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New England Region
 Championships...

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CHIEF STARTER

TBD

Club Road Racing Report

—continued from page 7

profitability and insure their survival as a place to race. Rental rates are being reworked with a premium put on preferred time of year, on Friday and Saturday events and the extra costs incurred by the track for wheel-to-wheel events. According to Mr. Potter the base rents are increasing by 40%. Unfortunately for us, our events fall in to the premium categories so our increase will be more like 80%.

Tentatively the 2005 track rent will be \$20,500 per day with the anticipation of that increasing by \$3000 per day in 06 and 07. There was however an opportunity to reduce this with some cost containment work. As stated above part of our increase is due to the difference in the cost to the track of staffing and insuring a wheel-to-wheel event as opposed to a driver,s education day. State law mandates some of these costs and some are GCR requirements, but many are costs that may have just evolved as they would in any large organization. The racing regions will be working with the track to ferret out these unnecessary costs. Now I will save you some calculator time, with a 200-car national race this increase means about \$90-per-car and with a 250-car regional it would mean a \$70-per-car increase in entry fees for the regions to cover the new costs. I want to emphasize that this is being written based on an early November meeting and 60 days will have passed by the time you read this and the situation may have evolved.

On the weekend of November 20th, I was in the New Hampshire lakes region to attend the wedding of Dan Sheppard and Jaime Lentz. Yes, they went through with it in a wonderful celebration. The crowd was heavy with racers and a 5-minute warning was given before the ceremony. Instead of numbering the tables they were named after famous tracks. Congratulations to the Sheppards.

While in the neighborhood, Kris and Brian Mushnick and I toured the proposed Valley Motorsports Park in Tamworth, New Hampshire. We also had the opportunity to meet the new president, Lloyd Dahmen. Lloyd is replacing the previous president, entrepreneur Stephan Condodemetraky who is moving on to other projects. Mr. Dahmen is an investor in the project and a racing enthusiast particularly in European Milla Miglia type rallying.

The sight is a lovely setting although the terrain is rugged. It has been said that any track built there will resemble racing in alpine passes. While there are significant challenges, both political and engineering to be overcome and success is not guaranteed, I was impressed with Mr. Dahmen’s understanding of the task at hand and what needs to be done to make this track real. I am hopeful for their success, as they have certainly made more progress than any other local efforts to date.

Scott Dowd, NER’s new Chief of Tech has been busily planning for 2005. First, there is a tech training day on March 5 at Rick Hiland’s shop in Bow, NH for any Tech workers or anyone who would like to become one. Call Scott for more details. Two preseason tech inspections are scheduled as well. March 19 at the “KartTrack” in Windsor Locks, CT. and, April 2nd at Dick Shines, Walpole, MA. Both are 9:00 am - 3:00 pm.

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1991 MAZDA MIATA MX-5: White with white hardtop and black interior, 72,000 miles, car has never seen snow (from North Carolina) all original, ready to register or prep for SM, \$4,500.00 OBO mmeqliola@hotmail.com

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RE REPORT—Kathy Barnes, NER RE



Welcome to 2005. New England Region has a busy schedule lined up: RoadRally, RallyCross, Solo Events, Club Racing, Open House, Pre-

Season Tech events, Board meetings, and exhibits at shows to recruit new members. This list is missing one program that has long been a part of our Region: Performance Rally. Last fall, the National Board of Directors made the decision to cancel that program. In the mid-1980s, I went up to Vermont to work the Coolidge Forest ProRally. In the 1990s and later, I've been able to attend the Maine Forest Rally. Both of these were highly successful rallies: big fields, good purses, well-run events. We cheered for Carl Merrill and Paul Choiniere and Tim O'Neill as they each put their imprint on ProRally. The two people who should also be thanked for keeping NER involved in ProRally are John Buffum and Ted Goddard. They have organized and managed these events in the name of New England Region since the beginning. Right now, they are working to organize the 2005 Maine Forest Rally under a sanction from Rally America. They are seeking ways that NER members who have supported the event will still be able to do so. Our Rally Board will continue to evaluate opportunities with Maine Forest, while seeking counsel of SCCA to ensure that there will be no jeopardy for our charter.

Last month, two dozen NER members participated in the Northeast Division Mini-Convention. During the weekend, Club Racing schedules for NEDIV were proposed, Steve Fondakowski briefed Registrars and others on upcoming improvements for online

registration, and different groups discussed challenges faced by all Regions and shared solutions that have been utilized by some.

How do we retain members? How do we help our members become more involved? How can we provide more consistency between events? Can we work together to develop sites for Solo? We need more tracks to ensure that our Club Racing programs can be self-

—continued on page 21



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April	Mar 25	Apr 20

If deadlines prove too close for your event, please notify us and we will try to reserve area. Thank you.

WANNA' FLAG?

By Mack McCormack

Are you 16 -17 years old and already an SCCA member under your parent's family membership? Are you tired of sitting on the other side of the fence at the track? Do you want to get out where the action is? Have you ever thought what it would be like to work at a flag station or on the grid? It is easier than you think and you can do it! Here's how:

Minors 16 and 17 may work in the hot areas at a track event if they have "W's" stamped (front and back) on their membership license card. The "W" lets the registrar know that a minor waiver form is on file at the national office. The waiver states that your parent or legal guardian gives their permission for you to work in a hot track area. The minor waiver form is available only from the national office (not from the SCCA website) and a new form is required each year. Minor waiver forms must be notarized or witnessed by an SCCA member. The original minor waiver form has to be in the national office prior to the event and cannot be issued at the event. Faxed waivers are not valid. Members who are 18 and 19 years old do not need a waiver.

Once you have the proper "W" on your license, you can register as a worker at the front gate. The registrar will give you a "hot track" armband that allows you access to the pits, flag stations and grid. Then, on the morning of the event (usually between 7 and 8 AM at the cafeteria), see the Flag Chief for a station assignment before the official F&C meeting. You will be assigned to an experienced corner captain who will instruct you in the basics of flagging

(the F of F&C). Although, at first it may seem like a lot of information, none of it is complicated or hard to do. You will not be on station as an observer, but will immediately become an integral part of the team. As you gain experience and confidence in one skill, new skills will be added. By the end of the day, you will be amazed at how much you have learned. You will also realize that there is a lot more going on out there than you ever thought.



If you have a scanner, bring it along so that you can listen in on the communications network (the C in F&C). This is the means by which what is happening at each corner is relayed to central "Control." Control is located in the tower opposite the Start-Finish line. Also in the tower are the stewards who are running the event. They make all of the decisions, but they need good information to make the right decisions. Those decisions are based on information relayed from each corner station via Control. As you listen in on the network, you will become familiar with the types of calls and the jargon used on the "net". Everything that is reported by a station to control is recorded in a written log so it is important to be accurate and concise. As you become familiar and more confident with the way reports are made, you will take a turn as communicator. Unless you have

—continued on page 13

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 your region or the SCCA Membership Department, P.O. Box 19400, Topeka, KS, 66619-0400 or Paul Krysiak, Temporary NER Membership Chairman, 653 Shenipsit Lake Road, Tolland, CT 06084-2005

PLEASE PRINT OR TYPE

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

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

03	Name _____	Birth Date ____/____/____
04	Name _____	Birth Date ____/____/____
05	Name _____	Birth Date ____/____/____
06	Name _____	Birth Date ____/____/____

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

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

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

	Annual National dues	Annual Regional dues	Total
01 <input type="checkbox"/> Regular Member	\$55.00	\$20.00	\$ 75.00
03 <input type="checkbox"/> Spouse Member*	\$15.00	\$ 5.00	\$ 20.00
10 <input type="checkbox"/> Family Membership** First Gear	\$85.00	\$20.00	\$105.00 \$ 45.00

First Gear® Membership (you must be under the age of 21)

Birthdate____/____/____

Annual National dues	Annual Regional dues	Total
----------------------	----------------------	-------

* Spouse must be regular member's legal spouse.

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

*** Ability to hold all SCCA competition licenses.

☐ 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.

Applicant's Signature _____ Date _____

NER 2005 Calendar

ROAD RACING NATIONAL

April 30, May 1	NER	NHIS
June 10 & 11	MoHud	LRP
July 9 & 10	FLR	Watkins Glen
July 22 & 23	NNJR	LRP
August 6 & 7	Tri Region	Pocono
September 19-25	SCCA Runoffs	Mid-Ohio

ROAD RACING REGIONAL

April 17	NER	NHIS
May 7	NER	LRP
May 14 & 15	Double Regional	NNJR Pocono
June 25	NYR	LRP
July 9 & 10	Double Regional	NER NHIS
July 23 & 24		GLEN Watkins Glen
August 5 & 6		NNJR LRP
August 27 & 28	Regional & Enduro	NER NHIS
September 10 & 11	Double Regional	NER NHIS
September 17 & 18	Double Regional	FLR Watkins Glen
September 30, Oct. 1	Narrc Runoffs	INYN LRP
	Date change possible subject to whims of LRP pro racing schedule	
October 14, 15, 16	Regional, Enduro	GLEN Watkins Glen

DRIVER’S SCHOOLS/MISC.

March 19	Preseason Tech	
	KartTrack, 9am-3pm	Windsor Locks,Ct.
April 2	Preseason Tech	
	Dick Shines, 9am-3pm	Walpole, Ma.
April 15 & 16	Drivers School	NER NHIS
May 6	Drivers School	NER LRP
June 24	Drivers School	NYR LRP
Oct. 14,15	Drivers School	GLEN Watkins Glen

SOLO

Schedule for 2005 to be determined.

RALLY-X

Schedule for 2005 to be determined.



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Bill Goodale, Driver of Eminence & National Champion

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413-267-0904 or smallfortune@juno.com

NER ROAD RALLY CHAMPIONSHIP

Tentative as of 12 15 04

01/15/2005	Vermont Winter Rally	Burlington, VT
	John Buffum	
	librarally@aol.com,	
802-655-5768		
03/12/2005	Frost Heave	New Hampshire
	Scott Beliveau	
	beliveau@aavid.com,	
603-524-4305		
04/23/2005	Rights of Spring	New Hampshire
	Fred Mapplebeck	
	derfrally@aol.com,	
603-898-4778		
05/14/2005	Essex Ramble	NERRC
	Nick Sheckman	
	New Hampshire	
	phi@big.mahonkin.com, 617-628-3595	
06/25/2005	Big Lap	New Hampshire
	Scott Beliveau	
	beliveau@aavid.com,	
603-524-4305		
07/16/2005	Trunkmonkey Run	New Hampshire
	Chris Brenton/James Mackey	
	cbrenton@chrisbrenton.org, 603-472-9018	
	james@strange.net	
09/24/2005	Hal and Tim’s Excellent Rally	MA
	Hal Denham, HRDenham@aol.com	
	Tim Chevalier, tchevalier@	
	charter.net	
10/08/2005	Witches Brew (Trap Rally)	CT
	Ev Newton, een@cox.net	
10/2005	Trunkmonkey Midnight Run	NH
	Chris Brenton/James Mackey	
	cbrenton@chrisbrenton.org,	
603-472-9018		
	james@strange.net	
11/05/2005	Covered Bridge	VT
	Ted Goddard	
	tedgcb@tds.net, 802-263-5678	

NER ROAD RALLY SPECIAL EVENTS

04/02/2005	Cape Cod Old Timers Rally	
	Hyannis, MA	
	Janet and John Foley	
	jnutfoley@aol.com, 508-829-3348	
	SPECIAL GIMMICK SEARCH RALLY	
08/06/2005	Hurdle 2005	
	Southington, CT	
	Jon & Kelli Lamkins	
	hurdle.rally@cox.net, 860-621-5964	
08/26/2005	Rally Against Leukmia	Loudon, NH



The 2004 Covered Bridge RallyX was a great event; not because of any one person, but because of everyone involved!

The preliminary course layout was done Saturday night, following the rally awards, under headlight-lit conditions with help from Chris Brenton. Having 30 some-odd pre-registrations allowed that data to be input into the computer before Sunday. Ted Goddard and Kathy Moody handled walk-ins at the gate in a very timely fashion. The tech teams, Neal Blair, Bret Wilber, Jon Owens, and Allan Dennis had all cars teched by 8:45. Hal Denham and Rick Swan, safety stewards, placed the worker equipment at its positions, and final course setup and check was done by 9:00. Having all of those tasks completed before 9:00 allowed the drivers’ meeting to go off on time, and we were able to be running at 9:30, with our largest field of the year.

The corner workers were awesome, getting to the corners quickly at change-overs. This was the first event this year that I can honestly say that we did not have delays due to chasing down workers. A lot of folks chipped in during the course tweaks and the noon re-lay, especially the unheralded task of raking out the crossovers and transitions.

Timing and scoring teams worked well with the grid and starters to keep cars flowing through the course. Final timing checks and scoring were completed efficiently, just as pick-up and loading of the trailer finished. A well choreographed finish to the day.

Awards were presented at the Okemo lodge with complimentary coffee, hot chocolate and hot soup as a finishing touch to an exciting day. The food was courtesy of the sponsors that Ted has worked hard to get, and keep involved in the sport.

Thanks—Ted Goddard.

2004 has been a great year, with 10 events already completed. The CB RallyX was the most efficiently operated and run event of all, again, due, not in part, but wholly, to the participation of all. Let’s remember this event, and particularly, how easy and fun an event can be when everyone chips in. Thank you all !!!— Scott Beliveau

SCCA Club Racing Department Announces Revised Licensing Program

TOPEKA, Kan. (Nov.10, 2004) – Sports Car Club of America’s Club Racing Dept. has announced several changes to its licensing program that include pricing changes, new General Competition Rules mailing procedures, and online viewing of the GCR.

Starting Jan. 1, 2005, the annual license fee for National and Regional Competition Licenses will be \$75. The price increase from \$55 includes all previous benefits of competing in SCCA Club Racing events plus a complimentary copy of the latest edition of the GCR.

Scheduled to be released in January, the 2005 rulebook will be automatically mailed to all licensed competitors on record, including novices, whose permits will be \$110 for a two-year term.

Also beginning in January, SCCA’s official Web site, www.scca.com, will be the new home of the GCR, replacing the compact-disc version that had been distributed previously. Each section of the GCR will be listed as a separate file, so competitors can download only the sections they want.

As with the electronic file on the CD in previous years, the online version will not be considered an official document, but rather a reference. The hard copy of the GCR remains the official document.

To reach the SCCA Club Racing Department, call 800-770-2055 or send a fax to 785-232-7214.

Michael E. Dickerson —
Manager of Region Development and Support
Sports Car Club of America
PO Box 19400
Topeka, KS 66619
mdickerson@scca.com
800.770.2055, ext 358

Correction: The GT3 510 shown on page 16 of November’s Valvoline Runoffs issue is driven by Todd Walrich, who finished 20th.

Your Ad, In Color, In PIT TALK’s Annual Recruitment Issue.

Be part of the publication that sets the standard in SCCA recruitment publications.

Join **PIT TALK** in its Annual Recruitment issue for the month of February/March 05. Besides the usual mailing of over 3,200 targeted motorsports enthusiasts of the NER SCCA, the recruitment issue is used as a giveaway promotion at the Lime Rock Memorial Day Weekend event, The Busch North Event, and numerous other

Motorsports events throughout the year.

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HERE TO SPEAK MY

By Jon Lamkins

NASCAR Season Wrap-Up

The annual 10-month marathon now called the NASCAR Nextel Cup has finally ended. Here are my thoughts:

Format changes to the "Chase for the Championship" certainly did improve television ratings and make for an exciting championship battle that wasn't decided until the last lap of the final race.

The point system still rewards the consistent/lucky driver more than winning. Witness Kurt Busch winning the championship despite winning only 2 races. Jimmie Johnson won 8 races, including 4 in a row during the 10 race "Chase," but still finished second due to 2 bad finishes to Busch's 1 during the "Chase." This needs to be changed. For his part, Busch got lucky during the final race at Homestead, surviving a broken wheel, missing the Pit in wall by millimeters and a bad pit stop to finish a mediocre sixth to win the championship.



The ITC of Tom Klvana met with a little disturbance at the infamous turn 3 wall during the Pig Roast Weekend deluge. Photo:doug@the16V.com

You know from my previous rants that Kurt Busch is not one of my favorite drivers. I believe that the leadership provided by his crew chief, Jimmy Fennig, was the primary reason. While Busch was criticizing and yelling at his crew after the bad pit stop, it was Fennig who rallied the troops, kept them motivated,

and led them to victory. The crew had a lot to lose during that final race, so I suspect they acted professionally and put their personal thoughts about Busch's comments aside and performed to their potential. If Busch continues to act superior to his crew, don't be surprised if they tell him where to go via sub-par performances in the pits.

Many fans share my disdain for Mr. Busch. His attitude and behavior as the reigning champion and in subsequent years will do a lot to change this perception. Tony Stewart performed admirably as reigning champion in 2003, then reverted to his previous form in 2004. Busch seems to want people to think better of him. If he thought he was under the microscope before, this will only be magnified from now forward as he is held to the standard of NASCAR champion.

Auto Show

My father and I took our annual trip to the Hartford Auto Show in late November. I saw all the new models that I wanted to see and I was impressed by some. Even though he just bought a new car two months ago (Pontiac Vibe AWD), he still asked a million questions and attempted to catch the salespeople off guard.

Speaking of salespeople, the automaker's marketing folks used to place cars on a platform and have an attractive (usually female) model in clothing designed to attract your attention. Now they have product specialists. Invariably, these product specialists are attractive, young women, dressed modestly. These young women have been given training on the manufacturers' models with idea that a

prospective male buyer will be attracted to the young women and listen politely, while a prospective female buyer will be less intimidated speaking to another woman than a man.

Whether this is true or not, some manufacturers did a better job of training their specialists than others. GM's representative definitely knew what she was talking about and had been equipped with a holster full of briefing booklets to look up what she did not readily know. On the other hand, Kia's specialist couldn't remember that Kia offers a 10-year/100,000 mile warranty, one of their biggest selling points.

New Year's Resolution

By the time you read this, 2004 will be over and 2005 will have begun. And many of us will be making resolutions. In addition to any personal resolutions, I encourage you to resolve to do something for your club, the SCCA. What that is, I leave up to you. You could write articles about your specialty/area for **PIT TALK** (especially the promotion issue). If you've never worked at the track before, I suggest showing up early (7:00 am or sooner) at registration on qualifying or race day and volunteering. If you've never competed in a Rally, Rallycross, or SOLO II event, you should try it. It's inexpensive, you can use your street vehicle, and it's fun. If you can't think of something, you can contact the NER/SCCA Board of Directors, the Racing Board, the Rally Board, and/or the SOLO II board, introduce yourself and say you'd like to help/volunteer in some way, shape, or form.

Here's to a prosperous 2005
—Jon

New England Region, SCCA Board of Directors Meeting

November 10, 2004

Directors attending: Kathy Barnes, Paul Faford, Marianne Lyons, Doug McCormack, Mark Megliola, Stacey Sawyer, Jeremy Sheppard. Also attending: Nathan (Sam) Gardella, Robert Beaulieu, Chris Franson, Doug Koza, and Brian Mushnick. Meeting was called to order at 7:30 p.m.

The Secretary acknowledges that these minutes are not in chronological order.

Secretary's Report: Motion: Sheppard /Sawyer: to approve the minutes from the October 13, 2004 meeting. Approved.

Treasurer's Report: Sam Gardella, NER Treasurer, distributed and reviewed the Treasurer's report. All bills are currently paid. The access to bank accounts has been completed.

Motion: Megliola/McCormack: to approve the Treasurer's report. Passed.

Membership: We are current on mailings to new NER members. The last list from national is from the end of September. New members currently get a patch, stickers, and **PIT TALK** recruitment issue and the current issue of **PIT TALK**.

Solo: Net proceeds from the October 30th event are being donated to Hole-in-the-Wall Gang. There is an event schedule for next year. Entry fees will increase. Budget and board appointments are due at the December BOD meeting.

Club Racing: We received \$6,000 from LIME ROCK PARK as payment for staffing the Memorial Day weekend event, however, we are still owed the payment for staffing the 4th of July event. The track manager has advised us that the escrow account for paving the track does exist, but there is no scheduled time to do that. Club Racing is planning an Open House in the Concord, NH area in late February/early March 2005. Solo and Rally programs are invited to participate. The Concord area was chosen so car enthusiasts from this area would have a chance to find out what SCCA is all about.

The 2005 Club Racing budget was reviewed.

Motion: Megliola/Faford: to approve the 2005 Road Racing budget. Approved.

The 2005 Club Racing board recommendations were presented.

Motion: Lyons/Sheppard: to approve the 2005 NER Road Racing board. Approved.

Rally: Covered Bridge Rally had 34 cars start and 33 finished. Rallycross that weekend had 50 entrants. The 2005 NER rally schedule is being set. John Buffum would like to run a winter rally in conjunction with NER in January.

The 2005 Rally budget was reviewed.

Motion: Megliola/McCormack: to approve the 2005 NER rally budget. Approved.

The 2005 Road Rally board recommendations were presented.

Motion: Lyons/Sheppard: to approve the 2005 NER Road Rally board. Approved.

New Business: The secretary has received nomination papers from 5 people. Notice of the annual meeting in January shall be mailed to all members 45-14 days before the meeting. The annual meeting is to elect Directors and handle any other business that shall come before the Region.

Plans are being made for a work day to help organize archive materials for move to a different site. It is hoped that this will be accomplished before the end of the year.

Budgets:

PIT TALK: We are planning on having a recruitment issue again and running 6500 copies.

Motion: Sawyer/Megliola: to approve the 2005 Pit Talk budget as presented. Approved.

Motion: Sawyer/Faford: to approve the 2005 NER Board of Directors budget as presented. Approved.

Motion: Lyons/McCormack: to approve the 2005 NER Membership budget as presented. Approved.

Motion: Sawyer/Faford: to approve the 2005 NER Archivist budget as presented. Approved.

Motion: Sawyer/Faford: to approve the 2004 Annual Meeting budget as presented: Approved. Note: the amount does not include the annual meeting notification mailing costs.

Old Business:

PIT TALK Survey: Mark Megliola stated he had not had any response to the survey so far.

New Track Committee: There is a need to use some of the money appropriated this year to pay for permits, engineering and other expenses.

Motion: McCormack/Faford: to release portions of the previously approved funds as necessary with the approval of the Regional Executive and New Track Committee Chairperson. Approved.

Regional Achievement: National office sent a form that rates how regions fared in accomplishing 2004 goals. These goals are set at both a national and regional level. NER will submit form to the national office. This is used to decide the Regional Achievement award.

Website: Doug Koza has uploaded all the information from the old site and is in the process of redoing the site in a uniform manner. In this process he has found several viruses. Doug requests that the people responsible for the Rally and Solo portions of the website contact him with information they wish to keep on the new website. We are going to have one person responsible for posting all information on the website to insure uniformity. We have someone who will administer the new site on a new server. The current mailing lists will be kept and Rally is interested in getting a mailing list also. All Webmaster and domain name responsibilities need to be turned over to Doug.

Motion to adjourn to Executive session: Sawyer/McCormack. Approved.

Following the Executive Session, the meeting was adjourned.

Motion to adjourn: Megliola/Barnes. Approved.

Respectfully submitted, Marianne Lyons, Secretary

RALLY
ROUND-UP

By Jon Lamkins

Another year of rally has come and gone, and the next season is quickly approaching. Needless to say, things remain exciting in the TSD RoadRally world.

First, quick wrap-up of 2004. NER/SCCA hosted 6 Regional Championship events, 4 Novice Events, 1 Gimmick Rally, and a Rally School. Thanks to all organizers and workers for making 2004 another great year for rallying, we couldn't do it without you.

The 2005 TSD RoadRally season kicks off on January 15th or 22nd, when Rally legend John Buffum presents the Vermont Winter Rally. This nighttime, winter rally through the Vermont countryside could prove to be an event of epic proportions. On

Vermont SportsCar Covered Bridge Rally Results — Nov. 6, 2004

Ov.	Cl.	Car	CL	Driver and Navigator	Make	Total	18	3	18	S	Pat Leclerc	Honda	467
1	1	38	D	Scott Beliveau	RallyTruck	23					Pierre Leclerc		
				Kathy Moody			19	4	37	S	Michael Landau	Dodge	488
2	2	7	D	Fred Cochran	Subaru	27					Richard Sheffler		
				Peter Schneider			20	5	32	S	Diane Skoczylas	Toyota	508
3	3	1	D	Andy English	Subaru	48					Bill Skoczylas		
				Maryanne Rhodes			21	6	17	S	Jeffrey T. Daiker	Subaru	528
4	4	5	D	Stephanie Gosselin	Audi	58					Robert M. Ledbetter		
				Fred Mapplebeck			22	6	34	C	Cyrus Clark	Volvo	656
5	1	35	C	Steven Hunt	Honda	68					Andris Skulte		
				Lance Pickup			23	2	20	A	Chris Brenton	Subaru	696
6	1	39	A	Kevin Cresswell	Chevy	138					William Stearns		
				Lisa Cresswell			24	7	10	S	Dave Harris	Mitbubishi	798
7	5	3	D	Pego Mack	Subaru	173					Jan Cirillo		
				Steve Nelson			25	5	16	B	Steve Dorr	897	
8	1	9	B	Hal Denham	VW	188					Jane Lockett		
				Joe Kwiatkowski			26	6	23	B	Ray Wentzel	VW	911
9	2	12	B	Matt Kennedy	Subaru	216					Christine Wentzel		
				Josh Bresse			27	8	11	D	John-Paul Hunt		
10	2	36	C	Keith O'Reilly	Subaru	319					Paul Hunt		
				Philip Mueller			28	9	21	S	Arthur Chabot	Mitsubishi	1114
11	3	25	C	Gregory J Miller	Chevy	334					Michelle Distasio		
				Steve McKelvie			29	10	22	S	Michael Reavely	Jeep	1143
12	4	33	C	Steve Reeps	Audi	335					R. James Sheffler		
				Kevin RuFino			30	11	29	S	Brad Prester	Jeep	1480
13	3	14	B	Bob Lyle	Jeep	382					Rebecca Cook		
				Karen Lyle			31	12	24	S	Kevin Scott	SAAB	1516
14	1	26	S	Tina Toutain	Toyota	420					Susan Mellow		
				Tim Toutain			32	6	13	C	Sean Hoffert	VW	1805
15	2	27	S	Andrej Gaspari	BMW	454					Matt Alber		
				John Parsons			33	13	30	S	Chris Burns	Toyota	2231
16	4	15	B	Matthew Demicco	Mitsubishi	462					Nick Buck		
				Bill Halleck			34	14	31	S	Nathan Rogers	VW	2400
17	5	19	C	Tom Manning	Subaru	464					Toby Shannon		
				Don Chaloupa									

March 12th, Scott Beliveau gives us the first of our RoadRally/Rallycross weekends with Frost Heave in New Hampshire. This was a great winter event in 2004 and should prove to be the same in 2005. May 14th gives us Nick Sheckman's annual Essex Ramble RoadRally. The current plan for 2005 is to run the event as a Monte Rally in Massachusetts. The second RoadRally/Rallycross weekend gets to us on June 1st as Scott Beliveau presents the classic Big Lap Rally in New Hampshire. New in 2004, Chris Brenton and James Mackey's Trunkmonkey Rally moves to July in 2005 with a start in New Hampshire.

September and October 2005 bring us a Regional Championship with two trap rallies for the first time in over 10 years. Mark Rerick's classic Search for the Great Pumpkin is scheduled for September, running out of Sturbridge, MA while Ev Newton



gives us Witches Brew around Halloween in Northeast, CT. The season end on November 5th with Ted Goddard's Covered Bridge Rally.

The 2005 NER Novice Rally schedule currently has three events scheduled. The Lamkins family brings us Hurdle 2005 on August 6th out of Southington, CT. Scott Beliveau will put on Rally Against Leukemia as part of RAL weekend at the end of August. And the Riter family will give us another Cruisin' with St. Joe's on September 11th in Meriden, CT.

Last, but certainly not least, Janet and John Foley will again organize the Cape Cod Old Timers Gimmick Rally on April 5th.

If you have any questions or comments, please feel free to contact me at 860-621-5964, jon.lamkins@cox.net.

CLUB ROAD RACING REPORT

By Dick Patullo

In November, many meetings are held including the North East Division Convention which includes all SCCA Regions from New England to Washington DC to Buffalo. Most of the coordination between regions happens at these twice-yearly meetings. What follows are some of the highlights that are important.

Three significant awards were given to NER members for their contributions to the Division. The NESCCA Worker of the Year is given for support of the divisions racing program was this year presented to NER registrar and timing and scoring worker Terry Roberts. The Kendall Cup for long and distinguished service in support of the divisions

competition programs was given posthumously to Omer Norton. This was the first year for the Lynn Dehart Award, for long and distinguished efforts in the area of race administration, and was presented to Marianne Lyons. Well-earned congratulations to all.

The NESCCA Enduro Series, which includes our August NHIS 3-hour, was successful in 04 and expects more of the same in 05 although there is an effort to add more races at more tracks. There is also an effort to narrow the classes participating to only the classes that are running for year-end points. More as this develops.

The NARRC series continues as it was in 04. The series includes all of the regionals at Lime Rock,



Ray Blethen does a little curb-hopping in his ITB Audi. Photo: doug@the16V.com

NHIS and Pocono.

The four regions that race at Lime Rock spent a very long session meeting with new LRP General Manager, Steve Potter. Mr. Potter, a former Showroom Stock racer and newspaper sports columnist, took the reins of Lime Rock in the fall of this year replacing Michael Johnson. Previously, it was reported that the paving fund that we have been paying into no longer existed. Mr. Potter reported that

was an error. There is indeed an escrow account for paving, however it contains about 10% of the funds needed to repave. While it will be used when the track is eventually paved, there are no immediate plans to do this. There is a three-year plan to do improvements to the safety barriers.

There are some significant changes happening on the business side of LRP's operation in order to improve their

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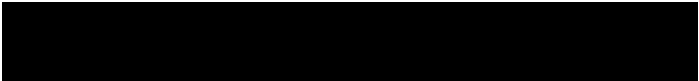
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Welcome to the first newsletter from Mack and I. For those of you who are now on our e-mail list this is how you will be receiving our latest updates and news regarding issues related to F+C (as well as the pages in **PIT TALK**) in the New England region. Mack and I felt that this would be the best way to give you the latest info as soon as we get it, as apposed to two or three times a year by mail. If you wish a more immediate update, and if you are not on our e-mail list and wish to be, or a person that should be, please contact us. Everyone else that is on the NER flaggers mailing list will continue to receive these updates via snail a few times a year.

2005 season dates:

March 12-13	Flag and Fire school	Lime Rock
April 16-17	Driver's School and Regional	NHIS
April 30- May 1	National	NHIS
May 6-8	Driver's School and Regional	Lime Rock
July 9-10	Double Regional	NHIS
August 27-28	Regional	NHIS
September 10-11	Double Regional	NHIS

Please note that no Pro dates are listed. At this time, NER is not going to be responsible for staffing any Pro races at LRP in 2005. Stay tuned!



Photo by: Fred Mahler

Flag and Fire School:

This will be a multi-region school with classroom sessions on Saturday and a possible track walk. Sunday will be the incident demos and fire demos. The track will have 3-5 old cars to crash simulate and to burn. If you have never been to a fire school before, (and I know many of you have not) you will really want to make it to this one. More info. on this will be forthcoming soon.

Finally: Welcome to all the new flaggers whom we met at the NARRCoffs and the people who have come aboard since then. We all look forward to working with you in 2005!

THANKS, MACK and FRED

The PIT TALK
Spin-of-the-Month,
Dec./Jan.

This appears to be the exit of the Esses and it certainly caught Louis Schlemmer a little off-guard while John Wicko takes evasive results.
Photo: Doug@the16V.com





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	Jason Smith	3rd	Philip Gott
3rd	Darryl Peck		
CFC		ITB	
1st	Doug Rocco	1st	Scott Carlson
2nd	Ron Ignatowski	2nd	Stephen Blethan
3rd	Phillip Picard	3rd	Paul Curran
EP		ITC	
1st	Mark Megliola	1st	Christopher Johnson
2nd	Nicholas Sealey	2nd	Andrew Appleton
3rd	Phil Hollenbeck	3rd	Brian Megliola
FA		ITS	
1st	Keegan Vansicklen	1st	Jeff Henderson
2nd	Bruce Allen	2nd	Ed Tisdale
3rd	Eric Erps	3rd	Nick Leverone
FC		NCF	
1st	Mark Nadler	1st	Robert Weiner
2d	Susan Brano	2d	Don Denomme
3rd	Alan D. Guibord	3rd	Geoffrey Rainville
SRF		Classes with no winners	
1st	Less McNeish	CSR, GP, DSR, F500, FM, F, GT2, GT4, GT5, CGT1, H, S2, CF	
2nd	Jeff Swann		
3rd	Christopher Caron		



RE REport
—continued from page 3
sustaining. Tough subjects and critical to the long-term success of our Club. None of them have black and white answers—that is what makes this job so challenging and so rewarding.

During the weekend, several awards were presented. Andrew Aquilante was recognized as the NEDIV Rookie of the Year and Mark Dennis as the Driver of the Year. The 2004 NESCCA Worker of the Year award was presented to Terry Roberts for her contributions to events on behalf of many regions as well as serving as Divisional Administrator for Registration. Marianne Lyons was honored with the Lynne DeHart Award for her long-term contributions to the NEDIV in many areas. Lynne was a woman I admired for her wide-ranging involvement in SCCA and I am glad that others like her will be recognized by NEDIV. The final presentation at the banquet was the Kendall Cup. It recognizes a person who has made outstanding effort to make road racing in NEDIV the best for all drivers. It is named in honor of Tommy Kendall. Omer Norton was chosen as the 2004 recipient.

Awards and recognitions are a way that we can thank our fellow members. Thank you for being part of good racing, thank you for making your part of the organization better, thank you for doing a little bit of many things and improving the sport, thank you for taking care of my problem so I can have some more fun in this club. Wouldn't it be better if we said "thanks"and "congratulations" on the spot instead of waiting for awards banquets! I think so.

Thank you for helping me enjoy the SCCA.

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Performance Rallying

Newsletter

As many of you are aware, SCCA has turned over the Performance Rally program to their partner Rally America. This changeover is in transition and there are many unanswered questions as to the actual operations of the events. Because the events in New England are in the later part of the year, there is time to work out all of the details.

SCCA did retain the RallyCross and RallySprint part of the program. RallyCross will continue on as it has. RallySprint is being developed at this time. There appears there will be 3 different levels of RallySprints which at this time I call 1, 2 and 3. From the early descriptions I have received, it appears that level 1 or 2 would be feasible for New England Region. As additional details become available, I will work with the NER Rally Board to see if they are feasible.

The old ClubRally and ProRally program, now known as "Rallys", will be sanctioned by Rally America. There will be a "National" Series and a "Regional" Series.

To quote Kathy Barnes, NER Regional Executive, "... I don't want to see Maine Forest Rally end...members to be involved with Maine Forest in 2005 and beyond. Right now, we are developing a set of questions that will need to be answered before any sort of commitment to the event can be made. We will have to re-define roles as a new sanction body, takes over the event...However we proceed, we will do so with approval from SCCA Risk Management - to ensure that we do not jeopardize our charter."

John Buffum and I are working on the 2005 events. There is a lot of work to be done. With the new Sanctioning body it is necessary to revisit all the landowners. We are planning on three events for 2005—Maine Forest Rally in July; Great North Woods in October; and Maine Winter in December.

I personally, I repeat personally, believe all the details will work out and New England Region will be involved in 2005. What is the exact form of involvement, I cannot say at this time. I can say that JB and I intend to put on the events if there is anyway possible.

I will keep you up-to-date as the details work out.

—Ted Goddard—

Next editorial deadline is February 5 for the February/March **RECRUITMENT** issue of PIT TALK.
Please submit your contributions on or before this deadline.
Mailing will be approximately the first of March

2004 NER/SCCA RallyCross Championship

Class 4M - Modified 4-wheel drive

Pos	First name	Last name	Event #1	#2	#3	#4	#5	#6	#7	#8	#9	Total	
1	Arthur	Chabot	0 (27)	30	30	27	27	0 (23)	30	30	27	27	228
2	Rick	Swan	0 (23)		25	30	25	27	23	27	23	25	205
3	Dave	Getchell	19	27	27			30	25	25	25		178
4	Dennis	Harrop				22	30	21	21	22	30	30	176
5	Dave	Harris	18			25	23	22	22	23		23	156
6	Chris	Regan	30	25	23		22		20		20		140
7	Chris	Brenton			22	18	21	25			22		108
8	Janice	Cirillo				19	18			21	21	21	100
9	Adrien	Cooper			21	20	19	1	19				80
10	Kathy	Moody						19	18		19	20	76

Class 4P - Production 4-wheel drive

1	1	Bret	Wilber	30	27		25	30	23	27	30		30	222
2	Scott	Beliveau	21	0 (19)	25	0 (19)	27	27	23	27	30	25	205	
3	Don	Grant	19		19	18	23	22	19	25	27	0 (17)	172	
4	Roger	Borlase	22		15	21	17	22	19	20			136	
5	Matt	Kennedy			20	27	30			30			23	130
6	Justin	Rich					16	21	21	25	23		16	122
7	Nickolay	Nemchuk	17			14	21		20		22			94
8	Chris	Nowinski			25	20	20				21			86
9	Emilio	Arce	23			30	27							80
10	Douglas	LeBlanc	20		23	16					20			79

Class 2M - Modified front-wheel drive

1	Geoff	Clark	30	25	25	30	25	0 (21)	27	0 (23)	30	27	219
2	Ed	McNelly	27	27	30	23	30	0 (18)	21	27	25		210
3	Neal	Blair		23	0 (19)	22	27	27	22	25	23	23	192
4	Walter	Clark			16		23	25	23	22			109
5	Seth	Strait			21	27	22			30			100
6	Tim	Chevalier	22		23	25					27		97
7	Brian	Goss						23	30			30	83
8	Noah	Bly	25	30		21							76
9	Tim	Duggan			22				25				47
10	Chris	Duplessis	23					17					40

Class 2P - Production front-wheel drive

1	Harold	Denham		30	27	30	27	27	0 (21)	27	22	27	217
2	Erik	Lee	27	27	25			25	25	25	30		184
3	Alan	Moody				27	25	23	27	30	27		159
4	Chris	Burns			21	25					22	16	84
5	Josh	Teresco					30			23		30	83
6	Nathan	Rogers				23					25	19	67
6	Chris	Rizzon					22			20		25	67
7	Charley	Able		30					30				60
8	Sean	Oliver				22					18	14	54
9	Zack	Wolkoff	30		22								52
10	Tim	Gadbois	21	25									46

Class RD - Rear-wheel drive

1	Marius	Monea		23	27	27	27	25	27	27	27	27	210
1	Kory	Rooks		30	30	30		30	30	30	30	30	210
3	Tim	Chevalier					30	27					57
4	Duncan	Matlack					25			25			50
5	Matt	Holland		27									27
6	Ethan	Maas		25									25
6	Ion	Basaraga										25	25
7	Randy	Bernal					23						23
7	Allen	Spinney								23			23
7	Nicholas	Bock									23		23

* A competitors 8 highest scoring events were used to determine the championship placement per the NER Supplemental Regs.

Scores shown as "0 (XX)" were the discarded scores.

Event # TEN: Covered Bridge RallyCross

By Scott Beliveau

Covered Bridge RallyCross, Event #10 at Okemo

The sixth Covered Bridge RallyCross ran Sunday November 7, following Saturday's 38th running of the Covered Bridge RoadRally. Forty-nine contestants battled at Okemo Mountain's blue lot hoping to capture a coveted Vermont Marble award. Both events of the weekend benefited from the dual event format as rallyists stayed around for the rallyx and rallyxers teamed up to run the TSD rally.

The surface at Okemo was smooth, rock free, and had a better constitution than many of the series' other sites. This helped minimize downtime to manicure the course, and allowed three different courses to be used during the day. When the final run was complete and the times totaled, all was good in rallyx world. The 2wd classes had closely bunched times throughout, with the modifieds only about five seconds faster than the production rides. The top rear-wheel-drive car even beat the top production car.

In one of the tighter-class battles of the day, the top four cars in the 2wd modified class were within 7 seconds. Rally driver Brian Goss, Dodge Neon, topped the bunch, edging fellow rally driver Geoff Clark, Saab 99, by a little over a second. Third place was captured by Allan Dennis, Dodge Neon. Neal Blair, VW GTI, and Austin Cate, Dodge Neon, rounded out the top five. Kory Rooks, Toyota Supra, dominated the rear-wheel-drive class, beating Mike Monea, BMW 325i. Kory's time was only two seconds off of Goss' time! Having the dubious honor of being awarded "DLBF" on the day was Nicholas Bock in a rwd Toyota Tacoma.

Josh Teresco piloted his Saab 99 to the head of the class in 2wd production. Hal Denham, VW GTI and Safety Steward, was three seconds back of Teresco. Third place was awarded to the same car that took first in class, this time, driven by Chris Rizzon, a second back of Denham. Newcomer Ryan Higbee, VW Jetta, missed a podium finish by only two seconds.

The four-wheel-modified class was tough as usual. On any given day it could be Chabot, Swan or Harrop ending up on the top step. Class champ for the Covered Bridge RallyX was Dennis Harrop, Subaru WRX. Dennis clocked three of the fast runs of the day. Four



Dennis Harrop drives through the muck (above), while Geoff Clark kicks it up winning in the 2WD modified class (masthead.) All photos, this spread: Scott Beliveau

seconds back, in the middle of a Subaru sandwich, was Arthur Chabot, Mitsubishi Gallant VR-4. Rick Swan, Subaru WRX, was third.

The hardest fought contest at Okemo occurred in the four-wheel-production class. At lunch, Bret Wilber led Scott Beliveau by a little more than a second. Matt Kennedy was another half second back. Chris Brenton was in fourth; the maiden voyage for his brand new Subaru STI. The afternoon featured a longer course and higher speeds which opened the door for errors. Beliveau and Kennedy each collected two cones in the afternoon. Bret Wilber, Subaru Impreza 2.5RS, held on for the class win, and placed fourth overall for the day. Brenton had a clean day in his new ride, and took advantage of the others' errors to slip into second, two seconds back. Beliveau, Toyota Tacoma, trailed Brenton by a second for third. Kennedy, Subaru Legacy, hung on for a fourth-place finish.

The operation of the event was the smoothest ever. This is directly attributable to the help of many in the operation of the day's activities. Thanks to all!! Awards were given at the ski lodge over coffee, soup and hot chocolate, provided by event sponsors. As the 2005 RallyCross season approaches, there are a few blanks on the schedule. If you have ideas for rallyx sites, contact Scott Beliveau.

One of the comments that is regularly heard in motorsports is, "Brand X has all the advantages in the Rules. If you don't have one, don't bother to show up." This leads to the dreaded car-of-the-year disease. There are always people who point to any successful driver and say, "It's obvious he has all the breaks because he's (short, tall, ric, young, etc.)" and then describe what they did instead of going to Nationals to drive against them. My favorite example of this kind of whining concerns "Ahnold," the new Governor of CA. When he became a big star, everyone was talking about his great accent, how it set him apart from the crowd. Of course, this was the same accent that was described as his biggest drawback when he tried to begin his career!

There is no doubt that certain decisions on which weapon to bring to the racetrack can impact your results, but most often, the fast combination has much more to do with How Hard you work tuning your combination of driver and car than What car you decide to drive. The easiest way to illustrate this phenomenon is to contrast two good drivers in different cars and different classes. As an example, I will use Chris F's Miata and Chang HK's Civic. On paper, the Miata ought to bury the Civic every weekend. But, often, there is little difference between them. On a season-long basis these two well prepared and driven cars, beat each other about the same number of times. The reason for this is: while CF's car comes well set up from the factory, only needing some fine tuning, CHK has worked hard within the rules to change his "grocery getter" into a very quick solo ride. The difference is not \$, nor is it inherent engineering design. The results follow a simple rule: Effort = Results. While the Honda needs more work to get there, they can both be excellent solo cars and each driver can take pride in doing the work to get them there.

...just follow
one simple
rule:

Effort =
Results...

The Effort Equation can be applied to driving as well as setup. A number of years ago, while many current solo drivers were still tuning their bicycles, an NER member named Jack Duane had a Firebird with an anemic 2.8 liter V-6 motor. He raced it hard and often, working as much on overcoming the shortfalls of his car, as well as, tuning it for solo. He took the car to Salina, KS and won the National Championship in G stock. His hard work had paid off. The rulesmakers then decided that the 145 HP, 3200 lb. car belonged in F stock, since it was so obviously the killer car in G stock. However, because of the work that Jack had put into his combination, he had a couple more trophy finishes at Nationals, even with a tremendous power-to-weight handicap.

Here are a few ideas on how to begin...

FIRST: You need to commit to fresh tires for the season. No matter what you run, Azenis' to Hoosier slicks, they have a finite life. If you don't keep up with the tire wear, at some point, you will find yourself adjusting the car to make up for the tires.

SECOND: All cars benefit from the lowest possible rotating mass. Whether this means wheels, a light flywheel or a shorter tire, removing rotating mass makes a noticeable difference.



Bill's Notes on Flying Solo #34 THE EFFORT EQUATION

THIRD: Get the driver cinched down. If the driver is sliding around in the seat or harness it is impossible to get the most from your driving.

FOURTH: Ask for advice from the fast guys. Whether it is Bill Goodale, Kate Barnes or Nate Whipple, don't be afraid to ask questions. They love this sport just like you and would love to share their enthusiasm.

So, the next time you look at your beloved ride, the car that everyone says hasn't a chance, and try to decide whether to continue, sell out or quit, remember this: Fast cars, even in the top classes (A mod!), are not winners out of the box. They take work! That work is what separates the Solo drivers from the guys reading Motor Trend and think they know it all. The effort invested

is an integral component of racing, and seeing the progress you have made with that new sway bar, alignment or driver adjustment is the basis for your accomplishment in this sport. When you have made a change, understand why you made it, and see it work (or not), the satisfaction is both tremendous and well-deserved.

See you at the Races—Bill Gendron

Bill Gendron is a 30+ year Solo driver and a winner of the 1997 B-modified national and 1998 & 1999 Stirling Moss titles. He designed and built the 1999 overall champion Dragon F1 at his small

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Randy Bell, Outlaw Late Model - Manadnock Speedway
Darryl Peck, American Sedan - Lime Rock
Richard Gleason, ITB - Lime Rock
Kevin Eastman, A / Experimental off road - Southwick
Travis Downey, A / Experimental Ironman - Southwick
Rich Droller, N / Club Ford - Lime Rock
Robert Willis, Historic Gr 2 - Lime Rock, NHIS, Pocono
Rich Fortunato, D/SR - Lime Rock



SM 2004 champion, Jason Levesque



AS 2004 champion, Tom Urban

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COVERED BRIDGE RallyX—November 7, 2004

Pos.	Driver	Car #	Car	CL.	Cls	OV.	Total Times (including penalties)						
							Time	Run 1	Run 2	Run 3	Run 4	Run 5	
1	Brian Goss	125	Dodge Neon	2M	10	1	227.416	44.785	47.329	29.378	52.334	53.59	
2	Geoff Clark	919	Saab 99			2M	12	2	228.722	43.054	46.435	33.329 52.852	
53.052				3	Allan Dennis	108		Dodge Neon	2M	16	3	233.265	
47.500		46.991	30.127	52.101	56.546			4		Neal Blair	356	VW GTI 2M	
17	4	234.824	48.479	47.049	29.029	56.358		53.909			5	Austin Cate	
251	Dodge Neon	2M	22	5	239.651	47.037	47.101	32.543	56.763	56.207		6	David
Souza		103	Dodge Neon	2M	23	6	239.706	49.388	48.831	33.842	52.814	54.831	
7	Brian Dennis		104	Dodge Neon	2M	27		7	241.164	48.426	49.701	30.673	55.475
56.889				8	David Dennis	102		Dodge Neon	2M	35	8	253.262	
51.854		53.425	32.892	55.215	59.876			9	Kevin Dennis		101	Dodge Neon	
2M	36	9	254.300	51.951	52.481	34.096		57.495	58.277			10	Don Wetcher
359	96 VW Golf	2M	37	10	255.233	48.240	50.576	31.819	58.070	66.528			
1	Josh Teresco	112	Saab 99	2P	20	1	237.969	47.243	47.357	30.438	56.321	56.61	
2	Harold Denham		32	VW GTI 8V		2P		25	2	239.998	48.641	48.911	32.840
53.814		55.792			3	Chris Rizzon		113	Saab 99	2P	29	3	246.310
48.662		49.280	31.997	56.027	60.344			4		Ryan Higbee		114	VW Jetta
2P	32	4	248.392	50.601	46.797	31.120		59.346	60.528			5	Cole Van
Horn	999	Chevy Cavalier	2p	34	5	249.031		51.390	50.469	32.891	58.187	56.094	
6	Robert Roposa	105	Dodge Neon	2P	38	6	256.974	53.571	53.745	33.254	57.423	58.981	
7	Mitch Holmes		666	Chevy Cavalier	2P	40		7	259.377	53.959	54.587	32.915	59.636
58.28				8	Nathan Rogers			357	VW Jetta	2P	42	8	259.974
48.609		52.686	35.796	59.172	63.711			9	John Jay	120	VW Golf	2P	
43	9	261.838	50.218	52.497	31.666	66.863		60.594			10	Joe Kwiatkowski	
132	VW TI		2P	44	10	270.116	56.041	54.441	35.357	64.576	59.701		11
Chris Burns		422	VW Jetta	2P	45	11	270.173	55.262	55.305	35.686	59.065	64.855	
12	Keith Rittleff	117	VW Jetta		2P	47		12	279.710	58.131	58.955	38.775	61.898
61.951				13	Sean Oliver	822		VW Jetta		2P	48	13	281.636
51.501		79.787	33.664	58.948	57.736								
1	Dennis Harrop	18	Subaru WRX	4M	1	1	208.095	40.786	40.672	29.310	46.814	50.513	
2	Arthur Chabot		51	Mitsubishi Galant	4M	2		2	211.967	42.315	42.004	30.234	47.631
49.783				3	Rick Swan	14		Subaru WRX		4M	3	3	218.552
42.621		42.059	31.343	51.170	51.359			4	David Harris		1	Mitubishi Galant	
4M	7	4	224.023	42.370	45.321	31.409		52.668	52.255			5	Matt Demicco
107	Mitsubishi Galant	4M	8	5	224.492	44.969	44.484	31.389	49.817	53.833		6	Janice
Cirillo		11	Mitsubishi Galant	4M	15	6	233.146	46.906	46.029	32.975	52.264	54.972	
7	Kathy Moody		158	Subaru Impreza RS	4M	18		7	235.976	48.829	44.969	33.745	54.674
53.759													
1	Bret Wilber	26	Subaru 2.5RS	4P	4	1	219.453	42.726	42.001	29.815	52.917	51.994	
2	Chris Brenton		72	Subaru WRX	4P	5		2	221.626	45.604	44.025	31.525	49.520
50.952				3	Scott Beliveau	91		Toyota Tacoma		4P	6	3	222.622
41.766		42.858	31.547	54.439	52.012			4	Matt Kennedy		44	Subaru Legacy	
4P	9	4	224.498	43.165	42.578	31.146		54.664	52.945			5	David Baker
111	Eagle Talon		4p	11	5	227.807	42.603	42.046	38.135	52.582	52.441		6
Tom Manning		900	Subaru Forrester	4P	14	6	232.021	44.421	44.830	33.020	51.858	57.892	
7	Jonathan Owens		25	Subaru Impreza RS	4P	19		7	237.593	46.048	46.473	31.635	58.240
55.197													
8	Sarah Grenier	737	Subaru RS	4P	21	8	239.119	48.897	44.600	34.502	54.772	56.348	
9	Greg Miller	119	Chevy Pick-Up	4P	24	9		239.777	46.918	46.140	34.249	53.999	58.471
		10	Don Grant		16	Subaru WRX		4P	26	10	240.507	48.060	49.594
36.522		52.019	54.312			11	Justin Rich	523	Subaru WRX STi	4P	28	11	246.140
45.920		55.029	33.797	54.145	57.249			12	Adam Martin		944	Eagle Talon	
4P		30	12	246.672	45.886	47.487		34.410	56.376	62.513		13	A.
Helfred-Hilliker		47	VW Golf R32	4P	31	13	246.740	51.729	45.350	32.280	59.863	57.518	

Trunkmonkey Midnight Run Rally



By Chris Brenton

You just don't realize how much time and planning goes into organizing a road rally till you try and do one yourself. On the surface, it seems like it should be pretty easy. Just drive around, create a set of instructions, make some copies and you are set to go, right? Not even close! I now have a new found appreciation of the time, dedication and sacrifice that every rallymaster puts into organizing a successful NER road rally.

In Augus, it became clear that the two scheduled NER October road rallies were not going to happen. With this in mind, James Mackey and Chris Brenton of Team Trunkmonkey offered to create an event to fill the void. I mean, with two rally masters and two whole months to get organized, how hard could it be? We also had the added bonus that James had already logged countless hours identifying fun driving roads between Manchester and Keene. New Hampshire with Kris Marciniak.

To make a long story short, it was a lot harder than we thought. The fun began just in identifying a good route. Its a lot harder than

you may think to find lots of roads that people will find interesting to drive without the roads being too dangerous. You then have to figure out how to string these roads together into a 140-mile "course." Add in the fact that we had roads we knew would be more fun in the daylight, while others would be more fun in the dark. Timing became crucial as well. Did you know that the eight-mile road leading into Roxbury, NH "center" ends in a cul-de-sac? We found that out the hard way. It took nine revisions of the rally notes before we felt comfortable handing them out to competitors. The result was 136 miles, 50% of which were dirt, spread out over 14 checkpoints. Approximately 2/3 of the rally was run in the dark, meaning this was the only NER night rally for the 2004 season.

The effort, however, seemed to be more than worth it. 15 teams turned out to try their hand at the 6-hour

course. For one of the teams, James White and Jennifer Sayers, it was their first event and they were unsure if their car would pass tech inspection. It quickly became clear that their brakes would not be safe for navigating the course. Luckily for James and Jennifer, they were running a Subaru, for which Team Trunkmonkey stocks an abundance of spare parts. Some borrowed brake pads and one slightly used rotor later, and they were ready for the event and on time to boot. James and Jennifer took Dead Last But Finished (DLBF), but given it was a night rally and that they finished at all, says they can have a future in road rallying.

Some cross pollination took place as some of the NER Rallycross drivers turned out to try their hand at a road rally. Arthur Chabot and David Harris were scoring well through the first three checkpoints, when tragedy struck in the form of a broken fan belt. With no way to charge the electrical system during a night rally, they were forced to withdraw. The team of Adrien and James Cooper faired better in their 300ZX (Adrien normally runs a Subaru RS in Rallycross).

They placed 11th overall 4th in Novice class, and even scored a zero on one of the legs! Not bad for their first event. The final Rallycross team, Matt Kennedy and Joshua Bresse came in with 431 points. This placed them 7th overall and 2nd in class C. Pretty impressive score when you consider that class C specifies that no odometer can be used, not even the stock unit.

Of course, the fact that Matt and Joshua took second in class C hints that another team did even better with no odometer. That was lucky car number 13 which consisted of Laurel Richman and Nick Sheckman who scored 2nd overall, and 1st in class C. Their score? An amazing 142 points! This included one leg of 80 points. Remove this one bad leg and they would have a score that a class A team could be proud of.

Other overachievers of the night included Barb and Kermit Brunelle. Fresh off of taking the top spot at the RAL road rally, they proved it was not a fluke by scoring 238 points to take 5th overall and 1st in novice class. Just beating them out in overall standings, and taking the win in stock class, was the team of Greg Miller and Steve McKelvie. The "big yellow truck" brought them in with a total of 216 points. Of course, it was no surprise that the top spot fell to the team of Fred Mapplebeck and Paul Gosselin. They finished the 135-mile course with just 18 points (that's 11 seconds off of "perfect time"). They had one leg of 6 points, but a majority of the checkpoints were scored at 1 point or less. A spectacular finish to a very long and hard rally.

The System Auditing, Network Security Institute (www.sans.org) proved to be a very gracious sponsor of the event. All entrants that pre-registered received their very own "trunk monkey" to help maintain ballast in the rear or



SS 2004 champion, Matt Murray



FS 2004 champion, Russ Siggelkoe



STS 2004 champion, Nate Whipple



EM 2004 champion, Rick Russell

2004 Team Challenge Team Results:

Best Team Assembled by Creators (Points): Team Meatloaf (25)

Best Team Name: A Bunch of Old Guys and Chuck

Costume/Theme: The Wingnuts

Top Finisher by Points: Civics 101 (33)

Team Lovely		A Bunch of Old Guys and Chuck		Nikolay Nemchuk	9
Josh Parker	4			Adam Murano	3
Sam Creasey	1	Charlie Levesque	9	Rob Murano	2
Dan Cernese	6	Jason Levesque	9	Matt Kogan	1
Brandon Kimmens	2	Paul Zahornasky	2	Total:	15
Total:	13	Joe Bellofatto	1		
		Total:	21	Team Boy Band	
Team Meatloaf		Boston BMWCCA Mac Attack		Jay Miller	4
Grant Reeve	9			Jeff Strong	6
Neil Schelly	4	John MacDonald	4	Russ Siggelkoe	6
Michael Benedict	6	Cara Ness	6	Ben Avant	1
Ken Montonishi	6	Steve Hazard	4	Total:	17
Total:	25	Kevin Camire	3		
		Total:	17	Team Yay!	
Team Waterlogged		Team BS		Jeff Martynuska	4
Philip Tongue	6			Malcolm Lawson	4
Josh Hess	3	Etgar Nerenberg	9	Kyle Disque	4
Mark Chessick	3	Diane Hall	6	Judith Lawson	3
Dan Dalessio	4	Mark Hoffmann	4	Total:	15
Total:	16	Jason Bundas	6		
		Total:	25	Team Japan	
What Parade?		Civics 101		Mike Siripong	1
Dan Parent	3			Hugh McHaffie	2
David Sturru	1	Chang Ho Kim	6	Ryan McHaffie	3
Charles Moss	1	Nate Whipple	9	Tal Schwartz	2
David Tyrell	3	Cliff Strout	9	Total:	8
Total:	8	Keith Casey	9		
		Total:	33	PPA: "Pylon Protection Agency"	
Less Torque than Grant's Car		The "W"itches in Charge		Ron Adams	1
Chris Franson	9			Aleksey Alekseyev	3
Nelson Antunes	4	Stacey Sawyer	6	Yeagon Drozdov	1
Rob Sereny	9	Tyson Sawyer	9	Allison Metzler	1
Matt Heller	9	Jocelyn Sharp	6	Total:	6
Total:	31	Mark Goodale	9		
		Total:	30	Team Happy	
The Wingnuts		Ford Club Folks		Joe Kraetsch	4
Danny Mehl	6			Bob Lang	2
Doug Medley	6	Barb Seeger	4	Adam Duff	2
Eric Harten	3	Jeff Seeger	9	Kenneth Shih	1
Tim Hauser	4	Mark Chambers	4	Total:	9
Total:	19	Steve Childs	9		
		Total:	26	Team Hidey Ho	
Team Origami		Black and Silver		Ned Sparrow	1
Charlie Wong	4			Allen Parker	6
Wiley Cox	9			Matthew Lyons	6
Sandy Orenstein	1			Patrick McParland	1
Chris Cannon	4			Total:	14
Total:	18				

Team Challenge
—continued from page 14

The “team” aspect took on some new dimensions. For example, there was a team that appeared to use pretty much every car that Chang Ho Kim has raced during the last few years.

Team Origami showed up in costume. We only saw one person in a kilt and Charlie Wong was dressed as a cowboy.

Ben Avant managed to get his hand on the Vincent CM Van Diemen. Ben and co-driver Charles Moss followed the lead of the Sawyers and skipped the rain tires to even the field out. With slicks and a wet surface, this led to some really interesting spins! Especially considering that both drivers had never driven a formula car or slick tires in the wet before. Not to be outdone, the Mark Chessick Van Diemen was also on slicks. John MacDonald co-piloted the green and yellow rocket. There were seven drivers in CM in real CM cars!. There were also a couple of cars that got bumped into CM.

Speaking of spins, there was a brief period where it seemed that there was a contest to see who could boot the finish line lights the furthest. One driver to make an attempt was Matt “Junior” Kogan in the Lang TR6. Once the lights were reset things went okay ‘till Chessick decided to see if he could get some more “distance.” Fortunately, the lights survived so that we could continue to run the event.

Team Civics 101 wound up on top based on three class first places and one second. Jason Levesque made an awesome last run with a 52 and change run... this was in a borrowed “Fun Hondas” SM car beating car owner Chang Ho Kim. Kieth Casey PAXed out on top in the Fun Hondas’ STX Civic.

FTD went to Tyson Sawyer with a 48 and change run. This was pretty impressive considering that it was wet and Ty was on slicks. Make that very impressive.

The event also featured a new method of recording the times directly to the computer. This eliminated one T&S step of auditing the times and allowed the announcer access to the data in real time. This was a pretty impressive demonstration and thanks go out to the T&S folks that figured this feature out.

Another subtle change at the event is that new Solo Chair Jocelyn Sharp was at the helm with Mark Goodale running the event. Great job both of you!

Due to the low turnout, the amount of money raised for The Hole In the Wall Camps was only about \$80.

Well, another season in the books. While you read this, there’ll likely be snow on the ground and the first event of 2005 will seem a long way off. Don’t be lulled into a false sense of securitystart planning your 2005 season NOW.

Anyone want to caravan to Toledo in June?



ASP 2004 champion, Bill Goodale



FM 2004 champion, Bob Lang



ES 2004 champion, Joe Kraetsch



FM 2004 champion, John MacDonald

their car (if you are not familiar with the performance benefits of a trunkmonkey, see www.trunkmonkey.com for full details). They also received an adjustable clip light to help the co-driver read the rally notes during the night portion of the event. All entrants received a SANS pen and highlighter to make up the rally notes, as well as free “spirits” and food at the trophy party. As if that was not enough, extra trophies where handed out in novice class as an incentive for folks to come back to future NER events.

Of course. it was not just the rally masters that worked hard at making this event a success. Scott Beliveau donated countless hours to the event in the form of two safety and mileage checks, as well as error checking of all the paperwork including the rally notes. Keith Casey (of AutoX fame), William Stearns, Kelly and Sean Sosik-Hamor (rally car #762), Kory Marciniak, Brian Knapp, Ian Bowers, Andrea Brenton, and again Scott Beliveau, all donated time to work checkpoints.

The checkpoint teams had their share of “fun” at the event as well. Local police showed up at four different checkpoints to find out what was going on. In two cases, they were blocking the checkpoint timing gear requiring the checkpoint workers to do some quick but polite talking to get them out of the way. We even had a number of locals turn up at some of the checkpoints to watch what was going on. Note to self: next year, designate “spectator” areas at each of the checkpoints. Of course, the most interesting obstacle was that checkpoint team 2 (consisting of Scott and William) had a van full of slightly tipsy women try to tempt them away from their checkpoint position. They never wavered from their post. At least that’s what they told me and they’re sticking to their story.

Look for another Trunkmonkey event at the same time next year!

WANNA’ FLAG

—continued from page 4

previous experience with radio communications, most new flaggers find “phones” the hardest job to feel comfortable doing. With practice and experience, it will all become second nature.

So what can you do between now and the start of the next racing season? First of all, make sure that your minor waiver is on file at the SCCA office in Topeka, and that your SCCA membership card has a “W” on both sides. Without that “W” you can’t get near the action. Next, mark your calendar for the Flagging and Fire/Rescue School to be given as a joint effort by NER, NYR, NNJR and Mod-Hud regions at Lime Rock Park in March 2005. Check later issues of **PIT TALK** for the exact date. Finally, come out for the first event of the 2005 NER calendar, April 15-17, for a double driver’s school and regional at NHIS. Come join us in the action and fun; be a part of the F&C team. We look forward to meeting you and teaching you to be a great flagger.

Trunkmonkey Midnight Run - Scoring

Driver	Co-Driver	Class	Car #	Car
Final Score				
Stephanie Gosselin	Fred Mapplebeck	A	1	2000 Audi A4Q
Ramon Gonzalez	Gregory Viscomi	A	3	02 BMW 325Xi
Arthur Chabot	David Harris	A	12	91 Mitsu Galant
Laurel Richman	Nicholas Shectman	C	13	98 Saturn SL2
Matt Kennedy	Josh Bressem	C	14	91 Subaru Legacy
Barb Brunelle	Kermit Brunelle	D	11	03 VW Jetta
Michael Jackle	Keith Dupont	D	5	02 Subaru Impreza RS
Peter Lewis	Kathi Lewis	D	10	01 Audi TT
Adrien Cooper	James Cooper	D	8	93 Nissan 300ZX
Michael Reaverly	R. James Scheffler	D	2	2000 Jeep Wrangler
James White	Jenny Sayers	D	7	98 Subaru RS Coupe
Greg Miller	Steve McKelvie	S	6	Truck
Howie Lyhte	Lisa Lyhte	S	9	01 Toyota Rav4
Keith Oreilly	Philip Mueller	S	15	90 Subaru Legacy
Kevin Davis	Jon McMamon	S	4	02 Subaru WRX
Rally Masters:	James Mackey, Chris Brenton			
Checkpoints:	Keith Casey, William Stearns, Kelly Sosik-Hamor, Sean Sosik-Hamor, Kory Marciniak, Brian Knapp, Ian Bowers, Andrea Brenton, Scott Beliveau			
Scoring:	Scott Beliveau, William Stearns, Chris Brenton			
Safety/				
Mileage check:	Scott Beliveau			



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AP 2004 champion, Charles Levesque
All photos: Bob Lang

Team Challenge, October 30, 2004

By Bob Lang

The 2004 edition of the Solo 2 “team challenge” was a great ending to the season. Although the weather played a role in the results, the event featured a fun course and lots of great competition.

The weather forecast was for showers and temperatures in the mid-40’s... not exactly ideal conditions for an autocross. The showers wound up being light drizzle most of the day with a few bouts of heavy drizzle. The soaking rain held off literally until just after the last run was finished. The temperatures also held in the lower 50’s. So it wasn’t an Indian Summer-fun day, but it wasn’t a shiver fest either.

Eighty drivers took to the Paul Zahornasky course and got 5 attempts (three in the morning, two in the afternoon). Instead of using the entire “loop”, the course was limited to the upper cross runway and taxi area over by the hanger. An additional “treat” was the use of a section of the runway not normally used for SCCA events. The course used some of the dips and crests in the pavement to test the drivers’ ability with several off-camber turn-in points. This led to some interesting spins indeed.

The course started with a tire-warmer and then a left sweeper onto the taxiway, followed by a fairly wide-open slalom. This terminated into a left-right-left offset onto the hanger apron heading toward the hanger. The last left was off-camber and turned out to be a “lift and die” type corner for some of the cars. There were then a series of small offsets which terminated in a fairly wide turnaround. Paul was careful not to include the section of the apron formerly known as “Lake Devens” during the 2003 team challenge event. After the turnaround, you headed back through the offsets you had just driven through, but at the offset camber turn you headed left-ish toward the upper taxi-way. There was a 90 left and then an offset and then a long right sweeper. The neat thing about this section was that the grip never went away there all day, even in the wet! Next was a medium slalom terminating in a right turn onto the cross runway. The last feature was a gate that if you set up the right turn properly set you up for a nice straight to the finish. If you got it wrong, it was really easy to spin through the lights. More on this later.

Due to low turnout, there was a lot of class bumping. The folks that planned managed to get the minimum of three cars to make a class. The folks that didn’t plan managed to get bumped in a big way. There was an FP car running in CM. What? There were NO E Mod cars???

—continued on page 16



EP 2004 champion, Brian Levesque



DS 2004 champion, Byron Flagg



HS 2004 champion, Chang Ho Kim



ESP 2004 champion, Charles Moss



CS 2004 champion, Chris Franson



DM 2004 champion, Dave Maldari



DSP 2004 champion, Don Vandenburg



BS2004 champion, Etgar Nerenberg

The 2004 NER Solo 2 Champions

#	Class	Driver
19	SS	Matt Murray
165	AS	Tom Urban
13	BS	Etgar Nerenberg
23	CS	Chris Franson
77	DS	Byron Flagg
9	ES	Joe Kraetsch
42	FS	Russ Siggelkoe
13	GS	Josh Parker
24	HS	Chang Ho Kim
12	DSP	Don Vandenburg
20	ESP	Charles Moss
1	FSP	Sal Estacio
10	AP	Charlie Levesque
11	EP	Brian Levesque
40	FP	Robert Lang
38	AM	William Goodale
46	CM	Tyson Sawyer
159	DM	David Maldari
86	EM	Rick Russell
16	FM	John MacDonald
32	STS	Nate Whipple
94	STX	Mike Shields
39	SM	Jason Levesque
59	F125	Paul Bowin
58	FJ1	Sarah Bowin
5	FJ2	Jeff Maldari
22	Novice Stock	Matt Heller
7	Novice non-Stock	Jason Carroll