



SCCA
Sports Car Club of America



PIT TALK

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Solo 8 & 9 & Team Challenge Results

National Runoffs Report

Covered Bridge Rally Results

Registration for Annual Meeting

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COVER:

That's Rob McAlpine lining up Bud Collins's Solstice for the last (combo) run concluding the Non-points Team Challenge Solo event held at Ft. Devens. Photo by Eddie Savage

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FROM THE RE:

Season Greetings! I would like to wish all of you a peaceful and enjoyable Holiday. While our busy schedule of events which draws us together, has wound down for the year, I hope NER folks won't go off and hibernate in the garage. This is the perfect time to relax and enjoy the company of NER friends, when we are not preoccupied making our car go faster or keeping a race event running smoothly. I enjoy hearing mention of groups of club members who continue to get together during the off-season (if there really is such a thing) and find enrichment through mutual ties with SCCA.

I just returned from the Northeast Division Mini-Convention hosted this year by the Mohawk-Hudson Region in Saratoga Springs, NY. The timing was perfect. It was a month since the NARRC finale at Lime Rock and I was up for a little road trip. I was accompanied by Jerry Rigoli (Club Racing Chair) and Dick Patullo (Area 1 Director) for a scenic drive north in the autumn splendor to attend the season wrap-up meeting for our SCCA Northeast Division. Overall, there were about 12 members from NER who attended and participated in post-season debriefs, 2012 event planning sessions and the 2011 Awards Banquet at the Saratoga Automobile Museum. The museum was featuring a fine collection of Porsche racing and street machines. It is important to note that Denise Patton from NER was honored for her expertise and contributions as Northeast Divisional Administrator for Timing and Scoring. Congratulations Denise for your commitments to our club. It was also an honor to have SCCA President, Jeff Dahmert in attendance and to hear his words on club initiatives at the national level. The "Planning Committee" has worked with staff at the National Office to identify where our challenges are and what we need to do to make the SCCA stronger. He talked about the challenges and emphasized that doing nothing is not an option, so welcome change.

Back on the NER home front we are finishing up our scheduled activities. The Covered Bridge Rally and the final Solo event at Ft Devens both had good turnouts. All our points-keepers are tallying-up event results in preparation for the NER Annual Meeting and Awards Banquet (January 4-6, 2012- see announcement). I imagine many of us are preparing for the winter months ahead, whether that means changing fluids for off-season storage for the race car or switching over to winter treads on the street machine. You can bet there are some rally guys pouring over the Tire Rack® ads for the latest in mud and snow rubber. Despite the shorter days and plunging temps you got to love this time of year with the Holidays and all. I love the deluge of catalogs, full of tempting ideas on how to stimulate the economy, and some of those clever car ads with the Santa in the showroom. While we stress over gifts for our loved ones most of us must admit to some surfing the web for our own visions of sugar plums dancing in our heads. In fact, when I get done with this column, I am going to go back to my search for a new trailer.

As I mentioned last month, the BOD is trying to wrap up a few initiatives for the year which include the NER.org website overhaul and the Palmer (new track) project. The BOD placed trust in our New Track Committee (NER Investments, LLC) to work on negotiations with a potential purchaser for ownership of the Palmer project. Our Specialty Chairs for club racing, solo and rally are working with our treasurer, Lou Gingerella in summing-up balance sheets for the year and preparing for the year-end Financial Report. For the 2012-2013 BOD, we have four BOD

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HERE TO SPEAK MY MIND

By Jon Lamkins

Hartford Auto Show

In the Lamkins household November brings the Connecticut International Auto Show and our annual pilgrimage. 2011 was no exception as Jordan, Samantha, my father, and I attended on Veteran's Day. We came, we saw, we sat in a lot of cars. Here's my annual review of disappointments and surprises:

Disappointments:

BMW, Mini, Infiniti, Suzuki, Jaguar, and Smart were no show's. Kind of hard to call something international, if parts are missing.

Prius V. Great idea to make a wagon version of the Prius and provide more cargo space. Not a good idea to put a floor parking break pedal right where bangs against your shin as you try to drive

Lexus IS. There's so many electronics underneath the drivers seat that the rear passenger has no room for their feet, leading to an uncomfortable seating position.

Chevy Sonic. Everything I've read about this car has been good. What I don't like is the dashboard layout. One large digital tachometer just left of center, intersected by a large rectangle flowing to the right containing digital speedometer and other gauges. For a car that's not exactly radically styled, this seems a bit to futuristic for the rest of the car

Surprise:

KIA Optima. Not as radically styled as it's sister car, the Hyundai Sonata. Comfortable inside. And the flappy paddles for the manumatic gear



box are positioned perfectly behind the steering wheel.

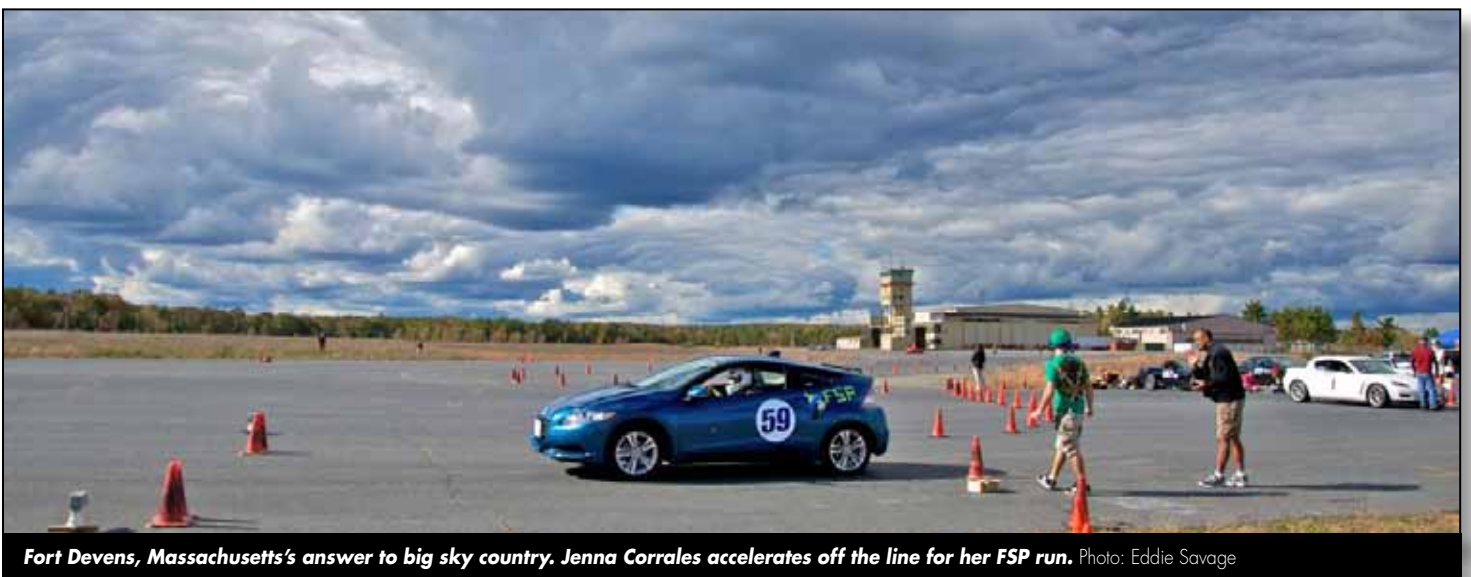
Audi R10. Kudos to local dealer for bringing 8 cylinder model to the show and allowing everyone to sit in it. Beautiful car, that could use a wider front seat. (My average size behind felt squeezed by it)

Ford Focus I continue to like this car. Dealer wisely showed up with both sedan and hatchback models. They also optioned the hatchback without MySync so you could see what the standard, less distracting dash layout it.

Scion iQ. Barely bigger than an NBA players sneaker, I found the drivers seat very comfortable. Sole back seat is even too small for a child, so I think they should scrap it altogether. Better suited for big cities (NYC, Boston, etc) than Hartford, perhaps it will replace the golf carts used by people to get around camp sites in the area.

Jordan's Favorite: Lincoln Navigator. Perhaps she's got a career with the Secret Service in her future.

Samantha's Favorites: Ford Mustang, Chevy Corvette, and the bright, yellow Transformer Special Edition Chevy Camaro. She's fits right in with the rest of us gear heads.



Fort Devens, Massachusetts's answer to big sky country. Jenna Corrales accelerates off the line for her FSP run. Photo: Eddie Savage



IRL: Las Vegas

Around noon on Sunday, October 16th, I actually remembered that the IRL finale from Las Vegas was being televised. Then I saw it wouldn't be on until 3 pm ET, so I started doing other things, and forgot about it. Until around 7 pm that night, when I received an email notification from Autoweek about Dan Wheldon's untimely death.

After the emotions of disbelief, shock, acceptance, and sadness came an eerie feeling that hearing about it via email must be like reading about the death of a family member via the newspaper (rather than a personal phone call.

Wheldon's death was carried on all the news stations for the next week. Funny how those talking heads, despite knowing nothing about racing, always seemed to zero in on the 10 million dollar bonus that Wheldon would have received as the cause of the accident. How like those vultures to lay blame on the victim. Of all the theories, for the accident, that one is definitely false.

Track banking more suited for NASCAR than the IRL, high speeds, larger than normal field, tight pack racing, the IRL spec cars proclivity for getting air born, inexperience of many drivers in the field, hitting the catch fence rather than the soft wall. All possible causes. Personally, I'm going with 'all of the above'. Everything occurring in the same place at the same time equals a recipe for disaster. Thankfully, the IRL has a new 'spec' car coming for the 2012 season, with 3 different engine manufacturers. The new car should be safer and the difference in power plants should help spread out the field.

Epilogue: 4 days after Wheldon's death at Las Vegas, someone I went to school with (and also my parents neighbor) lost his battle with cancer. Like Wheldon, Bruce left behind a wife and two children. I have fond memories of Bruce as a jovial person with the ability to make others around him laugh. His happy mood was contagious and I'm glad to have known him.

Their passing serves a reminder to me to try to enjoy today more often, for no matter how we plan for tomorrow, we never know what it will bring.

IN MEMORIAM

Audrey J. (Michelson) Newman, 63, of Chestnut Hill died on Thursday, November 3, 2011 after a courageous battle with lung cancer. Beloved wife of her loving husband of 41 years Barry Newman, Both long time SCCA members, Barry, can be found working as a grid marshall, and had a brief foray racing a Showrom Stock Neon. You could always count on both supporting and enjoying the annual meeting extending their good will and always making new members feel welcome.

Audrey was the loving mother of Melissa R. Sullivan and Jamielynn Garland and her husband Owen. Dear sister of Bryna Sue Michelson. Also survived by her two grandsons Ethan Sullivan and Max Garland.

In lieu of flowers remembrances may be made to Elizabeth Everts de Rham Hospice Home, VNA Care Network & Hospice Development Office, 5 Federal Street, Danvers, MA 01923

Candidate Statements For NER BOD, 2012 - 2013

Chris Regan

I have been a member of NER since 2002 when I was hooked by the growing RallyCross program. I have served on the BOD for two years now.

With the SCCA, I have served as competitor, Safety Steward, Event Chair and currently, Chairman of the RallyCross program. I have garnered top 3 finishes in 5 of the past 8 seasons. Working alongside some truly dedicated individuals, I have seen the program grow immensely and even weather the recent economic downturn quite well. I am also active in Road Rally as both competitor and worker.

In my day job, I work for an IT company providing professional services. I am charged with developing innovative solutions to my customers' problems and identifying ways to streamline their processes. I believe I bring these customer service and problem solving skills to work for NER.

In my second term, I hope to continue to work with the other Board members in guiding the club's growth and success. I look forward to working for the club for another two years. Thank you for your support.

Elizabeth Winiarz

It started in 2006 when I bought a truck. My friend Jay Hansberry saw my truck and wondered if I could tow a race car for a student driver. I said OK and that was the beginning of my involvement with racing. I joined SCCA and read the GCR. I learned what a good crew person needed to know and I met some of the open wheel competitors. I started looking forward to upcoming race weekends. At the end of 2007, Jay passed away and I found myself buying one of his Formula Ford race cars and trailer.

I have never driven my race car. I have sought a young driver each season who is willing to come to my garage to learn about the car and do prep work with me. I have gained tremendous satisfaction building a team relationship with each driver and watching my car out on the track, sometimes bringing home a checkered flag. When I haven't had a driver, I've volunteered as a corner worker. I've met the most amazing people in the garages and among the crew of flaggers. I have listened and learned about my car, other cars, drivers, volunteers and support people at the track. So much goes into making each weekend a success. Summers now revolve around racing, both SCCA and now ALMS as an occasional pit reporter. I'm hooked.

If elected to the BOD I'll learn more about the operation of our club and be able to represent the wishes of our members. It would be an honor and a privilege to serve you and bring your voice to the BOD meetings.

—continued on page 24

NER Solo **2** Championship

Points Event #8. Attack of the Cones Ft. Devens – September 25, 2011

“Make haste cautiously.” - Augustus, First Emperor of Rome

By **Eddie Savage**

Moore Airfield – With just 2 points events left, followed by the non-points “Team Challenge” and the season making that final turn for the remainder of our Solo year, you would think hordes of drivers would come out for a NER Sunny Solo Sunday...but today’s event was oddly filled by only 107 contestants. The low turnout gave 6 runs to the drivers (not necessarily the cars) to either try to cement the top position in their class (think Moss baby!) or at least close to the top, or just have a fun day in the autumn sun.

New England autumn days bestow rays of bronze and gold in the waning afternoon, and present to us those long and lanky shadows to remind us of the soon-to-be arriving winter. It was a mostly sunny and warm day, with periods of heavy overcast early on, and I’ll bet more than a few went home with a bit of a slight sunburn if the SPF was forgotten at home.

The pleasurable break in the weather was not extended to many drivers, with the big break of the day going to SSM and Don Kuehl, and not one he wanted. Rounding out to the Tower turn on his first run, the left side hub and axle on the hyper-CRX decided it wanted no mo’ of this sport and broke then and there. Hmmmm, high horsepower axles may need to give way to super high horsepower axles for the next event.

Keeping that train of thought alive, there were more car breakages on the day than probably all year. A full handful of drivers swapped cars after various mechanical deficiencies, or just trying out a co-drive for the day. One group that did not get a break was the corner workers. “Poor blighters” as

the Brits would say. And speaking of accents, I met Grant Reeve’s parents, Valerie and Brian, all the way from New Zealand (if I recall correctly), here to spend the day with their son. Pleasure to meet you.

To name the event “Attack of the Cones” was to put it mildly. Many drivers simply allowed themselves to waaaay overextend either the car, or their own capabilities, and made a mess of the score sheets. To wit: ST 53 cones, STX 59, Novi 76, and Pro 139. I think Dave White accounted for 51 of those. Well, maybe not quite that many...

It was like the bulk of the crowd just forgot the degree of finesse we try to incorporate in our Solo life. I stopped tallying the total cone-count when it went past 750, as well as when I ticked 50 DNF’s, being only so many days in the week you can spend on statistics. Event shout-outs to the drivers who were clean all-day: karts as a whole, Bill Haley, John Englund Sr, and Bill Goodale.

15 Novices took to the field, and Trevor Hermance used Neil Schelly’s SoloRU Impreza wagon to wheel to Top Novice by over 4 seconds on a second run 68.875, being dirty and off-course on all other runs. Novices score on pax, which converted to a 57.510 for Trevor. Go yee to the open Class now, Trevor! Connor O’Farrell wheeled a convertible Saab 9-3 to second spot on a fifth run 76.944 (62.247).

Sometimes you see a ‘skin of the teeth’ set of finishes in Novice, but not today. closest split was fourth spot



Bill Goodale in his official vehicle.. does that make his AM unofficial?

Photo: Eddie Savage

NER SCCA Solo Points #8 "Attack of the Cones" Sunday, September 25, 2011 Ft. Devens, Ayer MA

Driver	Car	Best	Pax	Off	Cl
Pro					
1 Nate Whipple	Honda	60.658	51.195		DSP
2 Eric Chiang	Miata	62.902	51.894	0.699	ES
3 Ben Wagstaff	Miata	63.062	51.900	0.006	STS
4 PJ Corrales	240SX	59.830	51.992	0.092	SM
5 Billy Davis	Miata	63.074	52.036	0.044	ES
6 Grant Reeve	Corvette	61.100	52.362	0.326	SS
7 Scott Thursby	Miata	63.871	52.693	0.331	ES
8 Bob Davis	Miata	63.880	52.701	0.008	ES
9 Joshua Parker	Reynard	58.479	52.982	0.281	CM
10 Nick Barbato	Miata	63.383	52.988	0.006	STR
11 David White	240SX	59.210+153.191		0.203	SM
12 Todd Kean	240SX	65.008	53.306	0.115	ST
13 Bill Gendron	Dragon	54.652+156.652		3.346	AM
Novice					
1 T.Hermance	Subaru	68.875	57.510		FSP
2 Co.O'Farrell	Saab	76.944	62.247	4.737	GS
3 Pam Davis	Miata	75.907	62.623	0.376	ES
4 J.Washington	Subaru	75.019	62.940	0.317	BS
5 Laura Friedman	Miata	75.426	63.056	0.116	STR
6 R. Wiswesser	Subaru	77.488	63.307	0.251	DS
7 Joe Muller	Subaru	77.720	63.497	0.190	DS
8 Eric Deutchman	Nissan	76.979	64.123	0.626	CS
9 A. Balasubramanian	A5	80.508	65.775	1.652	DS
10 Guy Horgan	Saab 9-3	82.476	66.723	0.948	GS
11 Alexa Pomerico	Subaru	81.976+268.007		1.284	HS
12 Joanne Ago	Honda Fit	86.572	68.478	0.471	HS
13 Amanda Kohr	Subaru	80.153+168.926		0.448	BS
14 Michael Sherman	Volvo	80.323+170.386		1.460	SMF
15 Emily Harris	Subaru	91.347	74.630	4.244	DS
SS					
1 Russ Siggelkoe	Lotus Elise			64.004	
2 Brian Kelly	Porsche 997 S		72.069	8.065	
BS					
1 Barbara Seeger	Corvette		63.547		
2 Jeff Martynuska	Corvette		65.467+1	3.920	
DS					
1 Chang Ho Kim	Acura Integra		67.732		
2 Robert Woodsom	Mini Cooper S		67.883	0.151	
3 Rachel Baker	Acura Integra		68.131	0.248	
ES					
1 John W England	Mazda Miata R		64.196		
2 John E England	Mazda Miata R		66.102	1.906	
3 Chris Egan	Toyota MR2		69.544	3.442	

FS					
1 Jeffrey Grinavic	Camaro Z28		66.953		
2 Brian Levesque	Challenger RT		70.232	3.279	
3 Philip G Gott	Challenger RT		75.279	5.047	
GS					
1 Sam Creasey	Honda CRX Si		69.123		
2 Matthew Doherty	Honda CRX Si		70.357	1.234	
HS					
1 David Fried	Honda CR-Z		75.032		
2 Jonathan Havener	Toyota Corolla		75.350	0.318	
BSP					
1 Joshua Noble	Subaru WRX		61.937		
2 Marc Monnar	Mazda RX-8		62.584	0.647	
3 Hank Wallace	BMW M3		63.159	0.575	
4 Matthew Mickle	Subaru WRX		63.534	0.375	
5 Jeff Seeger	Corvette ZR1		65.132	1.598	
6 Sandi Moreno	Subaru WRX		76.186	11.054	
CSP					
1 Rob MacAlpine	Mazda Miata		63.755		
2 Allen Parker	Honda CRX		66.872	3.117	
3 Paul Krysiak	Honda CRX		68.343	1.471	
FSP					
1 Greg Cullen	Saturn SC2		65.468		
2 Neil Schelly	Subaru		65.989	0.521	
3 Daniel Boudria	Saturn SC2		67.521	1.532	
XP					
1 Daryl Beck	Volkswagen		63.897+1		
EP					
1 Ken Hurd	Volkswagen		66.641		
2 Myron Steere	Volkswagen		69.001+14.360		
FP					
1 Robert Lang	Triumph TR6		61.304		
AMod					
1 William Goodale	Dragon F1		54.511		
2 Stacey Strout	Dragon F1		55.798	1.287	
DMod					
1 Robert Totten	Triumph Spitfire		70.661		
FMod					
1 Robert A. Jordan	Raptor F500		65.660		
ST					
1 Wiley Cox	Nissan 240SX		66.402		
2 Roger Whipple	Honda Civic		66.888	0.486	
3 Dan Kimber	Honda Civic Si		67.070	0.182	
4 Steph Zadrozny	Honda Civic		67.250	0.180	
5 Jenna Corrales	Nissan 240SX		69.118	1.868	
6 Brent Vander Werf	BMW 325i		70.961	1.843	
7 Alex Twombly	Volvo 240		72.068	1.107	

STS					
1 James Murdocco	Miata		68.891		
2 Carolyn Green	Miata		68.984+12.093		
3 Christi.Murdocco	Miata		73.896+26.912		
STR					
1 Matt Thompson	Miata		64.747		
2 Justin Lau	Mazda		65.439	0.692	
3 Mitchell Baker	Miata		66.391+12.952		
STX					
1 David Gott	BMW 330ci		64.183		
2 Derek Sivret	BMW 330ci		65.569	1.386	
3 David Thomas	Mazda RX-8		66.008	0.439	
4 Charlie Thompson	Mini Cooper S		66.520	0.512	
5 Jeff Anderson	Mini Cooper S		67.059	0.539	
6 John Rappa	Mazda RX-8		66.658+1	1.599	
7 Patrick Gallagher	BMW 325i		67.306+1	0.648	
STU					
1 Jong Shin	BMW M3		66.963		
2 Lana Tsurikova	BMW 135i		68.033	1.070	
3 Christian Shiveley	Subaru STI		70.328	2.295	
4 Billy Haley	Subaru STI		72.305	1.977	
5 Oliver Dansereau	BMW M3		71.224+1	0.919	
6 Jeffrey Dansereau	BMW M3		73.941	0.717	
7 Krzysztof Hryszko	Mazda		77.805+1	5.864	
SM					
1 William Brundige	Subaru WRX		66.114		
2 Jason Fair	Subaru WRX		66.424	0.310	
3 Ben Albert	Mitsubish		68.433	2.009	
SMF					
1 Jonathan Leith	Chevrolet		72.604		
2 Bryan Mills	Hyundai		73.285	0.681	
SSM					
1 Patrick Heck	Lotus Elise		72.604		
2 Mathew Nieman	Mazda Miata		65.367	0.320	
3 Bryan Mancuso	Honda CRX		65.349+1	1.982	
4 Don Kuehl	Honda CRX		67.914	0.565	
FJA					
1 Evan Woodsom	Kart		75.638		
FJB					
1 Isaac Miskoe	Go Cart CRG		78.494		
2 Adam Woodsom	Kart		91.489	12.995	
3 Hannah Cox	Kart		115.450	23.961	
4 May Kimber	Kart		220.255	104.805	
JFC					
1 Kimsoo Gopnik	Swiss Hutless Kart		94.069		
FTD					
1 William Goodale	AMod Dragon F1				



John England in E-Stock. Photo: Eddie Savage



Driver's meeting...Okay, who's paying attention and who's not!

Photo: Eddie Savage

Attack Of The Cones

—continued from the previous page

Jack Washington, who led his fifth place competitor, Laura Friedman, by only 0.116. Jack ran his BS Subaru to a 75.019 (62.940), while Laura wheeled an STR Miata on a 75.426 (63.056). Honorable mentions to Eric Deutchman and Ashwin Balasubramanian; both attending our event with nice street cars to make the rounds at Moore Airfield. Eric ran his white Nissan 370Z to a 76.979 (64.123), and Ashwin used his black Audi A5 to a 80.508 (65.775). 12 Novices had their best time on either their fifth or sixth run of the day.

Adult karts was an empty class today, while FJA saw just Evan Woodsom running his kart to a 75.638. 4 drivers fielded FJB: Isaac Miskoe going 78.494, Adam Woodsom second on a 91.489, Hannah Cox at 115.450 and May Kimber on her 220.255. KimSoo Gopnik was a lone entry in FJC on a 94.069.

Brian Kelly brought out his Porsche 997S for Super Stock duty, but Russ Siggelkoe took his Elise to a solid win on a 64.004, to Brian's 72.069, both netting those times on their fifth runs. Barbara Seeger took B-Stock on a 63.547, while Jeff Martynuska was dirty all day, struggling for a 65.467, plus 1, for his best time on the day.

D-Stock went to last runs. Robert Woodsom had his MINI S in first most of the day, but Chang Ho Kim used his V-tec Integra to win on a final 67.732 to Robert's final run 67.883, a difference of 0.151. Rachel Baker, co-driving the Integra, finished on a fourth run 68.131. E-Stock saw 3 drivers, father-son John E and John W Englund, and Chris Egan. John W took

the family Miata to a 64.196 win. Notable was John E, who skipped by without hitting any cones all day. Corner workers, congratulate him next time you see him.

Brian Levesque left EP for the day to share driving duties in Phil Gott's F-Stock Hemi Challenger. That wasn't enough to score a Mopar win, as Jeff Grinavic was on hand in his Camaro Z28 and ran to a 66.953 for the glassware. Smilin' Brian took second on a 70.232, with Phil, third. The remainder of the stock ranks were not that close, and most were based on having at least one clean run, and maybe not at full competition speed somewhere in the day, just to get a valid tally in the books.

Rob McAlpine and his Miata took CSP on a 63.755, but Allen Parker bested car owner Paul Krysiak on a 66.872 to a 68.343 in the Honda CRX. Paul must have really slept late Sunday morning to get that far behind. Various other co-drivers were Dan Boudria sharing the Saturn SC2 seat with FSP driver and class winner, Greg Cullen, while Ken Hurd wheeled Mike Steere's EP Scirocco. Over in ST land, Wiley Cox took on 6 other drivers to a 66.402 to win with the Nissan 240SX, notably that was his only clean run, too. James Murdocco took STS in his Miata on a final run 68.891.

Matt Thompson (Mazda MX-5) took STR. David Gott (BMW 330ci) STX, and Jong Shin (BMW M3) won for STU. The aforementioned Bill Haley ran the Subaru WRX STi in STU, netting a fourth spot on a 72.305, but was clean on all five of his runs. Discretion being the better part of valor, he did not take a sixth run, which could have spoiled this sentence! Street Mod (SM) was notable only because it was fun to watch these guys really

—continued next page

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tear through the segment up towards the tower. In the end, Bill Brundige took 2 cars to win, starting with his Miata and switching to Jason Fair's Subaru WRX. Bill ran a fifth run of 66.114 to Jason's 66.424. How'd that happen? Ben Albert retired his Mitsubishi Evo after 3 runs, standing on a 68.433.

SMF went to last runs, where Jonathan Leith scored a 72.604 to Bryan Mills 73.285, in the Cavalier vs. Elantra battle. The 4 drivers in SSM saw Patrick Heck take his Elise to the win on a 65.047, with Matt Nieman second. Don Kuehl was finding steel shaft parts here and there up past corner 2, and was proudly showing off what his uber-hp Honda is capable of (breaking). Bryan Mancuso shared his ES Toyota MR-2 with Don for the remainder of the day. Thanks Bryan.

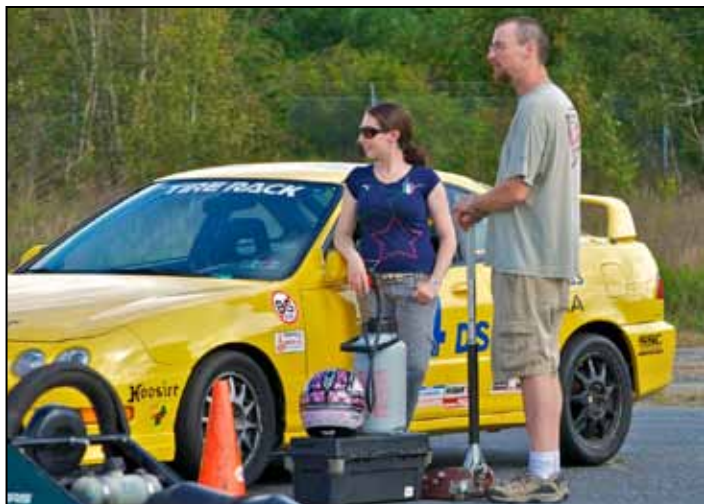
Bill Goodale took A-Mod and FTD on a 54.511. Note: Bill Goodale. Clean. All. Runs. Super. Fast.

The Pro class garnered much attention, if not for cone calls alone. Nate Whipple took Top Pax and Top Pro by over a half-second in his Acura Integra Type-R on a final pass 60.658 (51.195). Second was Eric Chiang in a Mazda Miata on a 62.902 (51.894) and third Ben Wagstaff, 63.062 (51.900), also Miata powered. Ben kept just 0.006 ahead of the G-Fab Nissan of PJ Corrales, who scored a 59.830 (51.992). Down the list, Bob Davis fell but 0.008 short of seventh, on a 63.880 (52.701) to Scott Thursby's 63.871 (52.693), both using Miata's.

With Event #8 behind the NER Solo group, there is just one points play-day left for the Championship Moss Trophy Day. Invariably, the Solo forum board comes alive with discussion of the how, the where, the when, and the why. Sometimes that's important, sometimes not.

All I can say is show up, drive your best, and drive harder some more. But be cautious of those orange cones, for they can ruin your strategy when you aren't paying attention. Caesar Augustus annexed numerous countries to extensively add to his Roman domain, all during the relative peaceful period known as Pax Romana. If he can add to the sum of his dominion without a fight, so should we endeavor to add to our skill set as drivers without nary a cone.

Just something to consider; Be seeing you.



Rachel Baker and Brian Levesque catch the action. Photo: Eddie Savage



Dave White takes a break. Photo: Eddie Savage



Nick Barbato in the Pro Miata. Photo: Eddie Savage



Brian Kelly and his Porsche 997S. Photo: Eddie Savage



Novice's Guy Horgan and Connor O'Farrell. Photo: Eddie Savage

NER Solo **2** Championship

Points Event #9. Season Final/Stirling Moss Runoffs, Ft Devens – October 9, 2011

“Stenderup’s Law:
The sooner you
fall behind, the
more time you will
have to catch up.”

By Eddie Savage

Moore Airfield – Today is Solo Chairman Bob Davis’ first Stirling Moss Runoff day. The day where anything probably will go wrong, nothing seems to make sense, a year of planning and managing can disappear as quickly as a piece of lint escaping the confines of an open-window SM car at full chat, a glint of silver fills the eyes of those 37 who vie for “that bowl”, and, oh yeah, where’d all those Novices come from?

Just 2 weeks ago we were here at Devens, and now we return for the Season Finale. Weather had the day as peachy with nary a cloud to be seen, so Bob needn’t fret about equality of condition. The turnout was a modest 121, so that was a manageable number to get 6 runs for all with some room to spare. The addition of Pax-eligible drivers to the Moss roster was calculated and established, now all he had to do is sit back and let the scenario unfold for the winner. Do we have enough workers for the Moss runs? Oh darn, do we lose an hour of light in the late day now for the Moss audit? Whose got the printer paper?.....decisions, decisions.

The Moss Runoffs is really a 2-event session in one day: the morning heats are a set of three runs to finalize class champions yet to be determined, as well as getting half the days runs out of the way. Then the Class Champions fly 3 runs for the Moss, and then a final set of 3 run heats for the group as a whole, less the Moss contenders. This generates 2 sets of timing sheets: one official for the class standings and Moss portion and a set for the day all-together. There can be some ranking changes by days end below the Champion, as a non-moss driver can best the class during the p.m. runs, but by then it’s all like a major fun-run fest, and the times presented here are the daily overall results.

17 Novices registered for today, and when onsite, some wondered what that silver trophy on display at the loaner helmet table is, and why some people are acting very tense and muttering one’s and zero’s. The trophy did generate a lot of lookie-lou’s and those brave enough to touch it after it had been sitting in the morning sun were rewarded with the remembrance of things real silver: it absorbs

— continued on the next page



SSM Datsun of Gavin Williams

Photo: Eddie Savage

NER SCCA Solo Points #9 "Season Finale" Sunday, October 9, 2011, Ft. Devens, Ayer MA

Driver	Car	Best	Pax	Off	Class
Pro					
1 Grant Reeve	Corvette	63.750	54.633		SS
2 Eric Chiang	Miata	66.509	54.867	0.234	ES
3 Bud Collins	Solstice	65.906	54.899	0.032	CS
4 PJ Corrales	240sx	63.442	55.131	0.232	SM
5 Billy Davis	Miata	66.835	55.138	0.007	ES
6 Ben Wagstaff	Miata	67.028	55.164	0.026	STS
7 Brian Levesque	Corvette	64.388	55.180	0.016	SS
8 Bob Davis	Miata	66.926	55.214	0.034	ES
9 David White	240SX	63.599	55.267	0.053	SM
10 Nathan Whipple	Acura	65.499	55.281	0.014	DSP
11 Scott Thursby	Miata	67.196	55.436	0.155	ES
12 Joshua Parker	Reynard	61.851	56.037	0.601	CM
13 Barbara Seeger	Corvette	67.218	56.395	0.358	BS
14 Russ Siggelkoe	Lotus Elise	65.846	56.430	0.035	SS
15 Todd Kean	240SX	69.430	56.932	0.502	ST
16 Bill Gendron	Cheetah	60.034	57.512	0.580	BM
Novice					
1 Bryan Grau	Volvo	76.576	61.950		GS
2 Chris Hussey	Acura NSX	74.701	62.674	0.724	BS
3 Matt Flynn	Audi	78.040	63.134	0.460	GS
4 Kevin Moulton	Subaru	77.607	63.637	0.503	ST
5 Jonathan Hillman	GTI	80.622	63.772	0.135	HS
6 Jai M	Mitsubishi	76.190	63.923	0.151	BS
7 C. Golembewski	Acura	81.578	64.528	0.605	HS
8 Alan Herrick	Subaru	81.685	64.612	0.084	HS
9 Jeremy Gordon	S2000	77.515	64.802	0.190	STR
10 Sean Welch	Focus	82.793	65.489	0.687	HS
11 Rachel Salvatori	Volvo	81.425	65.872	0.383	GS
12 Christine Kuehl	Honda Fit	84.160	66.570	0.698	HS
13 Mikeljon Freitas	Acura	84.255	66.645	0.075	HS
14 Ian Rosensteel	Miata	83.750	69.093	2.448	ES
15 Charles Glover	Acura	84.290	69.117	0.024	ST
16 Joanne Ago	Honda Fit	89.534	70.821	1.704	HS
17 Royce Henry	Mitsubishi	82.814	71.137	0.316	BSP

AS					
1 Dale Whipple	Corvette				76.965
BS					
1 Michael Gowdar	Mitsubishi				70.009
CS					
1 Lynn Collins	Pontiac Solstice				68.330
2 Keith Collins	Pontiac Solstice				69.149
				0.819	
DS					
1 Robert Woodsom	Mini Cooper S				71.193
2 Cheryl Woodsom	Mini Cooper S				74.646
					3.453
3 Jason Volk	Subaru WRX				76.398
					1.752
ES					
1 Bryan Mancuso	Toyota MR-2				69.754
2 Don Kuehl	Toyota MR-2				71.666
					1.912
3 Yavuz Kiremit	Mazda Miata				72.464
					0.798
FS					
1 Jeff Martynuska	Pontiac Tran Am				69.873
2 Scott Monti	Hyundai Genesis				78.662
					8.789
GS					
1 Sam Creasey	Honda CRX Si				74.262
2 Dan Durusky	Volkswagen GTI				75.034
					0.772
HS					
1 Matt Murray	BMW 318i				69.845
2 David Fried	Honda CRZ				78.294
					8.449
3 Jon. Havener	Toyota Corolla LE				78.304
					0.010
4 PJ Aspesi	Mazda				81.193
					2.889
BSP					
1 Marc Monnar	Mazda RX-8				65.976
2 Joshua Nable	Subaru WRX STI				66.752
					0.776
3 Jeff Seeger	Corvette ZR1				67.201
					0.449
4 Matthew Mickle	Subaru				69.020
					1.819
5 Michael Allen	Subaru WRX STI				74.628
					5.608
6 Sanderi Moreno	Subaru WRX STI				78.623
					3.995
CSP					
1 Paul Krysiak	Honda CRX				73.409

DSP					
1 Cliff Strout	Acura Integra Type-R				67.861
2 Brian Bennett	Honda Prelude				77.905
					10.044
ESP					
1 Erik Carlson	Ford Mustang GT				72.862
FSP					
1 Patrick Huxley	Saturn SC2				70.054
2 Neil Schelly	Subaru				70.851
					0.797
3 Trevor Hermance	Subaru				71.507
					0.656
4 Greg Cullen	Saturn SC2				71.611
					0.104
XP					
1 Daryl Beck	Jetta Diesel				68.428
EP					
1 Sam Finch	Scirocco				72.256
2 David LaVine	Scirocco				74.514
					2.258
3 Myron Steere	Scirocco				74.623
					0.109
FP					
1 Robert Lang	Triumph TR6				65.382
AMod					
1 William Goodale	Dragon F1				56.245
2 Stacey Strout	Dragon F1				59.568
					3.323
BMod					
1 Will Schambach	Cheetah				61.415
2 Jim Garry	Cheetah				62.397
					0.982
DMod					
1 Robert Totten	Triumph Spitfire				75.852
FMod					
1 Paul Bowin	Raptor F500				66.787
2 Robert A. Jordan	Raptor F500				67.997
					1.210
ST					
1 Wiley Cox	Nissan 240SX				70.168
2 Stephanie Zadrozny	Honda Civic				70.947
					0.779
3 Roger Whipple	Honda Civic				71.324
					0.377
4 Dan Kimber	Honda Civic				72.465
					1.141
5 Jenna Corrales	Nissan 240SX				73.781
					1.316

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Christine Kuehl and Joanne Ago share mother and daughter Solo time. Photo: Eddie Savage



A competitor admires da' loot.. the Stirling Moss trophy. Photo: Eddie Savage

Season Finale/Stirling Moss

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heat. "It's hard to drive at your limit, but it's harder to know where it is."

Novice Bryan Gau took his Volvo S60R to a top, needing the afternoon runs to do so on a 76.576, paxed to a 61.950. Chris Hussey was 0.724 back in his Acura (please wash me) NSX powering a 74.701 (62.674). Matt Flynn fell 0.460 back from Chris with his Audi Allroad on a 78.040 (63.134). For the course, most novices were pretty well in tune keeping up or around with their fellow competitors.

Most differentials were around a half-second and less. A tight finish was eighth-spot holder Alan Herrick, who ran his Subaru Legacy GT to a 81.685 (64.612). This came up shy 0.084 of Chris Golembewski and his Acura Integra's 81.578 (64.528). A tad further in the list, Christine Kuehl ran the Honda Fit on her last run to an 84.160 (66.570), just 0.075 ahead of Mikeljon Freitas, who ran 84.255 (66.645) in his Acura. Charles Glover ran a 84.290 in an Acura, just 0.024 shy of Ian Rosensteel in the Mazda Miata. Ian netted a 83.750 (69.093) to Charles' 84.290 (69.117).

Dale Whipple was a lone runner in A-Stock with his red Chevrolet Corvette, setting a 76.965. Michael Gowdar was all alone in B-Stock, having Jeff Martynuska bring out yee ol' Firebird Trans Am for F-Stock duty. Michael boosted a 70.069 on his run number five. Stockers were clearly decided in most cases without event, and it was the middle pack that

had contention. H-Stock had Matt Murray walk to an 8 second win over 3 other drivers, but it was Jonathan Havener and David Fried that are worth watching with their daily drivers. David took his Honda Hybrid CRZ to a second spot on a 78.294, just 0.010 over Jonathan's Toyota Corolla powered 78.304. PJ Aspesi took fourth in his Mazda Protégé 5.

Something got under Marc Monnar's BSP bonnet, and he took the 6-driver class on a 65.976, nearly three-quarters of a second ahead of Josh Nobel and his Subaru WRX STi. Josh ran a 66.752, just 0.44 ahead of Jeff Seeger and his ZR1 Corvette. It was a joy watching many of the cars like those come heading in to the final right hand turn before the finish lights.

Cliff Strout took DSP, Erik Carlson took ESP, and Patrick "I have returned" Huxley took FSP. Three VW Scirocco's filled EP, with Sam Finch avenging the mechanical DNFs of earlier in the season with a 72.256 win over David Lavine and Mike Steere. Bill Goodale took A-Mod, but had to wait for Stacy Strout's last run. Stacy nipped the Master with a 56.245 to Bill's 57.727, but slowly rolled away from the finish hearing a cone call on that final run. Le Ouch.

B-Mod saw a bright yellow Cheetah SR1 appear, driven by Will Schambach, Jim Garry and Bill Gendron. Will took the B-Mod class (Bill drove in Pro) on a 61.415 to Jim's 62.397. Bill ran the Cheetah to a near flat 60 with a 60.034 blast. Bob Jordan shared the hot seat in F-Mod with Paul Bowin, and Paul took the class on a 66.787, a clear win over the car owner. Wiley Cox took the 5-driver ST class on

a 70.168, with the class being relatively low on multiple cone calls for a change.

Bill Brundige let Matt Poynter share his drive in the STS Miata, and Matt ran the black Mazda to a 68.926, to Bill's 69.908. Justin Lau squeaked by in STR on a Mazda MX5 powered 68.180, only 0.112 in front of Matt Thompson's 68.292. David Gott owned STX on a 68.626, and Lana Tsurikova drove to a 2-second win in the 8-driver STU class on a 70.305 in her BMW 135.

Jason Fair took his Subaru WRX wagon to a win in the 5-driver SM class, which quickly became 4 drivers as Dan Howard and his Camaro broke on his first run zipping past the Tower. That tower section is getting a bad rap of late. Kathy Barnes netted a win in SMF, and Patrick Heck another win in SSM. Don Kuehl ran in E-Stock whilst the Honda is still being repaired, with Honorable Mention going to Gavin Williams in SSM, wheeling his 1978 orange Nissan 280z car with aplomb.

Over in Adult Kart-land, Eric Krueger took the win on a 63.670 from David Maldari. FJC saw KimSoo Gopnik run a 101.204. FJB had Adam Woodsom take that class on a 90.063, followed by Hannah Cox at 115.286, and May Kimber's 171.515. Rounding out the Junior ranks, FJA had Ian Krueger score a 66.153, Allison Krueger a 77.937, and Evan Woodsom, 78.183.

The Pro class end-of-day results saw Grant Reeve tops with a 63.750 (Paxed to a 54.633) in the Z06 Corvette, and on his early, second run pass. This was two-tenths ahead of second



Ben Wagstaff and Marc Monnar... Blogging about the last run?

Photo: Eddie Savage



Now, do you want anchovies on that...oh, the decisions of competing in solo. Photo: Eddie Savage

place Eric Chiang and his Miata powered 66.506 (54.867). Third went to Bud Collins on a 65.906 (54.899), fourth to PJ Corrales 63.442 (55.131), and fifth to Billy Davis 66.835 (55.138). Brian Levesque acted as tire-warmer for Grant, and quick frankly, for the rest of the day all we heard from him was "I want this car. I want this car." Brian placed seventh in Pro on a his fifth pass of 64.388 (55.180)

With the Moss factoring (you almost need a Ph.D in Standard Deviation) worked to include variables to eliminate a tie, we now have a better balanced set of parameters to make it sensible, fair, as well as understandable, for all. We do not take this set of calculations lightly, and the Solo Board truly wants to arrive at the rankings for the New England Region's Best of the Best in a clear and concise fashion.

Surprisingly, the Moss runs seemed to go by quicker than usual. It wasn't long after the 35 drivers made their way around the airfield 3 times that the afternoon heats returned. I'll chalk that up to really helpful VOLUNTEER corner workers. Thanks to all of you out there.

The Sir Stirling Moss Runoffs is something best seen in-person. I can blab on all day about it, but it doesn't do it justice. You win it because you Try at least once a week, Several times a month, Many months a year, and often Many years. Miles traveled to events of all stature: local, regional, divisional national. You must be clean on each and every run. You need to be fast. You need to quick. You need to do both, over and over again, to the thousandth of a second.



Stacey hands off a timing slip to Jim Garry in his very neat BM Cheetah. Photo: Eddie Savage

And don't worry about who may be in your mirror, because they are thinking and acting the same as you do.

So after the additional and meticulous tabulation session at the end of the day in that off-limits timing truck, after the cosmoline wrap was taken off the back of the lift gate, the armed guards dispersed and the "Caution: Radioactive" tape ripped and torn away, the cargo hold vented from all the cigar smoke concentrated in that tiny hold from a half-dozen men and women smoking 20 year-old Churchill's fervently puffed in audit comparison and numbing anticipation, sets of weary eyes all a glass from staring at flickering monitors with numbers that seem to paginate off into infinity, an over-stressed novice worker cowering under a table crying "I need to go to the port-potty", a lonely Solo Chairman figure emerges from the back, his back unable to straighten, hair grayer than before the day started, his iPhone at the ready to call for an ambulance for himself, he takes a deep breath, and announces the winner.

This winner today is also past winner of this honor. His skills make him worthy of earning the award as well as our esteem, for a second time:

The New England Region SCCA Solo group is proud to announce the 2011 winner of the Sir Stirling Moss Trophy: Grant Reeve Congratulations Grant! Be seeing you at the Team Challenge Solo next week, for our final Solo of the season!

2011 NER SOLO CHAMPIONS

Pro	Grant Reeve
Super Stock	Russ Siggelkoe
B Stock	Barbara Seeger
D Stock	Jason Volk
E Stock	Bryan Mancuso
F Stock	Philip G Gott
G Stock	Sam Creasey
H Stock	Matthew Murray
B Street Prepared	Marc Monnar
C Street Prepared	Paul Krysiak
F Street Prepared	Greg Cullen
X Prepared	Daryl Beck
E Prepared	Myron Steere
F Prepared	Robert Lang
A Modified	Stacey Strout
D Modified	Robert Totten
F Modified	Bob Jordan
Street Touring	Roger Whipple
Street Touring R	Justin Lau
Street Touring X	David Gott
Street Touring U	Lana Tsurikova
Street Modified	Jason Fair
Street Modified FWD	Kathleen Barnes
Super Street Modified	Don Kuehl
Adult Kart	Eric Krueger
Junior Kart A	Ian Krueger
Junior Kart B	Isaac Miskoe
Junior Kart C	Kimsoo Gopnik

NER Solo **2** Championship

Non-Points. Team Challenge , Ft Devens – October 22, 2011

“We all have one thing in common: the relentless pursuit of grip.”

- the internet

By Eddie Savage

Moore Airfield – Now that the official NER Solo season is done we can concentrate on important stuff: like stacking our teams for the event with drivers more apt to perform well while having a silly name painted on their car, carrying around a stuffed animal, or willing to be bribed into wearing a costume not seen the light of day since the film days of WC Fields or Harpo Marx. Yes, my friends, it's the NER Solo Team Challenge!

The TC is a non-points event, a play-day for the regulars to worry not about their ranking, but a day to just drive or let yourself be driven. The event has as few rules as necessary (excepting safety and tech, obviously). A team is 4 drivers, and technically can contain no more than 2 current or past class champions. Bumping up a class however, is in effect (makes for some strange car-class combinations), so strategists weigh whom they ask and discuss what value may be present in sharing a car versus having several different vehicles in the team makeup.

Co-share a car, ride-share, team-share, whatever. The team with the most points for results gets something, or maybe nothing, best team name, best costume, best this, worst that. All made up in the heat of the moment.

Heat was a fluid component in 2 aspects this Saturday: weather and engine blocks. This Saturday was in stark contrast to the Moss runs just 6 days earlier. It was not expected to get much above the low 50's today with massive various types of billowing clouds (made for great panoramic pictures), so ultimo-grip would be a concern. By mid morning several cars had jettisoned a fair amount of coolant in a motor's relentless pursuit of keeping heat at bay, and grip versus enthusiasm had more cars agriculturally slaloming than a wheat field in Kansas sees John Deere reapers at harvest time.

The course was up and back one the left side section, fly by the central apex, up to the National Guard lot and back towards the finish. By choice or not, we did not go past the (in)famous Tower this day. The course looked like fun; it reminded me of far earlier days at Devens when we had many of those “up and back” layouts. The course was changed at a critical apex at Corner 2 at the end of the a.m. heats due to a “significant glycol watering”. This was a result of a radiator hose failure while Christine “Spin cycle” Murdocco was chatting along at a good clip in her STS Miata.

Next time you see Christine, ask her about any psychological after-effects of an unexpected smoke show, snap spin, spin, spin and spin! Since the a.m. Grid A cars were timed on the original layout, all morning session times for both grids were not used in the final results, and only the afternoon runs



were posted for parity. Cone counts were very high in Corner 2, due to a narrow spot where the drivers had to carve a fine line through it cleanly. Try to be too fast, and you could punt that Kenny Kone some 50 yards into the infield. Score! Oh sorry, wrong sport....

The end of Corner 1 had its own issues with a few drivers going into the 180 as if it were a 210 and sliding into the outfield being either too fast and/or off line. The middle of Corner 3 was a gentle left-arching slalom that caused more than a few to oversteer in the middle of the set into the infield and add veggies to their undercarriage. Seeing Jeff Baker's British Triumph TR6, Leafy's Boosted Cavalier or TJ Turner's VW mow through the weeds at corner 3 brings alive thoughts of those vintage gymkhana pictures we sometimes see, although I'm sure the 3 of them would think otherwise. Sometimes you need to remind yourself to give up a little to gain a little.

A few vehicles were weaker for wear after the event, among them Jeff Schaut's Volvo S60R, which developed a nasty front suspension rattle following an earlier spin, and plenty of kitty-litter was spotted afterwards dotting the paddock from various mechanic leaks from other cars.

A mere 72 drivers paraded themselves at the drivers meeting, some in full regalia, such as cartoon Mario's, business suits, tutu's, and those left to their own devices. A few names tossed in were "The Honeymooners", "2 40's in 240's", "Velocirapture"; you get the idea. We do not run the Pro, nor the Novice class at the TC, so novices get to experience the joy of being scored direct in open-class competition, but still with instructors available if so desired (hint to any novice: yes, desire them).

FTD went to Will Schambach in the B-Mod Cheetah, on a 41.435 over Jim Garry. Stacey Strout's Reynard got a workout with 3 drivers,

NER SCCA Non-Points "Team Challenge" Sunday, October 22, 2011, Ft. Devens, Ayer MA

SS	1	Grant Reeve	Corvette	42.710			
	2	Nathan Whipple	Corvette	44.747	2.037		
	3	Russ Siggelkoe	Elise	44.963	0.216		
	4	Charles Moss	Elise	46.825	1.862		
	5	Dale Whipple	Corvette	53.099	6.274		
BS	1	Lynn Collins	Solstice	46.411			
	2	Michael Gowdar	Mitsubishi	47.911	1.500		
	3	Ryan Mateyko	350Z	53.228	5.317		
	4	Joseph Papp	S2000	56.112	2.884		
DS	1	Chang Ho Kim	Acura	47.727			
	2	Nick Schaut	Volvo	50.236	2.509		
	3	Sam Creasey	RX Si	50.832	0.596		
	4	Jai M	BMW 3	51.557	0.725		
	5	Barron Mike	Infiniti	54.207	2.650		
	6	Ryan Wiswesser	Subaru	55.208	1.001		
	7	Christine Parry	Infiniti	57.958	2.750		
	8	Emily Harris	Subaru	58.176	0.218		
HS	1	Eric Chiang	Honda	48.884			
	2	Paul Zahornasky	Mazda 3	49.669	0.785		
	3	David Fried	Honda	52.214	2.545		
	4	Thomas Coleman	Saab	52.447	0.233		
	5	Jonathan Havener	Toyota	52.989	0.542		
BSP	1	Bob Davis	Miata	44.215			
	2	Marc Monnar	Mazda	46.135	1.920		
	3	Rachel Baker	BMW	49.764	3.629		
CSP	1	Bud Collins	Solstice	44.738			
	2	Rob MacAlpine	Miata	47.463	2.725		
	3	Paul Krysiak	Honda	8.932	1.469		
	4	Allen Parker	Honda	9.504	0.572		
	5	Stepha.Zadrozny	Civic	51.103	1.599		
	6	Krzysztof Hryszko	Mazda	54.744	3.641		
FSP	1	Jenna Corrales	240SX	51.273			
	2	Alex. Twombly	Volvo 240	51.931	0.658		
	3	TJ Turner	Rabbit	54.213	2.282		
XP	1	PJ Corrales	240SX	42.610			
	2	Gavin Williams	Nissan	48.921	6.311		
	3	Daryl Beck	Jetta Diesel	49.531	0.610		
	4	Jonathan Leith	Cavalier	57.768	8.237		
EP	1	Brian Levesque	Honda CRX	43.638			
	2	Derek Sivret	Honda CRX	48.617	4.979		
	3	Kathleen Barnes	Honda CRX	51.321	2.704		
BMod	1	Will Schambach	Cheetah	41.435			
	2	Jim Garry	Cheetah	42.627	1.192		
CMod	1	Ken Hurd	Reynard	42.448			
	2	Joshua Parker	Reynard	42.967	0.519		
	3	Stacey Strout	Reynard	44.819	1.852		
ST	1	Wiley Cox	240SX	49.230			
	2	Charles Glover	Acura I	53.950	4.720		
	3	Steven McNally	Acura	55.089	1.139		
	4	Carlos Ortiz	Volvo 240	56.188	1.099		
	5	Isabella Koen	Volvo 240	58.672	2.484		
STS	1	Ben Wagstaff	Miata	45.157			
	2	Matt Mickle	Miata	48.300	3.143		
	3	James Murdocco	Miata	50.986	2.686		
	4	Carolyn Green	Miata	51.001	0.015		
	5	Andrew Hummel	Miata	51.998	0.997		
	6	Christ.Murdocco	Miata	52.470	0.472		
	7	Liz Baker	Miata	55.342	2.872		
STR	1	Matt Thompson	Miata	46.287			
	2	Justin Lau	Mazda	47.526	1.239		
	3	Roger Whipple	Honda	9.825	2.299		
	4	Jeff Baker	Triumph TR6	52.672	2.847		
	5	Neil Schelly	Porsche	53.720	1.048		
STX	1	Charlie Thompson	Min	6.997			
	2	Todd Kean	240SX	47.731	0.734		
	3	Patrick Gallagher	BMW 325i	54.430	6.699		
SM	1	David White	Nissan	43.086			
	2	Jason Fair	Subaru wrx	48.225	5.139		
	3	Ben Albert	Mitsubishi	48.237	0.012		
SMF	1	Don Kuehl	Honda CRX	45.337			
	2	Bryan Mancuso	Honda CRX	45.818	0.481		
FJC	1	Kimsoo Gopnik	Swiss Hutless	70.597			
FTD		Will Schambach	Cheetah	41.435		BM	
Top Pax		Grant Reeve	Corvette	42.710		SS	



Team Challenge

—continued from the previous page

and Ken Hurd took it to a C-Mod win with a 42.448, besting Josh Parker and Stacey. Wiley Cox took ST on a dirty 47.230 +1 in the red Panda, and in part being the only prepped car in the class. STS fielded 7, and all put their Miata's through the paces, but let Ben Wagstaff get away with a 45.157, and a 2nd in Pax. STR had Matt Thompson tops with his MX-5 Miata, but kudos' to Neil Schelly for running the Porsche 911 Carrera v.3.2, recording a 53.720.

Charlie Thompson took STX in his JCW MINI S, and David White took SM with Jason Fair and Ben Albert getting bumped into that awesome Panda class. David found the fountain of youth early on, having the Panda Nissan 240SX sprouting forth cooling essence from a bad thermostat in the morning session. A quick repair after lunch got it back on track, with numerous spare parts at the ready from the Panda traveling-parts trailer. Don "Honda's Back" Kuehl took SMF, albeit starting off his day with a good spin at corner three at 1035am (gotta love that camera Exif data).

PJ Corrales took the XP class, where Jonathan Leith found his Chevy "Boooost" Cavalier hurting in the morning with a cracked right-side disc rotor. Yeah to Jenna Corrales for scoring a win in FSP with a red Panda run of 51.273. Alexander Twombly was second, followed by TJ Turner. Brian Levesque brought in the venerable E-Prepared Honda, temporarily renamed the Mariokart, and bested his co-drivers Derek Sivret and Kathy Barnes on a 43.638.

CSP was for Bud Collins in the Pontiac

Ian Kruger gets his receipt of passage from Stacey Strout. Photo: Eddie Savage

Solstice on a 44.738, but a shout out to Allen Parker. Allen was super smooth in his afternoon runs co-driving the Paul Kyrsiak Honda-mobile and deserves a 'good job' for that effort. Speed dialing the CSP parts-counter was Rob MacAlpine, who graced the finish with what seemed to be a split oil line somewhere enveloping the car in a heavy blue-tinted haze. The good of that was it was the end of the day, so repairs could wait for the trip home. Marc Monnar lent out his Mazda RX-8 to a co-drive with Bob Davis in BSP, and Bob took the class with a 44.215.

For the Stockers, Grant Reeve took a 5 driver Super Stock field on a 42.710, and Top Pax, pulled by Z06 horsepower. Charles Moss ran a co-drive in the Russ Siggelkoe SS Lotus, and I wonder how Charles felt having a car last all day for him for a change? Chang Ho Kim had DS on a 47.727, but a 'watch out' to Ryan Wiswesser in his Subaru, who ran a 53.208 but added a nasty penalty cone.

Lynn Collins took BS on a Solstice 46.411, with Honorable Mention to Joe Papp and his white Honda S2000, running his best 54.112 but with an added penalty. HS went to Eric Chiang, but more interestingly, how. Eric was a co-driver for Dave Frieda's hybrid Honda CRZ, and it was good to see how far one can push that hybrid as a Solo car. Eric was but 0.785 in front of Paul Zahornasky and his Mazda 3, himself no slouch in the ability to push any car to its limit and a wee beyond. Of note - Eric paxed 11th in the hybrid.



Jim Garry tries to swipe Wiley's Coca-Cola.

Photo: Eddie Savage

KimSoo Gopnik had the Swiss Hutless kart concession all to herself, being the only FJ entrant, and ran a best of 70.597.

Well, there you have it. Tis' now time for winterness and all things cold, enjoying Christmas with your family, or finding a warm state to have a siesta. Be safe in your travels wherever you may go, and why not think about visiting one our Solo events in 2012...you just may have a good time.

The Annual NER SCCA Banquet is fast approaching, so mark your calendars for January 13-15, 2012, at the Marriott Hartford-Rocky Hill Hotel. Get your banquet registration in early, and...

...Be seeing you.



Event #9, Season Finale

—continued from page 11

STS

1	Matt Poynter	Mazda Miata	68.926	
2	William Brundige	Mazda Miata	69.908	0.982

STR

1	Justin Lau	Mazda MX-5 Miata	68.180	
2	Matt Thompson	Mazda MX-5 Miata	68.292	0.112
3	Andrew Del Donna	Honda S2000	73.153	4.861
4	Ted Del Donno	Mazda Miata	78.639	5.486

STX

1	David Gott	BMW 330ci	68.626	
2	Derek Sivret	BMW 330ci	69.772	1.146
3	Charlie Thompson	Mini Cooper S	70.400	0.628
4	Lawrence Coffin	Mini	75.033	4.633
5	David Sorn	Subaru WRX	76.926	1.893

STU

1	Lana Tsurikova	BMW 135	70.305	
2	Christian Shiveley	Subaru STI	72.396	2.091
3	Billy Haley	Subaru STI	73.033	0.637
4	Chris Fitzgerald	Volvo S60R	75.601	2.568
5	Ryan Mongeau	Chevrolet IROC-Z	78.661	3.060
6	Paul Bonnett	Chevrolet IROC-Z	79.663	1.002
7	Jack Nguyen	Volvo C30	81.804	2.141
8	Krzysztof Hryszko	Mazda 3	83.344	1.540

SM

1	Jason Fair	Subaru WRX	70.399	
2	Ben Albert	Mitsubishi Evo	71.112	0.713
3	Geoffrey Findon	Volkswagen GTI GLX	75.529	4.417
4	Timothy Cahill	Mitsubishi Eclipse GSX	81.297	5.768
5	Daniel Howard	Chevrolet Camaro	DNF	81.297

SMF

1	Kathleen Barnes	Acura ITR	71.979	
2	Jonathan Leith	Chevrolet Cavalier	76.418	4.439
3	Bryan Mills	Hyundai Elantra	77.053	0.635

SSM

1	Patrick Heck	Lotus Elise	68.577	
2	Cris Raposo	Mazda Miata	71.017	2.440
3	Gregory Walter	Mazda Miata	71.314	0.297
4	Gavin Williams	Nissan 280z	75.977	4.663

KK

1	Eric Krueger	Coyote Kart	63.670	
2	David Maldari	GP Sprint GP1	66.250	2.580

FJA

1	Ian Krueger	Coyote Kart	66.153	
2	Allison Krueger	Coyote Kart	77.937	11.784
3	Evan Woodsom	GP Kart	78.183	0.246

FJB

1	Adam Woodsom	GP Kart	90.063	
2	Hannah Cox	FJB Kart	115.286	25.223
3	May Kimber	FJB Kart	171.515	56.229

FJC

1	Kimsoo Gopnik	Swiss Hutless Kart	101.204	
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FTD

William Goodale	Dragon F1	56.245	A/Mo
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Jeff Baker in his TR6 fell victim (as well as a few others) to the notorious corner three.

Photo: Eddie Savage



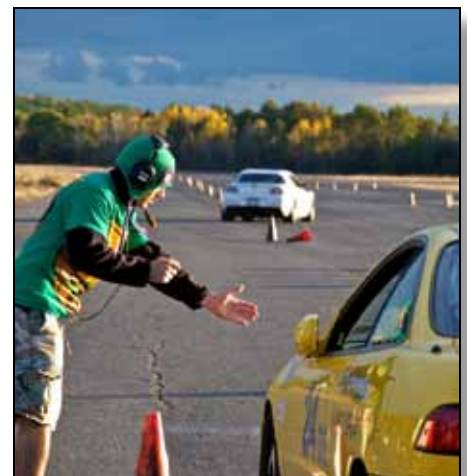
Fab Four: Paul, Brian, Grant and Stephanie.

Photo: Eddie Savage



T J Turner tries his hand at farming

Photo: Eddie Savage



Ben "Ninja Turtle" Wagstaff lines up Stephanie Zadrozny for the start.

Photo: Eddie Savage



A striking Autumn sunset closed the day... and the season of 2011 for NER Solo participants.

Photo: Eddie Savage



AUTOMOTIVE PAINTING 101

IT CAN'T BE HARD, RIGHT?

By: **Stephanie Funk**

"I stared at him in disbelief. I could see a glint of amusement in his eyes, a faint curl of the lip under the mustache. "Wha- what? Take it OFF? But I spent HOURS putting it on!"

Now there was no mistaking the gleam in his eye.

"When you paint a car, there's no two ways around it, you gotta mask twice. So now, take it off!" The lip curled minutely.

I stared at him, in my albino Tyvek Teletubbie suit with the crotch pooling around down by my kneecaps. Behind us, the air compressor clattered to life again, blurring his next words, and mercifully, mine.

I scratched my itchy head beneath the pointy-head sock, the one that transformed me into something resembling a baby KKK member and considered my options.

They were few to none.

I mumbled something scatological based. Dave smiled broadly this time, years of wisdom and paint fumes glowing in his eyes. He raised his voice and yelled over the compressor. "you'e gonna do this, you're gonna do this right. Now to do the interior, we gotta pull the masking off the windows and sunroof to get at it. You'll just have to mask it again when we're done."

Outside our concrete cavern, the gorgeous rays of a Columbus Day sun painted the landscape, raising the mercury above 80 degrees. Inside was a perfect 75 degrees.

The window we had been waiting for.

The weekend that I thought would allow me to paint everything in two short days.

Yeah...right.

In 2008, we had received a rude shock when we got our ITC car back from the tech school in town, where months earlier it had gone in to have its blaze yellow exterior transformed into the same color scheme our Civic sported.

At least that was the working theory when we dropped it off with them, complete with photos of the desired scheme, a fairly simplistic three color arrangement.

It was an abysmal fail.

Whereas at one time the kids had been good with their work, this one came back looking like it had

been attacked by a drunk with an airgun full of water droplets. Bubbles marred the driver's fender, dry spots stippled the hood under the sunlight, areas were inexpertly masked, and in some case, not even masked at all.

Worst of all had been the colors. There were two shades of blue and a purple, this much is true. But instead of the darker, jewel tones that the Civic wore, and that I was expecting, this had been done with whatever leftover paint had been in the body shop. The end result was a garish mish-mash of colors that resembled what you might expect if the Easter Bunny was prepping for a colonoscopy and finally blew his colon clean in your front yard. "a race car!" was the only answer we could get when we questioned the end result.

Viewing the gaudy car in our driveway, I shook my head and turned to my husband Ed. "Screw this. Next time we paint a car, I'm going to do it. I can't do any worse than that!" I declared, waving angrily at the fistulas that dotted the fender.

Those words would come back to haunt me after our ITA car met the concrete during a spectacularly bad day of racing at NHMS. Upon doing the necropsy on it, we found the subframe was far too bent to straighten with any reasonable chance of success.

We stood around the corpse, discussing options. "I just want to get another shell and cage it. We can just bolt the stuff right into it and be good to go." Ed

told me.

That seemed simple enough. Well, once we could actually find a straight, rust free shell from a 20-year old car in New England. The odds of that were pretty infinitesimal. We started scanning ebay and Craigslist from Arizona and Florida, worrying over inspecting potential shells and shipping costs, and running into email exchanges that halted as soon as they discovered we were from a distance away. About a month into our search, we got a phone call from a friend. "

"Check out NH Craigslist. There's one listed that doesn't look bad, and the kid says it's a rust free car."

New Hampshire? Rust free? Well stranger things have happened. Although they wouldn't get much stranger than this interaction would turn out.

On a cold, late October day we hooked to the open trailer and wound our way up, up, up into the NH hills. The leaves thinned and disappeared completely as we ascended, flakes of snow dancing around in the wind. I checked the address on our GPS, Betty. "Betty says it's right about here." I said, pointing at the ramshackle mobile homes that sagged listlessly on concrete foundations, curls of wood smoke the only sign of life. Ed slowed the truck, and we peered fruitlessly for street signs. "Hey! There!," his finger pointed to a military green CRX parked with flat tires visible on the edge of the dirt roadway.

Cold bit through my jacket, lanced through my hands as we crawled around inside the car. The owner Josh, a young man with a wife and child

before he could shave, watched us, his slight frame lost in the oversized old military coat he wore. Amazingly enough, the shell was straight and cancer free.

That was the positive side of it.

The negatives included Josh's optimistic asking price, the motor and transmission residing in a heap halfway across the debris stubbled yard, a bright, electric blue hand painted dash and an exterior that had been

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painted with a can of olive drab spray paint. And we weren't even all that concerned about some of the other things, the cracks that spider-webbed across the windshield, and the trailer taillights that had been wired in under the dash to cast a red glow in the footwells. New Hampshire street cool.

"I thought this car was a roller?" I said to him. He shrugged. "I took those photos last year. I was gonna' pull everything apart and fix it up, but I got a baby now, and well..." His voice trailed off.

Hunching my shoulders against the freshening snow squall I leaned in to talk money with the kid. Despite an initial difference in agreement about it's overall value, we owned it ten minutes later for a few hundred dollars. Josh cast a mournful eye on the bills we had handed him before them deep in his pocket, for what would probably the longest period of time he would get to hold them.

We started collecting the various components to place in the trailer. I eyed the motor and transmission, silently thanking the Gods that it wasn't an Opel motor, a solid hunk of steel that would have required three men and a boy to move. At least the Honda motors were relatively light. So we really only needed two men and a boy.

Josh saw me looking at it. "Hey, let me call Ralphie up the street. He'll help us load that. He's a big strong dude." he offered.

Alright! Anyone named Ralphie from the hills of New Hampshire would have to have some bulk on him. My only surprise would be that he wasn't nicknamed "Tiny".

Josh pulled out a lint covered cell phone from his pocket and called Ralphie while we continued hunting and gathering for parts of the car.

We inflated the tires, and rolled the shell onto the trailer, strapping it down. Still no sign of Ralphie. The motor and transmission waited in a stagnant metal pile, some 50 feet away.

The minutes stretched on. "

"He's only up the road a quarter mile. He'll be along." the kid was optimistic.

I heard a rumbling, sputtering sound coming from the hill about then that morphed into a chugging. It grew louder and louder, finally turning into a dull roar as the predicted enormous man appeared as promised.

What wasn't mentioned was that he would be driving the tiniest forklift I've ever seen.

It was so small Ralphie had to stand to operate it, his bulk filling the driver's area. Little 6-inch wheels churned for purchase on the leaf slicked dirt as he angled it down into the yard and over to the motor and transmission, where he deftly speared the loop of chain Josh offered up to him, then lifted it gently and chugged back to our trailer, depositing it in the front ahead of the car.

"I certainly didn't expect him to be driving a forklift down the street to help us load." I said to him. Josh turned to me and smiled. "Hey, that's how we roll in New Hampshire!"

Bitter winter settled in with a vengeance, as we stripped the interior, frantically racing to get it down to Matt Kessler's shop for the roll cage installation before the weather made accessing his lot impossible. Matt looked at the car as we rolled it in to his shop, a dull matte green finish, pine needles wafting down from hidden crevices, an unwashed redneck amidst the glistening, shiny race cars that filled the floor

space. Silent scorn oozed off the prepped Miatas and Tegs as they assessed the interloper. I

swear I could see them all lean away from this little green car, as it sagged on soft tires, a NH plate still

affixed crookedly in the back.

"It looks like a little Army car." Matt stated, a gleam of amusement visible. "Why don't cha just paint brown and black splotches on it and call it camo?" I could tell Ed was getting intrigued by that idea, so I interjected before he could.

"Nope. I'm going to paint this one myself. I can do it!" Matt smiled a Mona Lisa smile and turned away.

Months later, monstrous piles of snow still filled Matt's yard when we arrived to collect our now caged car, the brutally long winter mercifully winding down.

Ever hopeful, I had been driving everyone around me nuts for the past few weeks as I searched for any sign of a seasonal change. In Matt's yard, I wasn't disappointed. "Look! It's spring! The Miatas are coming up!" Rows of brightly colored rooftops could be seen, poking through the snow banks like metallic flowers.

Ed rolled his eyes, and Matt turned away, but not before I spied a hint of a smile on his lips. The NH license plate was still hanging crookedly off the back bumper, but now the interior sported a fantastic new cage. At least half or more of the pine needles and leaf litter were gone too, revealing an actual floorpan inside.

The little car had some cred now, some swagger, despite the green paint dusted all over the factory finish.

"Alright!" I clapped my hands together, "All I gotta do is get some paint on her and my end will be done!" There was that little smile again, the one I couldn't decipher."

"Have fun with that!" Matt offered as we left.

Why? What's so hard about that? If a bunch of kids could do it, so can I. Right?

If ignorance is bliss, then I had to be ecstatic in those months.

And so our new ITA car came home to our shop, where it was planted on jack stands. I walked around it two or three times, uncertain about how to begin.

"Why don't you call Dave over to NAPA?" Ed suggested. "He's their paint guy. He'll tell you

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Hummish and the Bad Turtle do America!

By Fred Mahler



Photo: Terry Roberts

After driving out to Road America in 2009 for the SCCA national championship Runoffs with dad, (Peter) I decided that the next time we went back there, we would go in a bigger vehicle with more drivers. This year we swapped the Mustang for dad's Minivan and added Mark Sobol alias "Hummish" as a third driver. 1,000 miles later I came to the realization that seventeen hours in a car with three drivers is still seventeen hours in a car!

This was only my second trip to the runoffs. Dad and Hummish were veterans to the event having made multiple trips to Hartland Park, Mid-Ohio, as well as Road America. First order of business upon arrival was to register at the track, confirm our station assignments for the week, and scope out a couple of stations that we had not previously worked before.

Second order of business was to check in at the motel about 20 minutes away. When it was decided that I would make the trip back to Wisconsin my first plan was to set up "Hummishville" like we do at NHMS and camp. However after a Friday morning wind storm ripped their tent (and most of the other workers) apart, last year, staying indoors seemed like the logical choice. We stayed at the wonderful "Thunderbird Motel" in Chilton. If you looked up the word "Dated" in the dictionary you would find a picture of this place! But the place was clean (bug free) and the management very friendly, and considering the fact that we would be spending very little time there, it was perfect.

Third order of business (after happy hour) was to hook up with a few other flaggers from the NE division for a kick off dinner at Elkhart Lake. We had a few minutes to kill so the three of us popped in at "Siebkens" to have a beer and plant the NER flag. For those of you that are not familiar with "Siebkens", it is what the "Seneca Lake Lodge" is at Watkins Glen, hallowed ground for race fans. Many famous drivers (past and present) have belled up to the bar here after racing up the street. The bar area is absolutely covered (ceiling, walls, and most other surfaces) with racing decals, banners, and other memorabilia. In 2009 I noticed that there were no NER decals present, so me and Hummish rectified that situation by installing a NER triangle as well as a vintage "Do You Want To Race" sticker to the collection.

After the kick off dinner (which included NER flag chief Dan Hoffman) we headed back to the Thunderbird to begin a schedule that would set the tone for the week (in by 10:00 pm, up by 5:15am, out by 6:20 am). Another ritual was to watch the weather channel before bed and watch it again as soon as we woke up and marvel how much the forecast would change. Sunday night they were saying that the weather for the week looked great, mostly dry and warm. So imagine our surprise when we got up on Monday to rain on the radar.

After a wet 7:00 am flag meeting Dad and I headed to stations 6 and 6 flags. Station 6 is a tight blind left hand corner at the crest of a hill. It is here that you staff a communicator and some outpost / response workers. 6 flags is before the corner on the outside and it is here that you display the flags. Because of the location (and the fact that you have a drive over bridge between the two stations) station 6 must call you over the radio when to display or drop a flag. Because of the soggy conditions and the fact that all of the race groups would have three more qualifying sessions during the week, a fair amount of cars did not even take to the track in the morning. The highlight of our morning was finding a raccoon that had gotten into the garbage can at the station and could not get back out. It must have been in there for while and was covered from head to toe (claws) in mud. After a couple of photos he was gently released to forage on garbage for another day. More cars showed up in the afternoon sessions as well as the sun and all in all the day was run pretty clean.

With day one track activities completed, it was off to the welcome party at the Osthoff resort just down the road in Elkhart Lake. It was fun to get together with other NER workers from different specialties that we had not seen yet over lots of food and beverages. I am so proud of our little Hummish, he has really goun up so fast and come out of his shell. Every time we turned around there was another chant of HUMMISH from a worker from another part of the country. Yup our NER mascot has gone viral!

Tuesday was the pick of the week weather wise with lots of sun and warm temperatures. Dad and I (we worked together all week) were at station 2 which is a pretty quite spot with a good view of station 1. Not much happened at either station but there were more cars on track then the day before and the conditions were perfect. One of the things that I had planned on trying hard to accomplish was to get at least one good photo of every driver from the region to go with this story. However trying to flag and be a photographer is a challenge, especially when you have a camera that is less than corporative (take a tip from me "don't fall in a lake in the dark with your camera" they

don't like that!). Another photo that I really wanted to make happen was a group photo of all the NER workers that made the trip to Road America, but trying to get everyone together at the same time did not work out (maybe next time).

Wednesday was a cooler overcast day but dry. We were at station three which is a tight down hill right hander that leads onto the second longest straight on the course. There is lots of runoff here as well as a sizable gravel trap to catch the over zealous. We had another fairly quite day with just a few of the garden variety spins and continues and pull offs to report. The strangest incident happened while I was calling in a GT-1 car that had pulled off behind the station with a substantial fluid leak. As I was talking, I heard a horrendous metallic scraping sound and turned around to see car 98 Black T2 Camaro grinding to a halt and it's left front wheel bouncing down the road (Yes road not track). The car was on it's way to the false grid at the time. Unlike NHMS or LRP (where the paddocks are centralized) the combination of the size of the track as well as the numbers of entries had cars paddocked all around the course, up to a mile away. Once we off the track for another day it was off to the nightly reception (beer party) at the Road America center where we hooked up with Hummish. Unlike Dad who I worked with each day, we

never got to flag with "HR Hummishstuff" so these parties were our time to catch up and enjoy the food and drink. We also dropped by the "Prod" party which I had heard lots of great things about in the past, but like a lot of the nightly after-after parties this one has lost a lot of it's luster (at least they are still holding this one). There was more food and drink and they even had a (barrowed) copy of "Senna the Movie" that they had playing minus the sound. The Production group folks did stop by on Thursday night at the "Worker Of The Year" party to hand out 49 fifty dollar bills to random workers that they collected from their drivers, and that was very cool! Once back at the Thunderbird we caught up with NER flagger /SRF driver Steve Introne who had just flown in and was bunking with Hummish. After a couple of night caps we set upon changing Steve's religious preference (don't ask!).

Thursday was the last chance for the drivers to better their times and move up the grid. And again the weather was changeable with a cold windy and wet morning (again with few cars) at least the afternoon was dry. We were at stations 14 and 15 the last two stations on the track. 14 is a quick right hander that leads onto the main straight and is important to get right and carry as much speed as possible across the finish line. Station 15 is basically a cage on

—continued next page



NER's only Gold medalest Elvian Goulart in his SM being saluted by NER flaggers Peter Mahler on th Left and Dave Hottle on the right. Photo: Fred Mahler

Humish and the Bad Turtle

—continued from the previous page

a island located in the middle of the front straight and the pit lane, under a walk over bridge, with lots of debris fencing. It has a great view of the whole final turn complex and it was fun to watch how much power it took to get the cars up the hill and across the line. This location is a great blue flag spot as you can drop it right into their lap as they fly by. All week I was trying to keep tabs on the regions drivers and most seemed to be doing well with no major incidences (on track) at least that I can remember. During the wet period we did however notice Mike Brent (car 47 F500) come into the pits with some body damage as an result of an off, some where on course. The 'Worker of the Year' party was held at the end of the days on track activities and featured the SCCA's board of directors serving us our food for the evening. This gave myself and Hammishbone a chance to give our own Area 1 director Dick Patullo a little ribbing of our own.

Friday morning dawned cool but Dry with a renewed sense of excitement because after four days of Qualifying it was time to go racing! Station eight was our location for race day one and having never worked this station, I was looking forward to it. Race 1, a thirteen lap affair for STO /T1 got off to a bad start as the second and fourth place cars came together in a big way at station 12 on the first lap. It took the safety crews awhile to cut one of the drivers from his car and this resulted in half of the race laps being run under caution. When the race resumed it only took one lap before I was involved in my only major incident of the week.



Sarah Bonnier chererfully greets the new morning of Flagging! Photo: Terry Roberts

For this group I was on outpost across track from the station just at the start of the left hand corner. As I watched the lead group (STO) cars go by my post I shifted my attention up stream (and uphill) to focus on the T1 parade of Corvettes coming down the hill from station 7. At first they were all in a neat line, then there was a puff of white smoke (usually a sign of tire to something contact) then the pack abruptly spread out and a bright yellow vette was on the grass sideways heading my way at a high rate of speed. The next sequence of events went this way: Adrenalin level goes through the roof... 5 or 6 quick steps to the left.....duck.....wait for the impact (there were 3).....5 or 6 quick steps to the right..... grab the fire bottle.... Full speed ahead (the car was now 50 to 60 feet ahead buried in the gravel trap in a heap)....do a full speed "Dukes of Hazard" butt slide across the concrete barrier with fire bottle...arrive at car, make contact with driver.... Signal driver safe to the station... jump to front of what is left of the car and make sure the massive white cloud is only steam.... Help driver get out of car...safety team arrives... situation neutralized....walk back to outpost location...elapsed time about 45 seconds. Once adrenalin rate goes back to normal make mental note to self (hey butthead cut the crap, your not 25 anymore, enough with the "Dukes of Hazard" garbage!).

The rest of the day was less dramatic, however the racing was close in most of the groups. One of those races was SRF where there was a three car battle that went right to the checkered flag. After qualifying 24th in the 37 car field NER's Bruce Myers finished 28th. In the FV race there was wild multi car battle for the lead with the top spot changing a few times each lap and the margin of victory was just 0.131 sec. NER'S Andy Pastore started 29th out of 34 but retired after only 5 laps.

Saturday was the day that I was looking forward to the most. I was the captain at station 12, one of the hottest corners on the track and one that I



Mike LaVigne, no stranger to the Runoffs finished 15th this year after losing a lap in the kitty-litter. Photo: Fred Mahler

had never worked at before. The night before at the after party I took a couple of long time locals aside to pick their brains on how to setup and run 12 (I had twelve other folks working with me the next day and did not want to look foolish). With a fair amount of confidence I arrived at the track in the morning to wet conditions and the possibility of more to come. Station 12 is one of the marquee corners at Road America. Also know as "Canada Corner" the area that we were responsible for was large and occasionally we needed station 13 to let us know to change flag condition, as we could not see around the second corner. We were also responsible for staffing 11B also know as the "Tiki Hut". With the amount of talent that I had to work with it was a piece of cake. Just send 2 to the "Tiki", 2 on flags, 1 on phones, 1 backup writer, 2 across outposts, 2 exit outposts, 2 impact zone outposts and me, signaling the yellow flagger when to throw the flag as they could not see bubcus! With the amount of spins and such that we had just during the hardship / warm up laps I thought it was going to be a interesting day, however during the first race group which was T3, I don't think we had one single incident The next race however was a different story.

F500 was the next race group and NER'S Michael Brent started 2nd. The cool and still wet conditions seemed to upset these small formula cars more than the bigger sedans in the last race. We had car after car spin at different parts of our corner for most of the race. We had cars spinning on entrance, at the exit, even into our gravel trap which our handy "Giehl" crew took care of. Dad even got in on the excitement when he and another worker pushing a car off the track were joined by another car spinning into their incident. Luckily there was no contact and the track was cleared without further mayhem. Michael pedaled his Invader QC-1 as best as he could on the rapidly drying course and came



Kelley LuBash kept his nose clean, and four wheels on pavement during the wet conditions and increased his grid position by eight places to finish ninth. Photo: Fred Mahler

home one spot off the podium in 4th.

Next race up was Spec Miata. This was another race that I was looking forward to as we had two of the regions drivers that were in position to end up on the top step of the podium. However this class was also the most controversial group of the week, and I will leave all the specifics and man dramas to the Miata and SCCA forums and focus on what I saw from station 12. NER had 2 drivers in the first two rows, Elvan Goulart lined up 2nd and Steve Gorriaran qualified 4th. Both were running well early and involved in a 5 car race for the lead by halfway. For most of the second half of the race it was a two car battle for overall honors and looking good for a NER one, two finish. On the last lap Elvan passed Steve for the lead at the carousel and Steve tried to get the spot back at our station and went 4 off at the exit. At the finish line Goulart took the win by 0.434sec. What looked like a NER gold and silver medal performance was not to be as Gorriaran's car failed post race tech and he was DQ'd. At least I was able to get the "shot" that I had been looking for all week on Elvan's victory lap. When he came by us, Dad and NER flagger Dave Hottle held up the NER worker banner that Donna Stevens had made up for Hummish

earlier in the year and there were big thumbs up all around.

Unfortunately that was to be the only first place finish for the region in 2011. But it was not for a lack of trying. Two races later Kyle Disque lined up in 7th spot for the GTL race and finished one spot better in 6th driving his Toyota Tercel. The next group was the CSR / DSR race which featured the fastest cars of the week. NER's own Garrett Kletjian in his West WX-10 Qualified fifth and looked like a threat to at least make the podium, but must have had an issue and failed to start the race. The last race of the day that had a driver from the region was STU. Eric Heinrich started his gulf liveried BMW E30M3 in 3rd and looked good all week. His efforts were rewarded with a fine 3rd place finish. The weather channel's outlook for Sunday's forecast did not look good and for once they were right. When we arrived for the last morning's flag meeting the rain was coming down at a pretty good clip and full rain gear was the order of the day. Dad and I spent the last day at station 11 and 11B, this was the dreaded kink (the biggest pucker factor on the course) However with the heavy rain the drivers were going to lift here anyway, so it took a lot



That's Jan Poor viewed from the receiving side of the registration window for a change.

Photo: Terry Roberts

of the danger out of the section of track (easy for me to say!). For the morning races I was at 11B which is the exit of the kink and normally the catcher's mitt of the back straight, but again with the overly damp conditions it turned out to be just another quite spot in the woods. While the track was wet, the rain had subsided for the first race which was HP. Ron Bartell from Madbury NH had his MG Midget in 7th place for the start and was fighting for the lead for the first couple of laps. But on lap 3 Ron slide off course at the carousel and had to settle for a 6th place finish. AS was the next race on the schedule and the

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Dave Careri fell victim to the damp track even before the start, but soldiered on to finish 14th. Photo: Fred Mahler



Former National Champ, Ron Bartell keeps the roadster tradition alive, in the Tin-top dominated H race. Running as high as second, Ron had to settle for sixth (First in British roadsters) Photo: Fred Mahler



Bruce Meyers finished 28 in the well-subscribed SRF field. Photo: Fred Mahler



A fine effort for a third-place podium finish was recorded by Eric Heinrich. Photo: Fred



Garrett Kletjian, qualified fifth, but was a DNS in the DSR race. Photo: Fred Mahler

Hummish and the Bad Turtle

—continued from the previous page

group that I was most looking forward to as we had three drivers from the region competing. The start of the race did not go as planned for 19th starting Dennis Careri who had contact on the damp pace lap and had rear end damage on his Mustang even before the green flag flew. He hung in there for the rest of the race to record a 14th place finish. Kelly Lubash had his Camaro in 17th at the start and seemed to keep his nose clean during the ever increasingly wet race to finish in a fine 9th place. The NER driver that seemed to have the best chance at a podium finish was Micheal Lavigne who had his Mustang in 5th for the start. He was in a good battle for 3rd place for most of the first half of the race but when the rains came down again, he spun off at Canada Corner and lost a lap to get yanked out of the gravel and finished in 15th.

The last race of the day that had any NER driver involvement was T2. The T2 race was started on damp / wet surface depending on what part of the course that you were on. But by lap 10 the whole course was awash by heavy downpours leading to many cars leaving the track surface and bringing out a full course caution that lasted to the checker. During the whole week Randy Touro had managed to avoid my attempts to photograph him (not that hard to do) maybe because his color was listed as red when the car was actually silver. That led to me taking one photo of him the entire week on the cool down lap in the pouring rain with the end result being a blurry wet mess. Well at least he did better in his race than I did with his photo. Randy started 20th and stayed on the pavement (or at least more than most of the other drivers) to finish in 10th.

After the T2 race the rain really never let up for the rest of the event which was a shame. The big field of EP cars put on the best show but the two big marquee races FA and GT1 (with only 15 cars and 12 cars respectively) were pretty much duds. And when the checkered flag dropped on the 12 car S2 race the whole event just kind fizzled out. We headed back to the Road America center for one last ceremony which was the traditional worker toast to Brian Redman's Cat. It is here that we all honor the great folks that we lost during the past year and offer their names. Rest assured the wonderful hard working people the our region lost last year were not forgotten. The last order of

business for 2011 was the informal NER last supper. Let me first apologize for anyone that we did not get to invite or follow up on inviting, like the group photo it is tough to organize and not leave someone out. Anyway a few of the NER contingent as well as some other regions folks went to another spot just outside Elkhart Lake for dinner at some western style place. We were honored to be joined by the SCCA president Jeff Dahnert. We had bumped into Jeff a few times during the week and he was very down to earth and normal even asking for us to explain to him what a Hummish was. We always told him that he needed to have more to drink to grasp the Hummish concept. Come to think of it, I don't remember if we even told him the story that night at dinner.

New England Region Entrants to the 2011 Runoffs were:

Name	Class	Finish
Thomasa West	AS	8
Kelly Lubash	AAS	9
Dennis Careri	AS	14
Michael LaVigne	AS	15
Garret Kletjian	DSR	DNS
Michael Grent	F500	4
Ron Bartell	HP	6
Elvian Goulart	SM	1
Steven Gorriaran	SM	DSQ (2)
Eric Heinrich	STU	3

BOD Candidates

—continued from page 5

Myron "Mike" Steere

Hi everyone, I have submitted my name as a candidate for the Bard of Directors based on the requests of several other club members. I retired from business earlier this year and have more time to actively participate in Board activities. From a business perspective, I have served on various company Boards of Directors and have been Chief Financial Officer of several companies. My experience in motor sports includes: drag racing, road racing, autocross and time & distance rally. I am currently a solo safety steward, have done some road race flagging and served on the National Solo Prepared Advisory Committee. I believe my combined business and overall motor sports knowledge will benefit the region and its members. Thank you

RE Report—continued from page 3

members up for re-election and 2 new BOD candidates. Please take time to review the candidate statements and exercise your privilege to vote in the elections. In preparing for next year the Specialty Chairs are drafting budgets and assessing staffing needs. I feel that the current BOD supports all efforts for training and bringing new talent into the club to relieve or compliment the valued contributions of our existing staff. You heard my "pitch" on this subject last month and I thank a few who have already stepped forward to make this a better club. There are plenty of areas to lend a hand so let me know (fisherdo1@cox.net).

In closing, I hope you had a good year with NER SCCA. For some you did not get out this year to join the fun, I hope we see you next year. Weather seemed more of a challenge this year than in past years. Irene and the freak snow storm impacted our rally and rally-x events and it caused hardship and economic loss on the home-front for quite a few of our club members. There are also club members who are dealing with health issues, lost loved ones or are searching for work. Let us keep these folks in our thoughts during this Holiday Season.... and especially the children. I am thinking particularly of little McKenna Maynard, daughter of Dave (BMW- ITR racer) and his wife Tanya. McKenna was born about 3 years ago with a rare chromosomal defect that presented her with challenging medical problems. In spite of it all, McKenna's will to live and her parents devoted efforts are remarkable. I am sure there are other children in our midst who face hardships. May we keep these children and their families in our hearts as we celebrate the Holidays. Prayers and gratitude also go out to family members in the Armed Forces who cannot be home for Christmas.



Former SM Champ, Steve Gorrian, led most of the SM race, only to fall short on the last lap to second.. Unfortunately a technical infraction in impound led to a DSQ.

Photo: Fred Mahler



Off Camber

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how to do it."

A couple of days later, Dave twirled his mustache and looked up at the ceiling as I told him what was planning to accomplish. "I tell you what" he said, "Painting a racecar is one of the hardest things to do. It's a pain in the ass. I'll come over to see just what this project is. Then I can decide what you need. You'll probably need a one part epoxy exterior primer, a direct to metal primer for the interior, an interior finish paint that matches your primer, and then we can do a guide coat on the outside, block it off and sand it, then if we get lucky, a couple of coats of sealer to make a nice satin finish. Then we can mask and spray the light color, then the mid color and finish with the purple, then clear coat it the same day."

This was delivered in rapid fire as he eyed the ceiling and twirled the ends of his mustache around in thought. I stared at him blankly. "You mean I can't just sand it a little bit and spray new paint on?" He shook his head. "Especially not if this car has spray paint on it like you said. You gotta get every bit of that off or sanded down because that's going to be your weak link and your paint won't stick to that."

"Every bit?" I stammered, thinking of the ridiculous places I had seen olive green paint. He brought his eyes down to me and nodded. "Every. Bit." He tilted his head further, peering over the top of his glasses. "You've got some work ahead of you."

That was one of those understatement, delivered with that same damn Mona Lisa smile Matt Kessler had sported.

Instead of paint, we walked out laden down with cans of paint thinner, red scotchbrite pads, sandpaper, and an air sander with Velcro pads in a 180 grit.

My summer just got a lot more complicated.

Green boogers. This was the summer of green boogers. Every time I came home I was blowing bright, green boogers out of my nose, green from the clouds of green paint dust I was producing as I laboriously worked, covering a centimeter at a time.

In July I said to Dave, "think it's ready to paint!" He came out and eyed it dubiously. "Nope. You gotta do all these things still." ticking off a number of things I had missed.

In August, I returned to the store. "It's ready!" He

came out again. Looked at me over his glasses. Again he shook his head no.

I scraped and sanded some more. Blew green boogers out of my nose. Wondered why on earth I had thought a green spray painted car would be a good thing. Wondered what it would be like to be lazing on a beach someplace instead of sanding a shell in a concrete cavern, sunlight painting bright streaks through the open door.

September rolled around. With trepidation, I returned to the store. "Now?" He came back out and eyed it. He was silent, looking over the bumpers and jams with a critical eye. Finally, he twirled his mustache. "Yup. I think you're ready, to start masking."

He sent me away with my arms full of rolls of foil, paper, and tape.

Masking. Such a benign term for a hellacious procedure. You ever try to stretch a thin piece of brown paper across a windshield hole? By yourself? One end would get taped down, only to pop loose and drape across the now dashless interior, creating cursing and contortions as I struggled to be on two sides at once. Every time I thumped around in the interior, dirt I hadn't found before in my 32 cleanings sifted down across the surface, foiling attempts to hold tape down. I found pine needles glued down in old adhesive, sound deadening that wouldn't come off and wouldn't hold tape, acorns in strange places.

Thank God for the tin foil! I bundled wiring and covered curved windows with it, learning as I went. Summer crept into fall. The temps started to dip at night. Every place I masked led to another one. I consoled myself that I would only be masking everything off once, and wouldn't pull it off until it was complete. I basked in the glow of the light at the end of the tunnel when he finally announced that I was indeed finally ready to paint. Yes!

Dave peered at me again, considered for a moment. "better come over and help you get started on this."

"It's pretty simple right? I mean, tech school kids do it. I have the gun, the paint mixing cups, the strainers, and all the paint."

He looked at me wryly. "I'll just come over."

OK. I'm certainly not going to argue.

I was finally going to paint this damn thing!!!The end must be in sight!

Or maybe not! —To be continued.



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

September 14, 2011

The Board of Directors met at the Hampton Inn, Rte 12, Auburn, MA on Wednesday September 14, 2011. Present were Regional Executive Doug Fisher, Asst. RE Bill Gendron, Directors Tim Chevalier, Hal Denham, Trevor Hermance, Peter Morrison, Chris Regan, Jerry Rigoli and Paul Zahornasky. Director Jerry Shields was absent. Also in attendance were: Bruce Allen, Lou Gingerella, Marilyn Freeman, Paul Krysiak, Rob Laverty, Dick Patullo, Fred Ferguson, Jonathan Fryer and Bob Cohen. These minutes may not be in chronological order.

The meeting was called to order by Doug Fisher at 7:32 PM.

Motion: to accept the minutes of the August 10th, 2011 meeting. (Chevalier/Zahornasky) *PASSED*.

Motion: to table all new track discussion to the end of the meeting. (Zahornasky/Gendron) *PASSED*.

Annual meeting update: January 13th, 14th and 15th are the dates for the meeting at Rocky Hill, CT. Preliminary budget requests to all programs for 2012 for the November meeting. A request for representatives for the Mini Con in New York on Nov. 4th, 5th and 6th was made. Program Reports:

Club Racing by Jerry Rigoli:

Cheap Date had 190 pre-registered entries, 175 actual entries.

The Club Racing program appears to be ahead of budget projections at this date.

NHMS dates for 2012 are forthcoming.

July 2012 date to be NARRC event at NHMS.

Solicitation of new workers is ongoing.

Rally/RallyCross by Tim Chevalier and Chris Regan:

September, 17th, the Car Store Rally in Norwich VT will run as a Social rally due to the road damage from Tropical Storm Irene.

Chris Regan reported that he is currently negotiating to secure a RallyCross site in RI.

October 15th is the tentative date for the event

in Maine at The Rest and be Thankful Farm.

November's Covered Bridge Rally and RallyCross are tentative due to the road damage from Irene.

Solo Nationals report by Bill Gendron:

New England had three National Champions and lots of trophies, and a wedding.

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

There is income from Cheap Date at NHMS and on solo event at Devens. There are no outstanding bills and there is an outstanding refund from SCCA national for returned unsold GCRs and Solo rulebooks.

Membership by Paul Krysiak:

Regular membership as of September 14th is 2309, down 11 members.

30 members to date have opted out of printed **PIT TALK** and signed up for E-PIT TALK.

Treasurer's report by Lou Gingerella:

Our 2010 tax return has been filed.

An audit of the club's books is in progress.

Credit Card funds have been reconciled with the Club Racing Program

The treasure has requested an asset list from each program for any assets of \$250.00 in value and above for the November meeting.

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

Doug Fisher and Lou Gingerella will reconcile the RAL fund raising reports after the meeting.

Area 1 Director's Report by Dick Patullo:

The National Runoffs begin Next week. The new National web site is up.

New Track Committee Report by Dick Patullo:

The LLC brought a new potential investor the meeting, NER member, Fred Ferguson expressed and interest on becoming involved in developing the Palmer Motorsport Park Club racing facility. Fred was accompanied

by his lawyer, Jonathan Fryer (also an NER member) and his financial advisor Bob Cohen. There was a long and friendly discussion between the BOD members, LLC members and the members of Fred's 'TEAM'. It was agreed, in principal, that the LLC would work with due diligence with Fred's 'team' to work on details of an agreement. The meeting would be scheduled so as to be convenient for those parties to meet at the engineer's office in Longmeadow in mid September. It is expected that a letter of intent would be presented in 30 days and that an agreement could be brought to the BOD in no more than 90 days. Doug Fisher called for a 10 minute recess at 9:37 PM 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 October 2011 payment (Morrison/Regan) *PASSED*

Marketing Strategy by Paul Zahornasky:

Web site update, new volunteers are welcome to assist in various duties.

Paul will be seeking budget proposals for a professionally designed and managed web site.

Motion: to adjourn at 10:07 PM (Zahornasky/ Chevalier) *PASSED*

Respectfully submitted, Harold Denham, Secretary



Linda and Tom Fanning made their pilgrimage to the runoffs. Photo: Terri Roberts

October 12, 2011

The Board of Directors met at the Hampton Inn, Rte 12, Auburn, MA on Wednesday October 12, 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 were: Bruce Allen, Kathy Barnes, David Delgenio, Lou Gingerella, Jonathan Fryer, Paul Krysiak, Mark Monnar, Dick Patullo, Fred Ferguson, Mike Steere and Liz Winiarz. These minutes may not be in chronological order.

The meeting was called to order by Doug Fisher at 7:30 PM.

Motion: to adjourn to executive session for 30 minutes was made. (Zahornasky/Shields) *PASSED*

The open session of the meeting resumed at 7:58 PM. 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 appropriate \$5938.40 for the November 2011 payment (Morrison/Zahornasky) *PASSED*

Motion: was made to authorize the LLC to negotiate with any and all parties interested in the LLC and its holdings. (Morrison/Zahornasky) *PASSED*

Motion: was made to accept the minutes of the September 14th, 2011 meeting as corrected. (Gendron/Rigoli) *PASSED*.

Annual meeting update: January 13th, 14th and 15th are the dates for the meeting at Rocky Hill, CT. Room and food rates will be the same as 2011 meeting. Friday night may have a hospitality room depending on sponsorship. I-Racing is being considered again for the entertainment. 15th of Dec. is the cut off date for room rate. Registration by mail. There will be a push e-mail to all members via Constant Contact with meeting information.

Motion: was made to appropriate \$2300.00 to the Annual Meeting budget from the general fund, (this figure represents \$1.00/member as of October 2011 figures) (Morrison/Zahornasky) *PASSED*

A reminder was made for preliminary budget requests to all programs for 2012 for the November meeting, The rally/rallycross program has submitted its budget. RE Doug Fisher, Directors Trevor Hermance and Jerry Rigoli will be representatives for the Mini Con in New York on Nov. 4th, 5th and 6th.

Motion: was made to cover the expenses for these members for gas, tolls, event registration and lodging. (Morrison/Chevalier) *PASSED*
Program Reports:

Club Racing by Jerry Rigoli:

NHMS dates for 2012 are forthcoming.

Solicitation of new workers is ongoing.

June 8,9 2012 is the tentative date for the Lime Rock School/Race weekend

Rally/RallyCross by Tim Chevalier:

September, 17th, the Car Store Rally in Norwich VT was run as a Social rally due to the road damage from Tropical Storm Irene.

There was no September RallyCross in RI.

There was no event in Maine due to scheduling issues.

The Graveyard Shift rally will not be run due to road damage from Irene.

November's Covered Bridge Rally will run in spite of the damage to the roads from Irene.

The Covered Bridge RallyCross is tentative due to the damage from Irene.

New England Region had 8 members compete at the Nationals in Tulsa, OK. There were 3 trophies earned by New England members, including our first National Champion in RallyCross, Warren Elliot in Modified 4 wheel drive.

Solo via e-mail from Bob Davis:

Bob is negotiating with Devens for dates for next year. New people are being added to the solo board for 2012 Bob will be meeting with the personnel at Thompson Speedway for future events (2012) There were 122 entrants at the Oct. 10th event at Devens.

Merchandise: No Report

Membership via e-mail from Paul Krysiak:

Regular membership as of October 12th is 2289, down 23 members.

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

Area 1 Director's Report by Dick Patullo:

Entries at the National Runoffs were down this year.

Marketing Strategy by Paul Zahornasky:

Paul and Mark have met with a website designer to get a quote for new site design.

Front page/ landing page appeal with NER news, calendar, Facebook integration and advertisements.

An outline was presented including future goals of developing a mobile version of the site for smart phones and QR codes to link pages for ease of access. The goal is to have the web site landing page design ready for unveiling at the Annual Meeting.

Motion: was made to appropriate \$2000.00 for website design. (Gendron/Morrison) *PASSED*

BOD candidate bio's need to be sent to the Secretary, preferably via e-mail, to be forwarded to **Pit Talk**.

Motion: to adjourn at 9:49 (Chevalier/Gendron) *PASSED*

Respectfully submitted, Harold Denham,
Secretary

2012 Calendar

RACE

RALLY-X

Jan 21-22	Stafford Springs RallyX, Stafford Springs, CT
Feb 4,	NER @ NED, Epping, NH
Aug 5	RAL, TBA, NH
Oct 5-	RX National Championships, Tulsa, OK
Nov 4	Covered Bridge, TBA, VT
Dec 2	Wolf Chase, Ludlow, VT

RALLY

SOLO

CLASSIFIEDS

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

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

FF PARTS: Coil Over Springs: AFco 375 lbs/inch, 8 x 2 1/2, \$55.00; Blue Coil, 200 lbs/inch, 8 1/2, \$55.00; Blue Coil, 700 lbs inch, 8 x 2 1/2, \$55.00, Blue Coil, 500 lbs/inch, 10 x 2 1/2, \$55.00; Fulesafe Fuel cell, 8 gallon, probably needs a new bladder, \$50.00 Lynx side draft intake manifold for Ford crossflow Kent/Cortina 1500-1600. Uses single Webber 40 sidedraft, \$75.00 celani1@comcast.net or 802-899-3402

FC PINTO MOTOR: Quicksilver Pro 2.0 liter, purchased new, refreshed twice, lightened flywheel, iron head, + timed out but running strong when removed. \$3000. Andy (914)-536-4331 ralf41@gmail.com

1986 FORD E350 1-TON CARGO VAN, 35k actual miles, Canyon Red Metallic, 460 V8, C6 trans., DNE overdrive, 9,500 lbs GVWR, dual fuel tanks, sliding side door, Class V receiver, brake controller, rubber floor mat, recently serviced and in very good condition, original owner from new and asking \$3,000 O.B.O. Also have a Single Axle Open Trailer (perfect for FF, etc. up to 2,000 lbs) for \$300. Both located in Greenwich, CT. Happy to swap both for a 16-20 ft enclosed trailer in good condition. Please call Sandy at 203-979-8943 or write to: sgilliland@fieldpointprivate.com

NER/SCCA Merchandise Order

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

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

Make check payable to NER, SCCA

Name: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Telephone #: _____

Email address: _____

Mail order form w/check payable to:

NER, SCCA_
 Donna Stevens, NER Merchandise Program
 PO Box 1122, Merrimack NH 03054
 603-566-2774 (cell) email: donstev311@gmail.com
 NO CREDIT CARDS ACCEPTED

SCCA

Sports Car Club of America

Membership Application

Dear Prospective SCCA Member:

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

PLEASE PRINT OR TYPE

month day year

Name _____ Birth Date ____/____/____

Address _____ Telephone (____) _____

City _____ State _____ Zip _____

Married Single Spouse's Name _____

Member Number If Current Member _____

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

03 Name _____ Birth Date ____/____/____

04 Name _____ Birth Date ____/____/____

05 Name _____ Birth Date ____/____/____

06 Name _____ Birth Date ____/____/____

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

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

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

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

NATIONAL OFFICE USE ONLY		
C-	_____	\$
C-	_____	\$
C-	_____	\$
C-	_____	\$
C-	Source	\$

** May compete in rally and solo events; may be active in many race specialties.
 *** Please provide proof of active military duty.

Enclosed is my check or money order for \$ _____ U.S. Do not send cash.
 VISA No. _____ Expiration Date _____
 Mastercard No. _____ Expiration Date _____

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

New England Region #22

Applicant's Signature _____ Date _____

Covered Bridge 45, Road Rally Results, November 5, 2011

Class A Equipped

	Driver/Navigator	Make	Score	1AM	2AM	3AM	4AM	5AM	6AM	7AM	1PM	2PM	3PM	4PM	5PM	6PM	7PM
1T	Scott Beliveau/Chris Regan	toyota	56	11	1	5	3	5	4	3	5	3	1	4	1	2	8
1T	Adam Brodeur/Joshua Benner	Subaru	56	10	3	14	2	3	3	1	3	1	4	1	3	2	6
3T	Mike Mazoway/Frank T. Beyer	Subaru	62	4	4	6	6	5	1	3	14	3	4	0	1	2	9
3T	Michael Beliveau/Matthew Henry	Subaru	62	11	3	2	1	0	0	3	4	2	2	4	22	0	8
5	Mark Everett/Colin Lyle	Audi	119	15	1	9	9	45	4	5	6	4	9	2	3	6	1

Class S Stock

1	Nate Field/Sarah Norton	Subaru	231	5	15	9	6	29	20	8	5	5	23	35	8	6	82
2	Will Krouse/Scott Carlson	Subaru	487	44	23	99	42	21	11	15	12	10	40	5	5	32	128
3	Hal Denham/Steve McKelvie	GMC	558	28	96	33	151	5	17	4	0	41	22	2	21	9	129
4	Charlie Sunblade/Pego Mack	Subaru	708	0	74	10	79	76	200	14	1	50	96	11	11	4	82
5	Ramon Gonzalez/Gregory Viscomi	Audi	718	22	17	88	79	15	50	47	83	18	26	87	50	8	128
7	Steve Sartorelli/Cathy Sarortelli	BMW	772	14	28	42	200	9	103	47	121	61	3	7	38	69	30

Class D, Novice

1	Matt Flynn Christopher Nonis	Audi	717	110	53	12	44	127	48	3	60	104	61	3	3	45	44
2	Stephen Moore Joyce Bennett	Jeep	733	8	60	75	16	31	73	21	200	112	49	3	10	70	5
3	Carmen Gaeta Joseph Mahan	Nissan	737	19	191	76	53	35	3	26	36	29	60	39	5	37	128
4	Chang Ho Kim Kim Hapgood	Toyota	807	200	143	11	66	10	16	55	45	118	13	17	7	28	94
5	William Gregory Michelle Gregory	Audi	916	14	177	45	35	51	82	5	26	200	91	13	6	38	36
6	Dan Praetorius Jonathan Morgan	Subaru	1126	154	2	134	17	16	68	10	89	175	166	37	15	143	100
7	Bruce Cumsky Marc Cumsky	Jeep	1178	35	77	76	109	68	65	75	200	200	75	68	53	77	0
8	Jeff Martin Jeff Faber	VW	1206	200	51	200	59	31	130	42	27	200	32	73	65	26	70
9	Ryan Symancek Britney Dunay	Toyota	1249	200	200	55	120	138	141	2	21	69	25	94	103	54	27
10	Katie Most Jcky Bieniarz	VW	1259	200	77	200	56	117	73	55	57	37	165	117	8	19	78
11	Michael Landau Dan Huber	Dodge	1299	200	200	35	18	19	198	200	0	98	114	2	28	131	56
12	Kathy Moody Tyler Semple	Subaru	1403	200	23	101	164	83	200	45	200	87	28	87	101	54	30
13	James Haslam, Sr James Haslam, Jr	Chrysler	1472	200	200	200	198	15	200	20	2	48	33	200	55	101	200
14	Laura Piscitello Joe Piscitello	Subaru	1488	73	200	102	98	139	11	200	79	15	159	200	70	22	120
15	Nathan Hedberg Gabriel Ash	Porsche	1620	3	200	125	58	99	61	37	200	101	109	187	40	200	200
16	Casey LaCourse Matthew Seaver	Mitsubishi	1792	200	200	65	144	30	59	40	97	66	200	200	200	121	160
17	Carl Theodore Corwy Gustafson	Subaru	2652	97	200	200	200	200	200	155	200	200	200	200	200	200	200

Class CBJR

1	Jim Lewis/Doris Lewis	Subaru	234	XXX	XXX	XXX	XXX	XXX	XXX	XXX	64	2	12	11	43	30	72
2	John Seabrook/Leslie Seabrook	Honda	946	XXX	XXX	XXX	XXX	XXX	XXX	XXX	47	133	200	200	115	41	140
3	Frank Manzella/Barbara Manzella	Subaru	961	XXX	XXX	XXX	XXX	XXX	XXX	XXX	63	155	200	200	105	38	200

NER/SCCA 2011 Annual Meeting and Awards Banquet

January 13-15, 2012

Hartford/Rocky Hill Marriott, 100 Capital Boulevard, Rocky Hill, CT 06067

All members of New England Region are invited to attend the Annual Meeting weekend festivities:

Friday, January 12:

6:00 - 9:00 PM Check in
8:00 PM SENNA (NER members and Guests)

Saturday, January 14:

8:30 - 10:00 AM/11:30 - 12:30/5:00 - 6:00PM
Check in at the Hospitality Room
9:00 - Noon Club racing, Rally and Solo meetings
Training, Series Planning
TIME TBA iRacing Challenge
12:30 PM Volunteer Appreciation Lunch
2:00 PM NER Annual Meeting
6:00 PM Cocktail Hour, (Cash Bar)
7:00 PM Awards Banquet:
NER, Rally, Rally X, Solo and NERRC

Sunday, January 15, 2011

8:30 - 10:30 AM NER Board of Directors Meeting
10:30 - 12:30 PM NER Club Racing Board Meeting

Hotel Info:

Hartford/Rocky Hill Marriott

Room Reservations: 800-228-9290

Mention NER SCCA room rate at \$89.00

Room block held 'till December 20, 2011

www.marriott.com/hotels/travel.bdlrh?groupCode=carcar&app=resvliink&fromDate=1/13/12&toDate=1/15/12

Online code: CARCARA

NER SCCA Annual Meeting Weekend Registration

Mail Registration and Payment to:

Peg Dowd, 30 Summer St, Foxboro, MA 02035

Registration info: Peg Dowd (508) 543 6620

or peg.ner.registration@comcast.net

Event Info: Peg Dowd or Kathy Barnes (kjbarnes22@snet.net)

Registration and payment must be received by Friday January 6.

Reservation Form

Friday Jan. 13, 2012

SENNA - A documentary about Brazilian Formula One racing driver Ayrton Senna. Showing at 8:00 PM.

No charge for NER members and guests – reservations requested

Saturday Jan. 14, 2012

	Price	Number	Total
Volunteer Appreciation Lunch	\$27.00	_____	\$ _____
Volunteer Appreciation Lunch – use Track Incentive Program coupons (TIPS)	\$3.00	_____	_____
	plus 3 TIPS	#TIPS _____	\$ _____
Volunteer Appreciation Lunch Kids 10 and under	\$15.00	_____	\$ _____
Awards Banquet	\$48.00	_____	\$ _____
Awards Banquet - use Track Incentive Program Coupons (TIPS)	6 TIPS	#TIPS _____	_____
Awards Banquet Kids 10 and under	\$15.00	_____	\$ _____
Total Enclosed			\$ <input type="text"/>
TIPS Coupons Enclosed			<input type="text"/>

**LEGAL NOTICE:
Annual Meeting of the
Membership Announced**

The Annual Business Meeting of New England Region Sports Car Club of America, Inc. will be held Saturday, January 14, 2012, at 2:00PM for the election of Directors and any other business that may come before it.

The meeting will be held at the Hartford/Rocky Hill Marriott, 100 Capital Drive, Rocky Hill CT, 06067

All members having business which can lawfully be brought before the Board of Directors and the membership at this time, are asked to contact Doug Fisher, Regional Executive so an agenda may be prepared.

Name: _____ Membership # _____

Name for badge: _____ Other names: _____

Address _____

City _____ ST _____ Zip _____

Phone _____ Email _____

PIT TALK

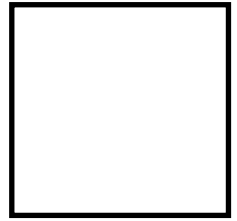
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