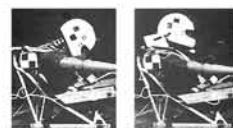




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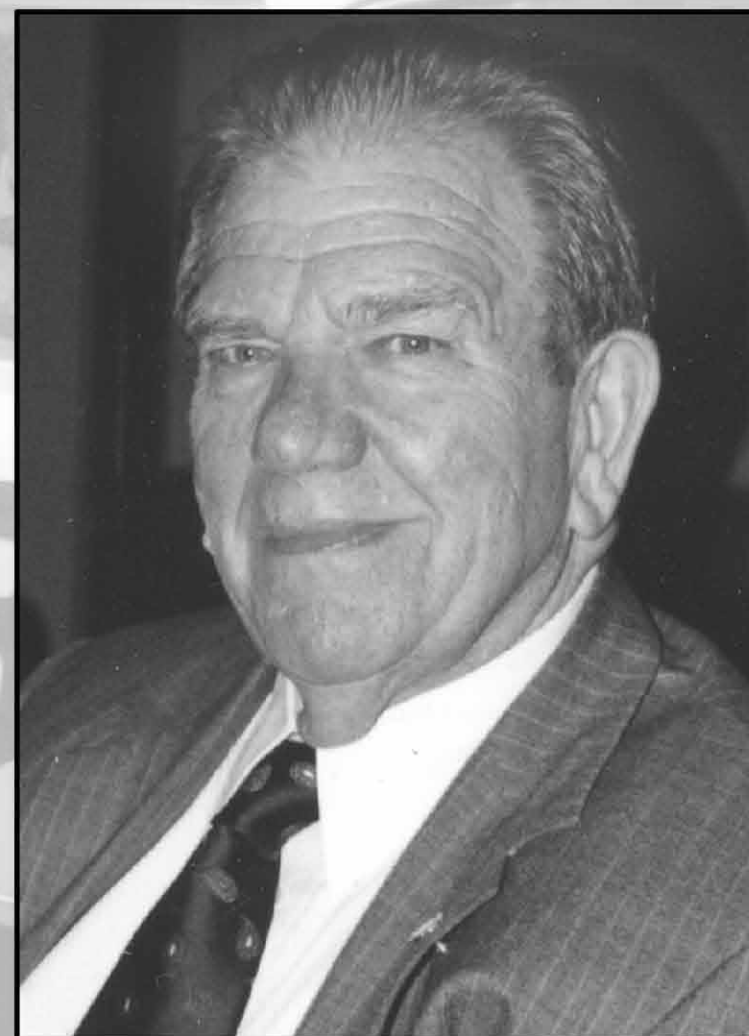


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VOLUME 60, NUMBER 9

OCTOBER 2004



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1928 — 2004**

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phi@tcne.net

RE REPORT—Kathy Barnes, NER RE



Championship events. Winning is only part of the attraction.

This year NER had over 30 competitors at the Tire Rack SCCA Solo II National Championships, 40 competitors at the

SCCA Runoffs presented by Kohler and 15 NER workers supporting that event. We also had friends, family and crews supporting the competitors.

At both events, a person mentioned to me that NER had no champions this year. I disagree with both of them—NER may not have had winners of first place trophies—but we had a lot of people who did their best, drove their hardest, worked for hours to make safe and fun events for drivers, achieved their goals and went home with plans for next year. Congratulations to all of you—from Brian Levesque in E Prepared to Larry Dulude in SSC to Tom Fanning as an F&C worker to the Podujes, whose schedule always includes the Runoffs. Later this fall, Raymond and Stephen Blethen and others will be heading to Atlanta for the ARRC—they will be taking with them NER stickers for our members competing there and will be showing the NER banner to the world. Thanks for being part of New England Region.

For most of our programs, fall brings the end of competition. For one part of our Solo community, it is a beginning. That part is the students who participate in the Formula SAE (Society of Automotive Engineers) projects at colleges throughout New England. At our September 5th event, I spent some time with the latest group from Worcester Polytechnic Institute (WPI). We talked about some of the challenges faced by the program and some ways that our Region might help. The FSAE teams design, build and develop a car for the annual competition in May. Some schools face financial challenges for the program, some would benefit from alumni advisors, and some need coaching in the competition aspects of the program.

I offered to do some recruiting for them. Here is the request: WPI



Congratulations to Matt Roberts for finishing second at this year's Valvoline runoffs. A full report will appear in the November issue of PIT TALK. Photo: Randy McKee

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"...As the racecars and track bags are put away - we are all planning for what we will do better next year..."

alumni—contact me if you would be able to help the team in any way—even in formatting some long range team development. Perhaps one of these years, we might get a local team on the top at the national competition (which is not just about racing) and then on to the Solo II Nationals. Maybe we will even get back to having several schools taking part in our events locally. If your alma mater has a FSAE program - maybe you can help.

As the racecars and track bags are put away - we are all planning for what we

—continued on page 23

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Please observe the closing dates below:

Issue	Closing	Mailing (±)
May	April 25	May 20
June	May 25	June 20
July	June 25	July 20
August	July 25	Aug 20
September	Aug 25	Sept 20
October	Sep 25	Oct 20
November	Oct 25	Nov 20
December/Jan*	Dec 5	Jan 6
Feb/Mar*	Feb 5	Feb 25
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.

By Dick Patullo

NER has wrapped up its 2004 road racing season, and by almost all measurements it was a very successful season. 3 drivers schools, a 3-hour enduro, 7 regionals, 2 nationals plus primary staffing for 2 pro weekends kept the Road Racing Board busy. Car counts have been very good and finances are sound. This was Brian Mushnick's first year as the RRB chairman, and with the help of his lovely wife and supporter Christine, did a very good job. There is a lot more to making our racing program run well than most all of you realize, so I think it is appropriate to ask for two things. When you see Brian or Chris, thank them for a great year, and then ask what you can do to help.

The one area where we need improvement is in recruiting and retaining workers. Corner Workers are where the most critical shortages are. We have been close to not running a couple of times at New Hampshire. We desperately need to find a way to attract new people. What can you do? We need to recruit at shows and events, particularly within an hour of NHIS. Do you know of shows, fairs or other exhibits in the area? Are you willing to work events such as these to help attract volunteers? Are you willing to show your car at events like this? If so contact us. If not, why not?

Race chairs are another area that we need to attract some new people. Each weekend, we need two to three people to handle logistics such as the end of day parties and worker snacks. Pick one weekend and offer to help out. As with all our volunteer jobs, on- the-job training is provided. We provide everything you need.

The RRB meets around once a month in Auburn MA on Friday night. The board consists of the chief of each worker specialty and driver representatives. We have been trying to include at least one driver from each race group. We are still in need of drivers from small bore/SRF, fast formula and Miata. No one from these groups has stepped forward to represent you.

I want to thank all the drivers, crews and volunteers that made this a great year for New England Region Road Racing. Planning has already started to make 2005 even greater.

Upcoming meetings:

Nov. 19. 7:30 p.m., Best Western Hotel, Rt. 12 Auburn MA

**NER Annual Meeting and Road Racing Awards—
January 8th, Rocky Hill, Ct.**



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Membership Report — June 2004

Members joining New England Region in June 04:

Jeremy Anderson	Providence, RI
George Bailey	Old Greenwich, CT
Paul Balser,	Westport, CT
Randy Bemal	Manchester, NH
Douglas T. Blake	Milford, CT
James Bottomley	Poughkeepsie, NY
Bryan P. Bowerman	Farmington, CT
Tom Brand	Manchester, CT
Scott, Judith, & Maureen Butler	Hyde Park, NY
Scott Cote	Hopkinton, NH
Patrick Dietz	Riverside, CT
Kristen Donaldson	Chicago, IL
William N. Doyle	Saugus, MA
Larry Duane	Dorchester, MA
Paul D. Ethier	Brattleboro, VT
Donald, Ingrid, Ben, & Joe Fiege	Red Hook, NY
Melanie Fitzgerald	Torrington, CT
Mark A. Freeman, Sr.	Milford, CT
Tina Golden	Wallingford, CT
Thor Holth	Old Lyme, CT
Hector J. Inirio	Methuen, MA
Jason Johns	Danbury, CT
Tommy Juliano, Jr.	New Haven, CT
Stephen Jung	Storrs, CT
Brianna M. Keefer	Duanesburg, NY
Jamie Kekelsen	Manchester, CT
Wyatt Knox	Franconia, NH
Chris Komar	Springfield, VT
Lee Leftitt	Needham, MA
Frank Martinelli	Woodbury, CT
Jack, Jacquelyn, Patrick & Debbie Matava,	Unionville, CT
Eric Mayhew	Hamden, CT



Omer and Georgina, Annual Meeting 2003. Photo: Bob Beaulieu

Members celebrating membership anniversaries in June 2004:

48 Years	Jim Haynes	21 Years	Joseph S. Milazzo
45 Years	Robert C. Miller		Howard Sklar
35 Years	Robert Wood, Jr.	20 Years	David F. Hall
32 Years	Peter H. Becker		Nancy J. Moore
	Edward B. Hyland		Elizabeth H. Scannell
	Joseph W. Marcinski	15 Years	Karen D. Freeman
29 Years	Laurence Dignan		Bud Matakaetis
	Bruce Kapsten		David C. Seuss
	Paul T. White		Priscilla Seuss
28 Years	Marianne C. Lyons	10 Years	James D. Bourn
27 Years	Michael M. Sullivan		Jeffrey Bump
25 Years	Ralph E. Crowel		Eric M. Curran
24 Years	Edward A. Haigh		Dean C. Drinkwater
	Joakim A. Mount		Joshua C. Hart
	Richard Varsell		Thomas King
23 Years	Alan E. Merchanthouse		Jimmie Lockton, Jr.
	Brian F. Morton		James McElroy, Jr.
22 Years	Scott Jessurun		Robert S. Raposo
	Linda Kogan		Lance D. Smith

Salvador E. Medina	Buzzards Bay, MA	Janice Smith	Upton, MA
Christopher J. Mills,	Norton, MA	Kevin, Matthew, & Terry Sweeney,	Stamford, CT
Jeffrey A. Mohnkern	Middletown, CT	Eamon Sweeny	Dorchester, MA
Keith Y. Mortensen	New Milford, CT	Matthew J. Thomas	Hingham, MA
John Murdoch	Niantic, CT	Jeffrey Ventura	New Bedford, MA
Michael Nelson,	W. Redding, CT	Gergoroy Viscomi	Guilford, CT
Anthony Oliver	Yarmouth, ME	Elaine & Peter Ward, Jr.	Watervliet, NY
James A. Parsons	Mt Arlington, NJ	Marie H. Weber	Easton, CT
Daniel S. Pavlick	Woodbury, CT		
Timothy J. Pinkham	E. Boothbay, ME	Family Members:	
Patrick J. Quigley, Jr.	Carver, MA	Louis Schlemmer	Danbury, CT
Caitlin Rega	Newburg, NY	has added Rose, Michael and Marris.	
Peter Salisbury	Troy, NY	Omer Norton—Membership Chairman	
Charles & Christopher	Compond, NY		

PLEASE NOTE:
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860.875.0254 (fax)
pkrysi0kb@snet.net

Please address changes to Paul.

CHANGE OF ADDRESS

A reminder that you should inform Paul Krysiak with changes of address when you advise the National Office of any moves. Depending on when you advise the National Office, it may be as long as two months before the change happens on the region's mailing list. It is also a help if you can provide the Zip + four with your change.

2004 NER ROAD RACING
Competition Board Meeting Schedule

November 19

All Comp Board meetings are on Friday, at the Best Western Hotel, Rt 12, Auburn, MA and will start at 7:30 PM. Meetings are open to the general membership, however due to time constraints, only items on the agenda will be discussed. If there is an item you would like placed on the agenda, please contact the Comp Board Chairman.

NER 2004 Calendar

ROAD RACING NATIONAL ROAD RACING REGIONAL DRIVER'S SCHOOLS/MISC.

New tentative schedule In November's PIT TALK.

SOLO

Schedule for 2005 to be determined.

NER ROAD RALLY Championship

Nov. 6 **Vermont SportsCar Covered Bridge** Okemo, VT
The 38th running of NER's premier RoadRally event.
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SPECIAL RALLY EVENTS

PERFORMANCE RALLY

Dec. 5 Maine Forest Winter ClubRally **CANCELLED**
Performance Rally Workers: Please contact Ted Goddard and submit your name, address and phone contacts.

RALLY-X

Nov. 7 **Vermont SportsCar Covered Bridge RallyX** Site TBA.
Organizer: Ted Goddard, PO Box 267, 5568 Rt. 106
Perkinsville, VT 05151 • 802-263-5678
tedgcb@aol.com

Dec. 5 **Maine Forest Winter RallyX** site TBA
in conjunction with MFW ClubRally.
Organizer needed.

For more information, check the web site: www.ner.org/Rally/rallycross.html. RallyCross Chair: Scott Beliveau, 603.524.4305, beliveau@aavid.com

Next editorial deadline is October 25 for the November issue of PIT TALK.

Please submit your contributions on or before this deadline.
Mailing will be approximately the 25th of November.

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By: Fred Mahler

*Hide not your talents,
they for use were made.*

*Whats a sun-dial in the shade?
—Ben Franklin*

Hi there, my name is Fred Mahler, and along with Mack McCormack, we are the flag chiefs for the New England region beginning with the 2005 season.

We would first like to thank Scott and Sandy Taber for intrusting us with the responsibility of heading up a great bunch of flaggers like we have in this region. Sandy and Scott have done a wonderful job organizing our corner workers for the last three years including an exceptionally busy 2004 season, in which NER held 9 race weekends, featuring two, 3 day pro events. We will do our best to keep up the level of professionalism they have shown during their stint as flag chiefs.

Secondly, we would like to thank Bob

Beaulieu for allowing us space (in his award winning regional publication) to vent, beg, pander, and otherwise showcase our need for assistance to succeed in this new role for both of us. Also, many thanks to Bob for coming out and working with us at NHIS for the last two events. It was great to have him back.

As most of you know, our lack of getting enough flaggers to staff our events at NHIS is well documented, so I will not bore you with the details. Bottom line, (whether it's geography or other wise) we need your help. Keep an eye on this column for new developments regarding this and other flagging issues. If any of you in this large club of ours have any ideas on how we



Outgoing F&C chairpersons, Scott and Sandy Tabor, receive an award of gratitude from new F&C co-chairpersons, Fred Mahler, (far left) and Mack McCormick (far right.) Well-done, Tabor!

Photo: Doug@the16V.com

can make the worker base we presently have, stronger and more involved, please let us know. We can be reached at (860) 379-9225 or at fredmahler@rcn.com. Mack and I are getting lots of good feedback. We would love to hear from you.

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Omer Norton, 1928—2004

Fifty-One year member NER, SCCA, Inc.

Friday afternoon, October 1st was a perfect early fall day. Warm sunshine, clear air, the leaves just starting to change alongside the quiet back country roads of Northeastern Connecticut. Here, sitting and standing on a grassy knoll, with his GT-5 Mini cooper serving as a backdrop, a tight group of 150 family members, SCCA family, and the Masons paid their respect and memorialized a man well loved by many. Omer Norton... Husband, father, grandfather, and without a doubt, New England Region's own patriarch...

The following is the Eulogy read by Cindy Norton Rummel, Omer's daughter.

For Dad - Omer H. Norton, Jr.

Dad wished for this day to be a day of celebration. How fitting, as throughout his lifetime, he gave us so very much to celebrate.

One of the first persons I met upon joining SCCA in 1957 was Omer. I went to Lime Rock in the Summer (first Lime Rock Race?) and volunteered to flag. Omer was the Flag Marshal. From that time on Omer and my paths crossed many times over the years. He was my mentor, friend, critic in all aspects of what I did within NER. Because he did not seek the spotlight, there are many within NER who had no knowledge of how involved he was. Whatever your interest - Race, Rally, Solo - as a competitor or administrator, he was there to help. Omer was the perfect example of what makes NER the family it is. Whatever event I attend in the future I will feel the loss. Omer I will miss you

Ted Goddard

As everyone who knows Dad is well aware, racing was his life, and it has become the lives of two more generations. Dad started Buddy and I racing Quarter Midgits in the 1960s—Dad was our mechanic and coach, and he proudly towed our race cars with a Morris Minor on an open double-decker trailer to places like the Cohanzie Fire Department in Waterford, Silver City, Meriden and the Goshen Fair.

It became Dad's turn to race in 1968, when he took the Red Mini to an SCCA Driver's School at George Weaver's old Thompson track. Shortly thereafter, he teamed up with a group of individuals, who like Dad, have been described as robust—Leuch, Jimmy, and Herbie—all of whom raced Minis—to form Team Broadseat. I only wish we still had a copy of their logo—an Elephant racing on

a skateboard with one or two wheels up in the air.

In 1973, Dad set Buddy up in his first race car—the black G-Production Spitfire, that he also first raced at Thompson. You see, Dad gave each of the choice upon high school graduation—he would finance either a college education or driver's school. Dad was wise enough to know that you can learn as much



Omer was a man of many talents. Throughout his fifty plus years with NER SCCA he served in many ways. Flagger, Starter, Driver, Regional Executive, Board Member and of course, Membership Chairman! Here, it's the early sixties and Omer flags the finish of an event.

time Niagara Falls, Road Atlanta and of course New Hampshire.

Q. Have you been involved in any other ways with in SCCA?

A. I have been Membership Chair, Merchandise Chair, Race Chair, Event Chair (Auto Show for close to 10yrs). I'm also on the STPR Pro Rally Committee. So I'm pretty active in the region.

Q. Tell me about your family, are any of them involved in the club?

A. Well I'm single, I was married once 25 years ago. My dad, who passed away 8yrs ago, died of cancer. He was a mechanic at a Chevy dealership,

In fact my parents met there! So cars were always around, but no one was into sports cars. My mom and 2 sisters still live within 5 miles of each other and I have a brother in NC.

Q. What do you do in real life, what

are some of your other interests?

A. I work for a place named Bags Unlimited, we sell archival storage materials for records, magazines, posters and cd's. I have been the main computer processing person for almost 10 years. I collect cat nick knacks, Hot Wheels & Matchbox cars and just try to keep up in the housework built up from a full summer of working every weekend from April to the end of Oct.

Barbara certainly is one of SCCA's hardcore workers. Thank you for coming to New Hampshire and helping to make club racing so successful.

FROM THE RE

— continued from page 3

will do better next year. In our house we have the list for car improvements the list for driver development and the never-ending discussion of how much we want to be involved next year - which events to work, which to race, how to make it all better. NER's program boards are doing their post-season reviews and have scheduled planning sessions to improve next year's events. The time to share what you would like to help improve in our programs is NOW! Share your knowledge, enthusiasm and ability. Please.

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WORKER OF THE EVENT

By Dick Patullo

Introducing Flagger Barbara Lissow, NER's worker of the event for the August Race Against Leukemia at New Hampshire International Speedway let's learn a little about Barbara who traveled from upstate New York to work our event.

Q. You have been a member of Finger Lakes Region for 22 years. How did you first get involved in SCCA?

A. I started with a road rally flyer at a bar I went to. That was a van club fun run, but I met some folks from the Triumph Touring Club of Rochester. Most of them were also SCCA. So I started with rally and then went to F&C. The most fun is always the fun people you meet.

Q. What do you like most about being a flagger? What are the hardest or least pleasant parts? What keeps you coming back—why is this fun?

A. Travel is one of the hardest parts, and with F & C, the weather is always the tough part. Sometimes my car is so



That's Barbara Lissow, The RAL Worker-of-the-Event, doing NER's own version of a fan dance. Photo: Roz Rosintaski

packed with clothes I could live for a week out of the car! There is really something about being part of the race. I really enjoy Blue Flagging but just being there is really a kick. With Blue Flagging you know who is in the lead all the time and know who your back-markers are. You really work with the drivers. When you work other positions you see from a whole different angle. In all we watch everything from the angle you are working. Every position has its own thing to watch for.

Q. How many races do you work in a year? How many different tracks have you worked?

A. I work 20 or more weekends from April to October with a winter weekend when things work out. I have worked at Watkins Glen, Lime Rock, Pocono, Mosport, Nelson Ledges, Summit Point, Beaverun, Shannonville, Trois Rivers, Montreal - F1, Toronto - Cart, Cleveland - Cart, Mid-Ohio, Indianapolis - F1, Daytona, Sebring, the one

For many of us, the club has been a touchstone in our lives. We met our husbands and wives here and felt fortunate that our children have had the same opportunity to measure themselves and more clearly recognize their place in the world because they were able to find their place in our little village. You all know what I mean; it is a place that is the same wherever it goes, that moves effortlessly throughout time to pop up again like Brigadoon in the spring at Loudon. And whether it is Bob Sharp's son, Scott, first driving a C-prod Datsun at driver's school before moving on to Indianapolis, or George and Linda Miller's son Craig, heading back into that tower a third and last time, they found their place here, first, with us, in our village.

Every village needs a mayor, a person who lives a life that exemplifies why we feel so connected, why we all keep coming back. A person whole literally keeps track of all of us, the glue that hold us together, the Mayor of New England Region, Omer Norton.

Sandy Stevens

in a race car as you can in a university classroom.

Dad continued to race as well, and had many successes in his Mini throughout the 1980s. He created "Big Bear Racing," a name that perfectly epitomizes Dad, and he won the North Atlantic Road Racing Championship in 1988 and the New England Road Racing Championship in 1989. He also raced for the first and only time at the SCCA Runoffs at Road Atlanta in 1989, and was proudly inducted into the "Chevaliers," an elite group of racers over 60 years of age who had been invited to compete at the Runoffs.

While Buddy chose to go racing right out of high school, I chose to go to college. Several years later, however, Dad set me straight by sending me to a Lime Rock Driver's School in his Mini. This really was prompted by the fact that, at the time, Buddy was racing in IMSA's Kelly American Challenge, a series that paid extra money to any race team that included a female driver. Buddy promised me that I'd only have to drive one lap per race (I think he really knew he'd be at a huge disadvantage if he kept me in the car any longer) to be eligible for the extra winnings.

By the time I got my competition license the following year, Kelly had pulled out of the series, and I was very fortunate to spend the next six years racing

SCCA Regionals with Dad. We both would swap back and forth between the Mini and the Fiesta—whichever happened to be running—and those were among the best times that I shared with Dad. In fact, both Buddy and I had the opportunity to co-drive a Little Lemans race with Dad—Buddy at Lime Rock and me at New Hampshire International—and I must say there is nothing more special than campaigning a father-son or father-daughter team.

And by the way, just to prove that Dad was open to interests other than racing, and also because Connie is so very special to him—Dad both sent her to college AND bought her her first horse.

Dad also enjoyed road rallying throughout New England. He served as Rally Master—competed in rallies—and worked rallies. Buddy and I have many memories of sitting on the sides of back roads, yelling "Mark" as the rally cars crossed the checkpoint—or playing in the cranberry bogs when Dad worked the Cape Codders Courageous. Dad ran every one of the 54 Cape rallies, I believe, with the exception of those during the war—and for the past few years had the opportunity to compete against not only Ted and I, but against Derek and Damon, as well. I'll always have the fondest memories of having dinner the Friday night before the rally with Dad and George, the Ellis's and Aunt Dee, and seeing Dad reluctantly taking advice from Derek as to where he thought the certain clues were before we all headed out for the day.



Omer, a maxi person always in a mini... Photo courtesy C. Rummel collection

—continued on the next page

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In 1974, the first winter after I joined SCCA, I wanted to go to an Auto Show in CT to help recruit members. I drove my old VW from NH to CT and blew the engine at the Stafford Springs exit. Knowing Omer lived in Stafford Springs at the time, I called him from the nearest gas station and he showed up with a trailer and took my car to his house. He made sure I got to the auto show to work my shift and then stayed up all night to rebuild my engine so I could return home on Sunday. That's the type of person Omer was—always there to help and do whatever he could. A great friend. I will definitely miss him.

Donna Stevens

Dad taught us so much - he led quietly, and he led by example. He was a single Dad in the 70's when that was almost unheard of. Dad was large in stature, but never imposing. He commanded respect because he respected others. Dad enjoyed many successes, but was always humble. Dad was a tireless worker and wholly devoted to whatever he took on. In fact, he lamented as he was being taken to the hospital two weeks ago that he needed to finish up some SCCA Memberships that day. After all, someone was waiting for their first issue of **PIT TALK**, or was due an anniversary pin, and Dad was personally committed to the club's obligations to its members.

And Dad was strong—so very strong. I will never forget Buddy's Kelly race at Road America in 1985, when he stalled the Monte Carlo in the pits—pits that went straight uphill. Dad, George, Ted and I managed to pop-start the car, pushing it up the hill, but Dad probably could have done it himself.

Dad raced until he was 69 years old. We always joked with him that as long as Paul Newman was racing, there was someone older than him out on the racetrack.

But most of all, Dad was a sweet, kind and huggable man. He was always smiling—always positive—and had a great sense of humor.

We are so very grateful that he had the time he did, not only with us, but with his grandsons. Dad made an impression on them, and has influenced their development in ways that will remain with them all their lives.

We are going to miss Dad so very much—on Holidays, of course—especially Thanksgiving, which is his favorite. But even more so, I am going to think of Dad every time we pack the trailer for a race weekend—and every time I see a checkered flag wave—and especially every Monday morning when Dad always called me to see how Derek and Damon did racing over the weekend.

I will miss talking with Dad about Buddy's races.

It is so fitting that one of the last messages that I was able to convey to Dad was Buddy's 6th place finish at the Runoffs in

Mid-Ohio last week. It brought his last smile to his face.

I will miss the way the room would light up whenever Dad walked in.

I will miss his beautiful smile.

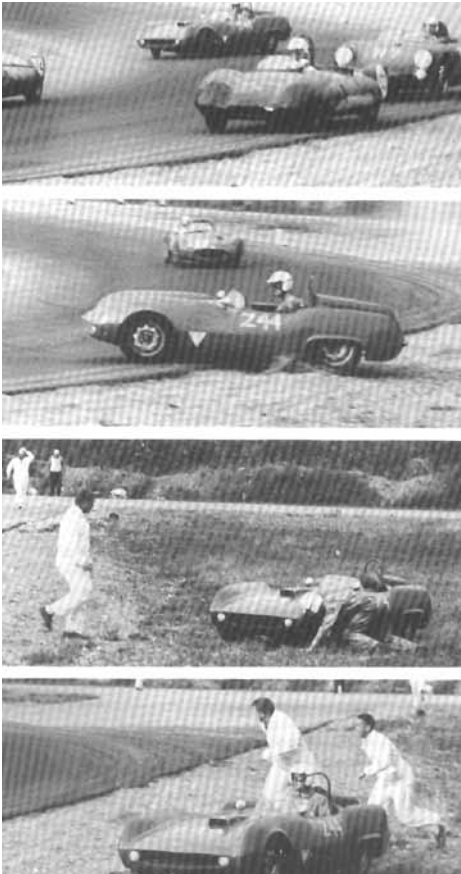
I will miss hearing the Formula I race on the television in the background when I called Dad on Sunday mornings.

Many years ago, races at Lime Rock often had CSR scheduled to run with GT1, etc. After one red flag situation, when my friend in the CSR did not come back to the pits, Omer walked from the Steward's area near the bridge to the T&S area, put a hand on my shoulder and said "He's fine." then walked away. Don't know how he knew I was concerned, but he did.

Kathy Barnes

I was particularly pleased that this year, he was able to attend the NER Board meetings and help us be aware of the situation with National's new membership system. This system is the second that he had helped them work through installing —just by making sure that all the info for our members was transferred correctly.

Kathy Barnes



A starring role as Omer goes to the rescue of errant G-modified on page 50, [A Guide to American Sports Car Racing](#), by William Stone, ©1960 by Hanover House, N.Y. An out-of-date classic that was the dream book of many eighth graders... like your editor.

Submission courtesy of Dave Lyons

The PIT TALK Spin-of-the-Month, October

Gotcha! Shelby Churchill running maybe a little too much rear brake bias, gets caught as this October's SPIN-OF-THE-MONTH!
Photo: Doug@the16V.com



28	17	39	SSM	Robert Ortiz	Mazda Miata	19	01:28.798	15	2	1	46	SRF	A. Bentinck-Smith	SRF	20	01:18.758	9
29	12	55	SM	Jack Hanifan	Mazda Miata	18	01:32.531	2	3	2	22	SRF	Lee McNeish	SRF	20	01:18.700	8
30	1	61	SSC	Ian Prout	Dodge Neon	17	01:30.481	7	4	3	41	SRF	Trevor Hopwood	SRF	20	01:19.122	9
31	18	99	SSM	Andrzej Brzezinski	Mazda Miata	12	01:25.654	6	5	1	54	EP	Mark Megliola	VW Rabbit GTI	20	01:19.475	3
* Better than existing track record																	

Race G6 - GT1-2-3 CGT1-2-3 SPO ITE T1-2 AS

1	1	7	SPO	Jeffrey Hawkins	Chevy Lambo	20	01:13.324	4	20	1	46	SRF	A. Bentinck-Smith	SRF	20	01:18.758	9
2	1	17	ITE	Woody Huntington	Porsche 911S	20	01:15.874	6	3	2	22	SRF	Lee McNeish	SRF	20	01:18.700	8
3	1	74	GT1	Frank Tavalacci	Chevy Camaro	20	01:14.207	2	4	3	41	SRF	Trevor Hopwood	SRF	20	01:19.122	9
4	2	38	GT1	John Branscombe	Monte Carlo	20	01:15.967	4	5	1	54	EP	Mark Megliola	VW Rabbit GTI	20	01:19.475	3
5	2	48	ITE	Michael Giglio	Ford Mustang	20	01:17.170	20	6	4	34	SRF	Peter Blanchard	SRF	20	01:19.389	4
6	3	27	ITE	Andy Sanborn	Porsche 911	20	01:17.541	8	7	5	93	SRF	Christopher Caron	SRF	20	01:20.210	14
7	1	93	GT2	Joseph Riolo	Datsun 240Z	20	01:17.487	13	8	6	66	SRF	Richard Cullen	SRF	20	01:20.769	7
8	1	3	CGT1	Laurie Sanborn	Porsche 911	20	01:16.841	13	9	7	97	SRF	Jeffrey Swann	SRF	20	01:20.757	6
9	1	21	GT3	David Patten	Datsun 510	19	01:18.464	2	10	8	9	SRF	David Knortz	SRF	20	01:21.355	7
10	2	9	GT3	Roger French	VW Scirocco	19	01:20.448	5	11	9	53	SRF	Duncan Potter	SRF	20	01:21.699	15
11	2	14	SPO	William Thompson	Olds Cutlass	19	01:18.209	2	12	1	98	GT4	Kenneth Bouquillon	Datsun 510	20	01:21.079	13
12	3	18	GT3	Douglas Valliere	Porsche 911	18	01:21.847	3	13	10	1	SRF	Bob Demers	SRF	19	01:22.107	9
13	4	64	ITE	Bob Tucker	Porsche 911	18	01:21.968	12	14	11	52	SRF	Peter Picard	SRF	19	01:22.301	3
14	2	25	CGT1	Kenneth Tribou	Ford Mustang	18	01:24.331	2	15	12	3	SRF	Mark Wendling	SRF	19	01:21.926	12
15	3	06	CGT1	Margie Lepaoja	Corvette	18	01:24.958	13	16	13	48	SRF	Tristan Welling	SRF	19	01:21.912	16
16	1	97	AS	Jason Smith	Ford Mustang	12	01:35.115	2	17	14	5	SRF	Robert Zatz	SRF	19	01:22.319	17
17	3	1	GT1	Doug Valley	Thunderbird	5	01:12.450	4	18	2	7	EP	Nicholas Sealey	Mazda RX-7	19	01:22.816	12
18	4	24	CGT1	Terry Shank	Ford Mustang	3	01:24.634		19	3	30	EP	Phil Hollenbeck	Datsun 240Z	19	01:23.108	8
2									20	15	01	SRF	Bob Evelyn	SRF	19	01:22.658	9

Race G7 - SRF E-F-G-HP GT4-5 SPU Legends

1	1	05	SPU	Jonathan Hauge	Baby Grand	20	01:18.019	15
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Cheap Date,
Sunday Results
—continued from page 17

1	1	95	FC	Alan D. Guibord	VanDiemen RF00	20	01:08.561	16
2	2	90	FC	Robert Wright	VanDiemen RF98	20	01:08.976	14
3	1	84	FA	Keegan VanSicklen	FSCCA	20	01:09.131	14
4	2	16	FA	Shawn Morrison	FSCCA FA	20	01:09.876	12
5	3	1	FC	Peter Gonzalez	VanDiemen	20	01:09.931	15
6	1	46	CFC	Doug Rocco	VanDiemen	20	*01:10.632	12
7	3	71	FA	Anthony Gigliotti	FSCCA	20	01:11.101	17
8	4	94	FC	Alan R. Guibord	VanDiemen RF00	20	01:10.746	15
9	2	26	CFC	Ronald Ignatowski	VanDiemen	20	01:11.749	14
10	3	38	CFC	Jerry Zaluckyj	VanDiemen RF89	20	01:10.942	17
11	4	87	FA	Bruce Allen	FSCCA	20	01:11.436	17
12	1	40	FF	Peter Symonds	VanDiemen RF95	20	01:12.451	13
13	4	7	CFC	Paul Smith	Reynard	20	01:11.808	17
14	5	29	FC	Susan Brano	VanDiemen RF94	20	01:12.540	15
15	1	88	CSR	James Hanrahan	Radical SR3	20	01:12.583	12
16	2	27	FF	Charles Foster	Euroswift SC92F	20	01:13.704	14
17	3	89	FF	Todd McAfee	Swift DB1	20	01:15.813	16
18	5	8	FA	William Stephens	FSCCA	19	01:14.479	12
19	4	57	FF	Don Drislane	Reynard	19	01:13.704	5
20	5	75	FF	Krista Botsford	Swift DB1	19	01:18.512	15
21	6	42	FC	Mark Nadler	Reynard 85F	19	01:13.368	2
22	5	17	CFC	Phillip Picard	Reynard 90SF	19	01:14.752	3
23	6	5	FA	Lee Shumosis	FSCCA	18	01:12.493	12
24	6	76	CFC	Carmelo Crisafulli	VanDiemen RF93	18	01:20.944	13
25	7	77	FA	Daniel Abbale	FSCCA	17	01:09.619	12
26	2	02	CSR	Fred Bross	Toyota WSR	13	01:21.467	4
DNF	179		S2000	Giovanni Sorbello	Lola 598S	6	01:15.493	3

* Better than existing track record

Race G4 - ITS ITB

1	1	52	ITS	Jeff Henderson	BMW 325i	20	01:20.307	4
2	2	29	ITS	Larry Moloney	BMW 325is	20	01:21.509	3
3	3	22	ITS	Ed Tisdale	BMW 325is	20	01:20.905	2
4	4	73	ITS	Tim Estes	Mazda RX-7	20	01:21.559	7
5	5	97	ITS	Mike Carr	Mazda RX-7	20	01:21.578	8
6	6	34	ITS	Bill Hatem	BMW325is	20	01:21.959	4
7	7	02	ITS	Chris Branson	Datsun 240Z	20	01:22.310	7
8	8	33	ITS	Ben Phillips	Mazda RX-7	20	01:22.595	6
9	9	77	ITS	Mark Gregory	Mazda RX-7	20	01:23.870	9
10	1	87	ITB	Scott Carlson	Volvo 142	20	01:24.085	15
11	2	61	ITB	Derek Lugar	VW Golf	20	*01:24.001	14
12	3	50	ITB	Stephen Blethen	Audi Coupe	20	01:24.289	15
13	10	70	ITS	Brian Bagnall	Mazda RX-7	20	01:23.996	16
14	11	05	ITS	Steve Ulfelder	Mazda RX-7	20	01:23.910	14

15	12	08	ITS	Kelly Arrison	Datsun 240Z	20	01:24.145	9
16	13	4	ITS	Wesley Saunders	Mazda RX-7	19	01:24.900	13
17	14	01	ITS	Shep Brown	Mazda RX-7	19	01:24.157	17
18	4	62	ITB	Paul Curran	Volvo 142E	19	01:25.432	4
19	5	54	ITB	Rob McCabe	Golf GTI	19	01:25.366	9
20	6	86	ITB	Tim Mullen	VW Golf	19	01:25.784	9
21	7	67	ITB	Tom Kelly	VW Scirocco	19	01:25.984	13
22	15	42	ITS	Matt Miskoe	Nissan 300ZX	19	01:26.496	8
23	16	14	ITS	Glenn Lawton	Mazda RX-7	19	01:25.587	3
24	17	07	ITS	Maurizio Cerasoli	Porsche 924S	19	01:26.461	16
25	8	16	ITB	Eric Pedersen	BMW 318i	19	01:26.854	16
26	9	51	ITB	Ray Blethen IV	Audi Coupe	18	01:25.011	2
27	18	41	ITS	Kathy Miskoe	Nissan 300ZX	18	01:29.407	18
28	19	04	ITS	Nick Leverone	Mazda RX-7	17	01:20.187	4
29	20	09	ITS	Ian Linscott	Mazda RX-7	17	01:26.416	9
30	21	26	ITS	Bill Miskoe	Datsun 280Z	13	01:26.048	4
DNF	22	18	ITS	David Maynard	BMW 325i	7	01:20.987	2
DNF	23	25	ITS	Robert Driscoll	BMW 325is	6	01:20.879	2

* Better than existing track record

Race G5 - SM SSM SSB SSC

1	1	83	SSM	Ken Payson	Mazda Miata	20	01:23.257	10
2	2	23	SSM	Andrew Boxer	Mazda Miata	20	01:23.646	10
3	3	94	SSM	Steven Gorriaran	Mazda Miata	20	01:23.283	3
4	1	97	SM	William Traut	Mazda Miata	20	*01:23.808	6
5	4	75	SSM	Fred Ferguson	Mazda Miata	20	01:23.740	2
6	2	71	SM	Joseph Traut	Mazda Miata	20	01:24.274	11
7	3	19	SM	Brian Kleeman	Mazda Miata	20	01:24.229	5
8	4	20	SM	Sandy Stevens	Mazda Miata	20	01:24.046	13
9	5	63	SSM	Doug McCormack	Mazda Miata	20	01:23.909	16
10	6	74	SSM	Marc Martin	Mazda Miata	20	01:24.255	13
11	7	79	SSM	John Chasse	Mazda Miata	20	01:24.513	12
12	8	14	SSM	Clifford Collins	Mazda Miata	20	01:24.415	3
13	5	7	SM	Jeff Leone	Mazda Miata	20	01:24.218	14
14	9	54	SSM	Bill Whitney	Mazda Miata	20	01:24.653	10
15	6	32	SM	Maxwell Figarsky	Mazda Miata	20	01:24.894	16
16	7	16	SM	Steven Breault	Mazda Miata	20	01:24.509	19
17	10	49	SSM	Bradley Helsel	Mazda Miata	20	01:24.539	18
18	11	34	SSM	Douglas Holmes	Mazda Miata	20	01:24.486	19
19	12	68	SSM	Andrew McCabe	Mazda Miata	20	01:25.009	20
20	13	88	SSM	Jerry Rigoli	Mazda Miata	20	01:24.615	20
21	14	65	SSM	Willie Casson	Mazda Miata	20	01:24.731	11
22	8	77	SM	Dana Iverson	Mazda Miata	20	01:25.602	20
23	15	13	SSM	Jeffrey Collins	Mazda Miata	20	01:25.538	18
24	16	5	SSM	John Squier	Mazda Miata	20	01:25.146	14
25	9	42	SM	Richard Gile	Mazda Miata	20	01:25.385	12
26	10	41	SM	Diane Hall	Mazda Miata	19	01:25.360	12
27	11	43	SM	Ronald Jesberger	Mazda Miata	19	01:27.744	18



Mid-field, pace lap, ITA and ITC in the South Esses. Photo: Doug@the16V.com

Omer Norton was the first NER member I met. I showed up at NHIS, paid admission, and asked the person collecting money where to get information on SCCA. "Find Omer Norton. He has a white Itasca motorhome." When I found him, I joined the club and we talked about my car interests for about half an hour.

There is an informal mentoring group of former REs who coach and counsel the current one. Omer's counsel was always wise, and delivered in a way that I didn't realize I had been counseled until an hour later. While I was on the board, Omer participated in every board meeting until his treatment schedule conflicted with the meetings. After that, we got his membership report every month, and then recently he resumed coming to meetings in person. His opinion at board meetings was always spot on.

While Omer had been an NER member for a long time, I never thought that his length of membership was what defined him. One thing that made him truly special was that he had done it all, everything that NER has to offer, and volunteered the effort NER requires, and he still continued to contribute his time and energy for our benefit.

During my term as RE, Omer was the membership chairman and his health problems were worsening. I had heard through the grapevine that maybe he was doing the job because felt he had to, so I asked if he wanted to continue doing that job. Yes, he said, he really enjoyed it. It was harder now than it had been, but he thought he could keep it up. Who better to introduce people to our club than someone who defined the best in NER?

Jeff Benagh

I will miss Dad calling me Cinderella, and I will miss him calling Connie "Connie Girl." At least when he wasn't calling me "Connie" or calling Connie, "Cindy."

I will miss hearing people call Dad "Big O."

I will miss Dad complaining that I'm never home on weekends, when he's the one who started this family racing tradition.

I will miss Dad's large, always very warm hands, and the way he always asked his grandsons for a "paw" when they are leaving.

I will miss pretty much everything about him.

Buddy, Connie and I were so lucky to have such a great Dad. But many people considered him a father. The New England Region folks who were at Mid-Ohio last week with Buddy told him, "Omer doesn't have three kids—he has 3,000."

Dad will always be in our hearts. We will miss Dad, as just about everyone will.

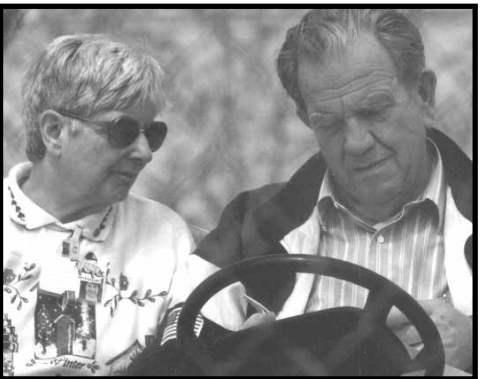
Cindy Norton Rummel — October 1, 2004

We all know that Omer was Membership Chairman for countless years... and that he prepared the mailing list for PIT TALK every month.

Earlier in my editorship, Omer was just starting his painful dialysis treatment I suggested that he skip the list for a month...and I'd just pick up last month's.

Omer would have nothing to do with it...with up to 200 new members in NER every month, Omer wanted to make sure that they all received their new issues of PIT TALK as quickly as possible. That's the kind of person Omer was!

Bob Beaulieu



Omer could always be found touring the paddock in his golf kart with Georgina by his side...but surely his favorite seat was inside his Mini. Photos: Cindy Rummel and Roz Rosintaski

The father of New England Region SCCA is a title that is a fitting remembrance of Omer. His unique chuckle I will never forget and always remember him by J. No matter how bad things seemed to be he always had an uplifting attitude. When I was Regional Executive, he and Georgina were the people who performed an incredible task of doing a 12 plus year audit on our club finances so that we could get ourselves out of the financial, IRS and Corporate mess that we had got ourselves into over that gotten you the absolute answer but would certainly put perspective on the situation. I am a better person for having known Omer for sure. NER-SCCA is a better club for having Omer. He will be missed for sure. Thank you Omer for 51 years. And then there is that chuckle again . Ric Hiland

HERE
To

By Jon Lamkins



Solo extraordinaires! Jason and Brian Levesque tune-in at the latest drivers' meeting at the RAL Solo 2 event. Photo: Bob Lang

Robby's Bad Week

First things first. Robby Gordon's payback move on Greg Biffle at NHIS that ended up collecting Jeremy Mayfield and Tony Stewart was a bone-headed move. He shouldn't have done it, or at least been more aware of the other cars around him and Biffle before he did it.

That being said, I believe that Gordon has been unfairly criticized and crucified by everyone during the week between New Hampshire and Dover. Payback has always been part of racing. Heck, it's the theme of 25 - 30% Hollywood movies. It happens all the time in all levels of racing. Sometimes it's policed and penalized, sometimes it's not.

And that's the beef I have with NASCAR. At NHIS, Gordon was penalized accordingly. I agree and applaud NASCAR for that. Prior to Dover, NASCAR President Mike Helton was interviewed and explicitly stated that drivers would be penalized for retaliation actions. Then not 30 laps into the Dover race, Stewart bumps Gordon from behind, causing Gordon's car to go up the racetrack. Then as he's passing by Gordon, Stewart drives his car into the side of Gordon's car, not once, but twice. The first bump could be called unintentional, but the next two could not be. Did NASCAR penalize Stewart? No!

Will NASCAR ever have the guts and backbone to back up its threats? My guess is that it depends upon the driver. If one of the drivers in the chase for the championship retaliates, they probably won't be penalized. Any other driver who retaliates against one of the ten in the chase will be.

Memo to NASCAR: A rule that applies to one driver applies to all drivers. That's called fairness. If you can't promise to be fair, then you may as well get out of the

business, because your credibility will be zero.

New England Region
Annual Meeting Weekend

January 7-9, 2005

Hartford Marriott Hotel, Rocky Hill, CT

Reservations: 1-800-817-3363

Ask for Sports Car Club of America group rate
\$89.00 per night - includes buffet breakfast for two

Deadline for guaranteed rate: December 17, 2004

Childress Places Gordon on Probation

Another fall-out from the Robby Gordon - Greg Biffle incident at NHIS was that Richard Childress Racing placed Gordon on probation for the rest of the year.

Normally, I'd applaud this sort of action, but Richard seems to be forgetting one thing. Dale Earnhardt drove for Childress for the greater part of his career, and perfected aggressive on-track driving and pay-back. Did Childress ever place Dale Sr. on probation? No. Maybe this is a new way of thinking—I hope so. Otherwise pardon me, Richard, for thinking that you're a little bit of a hypocrite.

Reactions to Adversity

Not to beat a dead horse, but lets review the different reactions of Jeremy Mayfield and Tony Stewart to their respective setbacks at NHIS. After the race, Stewart whined like a baby that his championship hopes were finished. Mayfield acknowledged the setback but also refused to give up stating his team and he would dig deeper and preserve. At Dover, after Robby Gordon apologized, Stewart roughed up Gordon on the track within the first 30 laps and then after the race, saying that he wanted to kick Robby Gordon's butt. Prior to the race, Mayfield presented Gordon with a humorous T-Shirt that stated, "Stay far, far away from me." Advantage Mayfield.

Where's the Race?

Since taking over coverage at the mid-point of the NASCAR season, the majority of the races have been broadcast on TNT, not NBC. This made perfect sense during the Olympics. But since then, only one race has been on NBC. I thought the purpose of NASCAR giving the television contract to the networks of Fox and NBC was to have the races on network television, rather than cable, so that more and more fans (and potential buyers of sponsor's products) could watch. Placing most of the races on TNT, a cable channel, defeats the purpose of this.

With the television contract coming up for bid and renewal soon, I hope NASCAR considers the disservice that NBC has done to its fans.



Race G1 - FV F500 NCF

Pos.	CL	No.	Class	Name	Car	Laps	Best Lap	In Lap
1	1	3	NCF	Robert Weiner	Crossle 45F	20	*01:14.003	6
2	2	8	NCF	Christopher Dona	Crossle 45F	20	01:14.412	18
3	3	34	NCF	Peter Faill	Crossle 45F	20	01:16.182	3
4	4	69	NCF	Alan Walker	Citation Z-16	20	01:15.566	7
5	5	01	NCF	Don Denomme	VanDiemen RF80	20	01:16.443	2
6	6	77	NCF	Geoffrey Rainville	Zink Z10C	20	01:16.826	17
7	7	22	NCF	Gary Camody	PRS RH01	19	01:19.384	10
8	1	23	FV	Jason Fennessey	Scorpion P1	19	01:20.213	16
9	2	0	FV	James Regan	Citation	19	01:20.307	9
10	3	25	FV	Richard Clark	Zeitler	19	01:20.866	4
11	4	4	FV	Aaron Pulaski	Protoform P2	19	01:21.697	7
12	5	55	FV	Bruce Rodman	Caracal D	18	01:22.543	5
13	6	21	FV	Chris. Zarzycki	Citation 85V	18	01:22.409	11
14	7	43	FV	Salvatore Albanese	Protoform P2	18	01:22.944	11
15	8	53	FV	Dennis Richardson	Adams Aero	18	01:23.088	16
16	9	33	FV	Gerald Fennessey	Vector GB4	18	01:22.433	10
17	10	32	FV	Dan Grace	Citation	18	01:23.501	18
18	11	7	FV	David Ferguson	Protoform 91	18	01:24.101	12
19	12	20	FV	Thomas Galuardi	BarrCarr 004	18	01:24.634	10
20	13	15	FV	Stephen Plencner	Caracal C	18	01:23.991	15
21	14	51	FV	Ron Bass	Mysterian	17	01:26.146	5
22	8	45	NCF	Alan Swide	Royale RP21	16	01:20.291	16
23	9	04	NCF	Joseph Marcinski	ADF MkII	11	01:16.939	3

* Better than existing track record

Race G2 - ITA ITC

1	1	99	ITA	Anthony Serra	Acura Integra	16	*01:20.915	4
2	2	69	ITA	Shane Hawthorne	Honda CRXsi	16	01:21.661	12
3	3	03	ITA	Victor Gangi	Acura Integra	16	01:23.047	6
4	4	86	ITA	Anthony Ruddy	Honda CRX Si	16	01:23.250	2
5	5	20	ITA	Eric Price	Honda CRX Si	16	01:23.718	6
6	6	3	ITA	Brian Mushnick	VW Golf	16	01:23.609	8
7	7	14	ITA	Philip Gott	Acura Integra	16	01:23.002	12
8	8	1	ITA	Brandon Bogart	Nissan 200SX	16	01:24.614	4
9	9	66	ITA	Dominick Vigliotti	Honda Civic	16	01:23.917	12
10	10	17	ITA	Dan Sheppard	Mazda RX-7	16	01:24.224	6
11	11	53	ITA	Louis Schlemmer	Honda CRXsi	16	01:24.654	5
12	12	31	ITA	Grant McStay	Mazda RX-7	16	01:24.789	10
13	13	6	ITA	David Faita	Mazda RX-7	16	01:25.190	10
14	14	18	ITA	Noam Levine	BMW Z3	15	01:24.919	11
15	15	8	ITA	Brett Bogart	Nissan 240SX	15	01:26.383	13
16	1	41	ITC	Chris Johnson	Ford Escort	15	01:25.707	7
17	16	54	ITA	Chris Whitney	Mazda Miata	15	01:25.857	7
18	17	00	ITA	Shelby Churchill	Mazda Miata	15	01:26.361	8
19	18	21	ITA	Michael Buccella	Mazda RX-7	15	01:27.066	4
20	19	61	ITA	David Youngren	Mazda RX-7	15	01:26.690	3
21	20	9	ITA	Richard Hunter	Acura Integra	14	01:21.910	2
22	21	88	ITA	Wayne Dyer	Mazda Miata	14	01:31.754	11
23	2	43	ITC	Andrew Appleton	Ford EXP	10	01:28.844	4
DNF	22	57	ITA	Jake Gulick	Mazda RX-7	6	01:24.524	3
DNS	23	15	ITA	Richard Patullo	Mazda RX-7	0	—:—:—	-

* Better than existing track record

—continued next page

Race G3 - FA-C-E-M CEC S2000 A-C-DSR



Cheap Date,
Saturday Results
—continued from page 17

Race G5 - SM SSM SSB SSC									
1	1	75	SSM	Fred Ferguson	Mazda Miata	20	01:18.446	7	
2	2	23	SSM	Andrew Boxer	Mazda Miata	20	01:18.392	6	
3	1	16	SM	Steven Breault	Mazda Miata	20	01:18.672	7	
4	2	71	SM	Joseph Traut	Mazda Miata	20	01:18.585	9	
5	3	94	SSM	Steven Gorriaran	Mazda Miata	20	01:18.805	20	
6	4	63	SSM	Doug McCormack	Mazda Miata	20	01:19.117	9	
7	5	74	SSM	Marc Martin	Mazda Miata	20	01:19.104	7	
8	6	79	SSM	John Chasse	Mazda Miata	20	01:19.013	18	
9	7	65	SSM	Willie Casson	Mazda Miata	20	01:18.859	6	
10	8	93	SSM	Neal Heffron	Mazda Miata	20	01:19.156	7	
11	3	7	SM	Jeff Leone	Mazda Miata	20	01:19.070	8	
12	9	5	SSM	John Squier	Mazda Miata	20	01:19.516	9	
13	4	97	SM	William Traut	Mazda Miata	20	*01:18.489	6	
14	10	59	SSM	Walter Scheeren	Mazda Miata	20	01:19.336	16	
15	11	88	SSM	Jerry Rigoli	Mazda Miata	20	01:20.085	4	
16	12	14	SSM	Clifford Collins	Mazda Miata	20	01:20.007	20	
17	5	19	SM	Brian Kleeman	Mazda Miata	20	01:19.658	16	
18	13	99	SSM	Andrzej Brzezinski	Mazda Miata	20	01:20.114	14	
19	14	68	SSM	Andrew McCabe	Mazda Miata	20	01:19.493	18	
20	6	77	SM	Dana Iverson	Mazda Miata	20	01:20.115	12	
21	15	49	SSM	Bradley Helsel	Mazda Miata	20	01:20.130	8	
22	16	13	SSM	Jeffrey Collins	Mazda Miata	20	01:20.326	9	
23	7	66	SM	Andy Bettencourt	Mazda Miata	20	01:20.691	20	
24	8	83	SM	Simon Kennedy	Mazda Miata	20	01:20.610	6	
25	17	54	SSM	Bill Whitney	Mazda Miata	20	01:20.279	2	
26	18	34	SSM	Douglas Holmes	Mazda Miata	20	01:20.241	12	
27	9	41	SM	Diane Hall	Mazda Miata	20	01:21.532	11	
28	10	43	SM	Ronald Jesberger	Mazda Miata	19	01:21.790	12	
29	11	42	SM	Richard Gile	Mazda Miata	19	01:20.327	19	
30	19	39	SSM	Robert Ortiz	Mazda Miata	19	01:23.788	11	
31	12	55	SM	Jack Hanifan	Mazda Miata	19	01:23.440	15	
32	13	73	SM	Patrick Kelly	Mazda Miata	18	01:19.014	13	
33	14	20	SM	Sandy Stevens	Mazda Miata	16	01:19.476	15	
34	20	02	SSM	Paula Leverone	Mazda Miata	13	01:21.430	12	
DNF	32	SM	Maxwell Figarsky	Mazda Miata	7	01:19.908	5		

* Better than existing track record

Race G6 - GT1-2-3 CGT1-2-3 SPO ITE T1-2 AS									
1	1	1	GT1	Doug Valley	Thunderbird	20	01:08.429	7	
2	2	74	GT1	Frank Tavalacci	Chevy Camaro	20	01:08.272	8	
3	1	7	SPO	Jeffrey Hawkins	Chevy Lambo	20	01:06.619	2	
4	1	17	ITE	Woody Huntington	Porsche 911S	20	01:11.516	11	
5	2	48	ITE	Michael Giglio	Ford Mustang	19	01:11.437	17	
6	1	93	GT2	Joseph Riolo	Datsun 240Z	19	01:12.551	8	
7	3	27	ITE	Andy Sanborn	Porsche 911	19	01:13.026	2	
8	1	3	CGT1	Laurie Sanborn	Porsche 911	19	01:13.264	18	
9	2	14	SPO	William Thompson	Olds Cutlass	19	01:15.045	7	
10	1	18	GT3	David Valliere	Porsche 911	18	01:16.576	16	
11	4	64	ITE	Bob Tucker	Porsche 911	18	01:17.605	2	
12	2	24	CGT1	Terry Shank	Ford Mustang	17	01:20.311	6	
13	5	05	ITE	Robert Holahan	Ford Mustang	17	01:22.157	5	
14	3	06	CGT1	Margie Lepaoja	Corvette	17	01:23.004	17	
15	4	25	CGT1	Kenneth Tribou	Ford Mustang	12	01:20.480	6	
16	1	97	AS	Jason Smith	Ford Mustang	12	01:28.295	2	
DNF	5	GT1	Jeffrey Cassidy	Chevy Camaro	5	01:11.923	4		
DNF	33	AS	Robert Avati	Ford Mustang	4	01:17.715	2		
DNF	21	GT3	David Patten	Datsun 510	3	01:16.003	3		
DNF	9	GT3	Roger French	VW Scirocco	3	01:37.235	2		
DNF	38	GT1	John Branscombe	Chevy Monte Carlo	0				

Race G7 - SRF E-F-G-HP GT4-5 SPU Legends									
1	1	41	SRF	Trevor Hopwood	SRF	20	01:14.474	11	
2	2	22	SRF	Lee McNeish	SRF	20	01:14.691	18	
3	3	46	SRF	A. Bentinck-Smith	SRF	20	01:14.450	20	
4	1	05	SPU	Jonathan Hauge	Baby Grand	20	01:14.333	18	
5	4	34	SRF	Peter Blanchard	SRF	20	01:15.541	3	
6	5	97	SRF	Jeffrey Swann	SRF	20	01:15.478	2	
7	2	21	SPU	Shawn Morgan	7/8 Taurus	20	01:13.299	20	
8	6	9	SRF	David Knortz	SRF	20	01:16.444	2	
9	1	98	GT4	Kenneth Bouquillon	Datsun 510	20	01:15.673	20	
10	1	30	EP	Phil Hollenbeck	Datsun 240Z	20	01:16.698	3	
11	7	39	SRF	Louis Shames	SRF	20	01:17.079	15	
12	2	7	EP	Nicholas Sealey	Mazda RX-7	20	01:17.230	5	
13	8	53	SRF	Duncan Potter	SRF	20	01:16.741	13	
14	3	11	SPU	Paul LeBlanc	Baby Grand	20	01:17.616	9	
15	9	00	SRF	Amanda Hennessy	SRF	20	01:16.726	16	
16	10	52	SRF	Peter Picard	SRF	20	01:17.401	3	
17	11	1	SRF	Bob Demers	SRF	20	01:17.944	11	
18	12	5	SRF	Robert Zatz	SRF	19	01:18.163	11	
19	13	3	SRF	Mark Wendling	SRF	19	01:18.393	10	
20	14	48	SRF	Tristan Welling	SRF	19	01:18.815	3	
21	3	08	EP	Cooper Clark	Datsun 240Z	19	01:19.162	19	
22	4	81	SPU	James Carlson	Volvo 142E	19	01:20.296	14	
23	2	61	GT4	Terry Ramnath	Datsun 510	19	01:19.044	19	
24	3	92	GT4	Paul Mahtaban	BMW 1600	19	01:18.836	15	
25	5	50	SPU	Richard Desmarais	Baby Grand	18	01:22.322	17	
26	4	54	EP	Mark Megliola	VW Rabbit GTI	16	01:14.797	11	
27	15	01	SRF	Bob Evelyn	SRF	11	01:17.460	10	
DNF	87	SPU	William Morgan	7/8 Pontiac	9	01:13.101	5		
DNF	16	EP	Louis Gingerella	Mazda RX-7	8	01:20.953	3		
DNF	93	SRF	Christopher Caron	SRF	3	01:15.568	3		

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Congratulations to the racers on our 2004 WIN LIST!

Travis Downey, A / Experimental off road - Southwick
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

LETTERS

To the members of New England Region:

Some people have criticized our Region for holding an event on the anniversary of the 9/11/01 attacks. Following is the statement made to our members at the NHIS event on that anniversary. I thank Brian Miller, who lost his brother in the attack on the World Trade Center for helping present this message. It borrows, with permission, many statements from the speech made by Roger Johnson at the Solo II National Championships in 2001, following their delay because of the attacks:

Three years ago, exactly as we were playing our National anthem to begin the Solo II National Championships, the first of the planes hit the World Trade Center. As news of that event began to filter among the SCCA members at the event, many of us asked "where do I want to be?" at that time of crisis.

Many made the choice to return home, with the blessing and understanding of those who made a different choice. Many had plans that would not allow the delay facing the event.

For many, the answer to that question was "with my extended family at this event."

As the day turned to night, groups stood out in Solo City seeking the companionship of fellow humans, unwilling to return to the horror of the TV screen, the messages about our missing

Changing Families

During the past race weekend it hit me. Looking around the paddock area I was seeing new faces everywhere. But they were not putting on driving gloves; they were holding the hands of their parents. They are the new children of members.

These new little faces inevitably change things. I know, because I also have a little one running around the paddock. The late night parties end at 7pm now. The walks around the paddock to socialize involve a stroller. The daring move on the race track is thought over a bit longer. And the paddock area has as many toys as tools.

The faces on the grid have changed also, as one spouse has given up the duty of crew chief and taken on the role of parent. Someone has to watch the kids.

The family of SCCA racers is changing too. New faces and new cars arrive each year. They are welcomed into the fray, but they also help to solidify the bonds of the older drivers. These veterans share the memorable racing moments that the new guys are waiting for. These veterans have a mutual respect for each other, if only for showing up for another race season.

So as another race season comes to a close, we can look back on the racing moments with a smile. We can make the list of things to do to the car for the winter. And we can look forward to next season to see the new faces, both young and old.

Anthony Ruddy, Jackson, NH

and lost friends and family.

On one hand it was easy then as it is on this anniversary, to question if we are right to continue our events, this hobby, this fun—knowing the losses on that terrible day. But if we give in, give up, quit, concede and walk away from what is dear to us—they have won and accomplished their goals. This cannot happen.

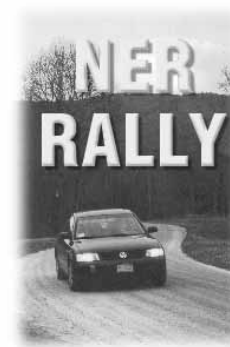
Today we will honor the memories of our SCCA family members who were lost on that da—Craig Miller, Joe DeLuca, Linda Gronlund and Max Hammond—as we do our best at that which made us part of their SCCA family.

Take the time today to reflect on what it is that brings us together and keeps us coming together and take a moment to remember those who are not with us and those who represent our country overseas.

Then honor them all by doing your best... Let's race.

Thank you for supporting our members, whatever their choice.

Kathy Barnes—Regional Executive



Rally Round Up

Day Off 2004 Rally Results

September 5, 2004

Rallymasters:

Seth Naylor and Mike Carpenter

OA Class	Driver/Navigator	Score
1	1-F J Sever/N Glick	354
2	1-NC J Miller/G Miller	570
3	2-F S Butler/J Butler	624
4	1-N G Pogust/J Pogust	640
5	3-F D Rinehart/C Welbon	708
6	2-NC J Riter/P Riter	718
7	4-F E Pomasko/K Spalding	732
7	2-N T Gallucci/P Croswell	732
9	3-N M Pickens/J Pickens	770
10	5-F C Dixon/K McDermott	774
11	6-F M Miller/D Daniels	935

Racing Against Leukemia Road Rally Results

Rallymaster: Fred Mapplebeck
Checker: Stephanie Gosselin
Workers: Matthew & Renee Gosselin, Andy English

1	1E	S. Beliveau/J. Beliveau	17
2	2E	R. Gonzalez/G. Viscomi	34
3	1N	B. Brunelle/K. Brunelle	82
4	2N	P. Zahornasky/C. Evans	96
5	3N	C. Brenton/A. Brenton	125
6	4N	R. Blethen/A. Welch	140
7	5N	R. Borlase/T. Henricks	143
8	6N	T. Dugan/S. Garland	305
9	7N	M. Beliveau/B. Cass	456
10	1F	T. Russell/S. Russell	621



By Bob Lang

NER Solo 2 Event #8 - RAL, September 5,

The last Solo 2 points event #8 of 2004 was held over Labor Day weekend at Devens. This event was also used for the annual “Moss Runoff” to determine the overall champion for the region.

A number of the “usual suspects” were not present as they were off looking for fame and fortune (not to mention a brand-new Mazda 3) at Mazda Raceway in CA. NER member Mark Daddio will likely have to add another bay to the family garage to accommodate the new car that he won in CA.

A few of the region’s class champions were determined at event 8 making for some excitement.

The weather for points event 8 was overcast all day, but the rains never came undoubtedly to the delight of most of the participants. The Subaru drivers were probably hoping for a little rain to spice up the PAX/RTP standings, but it wasn’t to be.

One-hundred-thirty-seven drivers registered times. The course design was a “team effort” with Matt Murray penning the front half and Jim Garry doing the back half. The course featured lots of interesting places to trick the unsuspecting driver. In short—there were a lot of places to lose time. For example, there were two back-to-back optional slaloms on the front half. These were “tight” slaloms. Every run group had problems in this section and course designer Murray was heard apologizing on the radio from station three during the first heat...

Before the first run group was done, it was pretty obvious that making clean runs was going to be a big factor in the final tally. The results are posted elsewhere in this issue of **PIT TALK**.

Among the highlights: FORTY novices, with 27 running in novice non-stock. That’s darn close to 30% of the entire field. Quick times for the stock cars were in the low-70- second range. A few Prepared cars

dipped into the 6-second range, Brian Levesque taking top honors. Bob Barone finished with FTD in his A Mod Dragon. One lowlight—Jason “Glass Tranny” Carroll wound up trashing the gearbox on his STX Subaru. Bummer! He did manage to drive to a 5th place finish in Novice non-Stock, however.

Once the usual runs were complete, the class champions took three more timed runs to determine the Moss winner. Going into the runoff, Franson, Whipple and Brian Levesque were sitting 1-2-3. During the runoff, there was a lot of chatter on the radio, so the eventual winner (to be announced at the January banquet) will be chosen amongst the drivers that managed to stay clean on all three runs. In short - it was a very challenging challenge indeed.

Who won the Moss Runoff? As of this writing, it’s anyone’s guess. But plan on being present at the awards banquet to find out!

A special thanks goes out to the participants who stayed to help out during the challenge. Your efforts are really appreciated. A personal thanks goes out to the folks at station three who were quite busy (apparently) on every one of this writer’s runoff runs. Sorry!

Many folks used points event 8 as a tune-up / prep for the Solo 2 Nationals. In the next installment, we’ll mention some of the NER folks that made the trek to Topeka.

There is one more event to cap off the season - the annual Team Challenge. This is a fun event with the emphasis on fun. The event is Saturday, October 30th... The awards for the Team Challenge include various considerations like “best team theme.” “best team uniform,” etc. If you don’t have a team or theme, fear not - many teams are formed at the event.

We hope to see you there!

1	1	95	FC	Alan D. Guibord	VanDiemen RF00	19	01:04.440	8
2	1	84	FA	Keegan VanSicklen	FSCCA	19	01:04.817	15
3	2	16	FA	Shawn Morrison	FSCCA FA	19	01:05.407	16
4	3	71	FA	Anthony Gigliotti	FSCCA	19	01:05.765	9
5	4	5	FA	Lee Shumosic	FSCCA	19	01:05.602	16
6	2	90	FC	Robert Wright	VanDiemen RF98	19	01:05.001	11
7	3	94	FC	Alan R. Guibord	VanDiemen RF00	19	01:05.735	16
8	1	26	CFC	Ronald Ignatowski	VanDiemen	19	**01:06.267	11
9	4	42	FC	Mark Nadler	Reynard 85F	19	01:06.729	9
10	5	1	FC	Peter Gonzalez	VanDiemen	19	01:06.620	12
11	2	46	CFC	Doug Rocco	VanDiemen	19	01:07.120	10
12	5	77	FA	Daniel Abbale	FSCCA	19	01:07.630	16
13	3	38	CFC	Jerry Zaluckyj	VanDiemen RF89	19	01:07.499	8
14	4	7	CFC	Paul Smith	Reynard	19	01:07.450	11
15	1	40	FF	Peter Symonds	VanDiemen RF95	19	01:08.104	16
16	2	57	FF	Don Drislane	Reynard	18	01:08.170	16
17	1	88	CSR	James Hanrahan	Radical SR3	18	01:07.739	10
18	6	29	FC	Susan Brano	VanDiemen RF94	18	01:09.383	16
19	1	79	S2000	Giovanni Sorbello	Lola 598S	18	01:10.623	9
20	6	8	FA	William Stephens	FSCCA	18	01:09.204	16
21	7	*87	FA	Bruce Allen	FSCCA	18	01:07.237	16
22	2	14	S2000	Clinton Chichester	Lola 596	18	01:11.631	12
23	3	89	FF	Todd McAfee	Swift DB1	18	01:12.701	11
24	2	02	CSR	Fred Bross	Toyota WSR	17	01:13.994	10
25	4	75	FF	Krista Botsford	Swift DB1	17	01:15.021	8
26	5	17	CFC	Phillip Picard	Reynard 90SF	16	01:08.196	9
27	8	51	FA	Eric Erps	FSCCA	15	01:08.814	15
28	6	76	CFC	Carmelo Crisafulli	VanDiemen RF93	15	01:14.842	8
29	5	31	FF	Brendan Puderbach	EuroSwift	11	01:13.931	8
DNF	18	FF		David Twiss	Anson SA7	4	01:12.535	2

* Car #87 penalized 2 positions in class for pass under yellow (GCR ref 9.4.2B)
** Better than existing track record

Race G4 - ITS ITB								
1	1	52	ITS	Jeff Henderson	BMW 325i	20	01:15.769	4
2	2	04	ITS	Nick Leverone	Mazda RX-7	20	01:15.282	5
3	3	73	ITS	Tim Estes	Mazda RX-7	20	01:16.526	7
4	4	25	ITS	Robert Driscoll	BMW 325is	20	01:15.559	3
5	5	22	ITS	Ed Tisdale	BMW 325is	20	01:15.824	3
6	6	18	ITS	David Maynard	BMW 325i	20	01:16.828	6
7	7	97	ITS	Mike Carr	Mazda RX-7	20	01:16.536	4
8	8	34	ITS	Bill Hatem	BMW 325is	20	01:16.666	18
9	9	05	ITS	Steve Ulfelder	Mazda RX-7	20	01:17.071	3
10	10	77	ITS	Mark Gregory	Mazda RX-7	20	01:18.049	9
11	11	29	ITS	Larry Moloney	BMW 325is	20	01:16.774	5
12	1	61	ITB	Derek Lugar	VW Golf	20	01:19.128	18
13	2	87	ITB	Scott Carlson	Volvo 142	20	01:18.970	19
14	3	50	ITB	Stephen Blethen	Audi Coupe	20	01:19.125	18
15	12	4	ITS	Wesley Saunders	Mazda RX-7	20	01:19.177	19
16	13	08	ITS	Dick Clark	Datsun 240Z	20	01:18.048	9
17	14	82	ITS	Robert Blake	Mazda RX-7	20	01:19.416	3
18	15	01	ITS	Shep Brown	Mazda RX-7	20	01:18.978	19
19	4	62	ITB	Paul Curran	Volvo 142E	20	01:19.793	9
20	16	70	ITS	Brian Bagnall	Mazda RX-7	20	01:19.818	6
21	5	86	ITB	Tim Mullen	VW Golf	20	01:20.125	2
22	17	06	ITS	Jamie Kekeisen	Mazda RX-7	20	01:18.938	11
23	6	54	ITB	Rob McCabe	Golf GTI	20	01:20.287	9
24	18	14	ITS	Glenn Lawton	Mazda RX-7	20	01:20.244	9
25	7	67	ITB	Tom Kelly	VW Scirocco	20	01:21.079	8
26	19	09	ITS	Ian Linscott	Mazda RX-7	19	01:21.067	3
27	20	42	ITS	Matt Miskoe	Nissan 300ZX	19	01:22.570	18
28	21	07	ITS	Maurizio Cerasoli	Porsche 924S	19	01:22.851	3
29	8	16	ITB	Eric Pedersen	BMW 318i	19	01:23.275	16
30	22	12	ITS	Harry Treadway	Datsun 240Z	19	01:23.942	19
31	23	41	ITS	Kathy Miskoe	Nissan 300ZX	19	01:25.191	19
32	24	02	ITS	Chris. Branson	Datsun 240Z	17	01:16.698	4
33	9	51	ITB	Ray Blethen IV	Audi Coupe	16	01:19.558	2
34	25	26	ITS	Bill Miskoe	Datsun 280Z	12	01:21.751	7
35	26	33	ITS	Ben Phillips	Mazda RX-7	11	01:16.957	5
DNF	88	ITS		William Turley	Datsun 240Z	5	01:23.871	2
DNF	2	ITB		Nat Wentworth	Saab 900	1	—:—:—	

—continued next page

The South Chicane makes for some real curb-hopping, two-wheelin’ fun. Here, Tim Mullen gives us a display in his ITB Rabbit.
Photo: Doug@the16V.com



NERRC #Six — NER Cheap Date Results
Saturday, September 11, 2004

Compiled by Denise Patten

Race G1- FV F500 NCF

Pos.	CL	No.	Class	Name	Car	Laps	Best Lap	In Lap
1	1	3	NCF	Robert Weiner	Crossle 45F	20	01:09.793	5
2	2	8	NCF	Christopher Dona	Crossle 45F	20	01:10.318	5
3	3	69	NCF	Alan Walker	Citation Z-16	20	01:10.490	4
4	4	77	NCF	Geoffrey Rainville	Zink Z10C	20	01:11.631	14
5	5	01	NCF	Don Denomme	VanDiemen RF80	20	01:11.591	5
6	6	2	NCF	R. Cunningham	Zink Z10C	20	01:13.226	14
7	1	25	FV	Richard Clark	Zeitler	19	01:15.635	5
8	2	0	FV	James Regan	Citation	19	01:15.544	19
9	3	23	FV	Jason Fennessey	Scorpion P1	19	01:14.952	17
10	7	22	NCF	Gary Camody	PRS RH01	19	01:15.131	6
11	4	4	FV	Aaron Pulaski	Protoform P2	19	01:16.608	2
12	5	52	FV	Darren Imfeld	Zeitler	19	01:16.374	8
13	6	55	FV	Bruce Rodman	Caracal D	19	01:17.115	13
14	7	53	FV	Dennis Richardson	Adams Aero	19	01:16.717	9
15	8	99	FV	Paul Faford	Caracal D	18	01:18.354	14
16	9	21	FV	Chris. Zarzycki	Citation 85V	18	01:17.868	7
17	8	45	NCF	Alan Swide	Royale RP21	18	01:16.665	8
18	10	32	FV	Dan Grace Jr	Citation	18	01:17.856	16
19	11	20	FV	Thomas Galuardi	BarrCarr 004	18	01:20.528	6
20	12	15	FV	Stephen Plencner	Caracal C	17	01:17.983	14
21	13	51	FV	Ron Bass	Mysterian	17	01:21.165	6
22	9	34	NCF	Peter Fail	Crossle 45F	16	01:11.288	4
23	14	43	FV	Salvatore Albanese	Protoform P2	14	01:20.406	10
24	15	7	FV	David Ferguson	Protoform 91	12	01:18.647	7
DNF	98	FV		Jay Smith	Minotto&Smith MS1	0	—:—:—	—

Race G2 - ITA ITC

1	1	99	ITA	Anthony Serra	Acura Integra	20	*01:15.747	2
2	2	69	ITA	Shane Hawthorne	Honda CRXsi	20	01:16.965	6
3	3	9	ITA	Richard Hunter	Acura Integra	20	01:16.892	10
4	4	03	ITA	Victor Gangi	Acura Integra	20	01:17.522	5
5	5	86	ITA	Anthony Ruddy	Honda CRX Si	20	01:18.505	11
6	6	14	ITA	Philip Gott	Acura Integra	20	01:18.519	11
7	7	57	ITA	Jake Gulick	Mazda RX-7	20	01:19.107	4
8	8	1	ITA	Brandon Bogart	Nissan 200SX	20	01:19.059	2
9	9	66	ITA	Dominick Vigliotti	Honda Civic	20	01:18.862	15
10	10	98	ITA	Julie Melbin	VW Golf	20	01:18.988	4



Keegan Van Sicklen took the class win for the competitive FSCCA Class.
Photos: Doug@the16V.com

11	11	17	ITA	Drew Young	Mazda RX-7	20	01:19.617	11
12	12	20	ITA	Eric Price	Honda CRX Si	19	01:19.112	2
13	13	53	ITA	Louis Schlemmer	Honda CRXsi	19	01:19.965	10
14	14	2	ITA	Kelly Arrison	Mazda Miata	19	01:19.655	11
15	15	58	ITA	Buddy Wengers	Ford Escort GT	19	01:20.665	5
16	16	00	ITA	Shelby Churchill	Mazda Miata	19	01:21.544	18
17	17	54	ITA	Chris Whitney	Mazda Miata	19	01:20.974	18
18	18	21	ITA	Michael Buccella	Mazda RX-7	19	01:22.744	3
19	19	8	ITA	Brett Bogart	Nissan 240SX	19	01:22.717	12
20	1	41	ITC	Christ. Johnson	Ford Escort	19	01:20.592	5
21	20	18	ITA	Noam Levine	BMW Z3	19	01:22.570	6
22	2	43	ITC	Andrew Appleton	Ford EXP	19	01:23.773	15
23	21	61	ITA	David Youngren	Mazda RX-7	18	01:23.392	13
24	22	88	ITA	Wayne Dyer	Mazda Miata	18	01:25.499	14
25	3	09	ITC	Michael Roberts	VW Rabbit	18	01:28.294	5
26	23	16	ITA	Forrest Stevens	Mazda Miata	16	01:22.817	2
27	24	24	ITA	Windell Holmes	Honda CRX	3	01:25.409	2
DNF	31	ITA	Grant McStay	Mazda RX-7	0	—:—:—	-	
DNS	15	ITA	Richard Patullo	Mazda RX-7	0	—:—:—	-	
DNS	3	ITA	Brian Mushnick	VW Golf	0	—:—:—	-	
DNS	87	ITA	Jeremy Sheppard	Nissan 240SX	0	—:—:—	-	

* Better than existing track record

Race G3 - FA-C-F-M CFC S2000 A-C-DSR

NER Solo2
Event #8

September 5, 2004

Car	#	Driver	Car	Time
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Super Stock

1	19	Matt Murray	Porsche	71.999
2	17	Jeff Martone	Vette	73.355
3	7	Dan Cernese	Mazda	73.527

A Stock

1	165	Tom Urban	Vette	82.339
2	632	Jeff Flath	Porsche	dnf

B Stock

1	13	Etgar Nerenberg	S2000	72.957
2	78	Jason Bundas	MR2	73.706
3	8	Diane Hall	MR2	77.191
4	182	Jocelyn Sharp	RX-8	81.145
5	82	Mark Hoffmann	RX-8	82.977
6	622	Ed Silva	Porsche	96.247

C Stock

1	23	Chris Franson	Miata	72.431
2	9	Dan Dalessio	Miata	74.283

D Stock

1	77	Byron Flagg	Subaru	77.898
2	31	Michael Spena	Subaru	81.487
3	30	Daniel Wolpert	SRT-4	85.007
4	6	Matt Davis	Nissan	88.068
5	13	David Hyman	GTi	94.871

E Stock

1	9	Joe Kraetsch	Porsche	83.226
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F Stock

1	42	Russ Siggelkoe	Mustang	74.905
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G Stock

1	13	Joshua Parker	CRX	77.062
2	28	Craig Swinehart	Subaru	79.969
3	44	Max Stinehour	Talon	dnf
4	48	Allen Parker	CRX	dnf
5	88	Charlie Wong	Civic	dnf

H Stock

1	34	James Blumenfeld	GTi	90.016
2	25	Michael Fairbank	Honda	96.585
3	17	George Sherback	Subaru	dnf
4	36	Jim Soulie	Hyundai	dnf
5	314	Bob Guenthner	Protege	dnf

D Street Prepared

1	21	CB Vandenberg	Saturn	76.688
2T	99	Malcolm Lawson	Mini	80.003
3	12	Don Vandenberg	Saturn	81.793
4	19	Brad Kellett	Saturn	82.999
5	199	Judith Lawson	Mini	84.768

E Street Prepared

1	20	Charles Moss	Eagle	73.207
2	2	Ben Avanti	Talon	74.940
3	44	Mike Russon	Pontiac	82.533

F Street Prepared

1	0	Paul Seeberg	MGB	83.350
2	37	Sal Estacio	Golf	84.308

A Prepared

1	10	Charlie Levesque	Turner	69.264
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C Prepared

1	50	Arnold K. Beebe	Mustang	78.295
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E Prepared

1	61	Brian Levesque	Civic	69.124
2	30	Paul Krysiak	Civic	73.900
3	130	Kathy Barnes	Civic	77.659
4	8	Mark Goodale	Civic	79.276
5	45	Joe Bellofatto	Civic	79.870
6	88	Cheryl Goodale	Civic	85.688
7	39	Donald E. Allen	MGB	87.924

F Prepared

1	40	Robert Lang	Triumph	70.478
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A Modified

1	64	Bob Barone	Dragon	62.148
2	164	Bill Gendron	Dragon	62.224
3	38	William Goodale	Dragon	62.640

C Modified

1	193	Jim Garry	Citation	65.942
2	46	Tyson Sawyer	Reynard	66.761
3	93	Ken Hurd	Citation	68.537
4	146	Stacey Sawyer	Reynard	69.945

D Modified

1	59	David Maldari	Healey	75.969
2	65	Robert W. Totten	Triumph	82.262

E Modified

1	86	Rick Russell	Porsche	81.650
2	9	John Hanson	Porsche	dnf

F Modified

1	75	John MacDonald	D-13	67.579
2	6	Tony Jagodnik	KBS	73.885
3	5	Bob Jordan	Zink F500	76.153

Formula SAE

1	77	David Giebenhain		79.285
2	71	Ben Mies	SAE	86.729
3	17	Joseph Ledue	FSAE	90.854
4	11	Brian Brownhill	SAE	91.234

Street Touring S

1	45	Nathan Whipple	Civic	74.634
2	61	Cris Thomas	Saturn	76.629
3	28	Neil Schelly	Lancer	84.557
4	121	Josh Noble	Legacy	89.480
5	10	Pat Campagnola	Integra	97.211

Street Touring S-2

1	36	Adam Wilcox	Miata	82.844
2	944	Adam Martin	Miata	84.464
3	397	Damon	ⓧ	93.514

Street Touring X

1	94	Mike Shields	325is	74.299
2	24	Chang Ho Kim	Honda	75.601
3	62	Robert Lapierre	Subaru	76.108
4	80	Ron Adams	Subaru	87.076

Street Modified

1	89	Jason Levesque	Honda	75.763
2	22	Peter Corrales	240sx	78.252
3	227	Jeff McNeil	Nissan	78.887
4	18	Jose Mascot	240sx	79.608
5	17	Gerard AudetivC		83.114
6	61	Patrick McParland	Subaru	84.966

7	9	Alex Alekseyev	Audi	85.192
8	32	Vincent Tsoi	ⓧ	92.719
9	16	Peter McParland	Subaru	dnf

Street Modified 2

1	90	Kevin Camire	Miata	72.032
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F125 Kart

1	59	Paul Bowin	Elite	71.582
2	159	Nancy Bowin	Elite	92.815

Junior Kart 1

1	15	Kevin Maldari	Coyote	113.138
2	58	Sarah Bowin	Coyote	118.877

Junior Kart 2

1	17	Jonathan Scannell	Coyote	9 1.954
2	5	Jeff Maldari	Coyote	120.975

Junior Kart 4

1	16	Scott Bowen	Elite	72.271
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Novice Stock

1	nes	22	Matt Heller	Miata	60.311
2	ngs	19	Kyle A. Rausch	VR-4	64.216
3	ngs	2	Philip Tonque	Subaru	64.395
4	ngs	4	Wiley Cox	Civic	65.213
5	nds	9	David White	Nissan	67.526
6	ngs	7	Chris Mills	Civic	68.642
7	ngs	17	Rob Mills	Civic	71.160
8	nhs	34	Alex Blumenfeld	GTi	75.726
9	nds	3	Mike Spena SR.	WRX	76.299
10	nhs	125	Isaac Fairbank	Honda	79.072
11	nss	11	Scott Lyman	Vette	83.712
12	nes	42	Andrea Brenton	Porsche	94.896
13	ngs	6	Sandy Orenstein	Neon	dnf

Novice Non-Stock

1	sstx	72	Chris Brento	Subaru	64.349
2	ssm	510	Jay Flath	Subaru	64.488
3	sstx	41	Jeremy Keith	Subaru	64.929
4	ssts	13	Jesse Quagliaroli	Civic	65.691
5	sstx	7	jason Carroll	Subaru	66.184
6	ssts	7	Scott McIntosh	Civic	66.333
7	sdsp	1	Jeffrey Shank	GTi	67.469
8	ssm	43	Sam Creasey	Prelude	68.103
9	sfm	175	Cara Ness	Caldwel	68.105
10	seps	89	Jeremy Anderson	Mustang	68.170
11	ssm	11	Dan Beaudoin	Mustang	68.757
1	ssm	9	Chris Lehr	Subaru	70.170
13	scsp	1	Bruce Stanle	Miata	70.371
14	ssts	77	Katie Gerela	Civic	71.334
15	ssm	23	Bryan French	Subaru	71.720
16	sdsp	18	Taylor Lowe	Saturn	72.858
17	ssm	8	Matthew Colburn	Jetta	73.626
18	ssm	13	Kyle Tarry	Talon	75.070
19	sasp	360	Joe Wilson	Porsche	75.679
20	sstx	1	Brandon Kimmins	Subaru	78.111
2	ssts	168	Alex Tsu	Passat	79.660
2	ssm	88	Drew Campbell	Mustang	79.993
23	ssm	29	Ted Pierce	Mustang	82.597
24	sasp	4	Mark Nickerson	944	99.383
25	ssm	7	W. Jake Doucet	Integra	dnf
26	ssm	31	Mark Cassidy	Civic	dnf
27	ssm	36	Steven Chizinshi	Pulsar	dns



Nickolay Nemchuk is flagged off for the start on his run at the Loon Mountain RallyX, while a line of Subarus (masthead) await the start. All photos, this spread: Scott Beliveau

Event # Eight: Loon Mountain RallyCross

By Scott Beliveau

**Chabot Undaunted by Ivan
at Loon Mountain Fall RallyX**

Arthur Chabot did not let the rain dampen his day as he showed the quickest way around the course, dominating the 4 wheel drive modified class. The weather obviously did deter some competitors from coming out to play. Twenty-five drivers challenged the rallycross courses at Loon Mountain in Lincoln, New Hampshire on September 18th.

Following a dusty event at the RAL RallyX, Rick Swan notified the group that "Ivan has agreed to take care of watering down the course." That was his comment on the rallyx discussion list the Monday before the event. He had no idea how right he would be. The storm, formerly known as Hurricane Ivan, rolled through the area Friday night and Saturday morning eliminating any possibility of dust. By the afternoon runs, the storm had moved on. The area used for the course is comprised mostly of stream bed fill, so it drained quickly. The morning featured some watercrossings that displayed splashes like at STPR.

The 4 wheel modified class has been very close all year. This event was no exception. While Arthur Chabot won the class in his Mitsubishi Gallant VR-4, Rick Swan captured second in his Subaru WRX. Swan narrowly beat third place Dave Getchell by 0.07 seconds over a combined time for eight runs. Getchell drives a Subaru Impreza 2.5 RS.

In the 4 wheel production class, Bret Wilber enjoyed an eight second win in his Subaru Impreza 2.5 RS. "Bret was just able to hook up

better and get the power to the ground in the slippery sections today" said runner up Scott Beliveau. The rest of the class was separated by only one second from position to position. Behind Beliveau's Toyota Tacoma, was a parade of Subaru WRXs. Don Grant placed third, followed by Justin Rich and Nickolay Nemchuk.

Kory Rooks won the RWD class in a Toyota Supra, besting Maius Monea's BMW 325i. In the front wheel modified class, Seth Strait, driving Geoff Clark's Saab 99, won the class. Second was Ed McNelly in the Hyundai Tiburon, rebounding from an unchar-acteristic outing last month. Neal Blair remained consistent in the class as he piloted his VW GTI to a third place finish.

Volkswagen was the top marque in the front wheel production class for the day. Alan Moody narrowly captured the win in a Golf. Second was Hal "in the yellow car" Denham in a GTI. Completing the podium sweep for VW, was Erik Lee, also in a Golf.

By the time this hits your mailbox, the Union Fair RallyX on October 16th, will most likely be history. Following that event, is the covered Bridge weekend, featuring the famous Covered Bridge TSD Rally on Saturday, and the Covered Bridge RallyX on Sunday. The weekend is based at Okemo Mountain, in Ludlow, Vermont, November 6-7. Plan on making a weekend of it!

LOON Mountain Fall RallyX—September 18, 2004

Driver	Car #	Car	CL.	Pos		Total Time	Times (including penalties)							
				Cls	OV.		Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8
Arthur Chabot	51	Mitsubishi	4M	1	1	362.569	43.324	43.300	43.303	41.206	36.763	36.949	36.781	80.943
Rick Swan	14	Subaru	4M	2	2	371.939	43.898	44.700	42.613	43.484	37.799	40.480	37.261	81.704
Dave Getchell	778	Subar	4M	3	3	372.635	47.122	45.423	43.428	44.435	39.379	37.975	35.880	78.993
David Harris	1	Mitubish	4M	4	4	380.042	45.800	45.937	47.521	43.393	39.411	38.194	37.403	82.383
Dennis Harrop	18	Subaru	4M	5	5	380.784	47.169	44.700	44.615	41.743	39.296	45.992	36.385	80.884
Janice Cirillo	11	Mitubishi	4M	12	6	418.857	53.900	51.237	52.468	46.861	43.054	42.372	40.520	88.445
Bret Wilber	26	Subaru	4P	9	1	412.730	50.756	48.419	45.099	45.139	54.636	46.060	36.436	86.185
Scott Beliveau	91	Toyota Truck	4P	13	2	420.595	51.624	49.658	48.264	57.271	40.967	39.649	44.288	88.874
Don Grant	16	Subaru WRX	4P	15	3	421.570	51.506	58.744	46.206	47.709	41.516	43.644	39.707	92.538
Justin Rich	523	Subaru WRX	4P	16	4	422.908	51.540	53.070	50.248	51.318	46.966	41.830	40.221	87.715
Nick.Nemchuk	199	Subaru WRX	4P	17	5	423.026	50.757	52.397	48.652	47.148	44.534	42.879	43.263	93.396
Seth Strait	99	Saab 99	FM	6	1	390.316	48.223	48.229	47.403	45.477	40.972	39.080	39.959	80.973
Ed McNelly	43	Hyundai	FM	7	2	396.306	50.211	49.831	48.953	45.894	39.640	40.064	41.794	79.919
Neal Blair	356	VW GTI	FM	8	3	400.193	51.039	48.606	48.964	45.716	43.649	43.080	37.848	81.291
Geoff Clark	919	Saab 99	FM	18	4	425.355	46.606	47.208	49.985	46.531	61.110	39.125	44.417	90.373
Walter Clark	974	GTI	FM	21	5	437.627	59.786	53.644	52.687	51.536	47.532	41.402	43.156	87.884
Alan Moody	58	VW Golf	FP	10	1	416.309	51.562	51.668	52.563	47.993	49.050	41.049	39.458	82.966
Harold Denham	32	VW GTI 8V	FP	11	2	417.037	52.591	50.822	53.686	49.402	42.051	42.594	41.420	84.471
Erik Lee	311	VW Golf	FP	19	3	433.655	54.153	53.757	52.547	50.162	43.950	43.377	42.430	93.279
Josh Teresco	80	Saab 99	FP	20	4	436.196	55.761	55.761	51.954	50.876	55.863	45.027	44.918	83.405
James White	20	GTI	FP	23	5	445.879	55.200	55.264	54.599	52.401	46.593	45.691	43.964	92.167
Kathy Moody	158	VW Golf	FP	24	6	446.183	50.491	56.625	54.354	51.594	47.085	47.146	47.969	90.919
Chris Rizzon	808	Saab 99	FP	25	7	460.436	55.773	52.770	56.277	52.997	47.542	45.702	47.724	101.651
Kory Rooks	13	Supra	RW	14	1	420.915	48.490	49.936	50.743	47.070	49.354	46.385	39.862	89.075
Marius Monea	76	BMW 325i	RW	22	2	441.517	51.977	52.109	54.381	55.173	42.259	45.098	43.664	96.856



Arthur Chabot's roof rack should give him an aerodynamic advantage...or disadvantage, while (below) Rick Swan powers through the Esses at this picturesque event.

