



SCCA
Sports Car Club of America



PIT TALK

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Solo 4 & 5 Results

Summer Heat & RAL NERRC

Regional Results



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COVER:
New Englanders invade Canada. Mell Walsh in her Dodge Neon ACR. MMSC Slalom@Slemon, Summerside, PEI Canada. Rainy Saturday July 20, 2011. Twin towers of St. John the Baptist Church, Miscouche, in the background.

Photo by Eddie Savage

PIT TALK

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FROM THE RE:

"Don't be a jerk, be nice, these are your friends"; Don't be a jerk, be nice, these are your friends." This has been my mantra for the past few days as I lament over a bonehead move on the track, last race of the RAL weekend with 2 laps to go. What a way to tarnish a good weekend. As further penance, I am contemplating putting those very words on my dash board to soften my pre-race mind-set and perhaps avoid losing my senses in the heat of battle. Now that I think about it, I am sure I have heard these sentiments conveyed by a chief steward (Peter Roberts, perhaps) at a driver's meeting. In this case the context is toward fellow racers, but in fact it applies just as importantly to co-workers in our club when things get hectic. New England Region (NER) is a club for the members, by the members and we do this for the FUN OF IT.

My theme this month is volunteering, leadership and working together in sustaining NER. We just finished our Racing Against Leukemia weekend (Aug 5-7) and I was refreshed by the talented fundraising efforts and the generosity of our membership. Club racing, solo, rally, rally-x groups and a host of dedicated workers came together to enjoy racing and raised money for pediatric cancer research at UMass Memorial Medical Center. Having Danielle Moehring with us throughout the weekend made it all the more meaningful; her battle with leukemia 23 years ago inspired this event. As usual, we started off the weekend with the TSD Road Rally Friday night. While the Club Racing attendance was lower than we hoped for, the weather was great and all attendees enjoyed the triple-race format. Club Racing donations were bolstered by souvenir T-shirt and raffle ticket sales (thank you sponsors!)...and the hot laps donated courtesy of Flatout Motorsports for a total of \$3000 in cash donations. The solo folks had an excellent turn-out and reported a preliminary figure of \$2000 in cash donationis and \$4,800 in on-line (Firstgiving) contributions. Rally-X had a solid turn-out for their event at the Lodge at Belmont on Sunday afternoon as we rounded out RAL Weekend.

When you read this column much of the competition season will have passed and many of us will be looking forward to savoring the remaining end of the season events at the local level, national (i.e. Runoffs) level, or both. I would like to convey my great thanks to our program chairs for their service to the club this year: Jerry Rigoli (Club Racing), Bob Davis (Solo), Tim Chevalier (Rally) and Chris Regan (Rally-X); also to Dan Hoffman and Mike Ostrander for coordinating all the F&C efforts. While these individuals have taken charge of key club activities, a quick look at the New England Region Directory in the front of this magazine lists many of the other members who have stepped up to help keep this club going. It is important that all these individuals know that I appreciate their contributions and I think they truly enjoy what they are doing. For many years I simply ran events, had my fun and did not get involved with the club's "operation" duties. Now that I have become more involved with the club operations I have come to better appreciate a larger and more satisfying dimension of the club and have come to also appreciate that this whole operation does not run by itself. For our club to progress with the times and serve the interest of our customers we need to attract fresh talent from our

—continued on the next page

membership. There are plenty of small jobs for people to get their “feet wet” and larger jobs for those who are looking to play a more extensive role in the club. For new members it is an excellent way meet people and establish important friendships. For seasoned members, serving the club in some capacity is a way to give back to the organization for the enjoyment received and to help sustain the club for years to come. Volunteering to help in some capacity is not a lifelong “sentence”, especially if everyone takes a turn. Example- Club Racing: if two people from each race group volunteered to take on Race Chair duties once every year or so it would alleviate one of the Club Racing Chairman’s perpetual headaches.

At the upper echelon, each year five members are elected to the Board of Director (BOD) for a two year term. Our BOD Search Committee (Tim Chevalier, Rob Laverty and Billy Davis) was formed at the August meeting and is now working to seek out candidates for election. Nomination papers are included in this issue of **Pit Talk**. The paper must be returned to our Secretary, Hal Denham by November 7, 2011. Elections will be held at our Annual Meeting Weekend (date TBD, likely January 2012). In my past columns I have eluded to the various matters which concern the BOD. Key BOD goals for this year included Membership, RAL Weekend, The New Track (Palmer) and Comprehensive Publicity and Communication Initiatives.

I was asked by **Pit Talk** editor Bob Beaulieu to provide an update on New Track activities in Palmer, MA. As I have indicated previously, the deal we had with Pappas Enterprises was terminated at the end of last year due to “non-performance” by the builder. At the Annual Meeting in January, the club voiced support for investigating alternative options, with a

time limit. The club is now paying about \$6K per month “rent” to keep our Purchase and Sales Agreement for the Palmer site in force. There are differing recollections on the “time limit” voiced, but the BOD granted the New Track Committee through August 2011 to come up with an acceptable internal business plan and the necessary outside commitments to build a road course at the Palmer site. The responsiveness of outside parties has been exceptionally slow. At the August BOD meeting the New Track committee asked for a one month extension. By a vote of 5 in favor, 2 abstentions and 1 opposed, the BOD authorized payment of another month’s rent to allow the New Track Committee time to deliver by the Sept BOD meeting, one of two options: 1.) A current Race Track Business Plan

and the necessary outside commitments from key players for the track construction, OR 2.) a realistic exit/liquidation plan. - Doug Fisher

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If you wish to help save for NER, please contact Paul Krysiack at pkrys0kb@snet.net As membership chairperson, and membership list management, Paul will omit you from receiving a print copy, and ensure you are listed for immediate distribution of a immediate pdf file of the publication.

IN MEMORIAM

Maury Schlossberg a NER Regional Executive in the 1960’s passed away in Tucson Arizona on June 4, 2011, with his wife of 62 years, Amy at his side. Maury arrived in the U.S. in 1939. A member of the US Army during WWII he landed on Omaha Beach on D-Day 1944 and is a Purple Heart recipient.

In addition to his service as club Regional Executive, Maury was a racer and drove what in those days was an H Modified. “According to Ted Goddard, HM stood for Home Made.”

Maury owned his own sport car dealership in Springfield, MA. Maury and his wife Amy lived for many years in East Longmeadow, MA. They were both involved with the Boys and Girls Club of Springfield before moving to Arizona. He lived a very active life and was in his 90’s when he died.

Doug Fisher via Jan Poor



You’ll notice that next to this editorial is the notification of receiving your **Pit Talk** only as an electronic pdf. Being “Green”, is an overworked and promoted marketing phrase yet it’s partially correct. We do save on print production and minutely our natural resource of wood pulp!

So far we have about a dozen members whom have signed up for this direct pdf service. Obviously with that kind of numbers, it’s certainly does not save the planet, nor print production, but, when you take the cost of mailing each issue, even at a bulk rate of 3rd class, the region can save approx. 45 cents for each issue not sent...eventually as more sign up, the savings can mount as well!

As an added incentive, for our electronic file subscribers, I am taking that extra time to build the original publication with color photographs. Once again enhancing the overall look and excitement of the issue.

For normal print production, I need to make a separate file and re link greyscale photos... No big deal, just a little extra time.

A bonus as well, the electronic version will be sent out as either an attachment, or a link so that you can receive your **Pit Talk** when we drop ship to the post office. No more postal delays!

So, since we all seem to use one of our major resources (dino oil) maybe we can at least save on the other...our forests.

As I take the time and do the repetition of formatting race results, I can clearly see trends in participation, class numbers, even what I call the longevity of the average racer (Hey, I’ve been doing this for years!) During my last few marathon sessions of tabbing results, I can’t help but note, where did all these Miatas come from. It seems in every class (other than open-wheel and SRF) there are always a few Miatas in the results.

So, taking the qualifying results of the July NHMS race, I created a few statistics:

Of the 92 race cars that started the event, 47 were Spec Miatas, meaning a 51% level of entry for the event. Omitting the 20 registered open wheel entrants, we come out with a total of 65% attendance of Spec Miatia. The RAL fared a little better with a greater variety of cars, 228 starters compiled the two NERRC races, with 95 Miatas starting (40.2%) and once again omitting the open-wheels, we have a division number of 185 closed wheel cars,

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creating a figure of 51.3%. (Fun little facts, too that you notice, one entrant entered his Miata in three different classes on one day!) What does this prove. Well of course, it shows the immense popularity of the vehicle in use for racing. The reliability and low maintenance cost are surely factors in the popularity of the class. Service providers whom specialize in the marque are a great asset as well. Also the option of multiple drivers (or entrants) sharing the cost of racing just one car (ask our RE about that!) certainly enhance the popularity of the class!

Yet, at the same time, is this going to inhibit SCCA and NER region to almost becoming a one margue race event. I surely don’t want to see New England Region become the Spec Miata Club of America.

I’d be curious, have we created the silver bullet that’s keeping our sport active and alive, or is it creating an inhibition of creativity and allowance of expansion within the club. Be interested to hear what others have to say.

You’ll notice that in the RE Report on the previous page, a few decisions need to be reached about the direction of the new track purchase (or exit). This, I believe places a large responsibility on our BOD. I urge the members of NER to speak up, and assist the BOD by either supporting a decision on pursuing plans, or due to present economic issues, shelving the idea. I suggest you give a call, or grab a BOD member at the next event, and give them your opinion. I’m sure that this will make their decision making process much easier and accurate to the overall consensus of the membership.

enjoy—r—

**ROAD TEST:
2011 Subaru
Impreza 2.5i VS
2011 Mitsubishi
Lancer ES**

This month, Pit Talk was introduced a first-time bonus, a road test comparison, by Rally Crosser, automotive journalist Dave Cowert. Here he road test two of the most popular Rally/rally X vehicles in a head to head comparison.. See which one suits you!

I have to preface this article by extending a wholehearted THANK YOU to Charlie’s Subaru and Charlie’s Mitsubishi of Augusta, Maine for providing me with these showroom vehicles for the purpose of writing this article!

Every car manufacturer claims that their car is the best. Except for Hummer, who have finally conceded that their cars are rubbish and have generously handed their company off to the Chinese. But after applying a reasonable amount of logic and analysis, I decided that the other manufactures can’t all be telling the truth. Somewhere amidst the claims of speed, economy, and the latest computer systems are statements that only amount to the paper they’re printed on.

To weed out the field, we can be sure that companies such as BMW, Subaru, Ford, and Mitsubishi are ready to back up their claims. This is because their production cars are used as building blocks for creating world class racing machines.

The Subaru Impreza WRX STI and the Mitsubishi Evo X, for example, are two very close competitors in many forms of stage rally and rallycross racing. In a perfect world we would all own such modified racers, happily matting the throttle to wind up the turbo, and smiling at the sound of the waste gate when it all gets too scary.

Unfortunately, these types of modified racers are far from attainable to the average person. Happily though, both of these race cars are based on normal, usable road cars. So for the racing enthusiast who also requires practicality, the entry level versions of these full scale rally cars can be purchased for a very reasonable amount.

—continued on the next page



Flaggers Jessie Schindewolf and Carla Mahler flank Flagger / Vee racer Tom Galuardi (wearing his original high school letter jacket from 1968) at the Hummishville sock hop at NHMS during the RAL weekend. Photo: Fred Mahler

ROAD TEST:
 2011 Subaru Impreza 2.5i VS
 2011 Mitsubishi Lancer ES —
 continued

To see what the entry level models would be like on the road, I was provided with the 2011 Subaru Impreza 2.5i and the 2011 Mitsubishi Lancer ES. Both of the cars on hand were four door sedans. They both, however, can be purchased as hatchbacks, which I like very much.

The Impreza appears to be a bit dull as a four sedan, but looks fantastic as a five door hatch. The Lancer sedan, however, has an moderately aggressive front end and looks sporty and fun, while it's hatchback version is a bit lacking.

On paper the Subaru appears to be superior. It has a 2.5 liter engine, which is half a liter more than the Lancer. It comes standard with all wheel drive, a locking differential, and four wheel disc brakes. It makes more power, more torque, has more options, and has more fancy abbreviations for clever electrical systems. All of this can be yours for \$17,495. The Lancer, however, is available in front wheel drive only. Still, it will cost you \$800 less, and squeezes more miles from a gallon.



2011 Subaru Impreza 2.5i

Although the Subaru appears to be better, an inspection of the interior is still in order. And there's simply no other way to say it: the Impreza's interior is absolutely fantastic! The appearance alone is enough to inspire. The tan seats and panels gradually give way to a light charcoal dash through a beautiful transition piece finished in matte silver. The build quality is exceptional, and the steering wheel is quite enjoyable to hold. The gauge cluster is perfectly symmetrical, and thinly outlined by the same fantastic trim. It also includes a tachometer, even if you've decided to purchase your Impreza with the "4-Speed Electronically Controlled Manually Interactive Adaptive Automatic Transmission With Overdrive and Floor Mounted Shifter." The Subaru's interior is absolutely perfect. But unbelievably, the ride is even better!

This is by far the best entry level chassis I have ever driven. The low slung Subaru boxer motor is a key factor in reducing lateral weight transfer. This motor, symmetrical all wheel drive, and four wheel independent suspension is the single best combination I have yet to experience. Somehow this entry level Impreza soaks up every bump on the road, and yet corners so flat you can hardly tell you've asked the car to change direction.



2011 Mitsubishi Lancer ES

Clearly, the Mitsubishi Lancer has a lot to compete with.

Once again we can begin on the inside, and I will be blunt: the Mitsubishi's interior is a catastrophic tragedy. The dash is comprised of many panels made from low quality textured polymer. The steering wheel, switches, and dials feels like cheap plastic. Fitted between the gauges is a low pixel idiot screen, which tells you everything it thinks you're doing wrong. The shift boot is made of what appears to be the skin from a Nerf ball, and adjusting the climate control is exactly the same as twisting the top off a new jar of pickles.

Sadly, the ride is quite similar. Like the Subaru, this Mitsubishi has four wheel independent suspension. But unlike the Subaru, it's rigid and uncomfortable. This of course is much more useful for jiggling up your insides and making your spleen feel like the little ball inside a can of spray paint. To top it all off, shifting from first to second sounds like two blind robots colliding together, and the clutch pedal spring is made from actual spaghetti.

Clearly, the Mitsubishi Lancer ES has no hope of truly comparing to the Subaru Impreza 2.5i. The comfort level in this sub \$18,000 car is beyond sublime. The ride is incredible, the interior is one of my new favorite places to be, and the overall experience surpasses everything in it's league.

Subaru has clearly found the perfect combination of affordability, comfort, and quality.

So, if all you want is a way to get there, buy a Lancer. But if you'd prefer a genuinely pleasant experience along the way...buy a Subaru.

-Matt Covert

Stop when you see RED!

by Dennis Dean of WDC Region.
 submitted by Peter Roberts

In SCCA Club Racing, a Red Flag is the Operating Steward's last resort tactic to gain control of traffic on the race track when a major incident (or incidents) makes continued traffic through the incident point(s) unsafe. In the vein of John Nesbitt's Driver's Guide to the GCR, consider this brief tutorial a Driver's Guide to Red Flags . . . what to do . . . and what NOT to do. Hopefully, you all once learned this in Driver's School and this is nothing more than a refresher!

The primary point to keep in mind is that before an Operating Steward calls for a Red Flag, one of the things he (or she) immediately considers is whether or not there is the potential to make matters worse, not better, when the Red Flag comes out. The lore of SCCA racing is replete with stories of a Red Flag coming out and some driver seeing it immediately jumping on the brakes in a panic stop and collecting any number of unsuspecting trailing cars in another major accident. Some of the most talented drivers in SCCA have fallen into that trap. Hopefully, this summary will help you, as a driver, to avoid those pitfalls, as well as the Flaggers and Starters who must communicate with you during and after the Red Flag situation.

Your immediate actions are governed by whether or not you are in sight (ahead of you) of the incident.

If you can see the incident, make every effort to stop before arriving on the scene. The primary purpose of the Red Flag is to prevent uncontrolled race traffic from transiting the incident scene. Keep in mind that there may not be an open route through the incident. HOWEVER, be VERY conscious of the cars around you and do everything possible to not collect anyone on your back bumper as you stop. Just as when you see an accident in front of you on the freeway, you need to be stopping quickly enough to not get into the incident but slowly enough to not get rear ended in the process. As you come to a stop, do so on one edge of the racing surface. It really is preferable to have all the cars in an area stopped on the same edge of the track, so that emergency vehicles don't have to weave through you enroute to the scene. It's important to remember that wherever you stop, you need to be able to see a flag station. Preferably that is a station in front of you or to the side, but if it's behind you, that's fine as long as

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

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Member Signed Name	Printed Name	Membership #	
1.	<input type="text"/>	<input type="text"/>	<input type="text"/>
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10.	<input type="text"/>	<input type="text"/>	<input type="text"/>

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

you can see it in your mirrors. The point is that in order to get traffic moving after the Red Flag, the flag stations need to be able to communicate with all drivers by flag from the flag station.

If you have good vision on the track and cannot see an incident, then your primary concern is to slow down and stop in a gradual manner without collecting someone in the process. Once you see the Red Flag, get your hand in the air and then slowly come to a stop on the edge of the track surface (again, it's preferable if everyone in a given area is on the same side of the track). If you need to slowly proceed further down track in order to have good visibility to a flag station, that's fine, do so, but keep in mind that there may very well be emergency vehicles coming from behind you and it's preferable to have you not moving when they get to you. When stopping, try not to block Pit Out or any other entrance or exit points to the track that emergency vehicles might use.

When the Operating Steward judges that it is safe to proceed, a Black Flag All will be directed. When the Black Flag is displayed proceed slowly to the pits, paying special attention to any direction you may receive by hand signals from workers in the vicinity of the incident. You may have only a narrow path through the incident scene. Remember, the Operating Steward will seriously frown on any secondary incidents! While there is no prohibition to passing another competitor during a Black Flag All, there is nothing to be gained from it, even during a race session and it should happen only under the most unusual situations. In some particularly serious situations, the Operating Steward may choose to display Double Yellow flags at all stations, which prevents any passing except in the case of

—continued on page 23

NER Solo 2 Championship

Points Even #5. Jeff Gordon Challenge NHMS, Loudon, NH – Aug 6, 7, 2011

"Youth is
the trustee of
posterity"
—Disraeli
—Eddie Savage

NHMS – NER Solo holds the "Jeff Gordon Challenge" and "Bill Goodale Novice Cup" event on Saturday of RAL (Race Against Leukemia) Weekend. This is a race weekend dedicated by the New England Region SCCA to not only a day or two of car-play amongst Rally, Rally-X, Club and Solo, but a day of giving something to help those that may never see a play-day as easily as we do. The funds collected from Saturday's events benefit the UMass Memorial Children's Medical Center in Worcester. This is the region's only full-service Pediatric Hematology/Oncology Service. Their staff includes pediatric specialists in hematology, oncology, surgery, radiation oncology, radiology, neurology, neurosurgery, psychiatry, neuropsychological, social work and child life. The team provides diagnosis and treatment for all pediatric blood disorders and malignancies, and the emphasis is on providing the most sophisticated medical care while offering both patients and their family's optimal emotional support.

I know that's a lot of words, and we may never be able to give UMass millions, but what we collect can go a long way to help, even if for just one child and their family, to have an easier day with the trials of leukemia and associated illnesses. As my masthead says, Youth is the trustee of prosperity. We are bound, as responsible adults, to try to ensure that bond.

For the Jeff Gordon and Bill Goodale shootouts, drivers collect pledges to cover their practice runs, and then have a Pro-Solo style shoot-out to vie for top Pax driver, bragging rights, and the big honkin' real-life trophy that goes along with it. We share an excursion with the Rally-X group in a "Double-Cross" event, where teams of Solo and Rally-X drivers compete in both venues. Something like salt and pepper, oil and water, or maybe, tar and gravel? The idea is to see, by the total cumulative time, who may be a better combinologist driver amongst the disciplines. Ask the father and son Solo team of Bob and Billy Davis how much fun they had at the Rally-X portion of the weekend.

—continued on page 22



Marc Monnar and his Mazda RX-8 in the JGC Saturday Charity runs. Photo: Barbara Seeger

NER SCCA Solo Results August 7, 2011 "RAL Weekend" Points Event Five

Driver	Car	Class	Best	Pax Off
Pro				
Grant Reeve	Corvette	SS	25.851	22.154
Bud Collins	Solstice	CS	26.895	22.269 0.115
Eric Chiang	Miata	ES	27.061	22.325 0.056
Joshua Parker	Reynard	CM	24.689	22.368 0.043
Scott Thursby	Miata	ES	27.114	22.369 0.001
Ben Wagstaff	RX8	STS	27.305	22.472 0.103
PJ Corrales	RX8	BSP	26.274	22.569 0.097
Billy Davis	Miata	ES	27.537	22.718 0.149
Nat. Whipple	Solstice	CS	27.438	22.855 0.137
Brian Levesque	Mini	STX	27.944	23.025 0.170
Brian Kuehl	Honda	SMF	26.962	23.052 0.027
Todd Kean	240sx	ST	28.270	23.181 0.129
David White	Miata	STR	27.776	23.220 0.039
Novice				
Chris Schwab	Honda Fit	GS	31.077	25.141
Alex.Twombly	Volvo 240	ST	30.699	25.173 0.032
Jam. Mongeau	IROC	STU	30.067	25.196 0.023
Carolyn Green	Mazda 3	HS	31.873	25.211 0.015
Ryan Mongeau	ROC-Z	STU	30.206	25.312 0.101
R.Woodbury	Acura	GS	31.582	25.549 0.237
B. Springmann	Audi TT	DS	31.314	25.583 0.034
Jef Dansereau	BMW M3	STU	30.661	25.693 0.110
Janna Lovell	Subaru	DS	31.688	25.889 0.196
Frank Brewer	Chevrolet	FS	31.501	26.051 0.162
Elmer Ortega	Honda	STX	32.089	26.441 0.390
John Day	RX-7	AS	31.563	26.544 0.103
O. Dansereau	BMW M3	STU	31.898	26.730 0.186
Krzys. Hryszko	Mazda	STU	33.535	28.102 1.372
Sandi Moreno	Subaru STi	BSP	33.382	28.675 0.573
R. Springmann	Lexus	FS	35.263	29.162 0.487
Joanne Ago	Honda Fit	GS	36.149	29.244 0.082
J. Springmann	Lexus	FS	35.592	29.434 0.190
Stephen Day	RX-7	AS	36.688	30.854 1.420
SS				
Howard Roundy	Lotus Elise			27.444
BS				
Jeff Martynuska	Corvette		27.643	
Barbara Seeger	Corvette		27.801	0.158
CS				
John Colony	Miata		31.073	
DS				
Chang Ho Kim			28.618	
Stanley Gorham	Mini Cooper S		30.727	2.109
Jason Volk	Subaru WRX		31.009	0.282
ES				
Bob Davis	Miata		27.654	
FS				
Philip G Gott	Dodge Challenger		31.062	
GS				
Sam Creasey	Honda CRX Si		29.844	
Allen Parker	Honda CRX Si		30.386	0.542
Matthew Doherty	Honda CRX Si		31.116	0.730
Marc Monnar	Mazda RX-8		27.015	
Joshua Noble	Subaru WRX STI		27.093	0.078
Hank Wallace	BMW M3		27.227	0.134
Jeff Seeger	Corvette		27.827	0.600
Matth Mickle	Subaru WRX		28.227	0.400
CSP				
Paul Krysiak	Honda CRX		29.219	
FSP				
Neil Schelly	Subaru Wagon		27.922	
CP				
Scott Jessurun	Chevrolet Camaro		27.690	
FP				
Robert Lang	Triumph TR6		26.073	
AM				
Stacey Strout	Dragon F1		23.839	
Willi.Goodale	Dragon F1		23.992	0.153
Bob Barone	Mini Dragon		24.758	0.766
DM				
Robert Totten	Triumph Spitfire		29.393	
ST				
Roger Whipple	Honda Civic		28.107	
Wiley Cox	Nissan 240SX		28.814	0.707
Steph.Zadrozny	Honda Civic		29.011	0.197
Jenna D'Amico	Nissan 240SX		30.389	1.378
STS				
James Murdocco	Miata		30.592	
Chr. Murdocco	Miata		31.719	1.127
STR				
Justin Lau	Miata		27.983	
Matt Thompson	Miata		28.278	0.295
Mitchell Baker	Mazda Miata		28.305	0.027
STX				
Derek Sivret	BMW 330ci		28.237	
Charl.Thompson	Mini Cooper S		28.243	0.006
David Thomas	Mazda RX8		29.051	0.808
Aaron Telage	Mini Cooper S		30.248	1.197
SM				
Daniel Howard	Camaro		29.591	
Jason Fair	Subaru WRX		29.999	0.408
SMF				
Kathl. Barnes	Acura ITR		28.517	
Jonathan Leith	Cavalier		30.217	1.700
Bryan Mills	Hyundai Elantra		31.508	1.291
SSM				
Don Kuehl	Honda CRX		28.212	
K				
Scott Bowin	Kart Elite Sprint		25.496	
Sarah Bowin	Kart Elite Sprint		25.647	0.151
Paul Bowin	Kart Elite Sprint		25.864	0.217
Daniel Boudria	Kart Elite Sprint		26.551	0.687
Nancy Bowin	Kart Elite Sprint		30.330	3.779
FJB				
Isaac Miskoe	Go Cart		33.906	
FJC				
Kimsoo Gopnik	Swiss Hutless		38.193	
FTD				
Stacey Strout	Dragon F1		23.839	



Neil Schelly and VERY alert passenger in the SoloRu wagon during the JGC Saturday event. Photo: Barbara Seeger

NER Solo ² Championship

Points Event #4. Cone-A-Thon Ft. Devens, Ayer MA, July 17, 2011

"If you're looking for trouble, I can offer you a wide selection."

By Eddie Savage

Moore Airfield – The NER Solo Group held our annual Solo Novice-Intermediate school the day before (July 16th) with an enthusiastic group of budding soloists. Hopefully our students gained a good understanding from the volunteer instructors, the concepts needed to develop a solid autocross foundation to "get faster". I know that sounds canned and all-to-common, but one has to learn the basics to be able to drive consistently at competition speed. The more you get schooled, the faster yee will bee. Thanks to those who helped put on the school.

For Sunday, the return of "Cone-A-Thon" for a NER Solo moniker also seems to be popular event, as 137 drivers paid hard-earned money to wage battle against those pesky and troublesome orange carets. Course

—continued on page 24

NER SCCA Solo Results, July 17, 2011 "Cone-A-Thon" Points Event Four

Driver	Car	Class	Best	PAX	Novice
David White	240SX	SM	56.879	49.427	Gentian Cufe Subaru BSP 63.362 54.428
PJ Corrales	240SX	SM	57.282	49.778 +0.351	Carl Theodore Subaru HS 71.588 56.626 +2.198
Grant Reeve	Corvette	SS	58.262	49.930 +0.152	Lawrence Coffin Mini STX 69.003 56.858 +0.232
Nat. Whipple	Acura	DSP	59.166	49.936 +0.006	Marc Schor Infiniti STX 70.042 57.714 +0.856
Billy Davis	Miata	ES	60.857	50.207 +0.271	Yavuz Kiremit CorvetteSS 67.388 57.751 +0.037
Paul Kozlak	Pontiac	BS	60.020	50.356 +0.149	David Fried Honda HS 73.027 57.764 +0.013
Mark Daddio	Mustang	FS	60.898	50.362 +0.006	Ryan Mongeau IROC-Z FS 69.950 57.848 +0.084
L. R.Kozlak	Solstice	BS	60.095	50.419 +0.057	James Murdocco Miata STS 71.056 58.479 +0.631
Nick Barbato	Miata	STR	60.671	50.721 +0.302	Sam Finch SciroccoEP 68.109 58.778 +0.299
Ben Wagstaff	Miata	BSP	59.150	50.809 +0.088	Alex Twombly Volvo ST 71.700 58.794 +0.016
Bob Davis	Miata	ES	61.650	50.861 +0.052	Jason Matses S2000 STR 70.599 59.020 +0.226
John Rappa	MR2	ES	62.968	51.948 +1.087	James Mongeau IROC FS 71.401 59.048 +0.028
Todd Kean	240SX	ST	63.408	51.994 +0.046	Bergholm Subaru DS 70.769+159.452+0.404
Eric Chiang	Miata	ST	63.882	52.383 +0.389	Janna Lovell Subaru CS 72.207 60.148 +0.696
Joshua Parker	Reynard	CM	56.376+152.888+0.505		Chris Fitzgerald Volvo STU 71.797 60.165 +0.017
Jeff Anderson	MR2	ES	62.183+152.951+0.063		Christine Kuehl Honda HS 76.343 60.387 +0.222
Matt. Wilder	Subaru	STU	63.233 52.989 +0.038		David Olivera Honda HS 76.389 60.423 +0.036
					VonWallenstein Miata CS 72.669 60.533 +0.110
					Scott Pettrilli Subaru HS 74.612+160.600+0.067
					Chris Carbo Mazda HS 78.120 61.792 +1.192
					Carolyn Green Mazda HS 76.515+162.105+0.313
					Jojo Corrales Mini STX 75.691 62.369 +0.264
					Kevin Hewlett Corvette SS 73.192 62.725 +0.356
					Dennis Kois Volvo GS 75.684+162.846+0.121
					Nate Tretiak BMW DS 77.266 63.126 +0.280
					Patrick Andrea Corvette CS 75.815 63.153 +0.027
					C. Murdocco Miata STS 76.865 63.259 +0.106
					Pervez Alam Mini STX 79.285 65.330 +2.071
					Ryan Evers Miata STS 79.382 65.331 +0.001
					Sandi Moreno Subaru BSP 76.075 65.348 +0.017
					P.Mainwaring RX-8 R3 CS 78.453 65.351 +0.003
					Krzys. Hryszko Mazda STU 78.241 65.566 +0.215
					Ethan Ananny Integra ST 80.062 65.650 +0.084
					Jack Nguyen Volvo STU 78.699 65.949 +0.299
					Joanne Ago Civic Si GS 84.950 68.724 +2.775
					Ralph Andrea Corvette CS 83.948 69.928 +1.204
					Travis Pacific Camaro CP 82.351 70.821 +0.893
					Jack WashingtonMG HS 90.726 71.764 +0.943
					John WashingtonMG HS 122.12996.604 +24.840

Results continued next page



David White in the Pro SM Nissan raises Hoosier stock prices.
Photo: Eddie Savage



Jeff Martynuska scored a co-drive in the Russ Siggelkoe SS Lotus, and gets a few pointers on fun. Photo: Eddie Savage



Allison Krueger seems a little lost in a game of "Angry Birds" before one of her race runs. Photo: Eddie Savage



Jack Nguyen in the N-STU Volvo C30 Photo: Eddie Savage

Cone-A-Thon

—continued from the previous page

SS		Best	Off
Russ Siggelkoe	Lotus Elise	60.847	
Jeff Martynuska	Corvette	61.768	+0.921
AS			
Dale Whipple	Corvette	71.602	
BS			
Barbara Seeger	Corvette	61.225	
Andrew Bettencourt	Corvette GS	63.057	+1.832
Jeffrey Grinavic	Camaro Z28	64.674	+1.617
Michael Gowdar	Mitsubishi Lancer	65.248	+0.574
Fedja Jeleskovic	Mitsubishi Lancer	65.518	+0.270
CS			
Keith Scala	Mazda RX-8	62.816	
Michael Canny	Mazda Miata	68.326	+5.510
DS			
Jason Volk	Subaru WRX	67.905	
ES			
Bryan Mancuso	Toyota MR2	64.180+1	
FS			
Thomas Powderly	Ford Shelby GT	63.565	
GS			
Sam Creasey	Honda CRX Si	66.919	
Alan Parker	Honda CRX Si	68.277	+1.358
HS			
Matt Murray	BMW 318i	64.457	
Enric Rosiu	Volkswagen Golf	66.030	+1.573
Jonathan R. Havener	Toyota Corolla L	72.532	+6.502
Thomas Turner	Mini Cooper S	74.908	+2.376
BSP			
Hank Wallace	BMW M3	60.380	
Marc Monnar	Mazda RX-8	61.132	+0.752
Jeff Seeger	Corvette ZR1	61.924	+0.792
Matthew Mickle	Subaru STi	64.360	+2.436
CSP			
Rob MacAlpine	Mazda Miata	61.278	
Paul Krysiak	Honda CRX	65.845	+4.567

FSP			
Neil Schelly	Subaru Wagon	62.239	
Greg Cullen	Saturn SC2	65.293	+3.054
Jason Meyers	Ford Escort	67.215	+1.922
EP			
Myron Steere	Scirocco6	64.985	64.985
FP			
Robert Lang	Triumph TR6	60.816	
thomas coleman	Saab 900 SPG	68.125	+7.309
AM			
Stacey Strout	Dragon F1	52.353	
William Goodale	Dragon F1	53.513	+1.160
BM			
Bill Gendron	Scirocco	63.938	
DM			
Robert Totten	Triumph Spitfire	68.428	
Pam Davis	Mazda Miata	74.632	+6.204
FM			
Robert A. Jordan	Raptor F500	60.362	
ST			
Wiley Cox	Nissan 240SX	65.248	
Roger Whipple	Honda Civic	65.455	+0.207
Dan Kimber	Honda Civic Si	66.609	+1.154
Stephanie Zadrozny	Honda Civic	68.554	+1.945
Jenna D'Amico	Nissan 240SX	70.161	+1.607
Dmitry Beliaev	Acura Integra	70.806	+0.645
Athena DeGangi	Acura RSX	71.026	+0.220
Casey LaCourse	Subaru Impreza	77.230	+6.204
STR			
Justin Lau	Miata	62.861	
Matt Thompson	Miata	63.214	+0.353
Matt Robinson	Miata	63.792	+0.578
Hooman Vassef	Honda S2000	69.583	+5.791
STX			
David Gott	BMW 330ci	63.395	
Derek Sivret	BMW 330ci	63.540	+0.145
David Thomas	Mazda RX8	63.742	+0.202
Charlie Thompson	Mini Cooper S	64.359	+0.617
Shawn Collins	Mazda RX-7	67.449	+3.090

Aaron Telage	Mini Cooper S	70.544	+3.095
Joanna Ellis	Mini Factory	71.345	+0.801
STU			
Lana Tsurikova	BMW 135i	65.286	
SM			
Jason Fair	Subaru WRX	64.519	
Ben Albert	Mistubishi	66.604	+2.085
Daniel Howard	Camaro	66.746	+0.142
Geoffrey Findon	Volkswagen GTI	68.517	+1.771
SMF			
Kathleen Barnes	Acura ITR	66.223	
Jonathan Leith	Cavalier	68.371	+4.164
Bryan Mills	Hyundai Elantra	73.176+1+4.789	
SSM			
Brian Kuehl	Honda CRX	59.461	
Don Kuehl	Honda CRX	60.903	+1.442
Patrick Heck	Lotus Elise	61.781	+0.878
Mathew Nieman	Mazda Miata	62.769	+0.988
William Brundige	Mazda Miata	63.039	+0.270
William Salie	Corvette Z06	65.164	+2.125
K			
Scott Bowin	Elite Sprint	54.400	
Sarah Bowin	Elite Sprint	55.190	+0.790
Eric Krueger	Coyote Kart	56.693	+1.503
Paul Bowin	Elite Sprint	57.036	+0.343
Daniel Boudria	Elite Sprint	58.682	+1.646
Chang Ho Kim	All Kart	59.358	+0.676
Nancy Bowin	Kart	69.976	+10.618
FJA			
Ian Krueger	Coyote Kart	56.798	
Allison Krueger	Coyote Kart	70.590	+13.792
FJB			
Isaac Miskoe	Go Cart	79.904	79.904
FJC			
Kimsoo Gopnik	Swiss Hutless Kart	93.426	93.426
FTD			
Stacey Strout	Dragon F1	52.353	

New England Region Members Compete in the New England Forest Rally

By Kathy Moody

Again this year, New England Forest Rally 2012 saw many an NER members participating at the northeast's premier rally event. NER members also spend countless hours helping make this event a reality by volunteering. As always, thanks to all the NER members that volunteer.

Many of the usual suspects raced this year.

Rallycross regular, Tim Chevalier, and Team O'Neil instructor, Alan Moody, gave the group 5 class a go in Chevalier's freshly built Merkur. The car was mostly prepared and ready to go when the entry price was announced for the NEFR. The price was too good to pass up, so the race was on to get the car ready. Tim brought the car to Whitefield, NH where they could work on it and take advantage of Al's garage and the garage and lifts at Team O'Neil. Oh and the roads at Team O'Neil were handy for some testing. The plan was to use the rally as a shake down for the car to see what it would need for future events. The guys decided early on the they would switch between driving and co-driving. Somewhere along the way, Al decided to make it easy for people to tell who is driving. They would reverse the driving light covers, the upside down one representing which side of the car he was on. They spent the day

Friday fighting the rough stages and the inability of the 25 alloys to withstand those stages. Unfortunately, the infamous Concord Pond stage was canceled so Tim was unable to make his inaugural run on the stage. They finished Friday a respectable 5th in Group 5. Saturday was a new day and having had to do no work to the car they started off with the new super special stage in Errol then moved on to the rougher and longer stages. Again, they battled broken and bent alloys but finished the day in 3rd place in Group 5. The car did well, wheels seem to be the only weak spot. They are now contemplating their next event.

Member Kevin Turner and his co-driver, Rob Sockalexis, returned again this year to compete in his front wheel drive Subaru Impreza. Kevin has done a lot of work to the car this year and it shows. Friday proved to be an eventful day, but nothing a quick service couldn't fix and went on to finish the day first in class in Group 2. They took that momentum into Saturdays longer and rougher stages and finished the day first in Group 2 yet again. These excellent finishes allowed them to finish 4th overall in the 2wd MaxAttack Series.

First gear member Jamie Beliveau, again managed to find a ride for his home event. This year co-driving on Friday for Peter Nelson, who was driving in his first ever rally, in the Subaru Jamie made his co-driving debut in 2 years prior. Their plan was for Peter to drive Friday's stages and Jamie would drive Saturday's stages. Unfortunately, the rough stages were hard on wheels and their used rally tires. By the end of the day they were searching for tires to borrow, but in the end decided Jamie would run Saturday on the tires they had left. They finished Friday's stage's 5th in the open light class. Saturday's stages were rough and took out a control arm early on in the second stage, calling the end to their weekend. It was a great first event for the team and it looks like they just might pair up again.

Sunday River, EL Cote and JML Trucking are all back in for next year, keep an eye out for next years date at www.newenglandforestrally.com



Jonathan Havener's new Toyota has joined the HS ranks.

Photo: Eddie Savage



Hold the Kart while I take a quick rest stop.... Photo: Eddie Savage



The Chevalier/Moody (left) entertains numerous spectators at this years running of the New England Forest Rally. Jamie Beliveau and Peter Nelson competed in their Subaru (top) Photo: Andrew Pascarella

"Summer Heat" Regional Races NHMS, July 9, 2011

Compiled by: Linda Louie

Pos	No.	Cl.	PIC	FirstLast Name	Laps	Best Tm	Gap	Make
Gp 1 - FV, F5 - Qualifying Race Grp 1								
1	#03	FV	1	Craig Swinehart	17	1:15.412		Protoform
2	#53	FV	2	Dennis Richardson	17	1:16.215	8.371	Adams
3	#59	FV	3	John Petillo	17	1:16.436	1.92	Speedsport
4	#55	FV	4	Bruce Rodman	17	1:17.789	31.475	Caracal
5	#8	FV	5	Harry White	17	1:17.300	3.235	Lynx /B
6	#2	F5	1	Richard Johnson Jr	17	1:16.238	1.843	Red Devil
7	#06	FV	6	Peter Cheney	17	1:18.064	6.886	Protoform
8	#27	FV	7	Mark Filip	17	1:18.611	10.205	Caldwel
9	#3	FV	8	Paul Medeiros	16	1:19.621	1 Lap	Womer EV3
10	#99	FV	9	Paul Faford	10	1:19.301	6 Laps	Caracal D
DNS	#7	FV		Don Bayley				FV P-1

Gp 2 - ITA, IT7, ITC, SSB, SSC, T3 - Qualifying Race Grp 2

1	#99	ITA	1	Geoff Branscombe	17	1:17.015		Acura
2	#00	ITA	2	Ray Lee Chee	17	1:16.817	5.297	Acura
3	#03	ITA	3	Victor Gangi	17	1:18.558	29.181	Acura
4	#77	IT7	1	Daniel Sheppard	17	1:17.994	1.910	RX7
5	#13	ITA	4	Bradley Bray	17	1:18.331	0.744	Miata
6	#48	SSB	1	Jeff Lawton	17	1:19.945	20.586	Mini
7	#38	ITA	5	Linda Kogan	17	1:19.417	2.757	Miata
8	#4	ITA	6	Peter Morrison	17	1:20.345	6.158	Miata
9	#56	ITA	7	Daniel Meade	17	1:20.448	8.660	Miata
10	#81	IT7	2	JB Swan	16	1:21.224	1 Lap	RX-7
11	#29	IT7	3	Michael Buccella	16	1:21.396	0.341	RX-7
12	#75	ITA	8	Wayne Dyer	16	1:21.641	4.947	Miata
13	#24	ITA	9	Katie Day	16	1:21.109	0.973	Miata

14	#16	ITA	10	Rob Sturgis	16	1:20.795	0.543	Miata
15	#39	ITC	1	Fred White	16	1:22.864	19.618	Honda CRX
16	#90	ITA	11	Ernesto Jurado	15	1:27.024	1 Lap	Mazda

FA-B-C-E-F-M CFC C-DSR NCF S2 ASR FS FST - Qualifying Race Grp 3

1	#53	FE	1	Roger Feghali	14	1:05.5		FSCCA
2	#87	FE	2	Bruce Allen	14	1:05.629	0.946	VanDiemen
3	#69	FF	1	Alan Walker	14	1:09.689	1:02.491	Swift
4	#07	FC	1	Robert Lavery	14	1:08.442	8.610	VanDiemen
5	#01	NCF1	1	Donald Denomme	13	1:11.251	1 Lap	VanDiemen
6	#89	FF	2	Todd McAfee	12	1:09.925	1 Lap	Swift DB1
7	#3	NCF2	1	Robert Weiner	12	1:10.200	0.412	Crossle
8	#27	FM	1	Douglas Hertz	12	1:14.927	2:22.897	Mazda
9	#15	FF	3	Doug Fisher	11	1:12.201	1 Lap	Van Dieman
10	#48	FC	2	Alex Tollefsen	7	1:07.628	4 Laps	Van Diemen

Gp 4 - SSM, SM2, EP, FP, HP, GTL, STU, STL - Qualifying Race Grp 4

1	#14	STL	1	Glenn Lawton	17	1:14.683		RX-7
2	#33	STL	2	Greg Amy	17	1:14.810	0.738	Acura
3	#49	EP	1	Don Stevenson	17	1:15.958	22.776	BMW 325
4	#82	STL	3	Robert Blake	17	1:16.113	1.203	RX-7
5	#7	STU	1	Cy Peake	17	1:17.457	30.038	Miata
6	#47	EP	2	Sterling Cole	17	1:17.719	2.139	Mazda RX3
7	#01	SM2	1	Tom Capizzi	17	1:18.131	1.842	Miata
8	#0	STL	4	Brian Bagnall	17	1:17.449	2.997	RX-7
9	#70	SM2	2	Jimmy Locke	17	1:18.851	3.420	Miata
10	#9	SM2	3	Clifford Collins	17	1:18.568	0.896	Miat
11	#13	STL	5	Bradley Bray	17	1:18.777	4.233	Miata
12	#63	SSM	1	Douglas McCormack	17	1:18.866	0.639	Miata
13	#8	SSM	2	Kenneth Payson	17	1:18.855	0.696	Miata
14	#05	STU	2	Dwayne Bennett	17	1:18.841	3.962	Miata
15	#78	SSM	3	Peter Faill	17	1:19.053	0.725	Miata
16	#38	SM2	4	Phil Kogan	16	1:19.343	1 Lap	Mazda
17	#19	SSM	4	Shelby Churchill	16	1:20.078	11.747	Miata
18	#17	SM2	5	Jeff Collins	16	1:19.179	0.165	Miata
19	#25	SM2	6	Skip Day	16	1:21.014	17.192	Miata
20	#56	SM2	7	Jerry Rigoli	16	1:19.705	0.413	Miata
21	#24	STU	3	Ken Quartuccio	16	1:18.776	4.685	Miata
22	#99	STU	4	Jay Baier	16	1:21.055	13.350	BMW 325
23	#4	STL	6	Donald Barron	16	1:21.293	6.432	Miata

24	#10	STL	7	Katherine Miskoe	16	1:22.214	7.959	Miata
25	#77	SSM	5	Paul Perry	16	1:23.491	6.911	Miata
26	#81	SSM	6	Wieslaw Gronok	15	1:24.241	1 Lap	Miata
27	#34	SM2	8	Mark Piekarski	15	1:25.587	1.154	Miata
28	#16	SSM	7	Paul White	15	1:24.810	11.196	Miata
29	#04	SM2	9	John Mason	14	1:19.273	1 Lap	Miata
30	#91	SM2	10	Nathan Arrison	13	1:19.705	1 Lap	Miata
31	#03	STU	5	Tyler P Munroe	10	1:17.370	3 Laps	BMW 325
DNS	#54	STL		Jeff Campbell				Miata

Gp 5 - SRF, SPU, LC - Qualifying Race Grp 5

1	#36	SRF	1	Kevin Treffeisen	17	1:15.326		SRF
2	#0	SRF	2	James Regan	17	1:15.526	0.275	SRF
3	#20	SRF	3	Steve Owens	17	1:15.682	0.283	SRF
4	#42	SRF	4	Joseph Wolf	17	1:15.525	1.865	SRF
5	#26	SRF	5	Tom Brown	17	1:16.835	20.943	SRF

SM, SM5 - Qualifying Race Grp 6

1	#70	SM	1	Jimmy Locke	17	1:18.777		Miata
2	#01	SM	2	Tom Capizzi	17	1:18.360	0.155	Miata
3	#7	SM	3	Cy Peake	17	1:18.781	10.413	Miata
4	#18	SM	4	Landis Rogers	17	1:19.104	0.561	Miata
5	#53	SM	5	Leos Kubec	17	1:19.229	0.243	Mazda
6	#24	SM	6	Ken Quartuccio	17	1:18.692	3.593	Miata
7	#19	SM	7	Shelby Churchill	17	1:20.001	7.407	Miata
8	#05	SM	8	Dwayne Bennett	17	1:19.796	0.170	Miata
9	#79	SM	9	Michael Letson	17	1:21.460	24.803	Miata
10	#10	SM	10	Katherine Miskoe	16	1:23.846	1 Lap	Miata
11	#9	SM	11	Harry Andersen	1	1:26.018	26.296	Miata
12	#34	SM	12	Mark Piekarski	13	1:26.046	3 Laps	Miata
DNS#04	SM		John Mason				Miata	
DNS#54	SM		Jeff Campbell				Miata	
DNS#61	SM		Eric Erps				Mazda	

GT1, GT2, GT3, AS, ITE-B-R-S, T1-2, SPO, STO - Race Grp 7/8

1	#60	ITE	1	Ephraim Dobbins	15	1:14.984		Porsche
2	#82	ITE	2	David Maynard	15	1:15.709	9.371	BMW
3	#59	ITE	3	Michael Goulde	15	1:17.145	24.131	BMW
4	#29	ITR	1	Domenic Crugnale	15	1:17.846	8.825	BMW 325
5	#17	AS	1	Mark Wheaton	15	1:16.717	7.266	Mustang
6	#28	ITR	2	James B. Ray III	15	1:16.697	0.184	BMW 325
7	#20	ITR	3	Suzy Hiniker	14	1:23.344	1 Lap	BMW E36
8	#0	ITB	1	Sarah Kelly	13	1:29.402	1:29.239	Golf
DNS	#03	ITR		Tyler Munroe				BMW M3
DNS	#14	AS		Bill Hopwood				Camaro
DNS	#80	ITE		Maurizio Cerasoli				Porsche

Summer Heat Regional Races Race Results, Sunday

FV, F5 - Grp 1

1	#03	FV	1	Craig Swinehart	15	1:17.110		Protoform
2	#53	FV	2	Dennis Richardson	15	1:17.391	8.371	Adam
3	#8	FV	3	Harry White	15	1:17.980	1.920	Lynx /B
4	#55	FV	4	Bruce Rodman	15	1:17.587	0.575	Caracal D
5	#59	FV	5	John Petillo	15	1:17.181	34.016	Speedsport
6	#27	FV	6	Mark Filip	15	1:19.790	8.070	Caldwell
7	#7	FV	7	Don Bayley	15	1:21.116	15.557	FV P-1
8	#06	FV	8	Peter Cheney	15	1:18.744	3.749	Protoform
9	#3	FV	9	Paul Medeiros	14	1:20.990	1 Lap	Wome
10	#2	F5	1	Richard Johnson Jr	12	1:16.048	2 Laps	Red Devil

ITA, IT7, ITC, SSB, SSC, T3 - Race Grp 2

1	#99	ITA	1	Geoff Branscombe	15	1:17.912		Acura
2	#00	ITA	2	Ray Lee Chee	15	1:19.078	15.79	Acura
3	#77	IT7	1	Daniel Sheppard	15	1:19.278	9.037	RX7
4	#03	ITA	3	Victor Gangi	15	1:19.475	2.076	Acura
5	#13	ITA	4	Bradley Bray	15	1:19.754	4.754	Miata
6	#4	ITA	5	Peter Morrison	15	1:21.020	16.139	Miata
7	#38	ITA	6	Linda Kogan	15	1:20.688	0.356	Miata
8	#16	ITA	7	Rob Sturgis	15	1:20.855	3.225	Miata
9	#56	ITA	8	Daniel Meade	15	1:20.683	1.644	Miata
10	#81	IT7	2	JB Swan	15	1:21.432	11.336	RX-7
11	#29	IT7	3	Michael Buccella	15	1:21.997	0.543	RX7
12	#24	ITA	9	Katie Day	15	1:21.871	5.517	Miata
13	#48	SSB	1	Jeff Lawton	15	1:21.552	0.314	Mini
14	#39	ITC	1	Fred White	14	1:23.856	1 Lap	Honda
15	#75	ITA	10	Wayne Dyer	14	1:24.051	0.765	Miata

FA-B-C-E-F-M CFC C-DSR NCF S2 ASR FS FST - Race Grp 3

1	#53	FE	1	Roger Feghali	15	1:06.656		FSCCA
2	#48	FC	1	Alex Tollefsen	15	1:08.181	33.039	Van Diemen
3	#07	FC	2	Robert Lavery	15	1:08.730	5.371	VanDiemen
4	#69	FF	1	Alan Walker	15	1:11.124	34.220	Swift SC92
5	#01							

SCCA NHMS RAL Weekend Regional Results, August 6 & 7

Compiled By: Linda Louie

Pos	No.	Class	PIC	First	Last Name
Lap Best	Tm	Gap	Make		

Grp 1 ITB, ITR, ITS - Race 1

1	#36	ITR	1	Robert Breault	16 1:16.458	BMW 325is
	#14	ITS	1	Glenn Lawton	16 1:16.615 0.573	Mazda RX-7
3	#28	ITR	2	James Ray	16 1:17.726 21.751	BMW 325is
4	#77	ITS	2	Mark Gregory	16 1:17.913 9.663	Mazda RX7
5	#69	ITS	3	Yiannis Tsiounis	16 1:18.678 3.545	Miata
6	#2	ITB	1	Nat Wentworth	16 1:19.880 30.467	Volvo 142
7	#11	ITR	3	Paul Mertz	15 1:19.846 1 Lap	BMW 325
8	#87	ITB	2	Jim Carlson	15 1:22.068 1.911	Volvo 142E
9	#0	ITB	3	Thomas Kelly	15 :20.637 5.610	Golf GTI
10	#45	ITB	4	Scott Krueger	15 1:22.502 25.230	Golf Gt
11	#08	ITB	5	Matthew Mullen	15 1:24.754 19.657	Audi Coupe
12	#20	ITR	4	Suzy Hiniker	14 1:21.428 1 Lap	BMW E36
13	#62	ITB	6	Paul Curran	13 1:19.809 1 Lap	Volvo 142e
14	#00	ITB	7	Michelle Yaiser	13 1:30.733 4:00.2	Golf RX-7
DNF	#70	ITS		Brian Bagn		

Grp 2 FV, F5 - Race 1

1	#12	FV	1	Anthony Parker	16 1:16.485	Womer EV3
2	#03	FV	2	Craig Swinehart	16 1:16.929 15.08	Protoform
3	#59	FV	3	John Petillo	16 1:17.466 11.016	Speedsport
4	#8	FV	4	Harry White	16 1:17.984 1.443	Lynx /B
5	#05	FV	5	Nicholas Galuardi	16 1:18.169 0.436	Caldwell
6	#55	FV	6	Bruce Rodman	16 1:18.097 0.383	Caracal D
7	#06	FV	7	Peter Cheney	16 1:20.075 24.152	Speedsport
8	#99	FV	8	Paul Faford	16 1:19.370 0.237	Caracal D
9	#21	FV	9	Mike Maitem	16 1:20.016 9.568	problemchild
10	#3	FV	10	Paul Medeiros	16 1:20.268 0.937	Womer EV3
11	#27	FV	11	Mark Filip	16 1:20.459 1.442	Caldwell
DNF	31	FV		Mike Sampson		Adams

Grp 3 ITA, IT7, ITC, SSB, SSC, T3, EP, FP - Race 1

1	#30	EP	1	Phil Hollenbeck	16 1:15.405	Datsun 240Z
2	#07	EP	2	Nicholas Sealey	16 1:15.521 4.068	Mazda RX7
3	#49	EP	3	Don Stevenson	16 1:16.846 24.886	BMW 325is
4	#1	SSB	1	Robert Demers	16 1:18.882 28.259	Solstice
5	#03	ITA	1	Victor Gangi	16 1:19.636 10.449	Acura
6	#5	FP	1	Bob Thompson	16 1:19.364 3.416	Datsun 510
7	#38	ITA	2	Linda Kogan	16 1:19.406 4.635	Miata
8	#16	ITA	3	Rob Sturgis	16 1:19.963 2.690	Miata
9	#06	EP	4	Kevin Oliver	16 1:20.287 1.122	Alfa Romeo
10	#2	EP	5	Robert Dardano	16 1:19.129 0.130	Triumph tr6
11	#4	ITA	4	Peter Morrison	15 1:20.148 1 Lap	Miata
12	#81	IT7	1	JB Swan	15 1:21.843 20.603	Mazda RX-7
3	#15	IT7	2	Richard Patullo	15 1:21.862 8.262	Mazda RX7
14	#51	ITA	5	Chris Rallo	12 1:23.183 3 Laps	Nissan 240
DNF	#22	FP		Philip Perron		Sunbeam
DNF	#39	ITC		Fred White		Honda
DNF	#50	ITA		Chris Milton-Hall		Miata

Grp 4 FA-B-C-E-F-M CFC C-DSR NCF S2 ASR FS FST - Race 1

1	#84	DSR	1	Keegan VanSicklen	16 1:01.992	Stohr WF1
2	#57	FE	1	joseph sammut	16 1:05.696 46.645	SCCA
3	#53	FE	2	Roger Feghali	15 1:06.450 1 Lap	FSCCA
4	#81	FE	3	Jerry Streckert	15 1:07.112 7.761	VanDiemen
5	#48	FC	1	Alex Tollefsen	15 1:07.570 1.091	Van Diemen
6	#15	FC	2	Aaron Pettipas	15 1:07.392 0.504	Van Diemen
7	#27	FF	1	Charles Foster	15 1:08.244 4.231	Piper DF5
8	#93	FF	2	Geoff Rainville	15 1:09.253 21.736	VanDiemen
9	#77	FF	3	Alex Mayer	15 1:09.621 9.778	Van Diemen
10	#73	FF	4	Robert Laverly	15 1:10.596 13.110	Swift DB1

11	#07	FC	3	Don Armenoff	15 1:09.715 5.234	VanDiemen
12	#9	FF	5	James Price	14 1:12.233 1 Lap	Van Diemen
13	#2	FM	1	Douglas Hertz	14 1:13.320 29.835	Mazda
14	#1	CFC	1	Robert Muzeroll	13 1:13.685 1 Lap	VanDiemen
15	#89	FF	6	Todd McAfee	8 1:09.869 5 Laps	Swift DB1
DNF	#01	NCF		Donald Denomme	7 1:14.812	VanDiemen

Grp 5 SSM, SM2, HP, GTL, STU, STL - Race 1

1	#74	STU	1	Joel Arel	16 1:16.686	Subaru WRX
2	#69	STL	1	Yiannis Tsiounis	16 1:18.313 4.126	Miata
3	#70	SM2	1	Jimmy Locke	16 1:18.582 6.087	Miata
4	#7	STU	2	Cy Peake	16 1:18.680 6.424	Miata
5	#07	STU	3	Kenneth Burt	16 1:18.836 0.234	Miata
6	#04	SM2	2	John Mason	16 1:18.533 1.728	Miata
7	#05	STU	4	Dwayne Bennett	16 1:18.697 2.223	Miata
8	#89	STU	5	Brenton Piekarski	16 1:18.951 0.762	Miata
9	#95	SM2	3	Kenneth Payson	16 1:18.730 1.429	miata
10	#63	SSM	1	Dougl McCormack	16 1:19.897 2.920	Miata
11	#78	SSM	2	Peter Fail	16 1:19.653 1.840	Miata
12	#38	SM2	4	Phil Kogan	16 1:19.846 5.205	Miata
13	#1	SM2	5	Abhijeet Ghatak	16 1:20.187 7.033	Miata
14	#10	STL	2	Clinton Chichester	16 1:20.417 1.631	Miata
15	#19	SSM	3	Shelby Churchill	16 1:20.795 0.552	Miata
16	#02	SSM	4	Jody Fisher	16 1:21.440 19.283	Miata
17	#54	STL	3	Jeff Campbell	16 1:21.482 0.172	Miata
18	#48	SSM	5	Jason Bundas	16 1:22.057 7.127	Miata
19	#4	STL	4	Donald Barron	16 1:22.439 15.037	Miata
20	#14	SSM	6	Justin Baltrucki	16 1:23.117 0.000	Miata
21	#77	SSM	7	Paul Perry	15 1:22.842 1 Lap	Miata
22	#16	SM2	6	Paul White	15 1:23.481 32.618	Miata
23	#66	SM2	7	Howard Robbins	15 1:24.970 16.340	Miata
24	#12	SM2	8	Michael LaMaina	13 1:20.651 2 Laps	Miata
25	#88	SM2	9	Jerry Rigoli	8 1:20.049 5 Laps	Miata
26	#61	SSM	8	Wieslaw Gronek	8 1:24.207 25.075	Miata
DNF	#50	SSM		Chris Milton-Hall		Miata
DNF	#0	STL		Zachary Kelly		Golf Gt
DNF	#51	STU		Christopher Rallo		Nissan

Grp 6 SRF, SPU, LC - Race 1

1	#0	SRF	1	James Regan	16 1:15.690	SRF
2	#21	SRF	2	Joseph Wolf	16 1:16.30 8.519	SRF
3	#55	SRF	3	David Mailhot	16 1:16.920 12.958	SRF
4	#2	SRF	4	Edward Sanders	16 1:18.663 42.020	SRF
5	#27	SPU	1	David Burke	16 1:19.525 11.250	Porsche
6	#62	SRF	5	Thomas Kirchman	16 1:20.071 1.516	SRF
7	#83	SRF	6	Jon Daellenbach	16 1:19.832 0.321	SRF
8	#5	SRF	7	Robert Zatz	16 1:19.074 0.953	SRF
9	#86	SPU	2	Dave Patten	15 1:21.174 1 Lap	Datsun
10	#31	SRF	8	Leslie Kurz	15 1:22.257 3.413	SRF
11	#1	SRF	9	Lauren Demers	15 1:24.199 49.738	SRF

Grp 7 SM, SM5 - Race 1

1	#69	SM	1	Yiannis Tsiounis	16 1:18.392	Miata
2	#70	SM	2	Jimmy Locke	16 1:18.357 3.968	Miata
3	#89	SM	3	Brenton Piekarski	16 1:18.960 9.100	Miata
4	#7	SM	4	Cy Peake	16 1:18.958 3.123	Miata
5	#05	SM	5	Dwayne Bennett	16 1:19.234 0.643	Miata
6	#04	SM	6	John Mason	16 1:19.278 0.509	Miata
7	#31	SM	7	Jon Farberman	16 1:19.130 0.438	Miata
8	#07	SM	8	Kenneth Burt	16 1:19.071 0.354	Miata
9	#78	SM	9	Landis Rogers	16 1:19.665 11.182	Miata
10	#0	SM	10	Matt Miskoe	16 1:20.221 9.001	Miata
11	#10	SM	11	Clinton Chichester	16 1:20.216 9.016	Miata
12	#02	SM	12	Doug Fisher	16 1:20.745 0.327	Miata
13	#19	SM	13	Jesse Schmidt	16 1:20.580 0.385	Miata
14	#54	SM	14	Jeff Campbell	16 1:20.372 0.554	Miata
15	#66	SM	15	Howard Robbins	15 1:24.712 1 Lap	Miata
16	#9	SM	16	Harry Andersen	15 1:27.636 36.747	Miata
DNF	#17	SM		Dylan Murcott	2 4:27.908 13 Lap	Miata

Grp 8 GT1, GT2, GT3, AS, ITE, T1, T2, SPO, STO - Race 1

1	#4	SPO	1	Jeff Hawkins	16 1:04.309	Chevy
2	#38	SPO	2	John Branscombe	16 1:05.236 7.754	Corvette
3	#77	ITE	1	Peter Fail	15 1:11.958 1 Lap	Porsche
4	#82	ITE	2	Dave Maynard	15 1:13.341 17.101	BMW 330
5	#36	T1	1	K. Jason Krikorian	15 1:13.502 10.306	Corvette
6	#80	ITE	3	Maurizio Cerasoli	5 1:13.327 1.154	Porsche 944
7	#60	ITE	4	Ephraim Dobbins	14 1:14.827 1 Lap	Porsche 911
8	#14	AS	1	Bill Hopwood	14 1:17.168 45.731	Camaro
9	#17	AS	2	Mark Wheaton	14 1:16.968 0.24	Mustang
10	#23	GT2	1	Wayne Whitcomb	14 1:17.687 13.787	Porsche 914
11	#74	ITE	5	Craig Allaire	13 1:20.357 1 Lap	Subaru
12	#97	ITE	6	Ernesto Jurado	12 1:28.962 1 Lap	Porsche
13	#5	AS	3	David Flynn	10 1:17.154 2 Laps	Mustang

NHMS RAL Weekend Regional Results, Race Two

Grp 1 ITB, ITR, ITS - Race 3

1	#14	ITS	1	Glenn Lawton	15 1:16.505	RX-7
2	#77	ITS	2	Mark Gregory	15 1:17.062 2.519	RX7
3	#36	ITR	1	Robert Breault	15 1:17.206 1.338	BMW 325
4	#28	ITR	2	James Ray	15 1:16.689 3.680	BMW 325
5	#70	ITS	3	Brian Bagnall	15 1:17.880 5.400	RX-7
6	#2	ITB	1	Nat Wentworth	15 1:19.333 20.35	Volvo 142
7	#0	ITB	2	Thomas Kelly	15 1:19.311 1.833	Golf GT
8	#11	ITR	3	Paul Mertz	15 1:21.445 31.376	BMW 325
9	#20	ITR	4	Suzy Hiniker	14 1:21.603 1 Lap	BMW E36
10	#87	ITB	3	Jim Carlson	14 1:22.214 0.490	Volvo 142E
11	#45	ITB	4	Scott Krueger	14 1:22.816 5.595	Golf Gt
12	#00	ITB	5	Michelle Yaiser	12 1:34.385 2 Laps	Golf
DNF	#69	ITS		Yiannis Tsiounis		Miata
DNF	#08	ITB		Matthew Mullen		Audi
DNF	#62	ITB		Paul Curran		Volvo 142e

Grp 2 FV, F5 - Race 3

1	#12	FV	1	Anthony Parker	15 1:16.988	Womer EV
2	#59	FV	2	John Petillo	15 1:17.314 9.086	Speedsport
3	#8	FV	3	Harry White	15 1:18.374 13.856	Lynx /B
4	#2	F5	1	Richard Johnson Jr	15 1:16.971 6.681	Red Devil
5	#03	FV	4	Craig Swinehart	15 1:17.536 2.720	Protoform
6	#55	FV	5	Bruce Rodman	15 1:18.309 4.857	Caracal D
7	#05	FV	6	Nicholas Galuardi	15 1:19.293 0.359	Caldwell
8	#06	FV	7	Peter Cheney	15 1:19.864 16.727	speedsport9
#99	FV	8	Paul Faford	15 1:20.133 5.460	Caracal D	
10	#21	FV	9	Mike Maitem	15 1:20.140 1.064	problemchild
11	#27	FV	10	Mark Filip	15 1:21.897 11.891	Caldwell
12	#3	FV	11	Paul Medeiros	15 1:20.867 7.257	Womer EV3
DNF	#31	FV		Mike Sampson		Adams

Grp 3 ITA, IT7, ITC, SSB, SSC, T3, EP, FP - Race 3

1	#07	EP	1	Nicholas Sealey	15 1:17.180	RX7
2	#49	EP	2	Don Stevenson	15 1:17.813 6.769	BMW 325is
3	#1	SSB	1	Robert Demers	15 1:18.133 3.716	Solstice
4	#13	ITA	1	Bradley Bray	15 1:19.977 17.469	Miata
5	#4	ITA	2	Peter Morrison	15 1:20.300 11.607	Miata
6	#					

RAL REgional Results

—continued from previous page

DNS #1	CFC	Robert Muzeroll	VanDiemen
DNS #89	FF	Todd McAfee	Swift DB1
DNS #03	NCF	Ray Dona	Crossle 45

Grp 5 SSM, SM2, HP, GTL, STU, STL - Race 3

1 #7	STU 1	Cy Peake	15	1:18.00	7	Miata
2 #70	SM2 1	Jimmy Locke	15	1:18.648	1.751	Miata
3 #07	STU 2	Kenneth Burt	15	1:18.541	0.06	Miata
4 #89	STU 3	Brenton Piekarski	15	1:18.688	0.309	Miata
5 #05	STU 4	Dwayne Bennett	15	1:18.969	5.991	Miata
6 #78	SSM 1	Peter Fail	15	1:19.112	1.969	Miata
7 #88	STL 1	Yiannis Tsiounis	15	1:19.288	5.553	Miata
8 #38	SM2 2	Phil Kogan	15	1:19.731	5.412	Miata
9 #12	SM2 3	Michael LaMaina	15	1:19.390	4.897	Miata
10 #63	SSM 2	Dougl McCormack	15	1:19.247	0.536	Miata
11 #1	SM2 4	Abhijeet Ghatak	15	1:19.868	3.126	Miata
12 #04	SM2 5	John Mason	15	1:19.621	0.356	Miata
13 #0	STL 2	Zachary Kelly	15	1:19.930	0.557	Golf Gti
14 #19	SSM 3	Shelby Churchill	15	1:20.187	0.486	Miata
15 #13	STL 3	Bradley Bray	15	1:19.545	0.215	Miata
16 #02	SSM 4	Jody Fisher	15	1:20.529	6.471	Miata
17 #10	STL 4	Clinton Chichester	15	1:20.752	3.171	Miata
18 #50	SSM 5	Christ Milton-Hall	15	1:21.036	13.88	Miata
19 #54	STL 5	Jeff Campbell	15	1:21.265	0.628	Miata
20 #48	SSM 6	Jason Bundas	15	1:22.083	8.609	Miata
21 #14	SSM 7	Justin Baltrucky	15	1:21.688	0.780	Miata
22 #4	STL 6	Donald Barron	15	1:21.578	1.760	Miata
23 #77	SSM 8	Paul Perry	15	1:22.595	11.915	Miata
24 #66	SM2 6	Howard Robbins	14	1:23.651	1 Lap	Miata
25 #61	SSM 9	Wieslaw Gronok	14	1:22.470	9.990	Miata
26 #51	STU 5	Christopher Rallo	8	1:21.570	6 Laps	Nissan 240
DNS #74	STU	Joel Arel				Subaru WRX
DNS #88	SM2	Jerry Rigoli				Miata
DNS #95	SM2	Kenneth Payson				miata
DNS #16	SM2	Paul White				Miata

Grp 6 SRF, SPU, LC - Race 3

1 #0	SRF 1	James Regan	15	1:16.289		Spec Racer
2 #21	SRF 2	Joseph Wolf	15	1:16.478	9.494	SRF
3 #55	SRF 3	David Mailhot	15	1:16.725	10.208	Spec Racer
4 #5	SRF 4	Robert Zatz	15	1:18.791	15.791	Spec Racer

5 #2	SRF 5	Edward Sanders	15	1:18.034	0.923	Spec Racer
6 #83	SRF 6	Jonath Daellenbach	15	1:19.437	14.084	Spec Racer
7 #62	SRF 7	Thomas Kirchner	15	1:20.080	12.386	Spec Racer
8 #31	SRF 8	Leslie Kurz	14	1:21.311	1 Lap	Spec Racer
9 #27	SPU 1	David Burke	14	1:21.070	1.466	Porsche
10 #1	SRF 9	Lauren Demers	14	1:22.326	25.647	SRF
DNS #86	SPU	Dave Patten				Datsun

Grp 7 SM, SM5 - Race 3

1 #70	SM 1	Jimmy Locke	15	1:18.880		Miata
2 #07	SM 2	Kenneth Burt	15	1:18.944	4.210	Miata
3 #04	SM 3	John Mason	15	1:19.344	4.087	Miata
4 #7	SM 4	Cy Peake	15	1:19.301	0.636	Miata
5 #05	SM 5	Dwayne Bennett	15	1:19.463	1.203	Miata
6 #88	SM 6	Yiannis Tsiounis	15	1:19.142	0.321	Miata
7 #31	SM 7	Jon Farbman	15	1:19.290	0.381	Miata
8 #89	SM 8	Brenton Piekarski	15	1:19.311	0.374	Miata
9 #0	SM 9	Matt Miskoe	15	1:20.399	18.11	Miata
0 #78	SM 10	Landis Rogers	15	1:20.160	0.198	Miata
11 #10	SM 11	Clinton Chichester	15	1:20.387	0.441	Miata
12 #19	SM 12	Jesse Schmidt	15	1:20.272	0.451	Miata
13 #02	SM 13	Doug Fisher	15	1:19.628	7.094	Miata
14 #9	SM 14	Harry Andersen	14	1:27.825	1 Lap	Miata
DNS #54	SM	Jeff Campbell				Miata
DNS #66	SM	Howard Robbins				Miata
DNS #17	SM	Dylan Murcott				Miata

Grp 8 GT1, GT2, GT3, AS, ITE, T1, T2, SPO, STO - Race 3

1 #4	SPO 1	Jeff Hawkins	15	1:03.587		Chevy
2 #38	SPO 2	John Branscombe	15	1:04.815	2.297	Corvette
3 #77	ITE 1	Peter Fail	14	1:12.858	1 Lap	Porsche
4 #82	ITE 2	Dave Maynard	13	1:14.858	1 Lap	BMW 330
5 #5	AS 1	Anthony Cesaro	13	1:17.046	31.281	Mustang
6 #14	AS 2	Bill Hopwood	13	1:17.350	7.397	Camaro
7 #23	GT2 1	Wayne Whitcomb	13	1:18.702	23.711	Porsche 914
8 #80	ITE 3	Maurizio Cerasoli	11	1:13.473	2 Laps	Porsche 944
DNS #36	T1	K. Jason Krikorian				Corvette
DNS #60	ITE	Ephraim Dobbins				Porsche 911
DNS #17	AS	Mark Wheaton				Mustang
DNS #74	ITE	Craig Allaire				Subaru WRX
DNS #97	ITE	Ernesto Jurado				Porsche 928
DNS #64	ITE	Bob Tucker				Porsche 911



James Ragon took the Spec Racer Ford Win at both races.

Photo: Fred Mahler



David Ferguson competed in the Memorial Days races in his can't miss this Orange SRF.

Photo: Scott Petrilli

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

January 9, 2011

The Board of Directors, New England Region, SCCA, Inc. met at the Marriott Rocky Hill CT on Sunday January 9, 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 Dick Patullo, Dave White, Donna Stevens, Kathy Barnes, Chris Franson, Paul Kryziak, Peter Villaume, Bob Anderson, John Howe.

The Secretary acknowledges these minutes may not be in chronological order.

Meeting was called to order at 8:34 a.m. by RE Doug Fisher.

Motion: to approve the Minutes of the December 8, 2010 meeting with corrections. (Chevalier/Zahornasky) **PASSED**

The tentative schedule for the Board of Directors meetings for 2011 was discussed, the second Wednesday night of each month except where there are scheduling conflicts and is as follows:

February 16, March 9, April 13, May 11, June 8, August 10, September 14, October 12, November 9, December 14

There was a discussion on the National Convention; it was agreed that the following board members would attend the meeting: RE Doug Fisher, Trevor Hermance, Peter Morrison, Jerry Shields, and Hal Denham.

Motion: to reimburse each approved board member up to \$775.00 in total for travel, room (1/2 room rate), and convention registration expenses. (Chevalier/Morrison) **PASSED**

Motion: was made to update the signature cards for the Club Accounts as follows:

Kathy Barnes, comptroller of the Club Racing Board, Club Racing account and Solo account.

Doug Fisher Regional Executive and Louis Gingerella Jr., Treasurer to all club accounts. Bob Davis to be added to Solo account. Renew: Jerry Rigoli and add Kathy Barnes to Club Racing account. Renew Jon Lamkins

to Rally account and Donna Stevens to Merchandise account. Remove: Chris Franson, Jeremy Billiel and Bob Lang from all accounts. (Chevalier/Shields) **PASSED**

A motion was made to approve the following positions:

Membership: Paul Kryziak and Kathy Barnes
Pit Talk Editor: Bob Beaulieu
 Merchandise: Donna Stevens
 Rally Board Chair: Tim Chevalier
 Solo Board Chair: Bob Davis
 Club Racing Board Chair: Jerry Rigoli

(Regan/Zahornasky) **PASSED**

Program budgets for 2011 are due for review and approval at the Feb. 16th meeting. Advance copies should be sent to the RE for early distribution and review.

Motion: to approve the Merchandise budget for 2011 as submitted by Donna Stevens. (Zahornasky/Regan) **PASSED**

It was requested that the Treasurer attend the Feb. 16th meeting.

PROGRAM REPORTS: No Reports

As permitting for the new track site continues, it is necessary to make payments as agreed to in the purchase and sale agreement and the definitive agreement with our investor. Motion to approve \$5,938.40 for the February 2011 payment – (Gendron/Regan) **PASSED**

New Business: 2011 Goals

New Track Issues+

Publicity: Marketing Plan, form a committee

Pit Talk, Web Site, Promotion Brochure (Chris Franson to follow up on brochure edit)

Improve communication

Proactive approach for RAL and Annual Meeting

Club Promotion, appoint a point person at the Feb. 16th meeting

Motion: was made to adjourn to executive session at 9:40 a.m. (Regan/Shields) **PASSED**

Returned to open session at 10:25 a.m.

Motion: to send the letter to Tim Pappas

as directed by executive session. (Morrison/Gendron) **PASSED**

Motion: was made to adjourn. (Rigoli/Zahornasky) **PASSED**

Meeting adjourned at 10:27 a.m.

Next BOD meeting will be held Wednesday February 16, 2011.

Respectfully Submitted,

Harold Denham, Secretary

February 16, 2011

The Board of Directors met the Sturbridge Host Hotel, Rte 20, Sturbridge, MA on Wednesday, February 16, 2011.

Present were Regional Executive Doug Fisher, Asst. RE Bill Gendron, Directors Tim Chevalier, Hal Denham, Trevor Hermance, Peter Morrison, Jerry Rigoli, Jerry Shields, and Paul Zahornasky. Director Chris Regan was absent. Also in attendance was Treasurer Lou Gingerella.

The meeting was called to order by RE Doug Fisher at 7:31 PM.

Motion: to approve the minutes of the January 9, 2011 minutes with corrections. (Chevalier/Zahornasky) **PASSED**

The location for the BOD meetings for the remainder of the year was discussed and the remaining meetings of the NER BOD will be at the Hampton Inn on Rte. 12 in Auburn, MA.

The BOD will not have a forum on the web site due to issues of disclosure.

The BOD mailing address/E-mail list was finalized for Pit Talk and the Web Site.

There was a debrief from the members who attended the national convention, issues of note were the program diversity throughout the country; the use of social networking to both attract new members as well as keep members informed in a more timely manner; workshop to improve relations between the competitors and the administrators.

BOD Minutes

—continued from the previous page

Motion: to reimburse RE, Doug Fisher, for expenses for attending the NEDIV Roundtable meeting, March 5, 2011. (\$25. Registration, \$105. Room). (Zahornasky/Morrison) *PASSED*

Jerry Shields is coordinating the club's effort at 'The Racer's Expo' in Marlborough, MA on February 25 & 26.

Motion: made to appropriate \$150.00 for booth space at 'The Racer's Expo' (Zahornasky/Chevalier) *PASSED*

April 23rd is the NHMS open house, Jerry Rigoli is coordinating this event for the club.

Flagger training at NHMS has been postponed from Feb. 27 to a date to be determined in April.

PROGRAM REPORTS:

Club Racing: Jerry Rigoli has been in contact with track personnel about dates and contracts.

Rally: Tim Chevalier reported the there have been 3 regional RallyCross events this year to date, as well as the Eastern States Championship RallyCross. The January 15th event had 111 entries, January 16th event had 104 entries, the Eastern States Championship had 54 entries all at Stafford Speedway in CT. The February 5th event had 54 entries at New England Dragway in NH. Upcoming events include Vermont Winter Challenge Rally, Feb. 19th and 20th; Frost Heaves Road Rally, Feb. 26th, and Slip-N-Slide RallyCross, Feb. 27th. Tim also presented the 2011 Rally Board Budget for approval.

Motion: to approve the Rally budget as presented was made. (Gengdron/Shields) *PASSED*

Merchandise: Merchandise is waiting information from the National Office before ordering GCRs and Solo rule books. Working with Web Master to enable PayPal payments for NER merchandise on line.

Treasurer's report: All of the signature cards for the club accounts have been updated for the current year. A back-up disc of the region's accounts has been made and given to the Secretary.

Pit Talk: No report

Solo: No report

Motion: to accept the program reports.

(Morrison/Zahornasky) *PASSED*

The board requests that all specialties present a report at each meeting either via e-mail or in person. Budgets for Solo, Club Racing and **Pit Talk** are outstanding and are expected by next month's meeting.

Paul Zahornasky has agreed to be the Director of Marketing and Communications for the club. Paul described his plan of employing the web site, social networking, car shows and other means of exposure for the club. He will be looking to assemble a team of volunteers from all regional programs to make a coordinated effort to increase the visibility and recognition of NER and its' programs.

Motion: to approve Paul Zahornasky as Director of Marketing and Communications for the region. (Rigoli/Chevalier) *PASSED*

Motion: was made to approve the funds for establishing **PITTALK.ORG** (Chevalier/Gendron) *PASSED*

Motion: to authorize Paul Zahornasky to spend up to \$200.00 for layout of a promotional brochure for the region. (Morrison/Hermance) *PASSED*

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

Motion: to approve \$5938.40 for the March 2011 payment-(Rigoli/Morrison) *PASSED*

Motion: to adjourn to Executive Session was made at 9:35 PM (Chevalier/Zahornasky) *PASSED*

The next meeting of the Board of Directors will be held March 9th, 2011 at the Hampton Inn,736 Southbridge St., Rte 12, Auburn MA (between Dunkin Donuts and Herb Chambers Hyundai) at 7:30 PM

Respectfully submitted, Harold Denham, Secretary

March 9, 2011

The Board of Directors met at the Hampton Inn, Rte 12, Auburn, MA on Wednesday, March 9, 2011.

Present were Regional Executive Doug Fisher,

Asst. RE Bill Gendron, Directors Hal Denham, Trevor Hermance, Peter Morrison, Chris Regan, Jerry Rigoli, and Paul Zahornasky. Directors Tim Chevalier and Jerry Shields were absent. Also in attendance were Kathy Barnes and Dick Patullo.

These minutes may not be in chronological order.

The meeting was called to order by Doug Fisher at 7:26 PM.

After a brief discussion a **Motion** to adjourn to executive session and then return to open session was made at 7:29 PM (Zahornasky/Morrison) *PASSED*.

Return to open session at 8:20 PM

Motion: was made to accept the minutes of the February 16th meeting as corrected. (Morrison/Gendron) *PASSED*.

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

Motion: to approve \$5938.40 for the April 2011 payment (Morrison/Zahornasky) *PASSED*.

PROGRAM REPORTS:

Marketing and Communication: Communicate info to members on upcoming events etc. using a push system such as e-mail blasts. (Constant Contact)

Web site point persons needed from each program in the club.

PitTalk.org, the address has been secured for NER. **Pit Talk** to available on line as an option to be more timely with information and to save money is under consideration.

High resolution pictures to Paul Zahornasky needed for the Promotional Brochure.

Membership: Membership as of 3-8-2011, 2378 members.

Club Racing: Timing and scoring may need new decoders for NHMS pending the relocation of the timing facilities.

Contract talks continue for the tracks for the season.

Rally: Vermont Winter Rally was held on Feb. 19th/20th, 30 entries.

Frost Heaves Rally was held on Feb. 26th, 20 entries.

Slip-N-Slide RallyCross was held at N E Dragway on Feb 27th, 52 entries.

There will be RallyCrosses held March 26th in Belmont, NH and on April 16th in Rochester NH.

Merchandise: No changes since the last report. There will be preseason tech sessions on April 9th.

Solo: No Report.

A Membership budget was submitted for approval. There was a brief discussion. **Motion:** was made to approve the amended budget. (Morrison/Gendron) *PASSED*.

Solo Budget was submitted for approval. There was a brief discussion.

Motion: was made to approve the amended budget. (Gendron/Regan) *PASSED*.

The **Pit Talk** budget was submitted for approval. There was a discussion.

Motion: was made to approve the budget as submitted. (Regan/Hermance) *PASSED (7/1)*.

The Club Racing budget was submitted for approval. There was a brief discussion. **Motion:** was made to approve the amended budget. (Gendron/Zahornasky) *PASSED*.

There was a request for a capital expenditure from Fire Rescue for a new extraction tool. There was a brief discussion. No action will be taken at this time.

Doug Fisher gave a brief summary of the NEDIV Round Table in PA. There were approximately 150 attendees for numerous training courses for various specialties.

Racer Expo was Feb 25th and 26th in Marlborough MA. The booth was staffed by Jerry Shields, Jerry Rigoli, Bill Gendron, Doug Fisher and Trevor Hermance.

Motion: to adjourn was made at 10:00 PM (Zahornasky/Morrison) *PASSED*.

Respectfully submitted,

Harold Denham, Secretary

Next meeting will be held on April 13th 2011 at 7:30 PM, at the Hampton Inn, Rte 12, Auburn, MA.

April 13, 2011

The Board of Directors met at the Hampton Inn, Rte 12, Auburn, MA on Wednesday April 13, 2011.

Present were Regional Executive Doug Fisher, Asst. RE Bill Gendron, Directors Hal Denham, Trevor Hermance, Peter Morrison, Chris Regan, Jerry Rigoli, and Jerry Shields. Directors Tim Chevalier and Paul Zahornasky were absent. Also in attendance were Treasurer Lou Gingerella, Kathy Barnes and Dick Patullo.

These minutes may not be in chronological order.

The meeting was called to order by Doug Fisher at 7:40 PM.

Motion: to accept the minutes of the March 9th meeting. (Gendron/Regan) *PASSED*.

Treasurer's report was given by Lou. Balance sheets and a P+L statement for the first quarter of 2011 with a 2010 comparison were distributed to the directors for review. Total cash on hand across all accounts is approximately \$240K.

Lou also requested that the board advise how to report any property owned by the club.

A discussion followed and each of the program boards is to generate an asset list for inclusion in their financial reports.

Motion: was made to allow Lou to spend up to \$1000.00 for a "baselining" review of all club accounts. (Morrison/Shields) *PASSED*

Motion: e to accept the treasurer's report. (Regan/Morrison) *PASSED*

PROGRAM REPORTS:

Membership:

Membership as of 4-12-2011, 2382 members. 47.8% regular, 45.2% family, 6.1% first gear, 0.9% life memberships. 7 new members via formula jr.

The membership committee is working on a new program for weekend membership followup.

Club Racing: CRB meeting at Jerry Rigoli's house on Sat. April 16th

Rational entries as of 4-13-11 are 110

MotorsportsReg. in use

Memorial Day entry is ready to post online.

NHMS open house is 4-23-11, set up at 7:30 AM

Marilyn Freeman will now be posting the sups. on the web site.

CRB budget will be revisited in June for updating.

Timing, registration and race chairpersons are in place for the season.

Dan Sheppard is Jerry Rigoli's assistant for the season.

Rally: March 26th at Belmont NH, rallycross entrants received 13 runs each.

April 2nd Cape Codders' Old Timer's Rally had 45 starters and 43 finishers.

April 16th at Rochester NH there will be a rallycross.

May 21st is BIG LAP in NH starting at the Red Roof in Loudon.

Merchandise: Donna is working with Lou to set up a PayPal account for online sales.

Donna sold approx. \$400.00 total between the solo event and tech day. Many solo rule books were sold.

Solo: April event at Devens had 84 entries, including 21 novices. There was a Kart school as well, and everyone received 7 runs on the day.

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

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 May 2011 payment (Hermance/Morrison) *PASSED*.

Motion: to adjourn to executive session was made at 8:55 PM (Morrison/Shields) *PASSED*.

Respectfully submitted,

Harold Denham, Secretary

Next meeting will be held on May 11th 2011 at 7:30 PM, at the Hampton Inn, Rte 12, Auburn, MA.

28 Solo drivers entered for the Saturday Solo Charity runs including 3 Novices who proudly put their names towards the runs for the Bill Goodale Novice Cup! Janna Lovell, Scott Petrilli and Alexander Twombly deserve a “thank-you” the next time you see them. The Solo Shoot-out final times were unavailable at the time of this writing.

For the weekend, Solo had totaled \$6836 between the drivers “FirstGiving” pledge collections with additional funds coming in during our Jeff Gordon Challenge, all to go to the UMass Children’s Center. Thank You to all who contributed.

Between the time pre-registration closed and the Sunday Points event got under way, the 90 registered entries had dwindled to 83 on site, and barring any torrential downpour (not predicted but also not uncommon), drivers could expect 8 runs, maybe a relaxing lunch break for the afternoon, and out on the highway by 5.

Howard Roundy found himself and his Purple Elise Russ-less in SS, and had the win for Super Stock. Howard ran a 27.444 on his final run of the afternoon. B-Stock saw Corvette owners Jeff Martynuska and Barbara Seeger battle back and both making themselves black and blue, matching the colors of their cars. It came down to final runs, where Jeff scored a 27.643 to Barbara’s 27.801, a victory for Jeff by 0.158. Barbara was crowned Kone Kueen of Day with 9 penalty cones going on



Janna Lovell, despite losing her keys and needed a co-drive happy smile.

Photo: Eddie Savage

the record books. Didn’t Jeff say that was free dinner for all of us at Applebee’s next week or something like that?

D-Stock was but 3 cars, with Chang Ho Kim clearly taking the class on a final pass 28.618, while Stan Gorham and his MINI S found himself in a struggle to keep ahead of Jason Volk in his Subaru WRX. Stan stood on his fourth run 30.727, with Jason running a best, fifth run, 31.009. G-Stock saw 3 drivers between 2 Honda CRX Si’s, with Allen Parker sandwiched between Sam Creasey and Sam’s co-driver, Matt Doherty. Sam pulled a seventh run 29.844, to Allen’s 30.386, also on the seventh pass.

5 drivers pounded away in BSP, with Marc Monnar at the top on a last run 27.015 in the Serenity white Mazda RX-8. The other 4 drivers kept at it, with Josh Noble and the Subaru WRX back 0.078, Hank Wallace and the BMW back to Josh at 0.134, and then Jeff Seeger and Matt Mickle. Bob Barone was on hand to make for a 3 driver A-Mod class, but Stacey Strout again took the win over her Dragon F1 car-owner and co-driver Bill Goodale. Stacey’s last run of 23.839 was 0.153 quicker than Bill’s seventh run 23.992. That also netted her another FTD for a NER event. Bob Barone took his A-Mod sled to an eighth run 24.758, just 0.76 shy of Mr. Goodale.

ST had only 4 drivers. Roger Whipple took the Honda Civic tops on a fifth run 28.107, nearly three-quarters of a second ahead of Wiley Cox and his 28.814 in the Panda Nissan 240SX. Jenna D’Amico scored 7 cones on the day, a testament to either forgetting her contact lenses, or Wiley locking the seat so she couldn’t adjust it forward enough! STS was the 2-driver 2-seat family Murdocco Miata, with James running a 30.592, and Christine holding a 31.719.

Over in STR, Justin Lau took his Mazda MX5 to the win, holding a fifth run 27.983. That gave ample time for Matt Thompson and Mitchell Baker to steal the spot, but Matt could only muster a last run 28.278, and Mitchell a last run 28.305. STX was similar, with 4 drivers having a potential of unseating any other. Derek Sivret needed his last run in the BMW 330Ci to take the cake on a 28.237 over

Charlie Thompson in the JCW MINI S, David Thomas in a Mazda RX-8, and Aaron Telage and his MINI S. Charlie stood on a THIRD run 28.243, just 0.006 back. David trailed another 8 tenths with a 29.051, and then Aaron on a 30.248.

Street Mod’s Dan Howard used Torque in the Chevrolet Camaro to power a 29.591 over a 29.999 posted by Jason Fair in the Subaru WRX. SMF saw the same 3 entries and positioning as July: Kathy Barnes, Jonathan Leith, and Bryan Mills. However, both Jonathan and Bryan kept it clean for their fastest runs.

For the Pro class (Pax ranked), 13 drivers were entered. Grant Reeve and his SS Corvette went to Top Pro and Top Pax of the Loudon lot using a fourth run 25.851, paxed to a 22.154. Bud Collins in the CS Pontiac Solstice ZOK was closest, just 0.115 back, on a second run 26.734 (22.269). Eric Chiang in the ES Mazda Miata was third with a raw 27.061 (0.056 back), Josh Parker in the CM Reynard fourth (0.043 back), and Scott Thursby, also in an ES Miata, fifth. Scott ran a 27.114 (22.369), just 0.001 shy of Josh’s 24.689 (22.368). A bit further down in Pro, Brian Kuehl in his Honda Civic ran a 26.962 (23.052) and was only 0.027 off of Brian Levesque and his 27.944 (23.025), posted using the CT BRG STX MINI S JCW. Put that on your license plate, will ya!

9 other classes were lone entries, including C-Prepared with Scott Jessorun in the vintage Camaro (27.690), and John Colony in his C-Stock Miata (31.073).

Kimsoo Gopnik was a lone rider in FJC with a 38.193, Isaac Miskoe in FJB on a 33.906. 5 drivers battled in Adult K karts. Scott Bowin took K with a 25.496 on his last run. He needed that, and was only a tenth quicker than his sister (and now with drivers license), Sarah Bowin, who shoed a 25.647 on run 4. Scott took 5th in Fast Raw, followed by Sarah for Fast Raw 6th. Father Bowin took third on his seventh run 25.864, then Dan Boudria at 26.551 and Mom Bowin on a 30.330.

19 Novices entered, and a few of them are getting better at autocrossing as their rankings appear to be improving (anyone take our

school, perhaps?). Chris Schwab drove the G-Stock Honda Fit to a First Place in Novice on a 31.077, paxed to a 25.141. Yes, a Honda Fit, known for its commuting capability rather than autocrossing. So you see, it’s not always what you drive, but how you drive it. Alexander Twombly drove the ST Volvo 240 to a 30.699 (25.173), just a smidgeon 0.032 back. James Mongeau took the 1987 STU classed Chevrolet Camaro IROC to a third spot with a 30.404 (25.196: 0.023 back), and Carolyn Green took her H-Stock Mazda 3 to a 31.873 (25.211: 0.015 back).

Honorable mention to Novice’s Rachel Springmann and Jordan Springmann in the G-Stock Lexus GS400, who both shaved over 16 seconds between their first and final runs, and John Day and Stephen Day, piloting a 1993 A-Stock Mazda RX-7. Kudos’ to all the rookies, as NHMS is often a tough spot to drive when you are new to this sport. The course is so deceiving here; it looks “easy”, but it actually shows the value in understanding the concepts of precision driving, looking ahead, proper steering, throttle and brake control. Oh, and look ahead some more. It’s not all about just “going fast”; there is an elegance to it we all want to learn. Hope you can return with us at Devens next week and try again...

In other news, the week prior to RAL was Moncton, New Brunswick’s Motor Sport Car Club Annual Slalom@Slemon, in Summerside PEI, Canada. Now in it’s 17th year, and heralded by friend and fellow Soloist Ray Bastille, several NER drivers have been trekking the 650 or so miles for an island vacation or just concrete autocrossing at the Slemon Park Airport, formerly CFB Summerside.

The economy put a crimp in the planning for some, but NER’ites Mell & Lee Walsh, Mark Chessick, Matt Nieman, and yours truly, with spouses in tow, had a fun time meeting new and seeing old friends, even with a Saturday of showers. Mark took Top Pax in his FP Honda S2000 missing Top Raw by less than a second on the combined totals, Matt had Top Street Modified in his Miata, and Mell drove to Top FSP in her Neon ACR. All I can add is Lee, you let Brian Partridge get you by 6 full seconds?! Oh, the humanity....well, there’s

Seeing Red

—continued from page 5

mechanical breakdown, so be sure to observe all flag stations as you normally would while proceeding to the pits.

An important reminder! While it is perfectly fine to work on a car while it is in the pits during a Red Flag or Black Flag All situation in a practice or qualifying session, but NOT during a race. (See GCR 6.7.2) Penalties will invariably result and they can be quite harsh.

Since individual drivers see relatively few Red Flags (even experienced Operating Stewards don’t see many), it’s not surprising that few are familiar with what happens next if the session is to be restarted. During a practice or qualifying session, cars will simply be released on course in the same order that they entered pit lane. However, if it is a race session, GCR paragraph 6.8 covers the process. If the incident happens close to the start of the race, the restart may be done in the original starting order. In all other instances, the restart will be in the physical order the cars crossed the control line on the last completely scored lap. So, once the decision is made to restart the race, the Chief of Timing and Scoring will determine which lap was the last completely scored lap and will then generate a restart list for the use of the Pit Marshalls to re-grid any cars as may be required. So, if you passed anyone in the last lap prior to the Red Flag, depending upon when and where it happened, you will have those cars re-gridded ahead of you.

One last reminder, when a race is restarted, each pace lap will count as a race lap.

So, the Cliff Notes version of the Red Flag procedures:

A. If you can see the incident:

1. Stop as quickly as possible without starting another incident.
2. Stop on the edge of the racing surface, preferably on the same side as any cars stopped in front of you.
3. Stop where you can see a flag station in some direction.
4. Don't block Pit Out or any other entrance or exit point to the track.
5. Cautiously proceed to the pits after the Black Flag All is displayed. If yellow flags are not displayed, passing is allowed, but discouraged.
6. No working on cars during a stopped race session.
7. If a race is to be restarted, re-gridding will occur in Pit Lane according to GCR 6.8.

8. On restarting a race, any pace laps count as race laps.

B. If you can't see the incident:

1. Signal your intentions and then slowly come to a stop in a manner that minimizes any possibility of further incidents.
2. Stop on the edge of the racing surface, preferably on the same side as any cars stopped in front of you.
3. Stop where you can see a flag station in some direction, but preferably to your front or side.
4. Don't block Pit Out or any other entrance or exit point to the track.
5. Cautiously proceed to the pits after the Black Flag All is displayed. If yellow flags are not displayed, passing is allowed, but discouraged.
6. No working on cars during a stopped race session.
7. If a race is to be restarted, re-gridding will occur in Pit Lane according to GCR 6.8.
8. On restarting a race, any pace laps count as race laps.

Cone-A-Thon

—continued from page 12

workers may rightfully debate the need for such popularity, as the non off-course “run and pick em’ ups” tallied at least 353 penalty cones, with numerous, “I got too greedy there”, off-course excursions easily adding a legion more.

Yes, the NER course designers did indeed offer you a wide selection of areas to satisfy your troublesome rubber-cone appetite, if so desired.

No matter (to a degree), as the day had sunshine, warm July temperatures, and cars and/or friends not seen but once every now and then (Hello Fedja!). Most drivers had 5 runs for day, and some scoring a sixth run as the day (and the heat) wore down. It had been 5 weekends since the prior event, and notable is that July also brings up a swarm of Novices, to which 39 hit the tarmac to test their skills.

Gentian Cufe was the Top Novice running a BSP Subaru WRX STi, and earning it on his only clean run, a fourth pass 63.362. Novices are scored on Pax, which converted to a 54.428. Gentian put that pass to good work, as it was a full 2 seconds quicker than the second place Novice, Carl Theodore, in his HS Subaru Impreza L. Carl netted a last pass 71.588 (56.626). Most novice drivers did score a cone call or two, and 4 drivers had

their best times that included a penalty call (tsk tsk). Inglorious Award goes to Christine Kuehl, who managed to score 9 cone hits on her fifth and last run in the HS Honda Fit. Had that been the last car of the day, she could have stopped and tossed that bunch in the back of the Fit to bring them to the truck for stacking...

Time differences for the rookie drivers were 'bout average, usually a half-second or less going down the list, with a few close positions to note: Sixth place David Fried was but 0.013 off fifth in the HS Honda CR-Z on a final run 73.027 (57.764), Alexander Twombly drove his ST-classed Volvo 240 to a trophy in tenth, with a 71.700 (58.794), just 0.016 off ninth, Ryan Evers used a STS Mazda Miata to take 29th on a 79.382 (65.331), only 0.001 off the 28th spot, and 31st was Philip Mainwaring, who drove the CS Mazda RX-8 only 0.003 from 30th on a sixth run, 78.453 (65.351).

A 1980 Corvette filled the “N” ranks, driven by Patrick Andrea (26th at 75.815/63.153) and Ralph Andrea (36th at 83.94/69.928). Notable Novice appearance by Jack and John Washington, who competed in a HS classed British Motor Corporation (hold the jokes for now) 1967 MG Midget. Jack ran a first run best 90.726 (71.764), but the little Brit machine suffered mechanical stomach flu

and spewed a fair amount of fluid after the 2nd runs of both drivers. Say what you want, but I'd like to see a few older cars like these out there. (*How about a vintage sports car solo category?—ed.*) And here's a hint for our novice drivers: please wash or wax your vehicles before you come out, and remember to properly number your car in contrasting colors – they make for nicer pictures for a possible **Pit Talk** submission! As the guy with the camera, I'm just sayin'...

The 17-driver Pro class left 74 recordable cones on the computer, among them Jeff Anderson, who took the cone-call lead early on his first run with +8, using his Toyota MR-2 for some reason as a whack-a-mole. Jeff wound up with *ahem* 19 cones overall. Fellow Pro driver Nick Barbato scored a highlight fourth run +8 in the Mazda Miata. Both Jeff and Joshua Parker had their best Pro times that unfortunately included a cone. From the open classes, Dave Thomas with the Mazda RX-8 over in STX was close in total cone-competition, with 14 overall. No soup for all of you!

David White took Top Pro (Pro scored on Pax) in the SM G-Fab “Now with cool red accent side stripe” Nissan 240SX on a third run 56.879 (49.427). Try as one might, this was not good for Top Pax of the day, however (read on). Second in Pro was David's G-Fab Team-mate, PJ Corrales, 3-tenths back. Third went to Grant Reeve in his SS Corvette Z06, fourth to Nate Whipple in his DSP Acura Integra Type-R, and fifth to the ES-Mazda Miata and Billy Davis. Pro had 8 of the Top Ten Pax slots.

Pro missed out on Top Pax to the tune of a quarter of a second. Overall honors for the Pax Man went to FJA driver Ian Krueger, who flew his Coyote Kart to a 56.798 (49.187) on his last run of the day (and clean all day, as well). Congratulations Ian. Adult Kart driver Scott Bowin ran a fifth run 54.400 (49.830) to Pax fourth overall, and take the K Klass. Sarah Bowin took second in K, followed by Eric Krueger, Paul Bowin, Dan Boudria, Chang Ho Kim, and Nancy “no more leg cast” Bowin.

Allison Krueger also ran in FJA (70.590), and FJB saw Isaac Miskoe with a 79.904, and FJC

had Kimsoo Gopnik on a 93.426.

BSP's Hank Wallace ran his BMW M3 to a last run 60.380, all runs clean, taking the 4-car class by seven-tenths of a second. FSP saw Neil Schelly's Subaru SoloRu wagon go to a top 62.239 (run 2) over Greg Cullen in his Saturn and Jason Meyers in the Ford Escort.

Stacey Strout ran the Bill Goodale A-Mod Dragon to FTD (Fast Time of the Day) on her fifth run 52.353, a full second plus over Mr. G's 53.513. Somebody is either eating more bran in their cereal, or someone not enough; congratulations Stacey. As an aside, the top 6 Fast Times were set by the two A-Mod drivers, then Karters Scott Bowin, Sarah Bowin, Eric Krueger and Ian Krueger.

Bill Gendron was on hand to wheel in B-Mod with the Mike Steere Scirocco on a 63.938. Mike took the same VW to a 64.985 in E-Prepared. Bob Totten ran his D-Mod Triumph Spitfire (68.428) to a win from Pam Davis in a Mazda Miata. Thomas Coleman seems to be using wider and wider Hoosiers on his F-Prepared Saab 900 SPG, extending out beyond the wheel-well by what looks like a mile, but still came up on the backside of Bob Lang's Triumph TR6. Tom ran a best of 68.125 to Bob's much quicker 60.816.

The 8-car ST class nailed 25 cones in all. Wiley Cox earned the ST win in the Panda Nissan 240SX on his second run 65.248. Roger Whipple took second with a late run 65.455 in the Honda Civic, 2-tenths back. Casey LaCourse wound up at the end of the class in the Subaru Impreza but was clean all day, save for a first run, off-course meander. In STR, Justin Lau in the Mazda MX-5 ran a fourth run 62.861, handing a three-tenths deficit to Matt Thompson, also using an MX-5. Matt ran a 63.214 also in the fourth run set.

STX had 7 drivers with David Gott taking the win on a third run 63.395 in his BMW 330ci. Co-driver Derek Sivret was second, just off by 0.145 on a last run blast of 63.540. The aforementioned David Thomas in the Mazda RX-8 was third on his only clean run, but his 14 cones makes for better newsprint. STU was a single entry, Lana Tsurikova, in the BMW

135i. Luckily my wife hasn't seen those 135's in that color, as I think she'd like one for the driveway...Lana scored a red +8 overall on the day, but was clean on her final pass of 65.286. SM had 4 drivers, with Jason Fair using the Subaru WRX to run a 64.519, easily ahead of Ben Albert, Dan Howard and Geoffrey Findon.

Kathy Barnes took another win in SMF on a 66.223 in the Integra Type-R. Jonathan Leith was second on a 68.387+1 (tsk), and then Bryan Mills on a 73.176+1 (tsk tsk). SSM had 6 drivers and 33 cone calls. Brian Kuehl took the top SSM spot with the Honda Civic on a fifth run 59.461. Co-driver Don Kuehl had a 60.903, and third went to Lotus Elise driver Gus “fixing my broken shock should help” Heck on a 61.781. Gus has a blog where he keeps track of his statistical performance and car improvements over the past few years, so check out his “The 111 Shift” at blogspot some time.

Over in Super Stock land, Russ Siggelkoe let Corvette driver Jeff Martynuska co-steer his Lotus, providing Jeff could fit into it. Jeff could, and ran a sixth run 61.768, but fell 0.921 shy of the 60.847 that Russ laid down on his fifth run. Several Chevrolet Corvettes played in the stock ranks, starting with A-Stock and

Dale Whipple in his red Corvette beaming a 71.602. B-Stock's Barbara Seeger took top spot in her Corvette on a 61.225 while the Corvette GS of Andy Bettencourt bested a little back with a 63.057. Jeff Grinavic ran the Camaro Z28 ahead of Michael Gowdar (Mitsubishi Lancer) and Fedja Jeleskovic, also in a Lancer, in that class.

Matt Murray took the 4-car HS class by over a second on a second run 64.457, while DS, ES, and FS fielded just a lone entry each. Several other classes were also single or 2-driver entries.

On a Final Apex note, Maine's Cumberland Motor Club lost one its long time autocrosser's just a week later. CMC member Charlie Tompson had the unfortunate news to report that his father, Charles “Cy” Tompson Sr, a rally and autocrosser with CMC since its' founding, and owner of Back Bay Auto in Portland, died on July 24th. As I have met a few of the CMC members now and then at Devens, I wish to extend NER Solo family condolences on Cy's passing to the clouded canopy and starry decked heaven above. As Chief Seattle so eloquently said in 1854, “There is no death, only a change of worlds.”

Be seeing you.



Jack Washington in the MG Midget at the start, until British luck befell the car. Photo: Eddie Savage



Roger Whipple helps co-driver Stephanie Zadrozny get belted in. Photo: Eddie Savage

2011 Calendar

RACE

September 10 & 11 NHMS Regional/triple

This is a preliminary schedule, updates will be posted in further issues of PIT TALK and the web site

RALLY-X

Sept	DesignRI RallyX,	Wakefield, RI
Oct	Rest & Be Thankful RX,	Lyman, ME
Nov 6	Covered Bridge	Pico, VT
Dec 3	Wolf Chase	Ludlow, Vt

RALLY

SOLO

September 18	Devens
September 25	Devens
October 9	Devens
October 22	Devens

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

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Fire Extinguisher (red E)	\$1.00	—	—
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SCCA RoadRally (checkpoint)	\$2.00	—	—
SCCA RallyCross decal	\$2.00	—	—
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NER decal 4"	\$1.00	—	—
NER decal 7"	\$1.00	—	—
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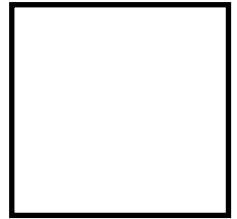
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