	#17	Allen Begnoche	ITA	14	1:21.215	10	1 Lap Mazda Miata
19	#39	Fred White	ITC	14	1:22.729	4	1 Lap Honda CRX
20	#75	Wayne Dyer	ITA	14	1:22.791	9	1 Lap Mazda Miata
21	#70	Eric Maynard	ITA	14	1:22.478	4	1 Lap Plymouth Laser
22	#65	Paul D Masters	ITA	13	1:28.483	8	2 Laps Honda CRXsi
23	#31	Grant McStay	IT7	11	1:22.228	4	4 Laps Mazda RX 7

6	#27	Charles Foster	FF	15	1:08.452	6	51.205 Piper DF5
7	#2	Douglas Hertz	FM	15	1:08.661	3	1:08.072 Mazda
8	#79	Giovanni Sorbello	S2000	14	1:09.893		Lola S2000
9	#71	Christian Pedersen	FF	14	1:11.265	5	1 Lap PRS FF
10	#73	Doug Fisher	FF	14	1:10.670	7	1 Lap Swift DB-1
1	#9	James Price	FF	14	1:13.396	4	1 Lap VanDiemen
12	#70	Daren Blandin	NCF	14	1:14.193	2	1 Lap Crossle 45F
3	#84	Keegan VanSicklen	DSR	13	1:00.492	4	2 Laps Stohr WF1
14	#15	Jody Fisher	FF	10	1:12.184	10	5 Laps VanDiemen
DNF	#53	Roger Feghali	FE	3	1:06.904	3	DNF FSCCA
DNS	#78	James Quaile	FF			0	DNS Swift DB1

### Grp 6. SSM, SM2, STU, STL

1	#21	Robert Thiele	STU	15	1:15.253	5	BMW 328is
2	#03	Tyler P Munroe	STU	15	1:15.965	5	10.553 BMW 325
3	#99	Jay Boier	STU	15	1:15.956	6	16.171 BMW 325
4	#74	Joel Arel	STU	15	1:16.169	10	16.411 Subaru WRX
5	#33	Greg Amy	STL	15	1:17.489	5	33.294 Acura Integra
6	#01	Tom Capizzi	SM2	15	1:18.045	3	40.540 Mazda Miata
7	#07	Kenneth Burtt	STU	15	1:17.789	3	42.064 Mazda Miata
8	#7	Cy Peake	STU	15	1:17.238	4	42.294 Mazda Miata
9	#70	Jimmy Locke	SM2	15	1:18.084	2	47.706 Mazda Miata
10	#05	Dwayne Bennett	STU	15	1:18.263	4	49.095 Mazda Miata
11	#78	Peter Faill	SSM	15	1:18.617	5	51.101 Mazda Miata
2	#38	Phil Kogan	SM2	15	1:19.048	15	51.809 Mazda Miata
13	#79	Shelby Churchill	SSM	15	1:19.248	8	59.329 Mazda Miata
14	#85	Keith Hammitte	SM2	15	1:18.935	4	59.635 Mazda Miata
15	#17	Jeff Collins	SM2	15	1:19.055	3	59.901 Mazda Miata
16	#63	Hugh McHaffie	STL	15	1:19.060	15	1:00.204 Mazda Miata
17	#09	Quinn Kizis	SSM	15	1:19.776	8	1:05.540 Mazda Miata
18	#96	Andrzej Brzezinski	SSM	15	1:19.728	3	1:08.864 Mazda Miata
19	#10	Clinton Chichester	STL	15	1:19.742	7	1:10.994 Mazda Miata
20	#88	Jerry Rigoli	SM2	15	1:19.907	3	1:14.769 Mazda Miata
21	#86	Mark Wheatley	SSM	14	1:21.117	2	1 Lap Mazda Miata
22	#66	Colman Roche	SSM	14	1:20.752	13	1 Lap Mazda Miata/
23	#50	Christopher Milton-Hall	SSM	14	1:21.341	4	1 Lap Mazda Miata

**Congratulations**  
**To NER SSCA Runoff**  
**Podium Finishers**  
**Elivan Goulart First Spec Miata**  
**Eric Heinrich Third STU**

Full listing Next month!

### Grp 3. FV, F5

1	#24	Richard Johnson Jr	F5	15	1:14.935	11	Red Devil 97
2	#12	Anthony Parker	FV	15	1:16.839	4	8.659 Womer EV3
3	#02	Jon Van de Car	FV	15	1:18.215	6	13.232 Mysterian M2
4	#53	Dennis Richardson	FV	15	1:17.717	14	13.870 Adams
5	#05	Nicholas Galuardi	FV	15	1:18.196	7	16.465 Caldwell D-13
6	#8	Harry White	FV	15	1:18.184	13	21.665 Lynx /B
7	#03	Craig Swinehart	FV	15	1:17.796	14	25.484 Protoform P2
8	#06	Peter Cheney	FV	15	1:18.825	9	43.460 Protoform P-3
9	#21	Mike Maitem	FV	15	1:19.098	12	45.235 problemchild
10	#99	Paul Faford	FV	15	1:18.972	12	57.212 Caracal D/
11	#83	Gerald Fennessey	FV	15	1:19.252	15	1:00.025 Vector GB-4
12	#51	Ronald Bass	FV	15	1:21.217	15	1:10.356 Mysterian
13	#72	Jeff Baringer	FV	15	1:21.186	15	1:10.513 ecko 1
14	#27	Mark Filip	FV	15	1:21.038	15	1:11.393 Caldwell D13
15	#2	Robert Plencner	FV	15	1:21.795	14	1:17.266 Caracal C
16	#20	Thomas Galuardi	FV	14	1:22.118	8	1 Lap Barcar 004

### Grp 5. FA, FB, FC, FE, FF, FM, CFC, A-C-DSR, NCF, S2, ASR, FS

1	#37	Shawn McClure	FB	15	1:05.113	6	VanDiemen
2	#4	Douglas Rocco	FC	15	1:05.429	6	10.330 VanDiemen
3	#22	Jim Farley	FE	15	1:05.896	8	13.643 VanDiemen
4	#48	Alex Tollefsen	FC	15	1:05.324	7	18.870 Van Diemen
5	#87	Bruce Allen	FE	15	1:06.805	7	35.743 VanDiemen FE

**LOOKING BACK:**  
 After a number of years of collecting photos for PIT TALK, hundreds now can be considered as part of our looking back series. So start looking for photos from the 80's, 90's, even the new millennium. This month features the opening start of the Formula race held at Lime Rock on August 10 & 11, 2001. Now this a field of Formula Cars! Photo: Roz Rosintoski



Bruce Rodman awaits the start at the Cheap Date Regionals.  
 Photo: Carol Horton

# CHEAP DATE

—continued

24	#48	Jason Bundas	SSM	14	1:21.330	5	1 Lap	Mazda Miata
25	#9	Michael Letson	STU	14	1:21.141	4	1 Lap	Mazda Miata
26	#54	Jeff Campbell	STL	14	1:21.469	5	1 Lap	Mazda Miata
27	#4	Donald Barron	STL	14	1:21.635	12	1 Lap	Mazda Miata
28	#14	Justin Baltrucci	SSM	14	1:21.146	8	1 Lap	Mazda Miata
29	#56	Daniel Meade	SM2	14	1:20.859	14	1 Lap	Mazda Miata
30	#3	K. Paul Capel	SM2	14	1:21.483	7	1 Lap	Mazda Miata
31	#57	Eric Parham	STL	14	1:21.259	5	1 Lap	VW GTI
32	#77	Paul Perry	SSM	14	1:23.269	3	1 Lap	Mazda Miata
33	#61	Wieslaw Groniek	SSM	14	1:22.921	12	1 Lap	Mazda Miata
34	#73	Michael Roberts	SSM	13	1:27.048	2	2 Laps	Mazda Miata
35	#29	Maurizio Cerasoli	SSM	13	1:23.080	6	2 Laps	Mazda Miata
DNS	#91	Clifford Collins	SM2			0	DNS	Mazda Miata

## Grp 7. SRF, SPU, LC

1	#0	James Regan	SRF	15	1:14.933	4		Spec Racer Ford
2	#52	Peter Picard	SRF	15	1:15.889	2	9.748	Spec Racer Ford
3	#20	Steve Owens	SRF	15	1:16.217	7	11.665	Spec Racer Ford
4	#12	Steve Introne	SRF	15	1:16.147	7	12.279	Spec Racer Ford
5	#21	Joseph Wolf	SRF	15	1:15.719	3	19.334	Spec Racer Ford
6	#42	Miguel Fidalgo	SRF	15	1:17.049	10	28.143	Spec Racer Ford
7	#4	Mark Saviet	SRF	15	1:17.292	4	33.087	Spec Racer Ford
8	#5	Robert Zatz	SRF	15	1:17.680	4	35.421	Spec Racer Ford
9	#2	Edward Sanders	SRF	15	1:18.181	10	47.762	Spec Racer Ford
10	#55	Dave Dupont	SRF	15	1:17.678	4	53.776	Spec Racer Ford
11	#96	V. Theodosopoulos	SRF	15	1:19.881	12	1:10.900	Spec Racer Ford
12	#73	Robert Devol	SRF	15	1:19.724	3	1:11.085	Spec Racer Ford
13	#31	Leslie Kurz	SRF	15	1:19.384	12	1:12.175	Spec Racer Ford
14	#27	David Burke	SPU	14	1:22.107	9	1 Lap	Porsche 944
DNS	#22	Lee McNeish	SRF			0	DNS	Spec Racer Ford

## Grp 8. SM, SM5

1	#70	Jimmy Locke	SM	15	1:18.192	7		Mazda Miata
2	#17	Dylan Murcott	SM	15	1:17.996	9	2.545	Mazda Miata
3	#63	Hugh McHaffie	SM	15	1:18.737	2	17.717	Mazda Miata
4	#78	Peter Faill	SM	15	1:18.723	2	17.978	Mazda Miata
5	#05	Dwayne Bennett	SM	15	1:18.867	3	18.185	Mazda Miata
6	#01	Tom Capizzi	SM	15	1:18.397	5	20.432	Mazda Miata
7	#19	Shelby Churchill	SM	15	1:18.980	3	30.138	Mazda Miata
8	#96	Andrzej Brzezinski	SM	15	1:20.278	5	38.918	Mazda Miata
9	#54	Jeff Campbell	SM	15	1:20.344	9	39.345	Mazda Miata
10	#9	Michael Letson	SM	15	1:20.364	7	40.842	Mazda Miata
11	#10	Clinton Chichester	SM	15	1:19.978	9	43.728	Mazda Miata
12	#0	Matt Miskoe	SM	13	1:20.329	12	2 Laps	Mazda Miata
13	#7	Cy Peake	SM	8	1:18.248	5	7 Laps	Mazda Miata
14	#07	Kenneth Burr	SM	8	1:18.354	5	7 Laps	Mazda Miata



Karen Richardson closely guards Husband Dennis before the start of the Cheap Date Regionals. Photo: Carol Horton

## Scorched Orange

—continued from page 9

**FS**

1	Thomas Powderly	Ford Shelby GT	62.422
2	Terence Davidovits	Ford Mustang GT	67.708 5.286
3	Philip G Gott	Dodge Challenger	68.860 1.152

**GS**

1	Sam Creasey	Honda CRX Si	63.686
2	Kenneth Johnson	Honda CRX Si	63.743 0.057
3	Allen Parker	Honda CRX Si	65.372 1.629

**HS**

1	Matt Murray	BMW 318i	62.546
2	Jana Havener	Toyota 68.660	6.114
3	David Fried	Honda CR-Z	68.789 0.129

**ASP**

1	Chris Carter	Lotus	62.462
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**BSP**

1	Hank Wallace	BMW M3	58.593
2	Joshua Noble	Subaru WRX	59.042 0.449
3	Marc Monnar	Mazda RX-8	59.938 0.896
4	Jeff Seeger	Corvette ZR1	60.174 0.236
5	Matthew Mickle	Subaru STi	60.241 0.067

**CSP**

1	Rob MacAlpine	Mazda Miata	60.375
2	Paul Krysiak	Honda Civic	63.469 3.094

**ESP**

1	Stephen Harrison	Chevrolet Chevelle	71.028
2	Bruce Harrison	Chevrolet Chevelle	71.327 0.299

**FSP**

1	Neil Schelly	Subaru Wagon	61.596
2	Greg Cullen	Saturn SC2	62.184 0.588

**XP**

1	Daryl Beck	Volkswagen Jetta	60.274
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**EP**

1	Nick Barbato	Mazda Miata	59.223
2	Myron Steere	Scirocco 61.612	2.389
3	Sam Finch	Scirocco 74.177	12.565

**FP**

1	Daniel Boudria	Triumph TR6	57.672
2	Robert Lang	Triumph TR6	59.465 1.793

**AMod**

1	Stacey Strout	Dragon F1	51.140
2	Bill Gendron	CK Dragon	51.486 0.346
3	William Goodale	Dragon F1	51.510 0.024
4	Robert Barone	CK Dragon	54.479 2.969

**DMod**

1	Robert Totten	Triumph Spitfire	64.859
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**Fmod**

1	Robert A. Jordan	Raptor F500	62.455
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**ST**

1	Wiley Cox	Nissan 240SX	61.320
2	Dan Kimber	Honda Civic Si	62.161 0.841
3	Stepha. Zadrozny	Honda Civic	62.572 0.411
4	Roger Whipple	Honda Civic	62.652 0.080
5	Jenna D'Amico	Nissan 240SX	64.268 1.616
6	Athena DeGangi	Acura RSX	68.412 4.144

**STS**

1	James Murdocco	Miata	64.165
2	Carolyn Green	Mazda Miata	67.417 3.252
3	Christi Murdocco	Miata	67.563 0.146

**STR**

1	Justin Lau	Miata	60.867
2	Oleg Rekutin	Miata	61.807 0.940
3	Mitchell Baker	Miata	62.500 0.693
4	Matt Thompson	Miata	62.631 0.131
5	Hooman Vassef	Honda S2000	67.904 5.273
6	Thomas Fedorka	Mazda MX-5	78.278 10.374

**STX**

1	Derek Sivret	BMW 330ci	61.420
2	Charl. Thompson	Mini Cooper S	61.546 0.126
3	David Gott	BMW 330ci	61.662 0.116
4	David Thomas	Mazda RX8	64.009 2.347

**STU**

1	Lana Tsurikova	BMW 135i	63.505
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**SM**

1	Jason Fair	Subaru WRX	62.811
2	Ben Albert	Mitsubishi Evo VIII	63.482 0.671
3	daniel howard	Chevrolet Camaro	66.301 2.819

**SMF**

1	Kathleen Barnes	Acura ITR	62.614
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**SSM**

1	Don Kuehl	Honda CRX	58.422
2	Gerard Mauvis	Porsche 911C4S	59.598 1.176
3	Mathew Nieman	Mazda Miata	60.198 0.600
4	Cris Raposo	Mazda Miata	62.307 2.109

**FJB**

1	Burke Everett	Kart Kart	77.273
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**FJC**

1	Kimsoo Gopnik	Swiss Hutless Kart	89.497
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**FTD**

1	Stacey Strout	Dragon F1	51.140
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## Speak My Mind—continued from page 5

consistently on ESPN and races frequently. I just wish they'd show more than the 4 primary classes.

The IRL is kind of weird. Sometimes on ABC, sometimes on another network, usually on Vs. I know they're working to change this, but until it's more accessible, I doubt they're fan base will grow much.

Like F1, the Grand Am series is on Speed,

you just need to know when. But they don't have many events. AIMS may be in the worst shape. They only broadcast live on ESPN3 on the internet. Not that its' bad, it's just not very accessible, at the moment. It could be the wave of the future, but that wave has yet to crest.

If World of Outlaws, Sprint Cars, and/or Midget car sanctioning bodies ever landed a large television package, they just may surpass

NASCAR. They certainly have the necessary race volume plus their feature events have a lesser number of laps making them easier to fit into an hour television window.

Lastly, I must lament that WRC rally coverage no longer seems to be available in the USA. If you know where I can find it, let me know. Unfortunately, television executives don't share my passion.

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# Big Lap Rally

By: Scott Carlson

The 15<sup>th</sup> edition of Big Lap Rally ran out of Concord, NH at the end of May. Turnout was a little lighter than usual as organizers had to move the event from its usual June time slot to May due to involvement in STPR.

The rally started from the Red Roof Inn in Loudon and headed east through the Lakes Region of NH. Lunch break was in Gilford before the cars headed west and south to the finish at TGI Fridays in Concord.

The Equipped Class was won by Stephanie Gosselin and Fred Mapplebeck, scoring 28 points over 10 controls. Third place

was Adam Brodeur and Josh Benner who were edged out of second by only 1 point by the team of Mike Beliveau and Matt Henry of Hooligan Rally Team.

In Stock Class, Hal Denham and Steve McKelvie were strong in the morning, leading the class. They continued strong into the afternoon, but the last two legs were troublesome and they

almost gave away their lead. Nate Field and Sarah Norton got better as the day went on, but couldn't quite catch Hal and Steve.

In the Novice Class, Jeff Martin and Jeff Faber turned in an impressive score of 366 to win the class. Carmen Gita and Joe Mahan were second with 471 points, also very respectable.

## Big Lap Rally Results

#	Class	Driver / Navigator	total	L1	L2	L3	L4	L5	L6	L7	L8	L9	L10	Total	
3	a	Steph Gosselin / Fred Mapplebeck	28	1	2	1	1	1	1	13	2	5	2	0	28
1	a	Mike Beliveau / Matt Henry	36	1	9	4	6	9	1	0	2	3	1	36	
2	a	Adam Brodeur / Josh Benner	37	2	3	3	1	3	12	8	2	3	0	37	
8	d	Jeff Martin / Jeff Faber	366	0	101	55	13	31	40	78	6	7	35	366	
7	d	Carmen Gita / Joe Mahan	471	3	15	77	43	33	34	200	19	40	7	471	
9	d	Dan Praetorius / Andrew Bennett	598	23	39	59	69	16	41	200	1	25	125	598	
10	d	Mike Miller / Justin Allen	988	5	127	127	84	200	109	9	34	93	200	988	
5	s	Hal Denham / Steve McKelvie	120	2	10	15	8	3	8	3	6	43	22	120	
6	s	Nate Field / Sarah Norton	195	9	41	8	35	3	19	49	14	12	5	195	
4	s	Greg Gibbs/Erin Korzek	441	1	37	23	22	16	20	122	84	11	105	441	

Rallymaster: Scott Beliveau; checker: Ted Goddard; checkpoints: Kathy Moody, Trevor Hermance, Ted Goddard

# Inaugural Mass Challenge Rally

by Steve McKelvie

On July 30, 2011 the inaugural Mass Challenge Rally was run in central Massachusetts. It had been several years since there has been a SCCA time-speed-distance (TSD) rally in Massachusetts. I believe that the last TSD rallies in Massachusetts had been put on by members of the Touring Club of New England, which now seems to have disappeared. While not a TSD rally, there is a great rally in every April on Cape Cod that is shortest-distance and questions rally.

The Mass Challenge is a new rally and we (Hal Denham & I) had the luxury of creating our own history. We were not limited by the traditions of past rallies, as this was a new event. Therefore we tried several "new" things that had not been used in the New England area recently or perhaps never.

The first thing that we did was to look at the roads that are available in Massachusetts. The roads are almost all paved and the speed limits are not particularly high. We quickly concluded that a strict tour type rally might not be the best use of the roads. The other thing we decided was to keep the rally all on paved roads. The reason for this is that ultimately we want to attract some classic and vintage cars out to the rally, as well as the traditional New England rally crowd.

While we did not think that we could make this rally a thrilling driver's event, we thought that we should increase the intensity of the navigation

and in-car team work during the rally. Working on the opposite side of this goal was the desire to attract novices and first time rally attendees to this event. We can't attract new rally people with classic cars and then hit them over the head with nuanced and tricky rally instructions. This led us to our next major decision – have two sets of instructions. We would have a set of instructions for the New England Region Championship classes and another set of route instructions for the Novices.

My Mercedes is Set Up at Checkpoint #15 While Competitors Should be Turning Left Towards Checkpoint #14 (An old trick that worked once again!)

I think that this two set of instructions approach is a good one. It allows the rallymasters to work on both ends of the rally without affecting each other. You can make a rally challenging to attract the top competitors, and at the same time, present a rally that is friendly to novices.

This concept is not new. I have had the pleasure of rallying in the USA, Canada, Mexico, and Germany, so I have seen how others do things and I stole good ideas from everywhere. In Ontario, the Canadians have separate instructions for Novices and another set for Intermediates and Experts. In fact, in Ontario the rally classes are not divided up by equipment, but by experience. You can use whatever navigational

—continued on the next page

# Rally Against Leukemia

NHMS, Loudon, NH, August 5, 2011

by: Scott Carlson

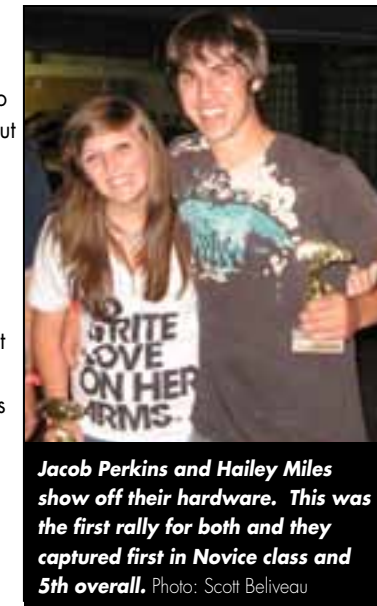
Once again, NER converged on the speedway at Loudon for a weekend long fix of motorsports that benefits UMASS Leukemia research. The weekend started with the annual TSD rally Friday night which starts as the sun is going down and progresses into the dark as rally teams head out into the central New Hampshire hills.

This year 9 teams competed in the sixty mile event, which traversed paved and unpaved surfaces through Loudon to Alton Bay on Winnepesaukee for an evening break. The teams headed back through Gilmanton on their way to the track for the last 2 legs of the rally on the road course. This year's rally had one "First Timer" team and the rest made up an all star cast of the NER rally community, which makes the logistics of putting on the event a relatively easy task, as you can basically hand out the route instructions and say, "Here you go, have fun, see you later." As with every rally NER puts on, it is a community supported event, time goes into laying out an interesting course, measuring and checking the course (only to find a bridge under construction), re-routing the course, volunteers working registration and checkpoints and also competitors working checkpoints as run/workers. Without that commitment, these rallies would not happen.

At the evening break at the bay, the sky dropped some rain that would keep the dust down on the gravel roads back to the west and there was a close contest in both "Experienced" and "Stock" classes, but as we know, it doesn't matter how you're doing half way through, it just matters at the end. After 7 checkpoints scattered around lakes and hills, the top honors in the "Experienced" class went to Chris Regan/Scott Beliveau. Chris was in the drivers seat of Scott's Tacoma, and all the time spent "Laying Out" rallyX courses must have done him some good as they came in with 28 penalty points. Second was Stephanie Gosselin/Paul Gosselin with 56. (Thank

you to both teams who worked checkpoints along the way)

"Stock" class was won by the team of Fred Mappleback/Matt Gosselin who also had the most luxurious and technologically advanced ride of the night. Since the roads on RAL are not car breakers, Fred brought his s4 so I could be distracted by it's beauty and the fine noise it pushes out the exhaust as it gets almost 4,000 pounds moving in a very sophisticated manner. Fred and Matt made it through the night in comfortable seats with 172 penalty points. Second was Jessica Benner/Josh Benner with 294 points. "First Timers" Jacob Perkins/Haley Miles made the trip to Alton and back accruing 385 points and not getting off course, well if they did go off, they found their way back OK. Even though they didn't know what they were about to get themselves into at the beginning of the night, they said it was fun enough that they'd do it again and by the wide smiles in the garage at the track (see award photo) I believe them.



Jacob Perkins and Hailey Miles show off their hardware. This was the first rally for both and they captured first in Novice class and 5th overall. Photo: Scott Beliveau

Rally Against Leukemia is a great way to get out into the scenic NH hills for a charity that helps people with serious health issues. The more teams that come out to rally makes for more proceeds that go directly to UMASS Leukemia research and it really is fun to rally, the people make it that way. If you haven't run RAL, or any other rally for that matter, make sure you try it, you won't have a bad time, it's an adventure every time.

Thanks to Mike Beliveau for photo documentation of the fallen ash tree across the road and scary chainsaw activity to clear said tree during the final check. Thanks to Hal Denham for working Registration and CP 6. Thank you Chris Regan/Scott Beliveau for run/working CP 2, and Stephanie Gosselin/Paul Gosselin for run/working CP 4. Thanks to Bill Stearns for coming to work CP's 1 & 5. Thank you to all who donated to Rally Against Leukemia.

## RAL Results

Car #	Driver/Navigator	Class	Total	leg 1	leg 2	leg 3	leg 4	leg 5	leg 6	leg 7	total	factor	Final	I/C
1	C. Regan/S. Beliveau	E	112	1	2	14	4	1	6	0	28	4	112	1
2	S.Gosselin/P.Gosselin	E	224	1	1	40	1	4	9	0	56	4	224	2
3	J.Beliveau/N.Beniarz	E	260	1	2	1	14	35	12	0	65	4	260	3
4	J.Perkins/H.Miles	N	385	100	10	100	100	13	38	24	385	1	385	1
5	F. Mapplebeck/M.Gosselin	S	344	6	17	49	34	23	31	12	172	2	344	1
6	K.Moody/T.Semple	S	1144	47	81	100	100	100	100	44	572	2	1144	3
7	W.Krouse/P.Lamoreaux /P.Lamoreaux	E	552	4	16	12	7	54	32	13	138	4	552	4
8	J.Benner/J.Benner	S	588	51	18	33	65	8	100	19	294	2	588	2
9	A.Brodeur/S.Barber	E	864	1	5	5	5	100	100	0	216	4	864	5

# New England Region, Sports Car Club of America, Inc., Board of Directors Meeting Minutes —

## June 8, 2011

New England Region, Sports Car Club of America, Inc. Board of Directors Meeting Minutes The Board of Directors met at the Hampton Inn, Rte 12, Auburn, MA on Wednesday June 8, 2011.

Present were Regional Executive Doug Fisher, Asst. RE Bill Gendron, Directors Tim Chevalier, Hal Denham, Trevor Hermance, Peter Morrison, Chris Regan, Jerry Rigoli, Jerry Shields, and Paul Zahornasky. Also in attendance were Bob Beaulieu, Bob Davis, Marilyn Freeman and Paul Krysiak. These minutes may not be in chronological order. The meeting was called to order by Doug Fisher at 7:34 PM. A motion was made to accept the minutes of the May 11th meeting as corrected. (Morrison/Shields) PASSED. Program Reports:

### Membership:

Weekend memberships for The Cape rally were 62, for the Big Lap rally were 7. Four members used tips for their membership payment in May. June 8th membership is 2362.

### Club Racing:

The Memorial Day event had a larger turnout than projected, the financial report for the weekend is not available yet. The June event currently has pre registration entries at the break even point with over a week until on line registration closes.

The July Drivers' school and regional race is due to go up on the web site. More volunteer workers are needed for the club racing staff, such as; Race Chair, Tech, Pits, Registration, Trophies, and Promotions.

### Rally:

May 21st is BIG LAP in NH had 10 entries. June 11th at Bradford VT there will be a rallycross. July 30th Mass Challenge Road Rally will be held starting at the Hampton Inn in Auburn, MA.

### Solo:

The June 12th event at Devens currently has 90 entries pre registered. The novice program has had good participation and many repeat competitors. The scheduling change to an earlier start has increased participation and number of

runs. Increasing the numbers of workers proficient in specialty roles is progressing. The Pro class is looking into going real time with on-line posting of times at the event using an add on AxxWare product. NER did well at both the Pro Solo and National tour events just held.

**Merchandise:** (via e-mail from Donna Stevens to Doug Fisher)

Apparel sales are down. Pay Pal payment is on hold at this time.

**Treasure's report:** (via e-mail From Lou Gingerella to Doug Fisher)

An extension has been filed for our 2010 tax return while the accountant reconciles the accounts. We appear to have slightly more money in the bank accounts than is shown in the accounting software reports. The treasurer is currently working to consolidate all credit card processing and Pay Pal accounts to Bank of America, so as to reduce costs to the Club. There are still questions about the processing fees we are being charged, especially for Club Racing.

**Motion:** to accept the reports was made. (Zahornasky/Morrison) PASSED.

### Marketing Strategy:

Work is ongoing toward bundling PIT TALK and Website advertising. Promotion Brochure choices: There was a discussion about making a choice between two draft brochures and whether or not to print the brochure or use the brochure as an introduction/portal page to NER.ORG and/or Facebook.

**Motion:** to use a modified version of the brochure as a landing page for NER.ORG and/or Facebook, (Shields/Morrison) PASSED.

Bob Beaulieu and Neil Schelly will work together to set up the landing page. Trevor reported that there are new videos posted on the NER YOUTUBE channel, and that there is a link from NER.ORG to the channel. Jerry Shields will begin working with Paul Krysiak and Bob Beaulieu toward an OPT OUT for members who wish to go paperless and only receive PIT TALK on line.

New membership strategy. It was proposed that each program will have a point person to

welcome newcomers to our events and to do follow up. These point people will be solicited in the RE column and on the website.

**Motion:** to adjourn to executive session at 9:35 PM, and to return to open session. (Zahornasky/Regan) PASSED

Return to open session at 10:17 PM

**Motion:** to hold an open meeting with LLC on June 22, 2011 was made (Gendron/Chevalier) PASSED.

The group discussed the need for a July BOD meeting. As permitting continues for the new track site, it is necessary to make payments as agreed to in the purchase and sale agreement.

**Motion:** to approve \$5938.40 for the July 2011 payment (Morrison/Chevalier) PASSED (7/2) A motion to adjourn to executive session was made at 10:25 PM (Zahornasky/Gendron) PASSED.

Respectfully submitted,  
Harold Denham, Secretary

## August 10, 2011 (No July BOD Meeting)

New England Region, Sports Car Club of America, Inc. Board of Directors Meeting Minutes The Board of Directors met at the Hampton Inn, Rte 12, Auburn, MA on Wednesday August 10, 2011.

Present were Regional Executive Doug Fisher, Asst. RE Bill Gendron, Directors Tim Chevalier, Hal Denham, Trevor Hermance, Peter Morrison, Chris Regan, Jerry Rigoli, Jerry Shields, and Paul Zahornasky. Also in attendance were: Kathy Barnes, Billy Davis, Bob Davis, Lou Gingerella, Marilyn Freeman, Paul Krysiak, Rob Laverty, and Dick Patullo. These minutes may not be in chronological order. The meeting was called to order by Doug Fisher at 7:35 PM.

**Motion:** to accept the minutes of the June 8th, 2011 meeting as corrected. (Zahornasky/Regan) PASSED.

### PROGRAM REPORTS:

#### Club Racing:

As of July the program appears to be just slightly in the positive through the July event including covering the carryover expenses from last year.

The final count from RAL has not been tabulated; the estimate is about 130 to 135 paid entries.

Cheap Date in September 10/11 is projected to have over 140 entries.

#### Rally:

By Chris Regan & Tim Chevalier

July 30th the Inaugural Mass Challenge Road Rally was held starting at the Hampton Inn in Auburn, MA. There were 12 cars total in three classes, 13 weekend members participated including workers.

August 5th the RAL rally had 9 entries, NO on track issues were experienced. Next year's RAL rally committee has been requested to keep the Club Racing program informed well in advance with regards to any activities at NHMS.

August 6th RAL Double X had 20 entries and raised \$800.00 for RAL.

August 7th RAL RallyCross had 30 entries. Low turnout is believed to be due to the roughness of the event site.

September 17th the CAR Store Rally in VT will be held.

Chris Regan reported that he is currently seeking a site for the September event after the late cancellation of the previously calendared site. He did mention that there was a potential Quonset Point site and will keep us posted.

#### Solo:

By Bob Davis

The attendance for the last three events was up as compared to the events earlier this year.

The Double event weekend was coming up at Devens on August 13/14.

The program is working to increase participation of the competitors to become more involved with the event work responsibilities so as to broaden the base of qualified workers.

Solo group raised a total of \$6800.00 (estimated) for the events at the track and on-line contributions to First Giving for RAL.

**Merchandise:** (via e-mail from Donna Stevens to Doug Fisher)

Sales are lower this year than in the past. Inventory is lower than usual due to the slow sales and out of stock items will not be ordered until demand increases. The numbers to meet the budget are on target at this time.

#### Membership:

By Paul Krysiak

Regular membership numbers from earlier in the year are as follows; Aug. 11 2320 June 22 2386 May 11 2387 April 2382 Feb 2384

Weekend members Feb 19-July 11 110 (104 from rally)

Expired memberships Mar 31-May 31 212

Members Opting out for E-Pit Talk 15

Paul Krysiak has been in contact with Michelle Lour, National member services manager. National has been working on various solutions to reduce the number of membership expirations with Paul and membership chairpersons around the country.

#### Treasurer's report:

by Lou Gingerella

Our 2010 tax return is at the accountant and will be filed by August 15th. The accountant is reconciling the accounts and should have them completed by the September meeting.

The credit card rate being charged by Bank of America for the at-track processing is 2.1%. The treasurer is currently working to consolidate all credit card processing and will be looking to do so at year's end.

All monies collected by MotorsportReg are subject to a 4.25% fee per the agreement made by the National office.

**Motion:** to accept the reports was made. (Shields/Morrison) PASSED

#### New Track Committee Report:

by Dick Patullo:

Palmer Paving has been slow with a response

to the inquiries as to being part of the project in any capacity, and has requested permission to do more testing.

Lane Construction (the contractor that repaved Daytona) has been approached to be involved in the project.

LLC is actively seeking contractors to become involved with the project and expect to have a plan as how to proceed by the September meeting.

LLC will be checking on its status as to how its ownership could be conveyed to a third party, if liquidation of the project is required.

As permitting continues for the new track site, it is necessary to make payments as agreed to in the purchase and sale agreement.

**Motion:** approve \$5938.40 for the September 2011 payment (Morrison/Rigoli) PASSED (6/1/2 abstain)

Thompson Speedway by Doug Fisher and Jerry Rigoli: NER was contacted by the owners of Thompson Speedway in Thompson CT. The owners are beginning a 3 to 5 year plan to revive Road Racing at the facility. There are currently autocross events being held there by another club. Jerry Rigoli has agreed to head a small committee of NER Board members (Chris Regan and Bill Gendron) to meet with the management of Thompson to review what the needs are of our programs both for function of the events and safety requirements for SCCA approvals and sanctioning.

#### Lempster:

by Jerry Rigoli:

The track development in Lempster, NH is currently on hold due to Financial Issues.

#### Marketing Strategy:

by Paul Zahornasky:

The Pit Talk Opt out of printed/mailed Pit Talk and receive only E-Pit Talk has begun testing, once it has proved that it is working properly it will be promoted to the general membership. It will save the Region money in printing and postage, as well as allow for more timely reporting of the comings and goings of the Region.

—continued on the next page

## Dodging Orange

The first example is Robby Foley from SCCA NNJR (Northern New Jersey). Robby's father, Rob, has been well known in the Northeast Division for quite a few years, and encouraged his son to start in Junior Kart B (FJB) about 6 if not 7 years ago or so. Learning the asphalt ripples and competition ropes in a Margay Kart, Robby just got his Club license about a week ago to start competing in the family Club Race car (still a Honda Civic if I read the forums down there correctly). Training, encouragement, persistence: It pays off.

The second example is more local: Sarah Bowin. Sarah has been actively, aggressively and successfully competing in the Formula Junior ranks for a number of years, and recently achieved those young adult milestones of getting her drivers license and a part-time job. Not a big thing to us adults, except for the inexperienced-driver car insurance premium add-on, but Sarah also has the deep desire to drive at Indianapolis one day.

She got a bit closer to that day on Sunday, getting the chance to co-drive the Raptor F500 F-Mod of Bob Jordan. (Thank you, Bob.) By the end of the morning heat, Sarah was ahead of the car-owner by over a second. For the



**The problem is this imaginary point in space...** Photo: Eddie Savage.

afternoon heat, Sarah was quicker still by almost a second more, but had a cone call, a run with a missed pylon, and a pleasant little loop de loop at the Tower. Bob needed his last run to pull out a win by only 0.062, His 49.700 to Sarah's 49.762.

With everyone up and down the return lane seeing the smile on Sarah as she motored the open wheel FMod back to the forward grid position, time slip held high in the air, even with that 48.105 as a DNF, she won that class that day, hands down.

Life in our NER fast lane; it doesn't get much better than that. So when you Think Karts - Think our Future.

Be seeing you.



**Do you hear a cricket? I hear a cricket.**  
**The Krueger FJ Kart, goes under close scrutiny.** Photo: Eddie Savage

## NER BOD Minutes,

—continued from page 23

Marc Monnar has agreed to be the Assistant web master. He will be focusing on design and functionality of the site while Neil Schelly will remain as the technical specialist behind the scene. Marc's first project will be setting up the landing page for **NER.ORG** as well as working on **PITTALK.ORG**.

### Facebook:

NER has 1449 likes on Facebook. Stephanie Funk and Paul Zahornasky are the NER coordinators for Facebook.

### YOUTUBE:

Trevor Hermance is looking to set up more content creation options for contributors.

### NER Board of Directors for 2012:

Doug Fisher has appointed the following members to the Nominations Committee for the election of the 2012 members of the Board of Directors. Rob Lavery – past member of the board Tim Chevalier – current member of the board Billy Davis – member at large There are five members to be elected at the next Annual Meeting. The current members interested in continuing as Directors at this time are (in alphabetical order) Doug Fisher, Bill Gendron, Chris Regan, and Paul Zahornasky. As permitting continues for the new track site, it is necessary to make payments as agreed to in the purchase and sale agreement.

**Motion:** to approve \$5938.40 for the August 2011 payment (Morrison/Gendron) **PASSED** (6/1/2 abstain).

**Motion:** was made to adjourn at 9:51 PM (Gendron/ Shields) **PASSED**

Respectfully submitted, Harold Denham,  
Secretary

Next meeting will be held on September 14th, 2011 at 7:30 PM, at the Hampton Inn, Rte 12, Auburn, MA.

## Mass Challenge Rally

—continued from page 20

equipment you want, but if you're an expert then you will compete against other experts with Expert caliber instructions. So we too embraced the two sets of instructions strategy. I think that this is an idea that could be used elsewhere to attract and keep new rally people coming back, while presenting a rally worthy of experienced rally people.

The other thing that we decided was to score the Novices based on whole minutes. If the Novice team arrived within a minute of the perfect time, then they scored a zero. If they were into the next minute then they got a timing penalty of 1 minute. This removed much of the rigors and stress on a first time navigator. We put our scoring system where our mouths were – the most important thing is to stay on course. We held a great rally school before the event and had Charlie Sundblade give the Novices the benefit of his rally experience and how to stay on time. Charlie did not have to spend a great deal of time going over the mathematics of rallying, which to a complete novice navigator seems very intimidating.

One thing that I would like to do differently next time is to have all of the Novice instructions, timing, and scoring be in minutes and seconds, not minutes and hundreds of a minute. A first timer should be able to use their wristwatch to do the timing and not have to convert hundredths of a minute into seconds.

One of the challenges that we used in the event were instructions that were presented in several formats. Written instructions, a straight-line map, tulips, and a tulip "grab bag" where a number of tulips were provided in random order on a sheet and the crews had to decide which tulip applied to a given situation.

The Novices were not simply given the tulip "grab bag" instructions; we gave them the sequence in which they were to be followed. On the straight line maps the Novices were given additional helper clues as compared to the Championship Classes. On written instructions, the Novices were given mileages and delta distances to every instruction, while the Championship Classes got almost no mileages at all.

We started the rally at around 1:00PM to give entrants time to drive some distance to the come to the rally on Saturday morning. We ended the rally around 9:00PM, so that competitors would have time to drive home Saturday night without getting home in the middle of the night, if they did not live too far away.

Hal and I had a great deal of help and advice from Pego Mack and Charlie Sundblade as we put the rally together. They checked the rally once and gave us some great advice. Pego came out a second time and rode with me working the odometer as we measured the rally for the final time. Finally on the day of the rally Pego and Charlie came out and helped us with the timing controls. In short, the rally would not have happened if we had not had the support from Pego and Charlie.

The following is a listing of the Mass Challenge entrants and their scores. Note that for the New England Region, the Championship Classes are Class A for cars using rally odometers and rally computers and Class S for competitors using stock odometers. Class D is for the Novices, who can use any equipment they want.

Car #	Driver	Navigator	Class	Score
1	Scott Beliveau	Will Kuscielny	A	602
2	Will Krouse	Scott Carlson	S	402
3	Stephanie Gosselin	Fred Mapplebeck	A	206
4	Michael Beliveau	Matthew Henry	A	148
5	Mike Mazoway	Frank Beyer	A	175
6	Nate Field	Sarah Norton	S	91
7	Alessandro Aquadro	Nigel Cochran	S	13
8	Sean O'Leary	Michael O'Leary	D	3700
9	Faramarz Edalat	Ali Ardestani	D	3400
10	Jeff Martin	Jeff Faber	D	2200
11	Adam Brodeur	Joshua Benner	A	148
12	Brendon Kellner	Shaun Smith	D	2000

As you can see from the scores we had a tie for the Class A and Overall win between Beliveau/Henry and Brodeur/Benner who both had scores of 148. Mazoway/Beyer were third in Class A and Overall. The Stock Class was won by Krouse/Carlson, while the top Novice team was Kellner/Smith.

I felt sorry for Frank Beyer and Mike Mazoway who drove all the way from Syracuse, New York to compete in the rally. They had the best score on the road, but effectively lost the rally right at the start. We put in a trap for experienced rally teams and we caught them. The start time was identified in the General Instructions and the Route Instructions as 1:01PM plus your car number. Typically, the rally start time is noted as something like 1:00PM plus your car number. Frank and Mike, because they have been in many rallies, assumed that because they were Car #5 that their start time was 1:05PM when actually it was 1:06PM. The penalty in the first timed leg put them in a hole that they did not get out of and they finished third in the Class A Championship Class.

Hal and I would also like to thank Marilyn Freeman, Tim Chevalier and my son-in-law, Mike Johnson, for helping out as well as several of the crews who readily accepted to also run-work and thus helped us time some of the controls.

We look forward to doing this again next year. This was my first rally as a co-rallymaster, so I learned lots and made lots of mistakes. But it was a worthwhile experience for me. I also would like to thank Hal Denham for all of his help, advice, and input.

# NER RALLY-X Championship

## Event # Nine— RallyX Against Leukemia, August 7, 2011



Ladwyk William drives his Civic to a third in 2wd Modified. Photo: J. Muise

### By Chris Allen

The Racing Against Leukemia weekend ended with a bang, crunch, and a few cracks thanks to the geological buffet known as the Lodge at Belmont, in Belmont, New Hampshire. The kindly folks at the Lodge welcomed racers and spectators for a chance to be the fastest and/or the most charitable for a great cause: kids fighting Leukemia. Seldom does the opportunity rise to burn rubber and roost dirt legally, all while raising money for some brave little ones. The fun started Friday night with a road rally, continued on Saturday with some asphalt appreciation in the form of solo and the first half of the DoubleCross, and ended with the dirty stuff on Sunday with the second half of the DoubleCross, and a rallycross event.

In typical Belmont fashion, unearthing boulders was part of the game, and as the course was churned, metal found rock in an epic struggle to occupy the same space. Most racers just heard some horrid noise, while some vehicles did however receive a bit of rearranging. But, isn't that just another reason to make it stronger, better, faster? Like anyone ever needed a reason...

The morning session of the DoubleCross race on Sunday gave entrants a chance to get a jump on the rest of the pack with some early morning runs, and get a feel for the course layout. Taking some dirt or asphalt regulars and putting their skills to the test on the opposite ends of the traction spectrum provided a nice change of scenery. Many thanks goes out to all the fundraising and volunteers who managed to bring in almost \$4,900 for Leukemia research and treatment. Way to go!

In the rallycross event, Meng Mao brought out his Crown Victoria as the only competitor in stock rear wheel drive, and continues to entertain spectators with his silky smooth runs. Stock front wheel drive had Jacob Perkins taking first place yet again over this faithful reporter, consistently finishing fastest and currently leading this season in points.

The stock AWD class saw a battle between the fearless James Caswell in his Chevrolet S-10 and Cliff Kangas with his trusty Subaru. Caswell bested the class by just over six seconds over the course of nine runs, followed by Kangas in second and Michael Mordoff bringing in the third place position by the end of the event.

Prepared FWD consisted of Scott Carlson and Phil LaMoreaux duking it out in their shared 1986 Honda Civic Si, which, despite fueling problems still managed to dance around the course delightfully. With run times closely matched, Carlson managed to pull off the class win by just over



Winners of the RAL RallyCross at the Lodge in Belmont. Front (L to r): Nick Nemchuk (PA), Jake Perkins (SF), Hal Denham (M2), Warren Elliott (M4) Back (l to r): James Caswell (SA), Meng Mao (SR), Scott Carlson (PF). Also, Warren Elliott was the DoubleCross 1.0 winner, Chang Ho Kim DoubleCross 2.0 winner (not shown). Photo: S. Beliveau

—continued on page 29

## New England Region SCCA Final Results, #9 - RallyX Against Leukemia - August 7, 2011

Pos. #	Driver	Car	Run#1	Run#2	Run#3	Run#4	Run#5	Run#6	Run#7	Run#8	Run#9	Total
<b>Rwd Stock</b>												
1	23 Mao, Meng	Crown Vic	61.013	62.163	62.673	61.343	57.336	56.352	54.851	54.375	54.756	524.862
<b>Fwd Stock</b>												
1	79 Perkins, Jacob	Sentra	57.037+1	58.315	55.895	56.018	58.700	51.948	51.322	50.446	51.182	492.863
2	829 Allen, Chris	Hyundai	58.456	58.314	55.973	56.205+1	63.749	51.189	51.287	51.072	53.147+1	503.392
3	819 Teixeira, Luis	Eagle TSI	61.231	59.008	58.947+1	55.739+2	61.886	52.820+1	51.157	50.091+2	DNS	DNF
<b>Awd Stock</b>												
1	802 Caswell, James	Chevy S10	50.680	52.063	49.040	47.248	46.545	45.318	45.548	45.257	435.399	
2	69 Kangas, Clifton	Subaru impreza	49.788	50.027	49.839	48.594+1	46.674+1	45.209+1	46.449+3	46.095+1	46.150	442.825
3	810 Mordoff, Michael	Subaru WRX	55.093+1	56.622	55.901	56.433	48.829	50.172	51.779	52.649	52.132	481.610
4	812 Mirkhani, Paul	Subaru Impreza	62.035	59.816+2	59.732+1	59.112+1	57.868	54.504	52.777	54.788	51.229	519.861
5	814 Otranto, Dan	Saab 92x Aero	57.964+OC58.498		57.097+1	55.942	55.217	51.123	50.086	54.918	DNS	DNF
<b>Fwd Prepared</b>												
1	888 Carlson, Scott	Honda CivicSi	53.550	53.278	52.770	53.513	52.639	49.666	50.016	50.013+4	52.053	475.498
2	88 LaMoreaux, Philip	Honda CivicSi	53.279	54.871	54.553	56.616	49.502	50.365	50.867	52.336+2	50.301+1	478.690
<b>Awd Prepared</b>												
1	199 Nemchuk, Nikolay	Subaru WRX wagon	53.399	51.157	50.099	49.976	52.553	46.883	44.346	44.869	45.879	439.161
2	64 Merkurjev, Alexander	Subaru WRX Wagon	55.895	50.011	51.935+1	48.963+2	51.653	45.208	46.449	45.283	44.617	446.014
3	9 Regan, Chris	BMW 325ix	52.917	52.444	52.343	52.288+1	53.660	46.536+1	47.655	48.597	48.293	458.733
4	555 Haggett, Christopher	Subaru WRX	56.505+3	54.759	53.619	53.416	57.257	49.080	47.237	51.088+1	49.159	480.120
<b>2wd Modified</b>												
1	32 Denham, Harold	VW Golf	50.710	50.577	50.631	50.141+1	46.520	46.421	47.065	47.183	46.638	437.886
2	2 Kim, Chang Ho	Honda Civic GSR	52.033+1	51.778+1	49.437+1	49.136	47.355	47.759	46.463+1	48.149+4	47.929	456.039
3	145 William, Lodwyk	Honda Civic	53.162	52.528+1	54.184+2	54.369	48.465	47.887	47.078	47.889	47.118	458.680
4	847 Baker, David	VW Rabbit	54.484	55.216+1	54.549+2	56.197+1	51.472+2	51.196	52.059+1	50.888	46.139+1	488.200
5	807 Lewis, Anja	VW Rabbit	61.614+1	60.133	60.044+6	62.349	51.535	56.372	55.422+1	54.918	53.802	532.189
6	822 Pecola, David	Honda CIVIC	63.083+1	61.834+1	65.011	59.631+3	54.537	54.988	56.391	54.153+1	52.776	534.404
<b>Awd Modified</b>												
1	17 Elliott, Warren	Audi A4	49.949	50.347	48.593	48.916	51.721	45.318	44.990	45.911	45.598	431.343
2	428 Muise, Josh	Subaru Impreza	54.046	52.884	48.897	48.243	54.214+1	44.880	44.097	43.994	45.800	439.055
3	95 Semple, Tyler	Jeep Cherokee	51.063	51.313	49.769	48.828	52.235+1	45.717	46.432	45.981	46.480	439.818
4	6 Beliveau, James	Subaru Impreza	50.723	50.832+1	51.555	50.331+1	52.513	46.327	45.425+1	45.652	46.917	446.275
5	106 Beliveau, Scott	Subaru Impreza	54.141	53.052	49.642+1	51.438	54.614+1	47.603+1	48.178	47.175+2	48.269	464.112
6	628 Muise, Chri	Subaru Impreza	58.453	55.817	55.594	54.164	58.844+1	51.575	50.816+1	50.358	52.198	491.819
7	165 Wilcox, Ryan	Subaru wrx	56.013+1	56.404+4	54.538+1	53.316+1	56.672	51.062	51.819+1	50.576+1	52.360+1	502.760
8	228 Muise, Jim	Subaru Impreza	80.961	52.422+6	51.585	60.811+2	52.348+1	46.047	48.119	45.271	47.639+1	505.203
9	817 Urbon, Brett	Subaru wrx	62.256+2	57.363+1	54.723	51.852	57.682+1	52.017	53.247	DNS	DNS	DNF

### Double Cross Results

PL. #	Name	CL.	Aolo Car	RX Car	Solo 1	Solo 2	RX1	RX2	Total
1	17 Warren Elliott	1.0	Audi A4	Audi A4	30.437	29.730	49.999	49.730	159.536
2	32 Hal Denham	1.0	VW Gti	VW Gti	31.446	31.534+1	52.903	53.155	171.038
3	428 Josh Muise	1.0	Subaru Impreza	Subaru Impreza	33.457	32.577	52.044+1	51.096	171.174
4	145 Lodwyk William	1.0	Honda Civic	Honda Civic	30.501	30.249	57.824+1	55.769	176.343
5	9 Chris Regan	1.0	BMW 325ix	BMW 325ix	35.014+1	33.435	53.148	54.396	177.993
6	555 Chris Haggett	1.0	Subaru WRX	Subaru WRX	34.193	32.924	56.214	54.668	177.999
7	888 Scott Carlson	1.0	Honda Civic	Honda Civic	33.934	32.712	57.014	56.001	179.661
8	95 Tyler Semple	1.0	Jeep Cherokee	Jeep Cherokee	36.793+1	35.566+1	49.559+1	51.827	180.219
9	88 Phil Lamoreaux	1.0	Honda Civic	Honda Civic	33.486+1	34.435+1	55.804	56.052	183.777
10	79 Jacob Perkins	1.0	Nissan Sentra	Nissan Sentra	34.894	34.449	57.383	56.841+1	185.567
11	228 Jim Muise	1.0	Subaru Impreza	Subaru Impreza	32.561+1	32.036	54.233	57.068+5	187.898
1	24 Chang Ho Kim	2.0	Acura Integra	Honda Civic	28.820	29.227	51.832	52.252+1	153.498
2	14 Justin Baltrucki	2.0	Mazda Miata	Toyota Tacoma	30.774	30.004	52.303	52.977	156.576
3	196 Billy Davis	2.0	Mazda Miata	Subaru 2.5RS	28.180+1	28.572	50.820+3	51.710	157.004
4	69 Cliff Kangas	2.0	Mazda Miata	Subaru 2.5RS	29.993+1	29.248+1	53.966	52.922	159.061
5	6 Jamie Beliveau	2.0	Subaru Sti	Subaru Impreza 2.2	32.458	32.678+2	51.424	52.187	161.546
6	96 Bob Davis	2.0	Mazda Miata	Subaru 2.5RS	28.968	28.173	56.684+1	54.128+1	161.730
7	91 Scott Beliveau	2.0	Mazda Miata	Toyota Tacoma	34.391	30.399	54.352+1	54.839	165.873
8	165 Ryan Wilcox	2.0	Subaru Impreza	Subaru Outback	33.665	32.845+1	54.128	54.747	166.286
9	158 Kathy Moody	2.0	Subaru Sti	Subaru Impreza 2.2	32.924	32.156	57.028	58.952	170.517

\*Total time includes PAX adjustment for 2.0 Solo times

# Rally Round Up

by Steve Gaddy, Car 1 with Julie Gaddy and R. Bruce Gezon

**Event:**  
Hurdle 2011 NGTA RoadRally

**Date:**  
August 13, 2011

**Rallymasters:**  
The Lamkins Family

Everyone knows there's almost always more than one way to get from point A to point B (especially in Connecticut). One of these ways must be the shortest, though often not the quickest nor most often taken. What about the shortest way to get from point A to 15 historic, scenic, or just everyday points, and then back to point A? If you can figure this out, and execute the plan in 8 hours or so, you can win Hurdle. Usually though, it's not quite that easy (hence the competition). Keep in mind that no internet, GPS, or other like devices are permitted (only paper maps), so some detective skills are required.

This was our third consecutive year running the Hurdle National GTA (Game-Tour-Adventure) rally. GTA rallies take on any form where the primary goal isn't to reach checkpoints exactly on time. On National GTAs, there is usually a significant challenge to determine the route, often like a trap rally, but without the added element of timing and calculation. This rally is unique in that there is no defined course, but instead the goal is to visit landmarks and answer questions (to prove you went to the landmark), with the winner accumulating the least mileage (after correcting for individual odometer variation).

Julie and I had run the last two years with limited success. This year, we teamed up with one of our primary competitors who was

short a navigator, Bruce Gezon, since Hurdle rules allow for an extra competitor in the car. We focused more on shortening the route this year, though the wild cards are always the vague locations (see above). We usually count on a few of these to help separate the cars who choose the same basic route, and were hopeful experience would guide us to the more likely locations. This year though that was less of an issue.

After starting in Southington, this year's landmarks were all located in the southeastern part of the state generally between the Connecticut and Thames Rivers. While a scenic part of the state, this was the third year heading generally south and east from Southington. One year, we hope to go north and west. The questions range from as simple as "When is BINGO at the Chesterfield Fire Department" to as complicated as, "In the vicinity of the Bear Hill Wildlife Area, you will find the Charles L Long Sports Complex. When was the Playscape dedicated?"

Two general routes seemed the most likely to be shortest (four, if you count the option to run them generally clockwise or counterclockwise). One route started from the furthest northwest point, while the second recognized that a key bridge split the four points west of the Connecticut River, and it might be shorter to start with the third point down, and return via that bridge to catch the last two north-western most points before continuing to Southington. There was also a minimum of vagary in the questions. Only one referenced routes like, "an odd numbered state route in X township," and we were able to remove the wild good chase aspect of that by choosing the counterclockwise direction, which put most of the possible route on our already selected shortest distance to the remaining points. We were fortunate that the Waterford Speedbowl turned up where it did, adding nothing extra to our mileage.

The biggest challenge of the day was the Bear Hill question. This Wildlife area is surrounded by two roads, and another road leads into the middle of the area. We chose to follow the western road, then drive into the park. Unfortunately, the landmark wasn't to be seen. We were very concerned that we would need

to backtrack 5 or more miles down the east side of the area, when we fortunately found the playground just to the east. Unfortunately for us, the extra 2 miles driving into the park and back was enough to push us from 1st to 2nd on the day. Usually there is a good spread in mileages near the top, but with the fairly direct options this year, and a shorter route than usual (top teams arrived at the finish before 4pm, whereas in the past we've barely made it by the 5:30 deadline), the top three teams were separated by under 5 miles I believe. We ended up with 153.14 miles, while the winners, Elizabeth & Chris Regan, finished with about 150.51. The impressive part about this is that the rallymaster (who knows exactly where everything is, and usually beats the winner by 10 miles or more if I recall) had 152.10 miles! Definitely the easiest rally of the three years by far.

While writing a shortest distance rally is a little less painful than writing a timed defined-course event, all Road Rallies take a tremendous amount of work to coordinate, pre-check, and execute. The Lamkins Family have done a great job with this each year, and we thank them again for their work. One of the challenges is timing. This year, the rallymasters had some more clues (not used) further east, which would have lengthened the event a little, but its always a challenge to balance

the length and difficulty of questions with the ability to arrive by 5:30 pm. I suspect next year we'll see a bit more locationally-challenged questions, which is my preference anyway. In any case, I'll never pass up a good excuse to tour around the scenic and historic areas of Connecticut each year.

## Final Results

OA Team Total Point

1	Elizabeth Regan/Chris Regan	150.51
2	R. Bruce Gezon/ Steve Gaddy/ Julie Gaddy	153.14
3	Joseph Cloutre/Andrew Terry	155.30
4	Stephanie Gosselin/ Fred Mapplebeck	158.58
5	Eli Soloman/Teri Soloman	165.08
6	Karen Bronson/Mike Bronson	167.58
7	David Mulligan/Karen Mulligan	181.20
8	Steven Dides/Jason Dides	192.64
9	Scott Beliveau/Kathy Beliveau	193.23
10	Jeff Rummo/Tony Rummo	225.66
11	Arlene Reis/John Reis	272.99
12	Erin Korzec/Gregory Gibbs	288.66
13	Christine Mariasi/Eric Reis	296.15

## Rally X Against Leukemia

—continued from page 26

three seconds for the day. The all-wheel drive prepared class had the fierce but friendly competition between Alexander Merkurjev and Nikolay Nemchuk in their shared duty 2002 Subaru WRX wagon, with Nemchuk sliding and scrambling into first over Merkurjev. Chris Regan brought in third place with Chris Hagget following behind him.

2WD Modified was an eclectic mix of fast gasoline and diesel-powered vehicles, with the Germany vs. Japan showdown in full effect. Hal Denham started roping in the win with his bright yellow VW GTI over Chang Ho Kim in his Fun Hondas extremely aerodynamic Civic hatchback. Kim slipped past Lodwyk William taking second place over Lodwyk's Civic by just over two and a half seconds. David Baker and Anja Lewis shared a creative, butterfly-adorned diesel-powered VW Rabbit with full safari racks and ground clearance abounding, entertaining onlookers and taking fourth and fifth places respectively.

Once again, Warren Elliot showed them how it's done in his Rally-prepped Audi A4, blowing past the Subaru's to take first place for the day, and impressing everyone by not breaking anything. Josh Muise took second place with his Subaru Impreza by less than 1 second total time over Tyler Semple's Jeep Cherokee. Jamie and Scott of Beliveau Boys Racing experienced some technical difficulties with their shared Subaru Impreza due to rock impacts, but turned some fast times nonetheless. Jamie Beliveau still clings to first place in points for the season at the close of this event, with Warren Elliot hot on his heels, so stay tuned!

Near-perfect weather and conditions gave all competitors a nice gift for showing their support for Leukemia research, and a massive "thank you!" goes out to all those who contributed and donated their time and/or money for this worthy cause. Another safe and smoothly run NER event down, and only one more scheduled RallyX event to go before this season's regional championship. And, with a few more months left in the season, there is plenty of time to squeeze in another event. Know of a great space (5-10 or more open acres, dirt, gravel or grass, and little or no trees) to have a rally cross event? Dying to try it out? Get involved! Visit [www.NER.org](http://www.NER.org) for more information.



Elizabeth Regan, Chris Regan, Steve Gaddy, Stephanie Gosselin, and Fred Mapplebeck discuss their adventures at the finish. Photo by Julie Gaddy



Event winners, Chris and Elizabeth Regan accept award from Samantha, Jon, and Jordan Lamkins Photo by Kelli Lamkins

# 2011 Calendar

## RACE

### RALLY-X

Nov 6 Covered Bridge Pico, VT  
Dec 3 Wolf Chase Ludlow, Vt

### RALLY

### SOLO

October 22 Devens  
Schedules may change, Check the website for changes, updates or additions (and registrations) to the NER calendar: www.ner.org

## CLASSIFIEDS

Free to NER members, Ads will run for two consecutive issues, Editor has right to edit copy to fit. Send all classifieds to Beaulieu Advertising and Design, Inc. PO Box 703,

**1979 20 FT COACHMAN E 350** Ford V8 , 107,000 miles. Runs, clean, most stuff works. \$3,500 BO in Carver, MA Linda 508-866-3291

**RACE DECK TYPE FLOORING:** I salvaged from a business that closed. It needs a god cleaning but it's perfect for a track mat. Its yellow and blue and I have a pad that is 21'x11' which would fit a 10x20 canopy nicely. This stuff new cost a minimum of \$3 a square. Ill sell all for \$225. I may have some more available soon. Also could be split up in to 2 10x10 pads. Mark 603-860-8843

**SPEC MIATA:** Selling a new build SM. Has the usual SM suspension, Team Dynamics wheels, Springfield Dyno exhaust, SS Braided brake lines, Hawk DTC60 front and Blues in rear, 2 Tow hooks front and rear, 4.3 torsen, Kirkey RR seat, Moroso Master Kill switch, Wink 4 panel mirror, new windshield, its a 100k mile car in good shape. Rent to own if you want. Chris, 5drew@comcast.net

**15" KUMHO ECSTA V710:** set of four 205/50/15 mounted on steel 4x100 toyota wheels (these do fit VW mk 2/3, and some others) As far as i know these were run at three events by the PO and only 1 by me. not one for details but these had a serious amount of grip. BRO with or without wheels Bjosephd@gmail.com

**DALAN STRAIGHT HITCH:** plus Tire Tail that I used for a couple of seasons a while back. Sold the car, so now these items need a new home. Good condition. Will not sell separately. Will not ship, but I'm willing to meet halfway or at a future Devens event. Both used to be sold by izoomgraphics.com, but now only the hitch is. Asking \$200/BO. Email me at tpow96@yahoo.com if interested.

## NER/SCCA Merchandise Order

NER/SCCA merchandise is available through mail-order. Please send your request with a check made out to NER/SCCA. Orders will be mailed to you, priority next day. No credit cards are accepted.

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<b>DECALS-PRESSURE SENSITIVE</b>			
Windshield decals	\$9.00	—	—
SCCA wire wheel 2" circle	\$1.00	—	—
SCCA wire wheel (inside) 2"	\$2.00	—	—
SCCA wire wheel 4 1/2" circle	\$2.00	—	—
Master Switch Off	\$1.00	—	—
Fire Extinguisher (red E)	\$1.00	—	—
SCCA Club Racing (STD)	\$2.00	—	—
SCCA RoadRally (checkpoint)	\$2.00	—	—
SCCA RallyCross decal	\$2.00	—	—
SCCA wire wheel generic	\$2.00	—	—
SCCA Solo decal (black)	\$2.00	—	—
NER decal 3"	\$1.00	—	—
NER decal 4"	\$1.00	—	—
NER decal 7"	\$1.00	—	—
Tow arrow (indicate red, yellow, white black) set of two	\$1.00	—	—
<b>CLOTH PATCHES</b>			
SCCA wire wheel (round)	\$3.00	—	—
SCCA Letter patch	\$3.00	—	—
SCCA Drivers (red,white,blue)	\$3.50	—	—
NER patch	\$3.00	—	—
<b>APPAREL</b>			
NER Black T-Shirt (s-m-L-XL-XXL)	\$11.00	—	—
NER hat	\$8.00	—	—
<b>LAPEL PINS</b>			
SCCA wire wheel pin	\$4.50	—	—
SCCA pin rectangular	\$3.50	—	—
NER triangle pin	\$2.00	—	—
<b>PUBLICATIONS</b>			
2011 GCRs	\$25.00	—	—
2011 Solo Rulebook	\$25.00	—	—
<b>Shipping charge of \$5.00 for Books</b>	<b>\$5.00</b>		
<b>TOTAL</b>			

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# SCCA Membership Application

Sports Car Club of America

Dear Prospective SCCA Member:

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

### PLEASE PRINT OR TYPE

Name \_\_\_\_\_ Birth Date \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
Address \_\_\_\_\_ Telephone (\_\_\_\_) \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Married  Single Spouse's Name \_\_\_\_\_  
Member Number If Current Member \_\_\_\_\_

IF APPLYING FOR FAMILY MEMBERSHIP (husband/wife & children), list names and ages of children under 21:

03 Name \_\_\_\_\_ Birth Date \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
04 Name \_\_\_\_\_ Birth Date \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
05 Name \_\_\_\_\_ Birth Date \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
06 Name \_\_\_\_\_ Birth Date \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_

Have you been an SCCA member before? No \_\_\_\_\_ Yes \_\_\_\_\_ Year \_\_\_\_\_ Previous Member No. \_\_\_\_\_

I am interested in the following areas of SCCA activities:  Please send me a Crew License (check box)

Pro Racing  Club Racing  Solo  Road Rally  Pro Rally  Vintage  Worker/Official

	National dues	Regional dues	Total
<input type="checkbox"/> Regular Member	\$65.00	\$25.00	\$ 90.00 _____
<input type="checkbox"/> Family Membership	\$85.00	\$25.00	\$110.00 _____
<input type="checkbox"/> First Gear **	(you must be under the age of 21)		
	Birthdate _____/_____/_____		\$45.00 _____
<input type="checkbox"/> Active Military***	\$25.00	\$0.00	\$25.00 _____
	<b>Total amount due</b>		_____

\*\* May compete in rally and solo events; may be active in many race specialties.

\*\*\* Please provide proof of active military duty.

Enclosed is my check or money order for \$ \_\_\_\_\_ U.S. Do not send cash.

VISA No. \_\_\_\_\_ Expiration Date \_\_\_\_\_

Mastercard No. \_\_\_\_\_ Expiration Date \_\_\_\_\_

**I hereby apply for my membership in the Sports Car Club of America, Inc. and its Region and agree to abide by the bylaws.**

New England Region #22

Applicant's Signature \_\_\_\_\_ Date \_\_\_\_\_

# PIT TALK

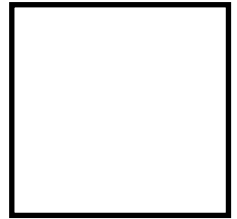
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