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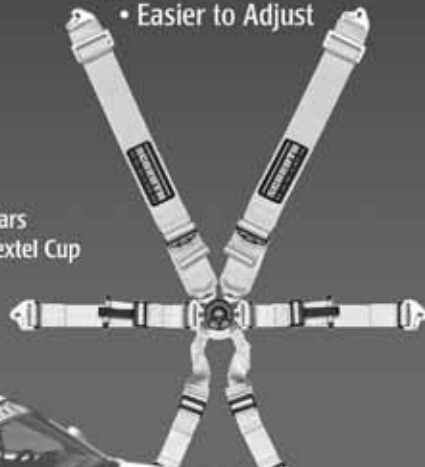
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SEPTEMBER 2005

**INSIDE: RAL RESULTS
REGIONAL RACES
RALLY-X
RALLY
& SOLO EVENTS**



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COMPTROLLER



RE Report

—continued from page 3

solo site involved, that all the dates will be sold to the highest bidder, that we will never have anything better than what we currently schedule. My response to them is “It is time to put those black helicopters away and be constructive.” NER has become involved in this project so we will still have events when the current group of Ric Racing FJr Kart drivers in the solo program (2 Saras, 2 Kevins and a Timothy) are ready to take a performance driving school and their parents want them to do it with SCCA, and the rest of us who are not so young can keep having fun.

This is also the time of year that we look back on how we were able to improve the Region’s activities. This year, we have started to have “Member Activities” that were not competiiton. The first was a Family Picnic at Lake Dennison. It was fun. It would have been more fun if the thunderstorm had been a few hours later—but we had been



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

swimming, had finished cooking out and quite a few people had been out on the lake in either kayaks or the boats available for rent. NER will also be hosting a party at the Runoffs. The NER team at Nationals will also be getting some region recognition.

We’ve always had great competition programs, but when I talk with people from other parts of the country— I wonder if there is some way to offer non-competition events and activities for our members? Do you have an idea for one that you’d like to help the region organize? Let me know.—Kathy

RAL Rally-X

—continued from page 8.

third place finish, six seconds back. The increasingly fast “Yellow car” piloted by Tim Chevalier claimed the win by nearly half a minute. This was Chevalier’s fourth win of the season.

RallyCross Against Leukemia was run as part of the charity weekend to benefit Leukemia Research at UMASS. A portion of the entry fees will be donated to the cause, as well as donations collected by the racers.

The 4-wheel-modified class was the largest



and most closely contested. After chasing closely all season, Richard Swan, a long-time rallyx competitor, finally caught the prize for his first win of the year. Swan, in his red Sube WRX, had to battle multi-event winners Arthur Chabot and Dennis Harrop for bragging rights on the dusty course. Chabot finished five seconds back in his Mitsu Gallant VR4. Continuing the Subaru - Mitsubishi battle, Dennis Harrop put his WRX in third place, a quarter of a second back, followed by Dave Harris, Gallant VR4.

The Union RallyCross will be the next event, a two-day challenge. On Saturday, October 22, the tenth points event on the NER championship schedule will run at the Union Fairgrounds in Maine. Sunday, the scene will be the same, but it won’t be a points race. Fun runs, car swaps and friendly challenges will be the menu for the day. Entry can be for either day, or a discount rate is offered for those wishing to get a double dose. Entry may be limited; don’t miss the boat. Looking further ahead, plan on another weekend of Rally fun with Covered Bridge Rally and RallyX on November 5-6. More info on each is

NER Web Site:
www.ner.org

Cover: Jack Matava’s AS Camaro tip-toes through the Esses at the NHIS Pig-Roast weekend. Photo: doug@the16V.com

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1989 NISSAN 240SX ITA: One win, two 3rds in four races in 2005. One-year old motor, 10 wheels, FAST and ready. Many spares included. \$10,000 jeremy @ 978.453.2343 or email 7racing@naisp.net

1990 MIATA SSM: Red/yellow #18 as raced at NHIS 07/10/05 with open trailer. \$10,700. George at 207.883.2204 or e-mail at GLIEBL@maine.rr.com

MID-SEASON GARAGE SALE: Race books, prints

and posters: '86 Mustang SVO: VW xaxle; Shine built air-cooled VW (new); QuikJack; race wear; Saab steel rims; Probe wing; engine stand; K&N air for '97 Saab 900 and '05 Cooper S. For specifics, "Topic Starter" Ed Bocko at NER-SCCA Classifieds http://www.scca.org/garage/forum/forum_topics.asp?FID=74&PN=1 or EBockoPROTRAN@att.net Ed Bocko EBockoPROTRAN@att.net 781-784-7663 [v/f]

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TIRES: 4 Goodyear Eagle F-1. 245/45ZR/17. Used for one (1) 20-minute LRP track-day session and then engine blew. \$125 each OBO. Ray 203.755.2222 or 203.758.6009

BOD Minutes, August —continued from page 23

GCP Investments LLC and for future consideration as outlined in a letter of intent dated August 10, 2005. Approved.

New Business:

Mid-Ohio Worker Party: Motion: Perrault/Lyons: to approve up to \$2000 towards worker gifts and a party for NER members to be held at Mid-Ohio during the Run-offs. Approved.

Solo Nationals: Motion: Franson/Barnes: to approve up to \$500 for membership support at the Solo nationals. Approved.

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RE REPORT—Kathy Barnes, NER RE



I love Labor Day weekend. It is has changed to a promise of

National Championship events. Some of those events—"The Runoffs" for national Club Racing, "The

Nationals" for our Solo program, and the ARRC for Regional-only classes have long histories; the US Road Rally Challenge and the RallyCross National Championships are newer. NER will have members at all of them—competitors and workers. One of our members, Pego Mack will have a significant responsibility for both of the rally events as she steps into the role of Rally Manager for SCCA. She will be relocating to Topeka at the end of September. Her resignation from the NER Rally Board was met with "Congratulations!" instead of "What would

convince you to not resign?" She leaves a good foundation for our program and many new people involved working to make the program grow.

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Friday Night Party:

Theme for Friday night includes any rally, racing, solo, worker photos you have taken all year, that are either good, embarrassing, funny, educational or worthy of work you want to show off.

Please join myself and my six rally friends for a great weekend.

Stay tuned for all the info!
Maryanne Rhodes—Chairman

What's Inside

"Back to School" time, the weather is fall, and it is almost time for SCCA's

RE Report.....	3
Here to Speak My Mind.....	4
Nomination Form	4
RRally Round Up	6
RAL Thank You	7
RAL RallyX Report & Results.....	8
RAL Rally Report & Results.....	10
Solo 2 Report & Results, Event #7	12
VT Sportscar Rally/Rally X info.....	15
RAL Enduro Results	16
Club Racing Report.....	17
RAL Regional Race Results	18
2005 Calendar.....	22
BOD Minutes, August.....	22
Worker of the Event.....	23
NER Merchandise Order Form.....	24
SCCA/NER Member Application.....	25
Classifieds	26
Spin of the Month.....	27

Another exciting project in New England is a proposed track in Hopkinton, RI. NER has become a partner with the LLC which will be operating the track. We have committed to invest in many of the permitting processes which are necessary. The Board of Directors feels that this is an investment which will offer our programs an opportunity for future site security. This year, when the Time Trials program was initiated by SCCA, we did not have any opportunity to develop events—no dates were available.

This is the same situation NER has faced with our Solo program: lots of clubs wanting a limited number of days. Since the day the news about this project became public, many members from various parts of the club have shared their opinions. There seem to be a few distinct trends: the optimists who see us racing in RI 20 times a year, the cautious realists who know that this

is just the start of what could be a challenging project and the conspiracy theorists who know that the track will not let them compete because their cars are too loud, too fast, too slow, too small; they are certain that there will never be a —continued on page 27

“...AN INVESTMENT WHICH WILL OFFER OUR PROGRAMS AN OPPORTUNITY FOR FUTURE SITE SECURITY...”

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HERE TO SPEAK MY MIND



Maybe I'm getting old (yes, I'm pushing 40 but I won't tell you the direction), but it seems to me that more and more racers in the top-level series are getting younger and younger. Although this seems to be the case in all the major racing series, it seems most obvious in NASCAR.

It used to be that you paid your dues in the minor leagues before you got a ride in the major leagues. By that time, a driver was generally in their late 20's, or even early 30's, and more importantly, mature in their behavior and mindset. Yes, they could get rough and fists could fly at the finish, but after all was done, grudges were seldom held long and everyone seemed to get along on the surface.

Today it seems like drivers are starting earlier and earlier, racing in Midgets, Legend cars, or Late Models while still in school. If they show any talent, they are signed to a contract by one of the "big" teams, and thrown in a Busch Car. If they thrive there then it's into the Nextel Cup where they find themselves under the microscope every week with pressures to perform and other younger drivers hoping for them to fail so they can take their place.

Although the quick rise to the top would seem to be a dream for many drivers, it can quickly turn into a nightmare when it's discovered that they lack the maturity to interact with team members, officials, fans, and the media. All sins seem to be forgiven for those who produce on the track and with sponsors, but those that don't are cut loose and thrown to the wolves, fighting for a Busch or Truck seat in hopes of reviving their careers.

Jeff Gordon started this trend, but at least he had people around him nurturing him and providing support. After a shaky rookie season, Jeff showed maturity and self control beyond his age and has risen to the level of multiple champion. Unfortunately, he seems to be the exception to the rule. Today we get good/great young drivers with tons of talent behaving like punks.

In their defense, the media spotlight shines much brighter in their face than it did for previous generations. And everyone gets mad and blows a fuse now and then. So the occasional outburst and media gaff is to be expected. But to continue to misbehave is unacceptable. It shows the sport in a bad light and provides a bad example to the

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Sports Car Club of America

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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 ____/____/____ month day year
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

Annual National/Regional dues Total _____

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

Birthdate ____/____/____

* 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 _____

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C-	_____ \$ _____
C-	_____ \$ _____
C-	Source _____ \$ _____

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NER/SCCA Merchandise Order

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

Special requests? Please call Donna Stevens at 603.424.2227

Description	Price	Quantity
PUBLICATIONS		
2005 General Competition Rules	\$25.00	
PINS		
Enamel (yellow) NER triangle pin	\$2.00	
SCCA wire wheel pin	\$4.50	
SCCA rectangular pin	\$3.50	
DECALS		
SCCA Windshield decal	\$6.00	
SCCA wire wheel 4-1/2"(round)	\$1.50	
SCCA 2" dia (outside)	\$1.00	
SCCA wire wheel 2" dia (inside)	\$2.00	
Master Switch Off decal	\$1.00	
Fire Extinguisher (Red E)	\$1.00	
SCCA Club Racing (8-1/2 x 3-1/2)	\$1.50	
SCCA Road Rally (blue/red)	\$1.50	
SCCA Solo 2 (8-1/2 x 3-1/2)	\$1.50	
SCCA (generic) 8-3/4 x 3-3/4	\$1.50	
7" NER triangle	\$1.00	
4" NER triangle	\$0.75	
3" NER triangle	\$0.75	
PATCHES		
SCCA 3" wire wheel patch	\$3.00	
SCCA Club Racing (4-1/2 x 2)	\$4.00	
SCCA Initial Patch (red, blue, white)	\$4.00	
NER 4-1/2" triangle	\$3.00	
SCCA Driver's patch (red, blue, white)	\$3.50	
CLOTHING & OTHER ITEMS		
White sweatshirts M, L, XL, 2XL	\$18.00	
White Raingear jacket/pants (set) size	\$45.00	
NER SCCA Polo M, L, XL	\$32.00	
NER white T-shirts M, L, XL, XXL	\$10.00	
NER hats	\$12.00	
NER black breakaway lanyard	\$2.25	
NER magnets	\$1.50	
NER black breakaway lanyard	\$2.25	
Plus postage for all orders	\$5.00	
	TOTAL	

Make check payable to NER, SCCA (no credit cards accepted)

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone #:

Email address: _____

Make check/order to:

“NER, Merchandise Program”
c/o Donna Stevens, PO Box 1122
Merrimack, NH 03054 • 603.424.6821 • donna@sadt.mv.com

next generation. If I wanted to see that, I'd be a basketball fan.

It's time for NASCAR, team owners, and/or sponsors to show some backbone and take action. The suspension (or even firing) of drivers that continue to act in an unacceptable manner would serve as a good example and deterrent to other drivers.

Grow up, Chip and Jack

NASCAR silly season is in full swing and nothing is sillier than the recent announcements that Jamie McMurray will take over the 6 car for Roush racing in 2006 and Kurt Busch will take over the 2 car for Penske South racing in 2007.

Once the McMurray announcement was made, Chip Ganassi immediately stated that he would hold McMurray to his 2006 commitment to race for his team. Then when Busch's deal was announced, Jack Roush acted equally petty by saying that he would hold Busch to his 2006 commitment to the 97 team.

Grow up Chip and Jack and do what's best for your teams. Let the drivers move on at the end of 2005. Otherwise, all you're going to get is bad chemistry on the existing teams, lost sponsors, and a lousy 2006 season. Get a new driver and use 2006 as a building/development year.

Will it happen, I don't know. Ganassi and Roush hardly have a history of being reasonable. When they have a grudge to grind, they'll do it—to heck with the cost.

Congratulations

And now for the good news:

Congratulations to New England's own **Eric Curran** for his first Speed TV Touring Car event win.

Super congratulations to **Pego Mack** on being named Rally Manger for the entire SCCA. Her experience, knowledge, and enthusiasm can only be an asset to the National organization. Although a big loss to New England, it's a great gain for the Club.

New England Region Member to Run SCCA Rally Program: Pego Mack Named SCCA Rally Manager

TOPEKA, Kan. (Aug. 24, 2005) SCCA headquarters, has announced the hiring of Pego Mack as Rally Manager.

Mack, of Manchester, Conn., joins SCCA's National staff after having served the Rally community in a variety of roles, including organizing event teams, SCCA New England Region Rally Chairperson, SCCA RoadRally Board Member and Rallymaster of more than 100 Time-Speed-Distance (TSD) events since 1973.

As New England Region Rally Chair, she coordinated all region rally activity, which included RallyCross, Performance Rally and

RoadRally. She was also a senior organizing team member with the Maine Forest ProRally, which once ran as part of the SCCA ProRally Championship.

The Rally Manager announcement was a highly anticipated one as it followed SCCA's announcement in July that it will hold the Club's first, National-level RallyCross event Oct. 14-16 in Hastings, Nebraska. SCCA Rally is starting to be written, and she will be an important contributing author," SCCA Vice President of Competition Programs and Region Development Howard "Pego joins us just as a new chapter in

—continued on page 27.

Nomination for the position of Director of the New England Region, Sports Car Club of America

We, the undersigned ten members of New England Region, Sports Car Club of America, Inc. in good standing, nominate for the position of Director, for the 2006-2007 term:

	Candidate Signed Name	Printed Name	Membership #
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			

The written nomination (this form or other document meeting the bylaw requirements) must be submitted to the Secretary or mailed to the Secretary and postmarked no later than November 15, 2005.

Send to: Marianne Lyons, 88 Harbor Street, Pepperell, MA 01463

By Jon D. Lamkins

Event: Hurdle 2005
Date: August 6, 2005
Rallymaster: Jon Lamkins

As in 2004, Hurdle 2005 was run as a Novice rally, however, this year's course was 117 miles in length. Considerably longer than your average Novice event, it was an effort to expose Novice and First Time competitors to the length of a Regional Event.

August 6th was a beautiful day with clear skies and comfortable temperatures as nine cars left Southington, CT. Perhaps too beautiful. For the 3 mile measuring runs and 1 official check, the weather was overcast and less than desirable conditions for outside activity. As a result, there were few cars along the road by the golf course at the end of the odometer check. Unfortunately, the nice weather brought out the golfers and the odometer check area was somewhat busy for the 10-15 minutes that the teams were stopped there.

From Southington, the first section of the Hurdle course took the competitors through Plymouth, Watertown, Woodbury, and Roxbury before the morning break in New Milford. The checkpoint crew and teams were able to witness sky diving at the airfield across from control #3 in Roxbury.

At the break, Joe Termineso and Norman Breed held the overall and Class D lead with 61 points. Kelli Lamkins and LeeAnn Greenlaw stood second overall and 2nd in D with 82 points. Third overall was a tie between Karen and Mike Bronson (3rd D) and Sean and Colleen Proctor (1st F) each with 91 points.

Section 2 of the event was the most scenic, winding through farmlands in Washington, Warren, Morris, and Litchfield, CT before a break in Litchfield Center. The first control of this section was a DIY that proved difficult for many of the teams. All learned that signs can be parallel to the road as well as perpendicular, with many failing to see the "Hurdle" sign on a telephone pole. (This wasn't the intent of the rallymaster; it just worked out that way). Teams also got to visit Rabbit Hill Road twice and drive almost completely around Bantam Lake.

Kelli Lamkins and LeeAnn Greenlaw took over the overall and Class D lead with a score of 178 for the section (260 total) with the Class F team of Sean and Colleen Proctor scoring a 189 (280 total) to take over 2nd overall and maintain 1st in their class. Robin Dobrowolski and Carrie September scored a 218 for the section (341 total) to sit in 3rd overall (2nd Class D) while Joe Termineso and Norman Breed scored 338 (399 total) to fall to 4th overall (3rd Class D)

Section 3 was the shortest of the rally. Teams drove through Litchfield, Harwinton, Thomaston, and Plymouth before finishing in Bristol. Route



highlights included a trip through the Roraback Nature Area in Harwinton and a drive by the Thomaston Dam.

A score of 122 by Kelli Lamkins and LeeAnn Greenlaw was enough to keep them in first overall and first in Class D (382 total) narrowly beating Robin Dobrowolski and Carrie September

who had a section best score of 103 (444 total, 2nd Class D). The Class F team of Patti and John Jarush matched the Lamkins/Greenlaw score of 122 (703 total, 2nd class F, 7th overall) but it wasn't enough to wrestle the Class F victory from Sean and Colleen Proctor (351 section, 631 total, 6th overall). Other notables include Joe Termineso and Norman Breed in 3rd overall (3rd Class D, 135 section, 534 overall) and Wendy Lachance and Katelynn Dobrowolski coming on strong at the finish for 4th overall (4th Class D, 197 section, 543 overall)


Thanks to all the workers and competitors for making Hurdle 2005 a great event. Next year, look forward to Hurdle 2006 Old Timers Rally #1 as the event becomes a Gimmick Rally.

See you on time – Jon

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WORKER OF THE EVENT

AUGUST—NHIS—RACING AGAINST LEUKEMIA REGIONAL RACES

By Dick Patullo



Picnic: The NER Family Picnic is this Sunday. So far there are about thirty people attending.

Motion: McCormack/Barnes: to budget up to \$200 for the purchase of food stuff for the picnic. Approved.

PITTALKs online: Dave Lyons has requested permission to make old versions of **PIT TALK** available on a website.

Motion: Barnes/Sawyer: Permission is granted from August 10, 2005 thru December 31, 2007 subject to renewal by the BOD for issues through December 1989. The tag on the bottom of all NER **PIT TALK** pages on the website should read:

"Page images and photographs are Copyright of New England Region, Sports Car Club of America (NER SCCA). All rights reserved. Reproduction is only permitted with permission of the copyright holder." Approved.

New Track Committee:

Dick Patullo introduced Lou Gingerella, an NER driver, who is attempting to build a new race track in Hopkinton, RI. So far talks with town officials have been very positive. The land would contain a race track and an industrial park. In September 2005, Lou will go before the town board to get approval for the necessary variances. Should this be approved, they are looking for financial backing from NER. This would be utilized for the permitting and engineering. Our financial support would give NER a specified number of dates per year at a discount plus various other incentives.

Motion: Barnes/Franson: to approve up to \$24,000 for expenses incurred in permitting process for a track being developed in Hopkinton, RI by —continued on page 27

blue flag team at the Meadowlands for CART, on Ed Ozment's blue flag team for F-1 at Detroit and also CART later on and was on FL Region's blue flag team for IMSA and CART at Miami. In addition,

in 20 years at Montreal, I have blue flagged F-1 at times (also Corner Captain some other times). I have blue flagged CART at Toronto. Least pleasant part now is driving 2-1/2 hours home Sunday night from NHIS.

Q. Have you ever worked any other specialties? If so what did you like and dislike?

A. I work registration sometimes Friday nights at NHIS registering workers. I worked as a Pit Marshall 3-5 years at the runoffs at Road Atlanta and the first year at Mid-Ohio. I didn't dislike anything about these specialties. I liked working Road Atlanta because there were a lot of things to do, splitting classes in practice and/or qualifying for Pit Tech, separated Steve Johnson from a physical confrontation with another driver once, etc.

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

A. I have a sister who is a Sister in a non-denominational religious community at Orleans, MA, on the Cape called the Community of Jesus. No one involved in racing other than me. I have a friend from my church that I encouraged who just turned sixteen and joined as a First Gear member; he's anxious to

work T&S or Tech at Lime Rock.

Q. What do you do in real life, what are some of your other interests?

A. I took early retirement in 1991 from Hamilton Standard (now Sundstrand) Division of United Technologies Corporation. During the school year. I read at times to a kindergarten class. I help with 12-14 year olds in a Sunday night get together at my church. I enjoy classical pipe organ music and attend some concerts in my home area in CT and some on the Cape. I have a season's subscription to the Hartford Symphony and a season's ticket to the Hartford Wolf Pack hockey team. I watch all the UCONN men's and women's basketball games on TV.

Q. What keeps you coming back? Why is this fun?

A. When I started flagging, I thought it would be a springboard to flag F-1, which it was. One of my prized possessions is a picture of me giving directions in traffic to Ayrton Senna to cross the track when he was at our flag station in Montreal. Now, I realize it's the interaction with all the friends I've met especially in NER as well as watching the competition mainly during amateur regional and national races.

Allen is certainly one exceptional worker, but then most workers are. When you see Al or for that matter any worker. please be sure to say Thank You, Thank You, Thank You.

NER 2005 Calendar

ROAD RACING NATIONAL

September 19-25 SCCA Runoffs Mid-Ohio

ROAD RACING REGIONAL

October 14, 15, 16 Regional, Enduro GLEN Watkins Glen
Oct. 21 & 22 Narrc Runoffs NYR LRP

DRIVER'S SCHOOLS/MISC.

Oct. 14,15 Driver's School GLEN Watkins Glen

SOLO

October 8 Points Event #8 Ft. Devens Ayer, MA
October 23 Team Challenge Ft. Devens Ayer, MA

RALLY-X

October 22-23 **Union Fair RallyX** Union, ME
Will utilize the horse track and infield of the fairgrounds. Saturday will be a championship event, Sunday will be a fun run.
Kathy Moody, prodriver12003@yahoo.com
207-736-3306 (evenings)

November 6 **Vermont SportsCar Covered Bridge RallyX** Bradford, VT
The RallyX will be run in conjunction with the perennial favorite covered Bridge Rally. Discount for entering both.
Ted Goddard, tedgcb@aol.com 802-263-5678

December 3 **Track and Field Rally X** Ascutney, VT
Event chair TBA

NER ROAD RALLY CHAMPIONSHIP

10/08/2005 **Witches' Brew** (Trap Rally) CT
Ev Newton, een@cox.net NERRC

10/2005 **Trunkmonkey Midnight Run** NH
Chris Brenton/James Mackey
cbrenton@chrisbrenton.org,
james@strange.net
NERRC
603-472-9018

11/05/2005 **Vermont SportsCar Covered Bridge** VT
Ted Goddard
NERRC

Next editorial deadline is September 25 for the October issue of PIT TALK.
Please submit your contributions on or before this deadline.
Mailing will be approximately the 25th of October.

New England Region, SCCA Board of Directors Meeting— August 10, 2005

Directors attending: Kathy Barnes, Tim Chevalier, Chris Franson, Marianne Lyons, Doug McCormack, Peter Perrault, Stacey Sawyer, and Jeremy Sheppard. Also attending: Jeff Benagh, Sam Gardella, Lou Gingerella, Mark Goodale, Paul Krysiak, Brian Musnick, and Dick Patullo. Meeting called to order at 7:30 pm.

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

Secretary's Report: Motion: Sheppard/Sawyer: to approve minutes from the July 13, 2005 meeting. Approved.

Treasurer's Report: Sam Gardella presented a budget vs. actual financial review for the Region so far this year. We are doing well financially.

Motion: Lyons/McCormack: to accept the treasurer's report as given. Accepted.

Program Reports:

NESCC: The last event for NESCC is this Saturday at Devens. Due to the difficulty of obtaining dates which has contributed to the difficulty in recruiting and training people who are interested in leading the chapter, NESCC will be on hiatus for 2006.

Solo: Mark Goodale thanked the BOD for working with the Solo board to purchase the much needed radios. Plans for the 2006 season are underway with negotiations for a National Tour event that would be a three-day event. There is a non-points event at Cape Cod Community College on August 21, 2005 and a possibility of another event at another site in September 2005. The Solo board is actively looking at four new sites.

Rally: Tim Chevalier reported that the

Trunk Monkey TSD rally had sixteen cars. Maine Forest Rally went well and the NER booth generated lots of interest. The Witches' Brew rally scheduled for October has been cancelled. For the RAL weekend, August 26-28, 2005, there is a night rally on Friday. In addition, Scott Beliveau is trying to secure the use of the closed greyhound racetrack for the rallycross that is scheduled.

Road Racing: NER had 25 drivers run at Glen regional at the end of July. This event was a new NERRC event. We have two more events this year. Steve Ulfelder has done a great job getting donations for the RAL raffle. The pledge information will be available online by this weekend. Kristine Mushnick of NER will assume the position of NARRC treasurer at the next event. Road Racing will contribute \$15,000 to fund the new track search. Dick Patullo will step down as assistant competition board chairman after 2005. Brian is looking for an assistant who would be willing to assume the role of competition board chairman in 2007.

Membership: As of August 4, 2005 we have 3209 members, down 200 since January. Membership loss may be due to non-renewal of Subaru owners and performance rally participants.

Publicity: NER is part of a weekly internet radio show called "DaytonaandFriends.com". Show airs at 6 PM on Friday. There is also a producer of a show in Maine that has interest in NER. For Cheap Date we are looking at possibly advertising the event on a radio station. There would be twenty half-minute ads during the peak commute time in the two weeks prior to the event.

Old Business:

Final Results – Hurdle 2005 August 6, 2005, Southington, CT

OA	Class	Driver/Navigator	Points
1	1-D	Kelli Lamkins/LeeAnn Greenlaw	382
2	2-D	Robin Dobrowolski/ Carrie September	444
3	3-D	Joe Termineso/Norman Breed	534
4	4-D	Wendy Lachance/ Katelynn Dobrowolski	543
5	5-D	Karen Bronson/ Michael Bronson	630
6	1-F	Sean Proctor/Colleen Proctor	631
7	2-F	Patti Jarush/John Jarush	703
8	6-D	Wes Greenlaw/ Joshua Greenlaw	1340
9	7-D	Robert Noack/ Richard Stoddard	1708

Rallymaster: Jon Lamkins
Chairperson: Kelli Lamkins
Checkers: John and Patti Riter
Workers: Michael Tatro, Krista,
John and Patti Riter,
Jacob Dobrowolski,
Jordan Lamkins
Mileaging: Roy Lamkins,
Samantha Lamkins,
Jon Lamkins

Pego Mack Named Rally Director—

—continued from page 5

Duncan said. "We are excited about having someone with Pego's extensive, varied Rally background, and she will be instrumental in helping to grow not only the traditional RoadRally program, but also our new Closed Course Rally program, beginning with our inaugural SCCA RallyCross National Challenge event in Hastings."

Mack will assume full control of the program in Topeka beginning Oct. 1.

"I am looking forward to joining the dynamic team at the National Office," Mack said. "I am also excited for the opportunity to work with the entire rally community and build on the momentum we have going."

Thank you to all the supporters for the



Thanks to everyone who came out during the Race Against Leukemia (RAL) weekend at New Hampshire International Speedway on August 27th and 28th. Special thanks go to **Flatout Motorsports** especially Steve Ulfelder for organizing this year's raffle and procuring the great prizes.

Additional special thanks go to Tim Klavana, Anthony Ruddy and Lisa Gardner. Tim, once again, utilized the RAL pledge forms to collect thousands of dollars in donations. In an unprecedented move, Anthony and Lisa offered to match Tim's donations.

As Brian Mushnick would say "THANK YOU, THANK YOU, THANK YOU!" to everyone who made RAL weekend a smashing success.

RAFFLE PRIZES and WINNERS

2 Silencio sound-suppressing headsets
Value: \$26 Winner: Josh Hess

Prepare to Win and Tune to Win
by Carroll Smith
Value: \$42 Winner: Tom Petherick

Auto Pro timing board and Robic timer
Value: \$45 Winner: Kristin Reilly

Intercomp liquid-filled tire pressure gauge
Value: \$60 Winner: Gary Connolly

Callaway C12 1:18-scale diecast, Donated by **Callaway Cars, Inc** through the generosity of Mike Zoner

Winner: Rich Smith

Sparco Journey black gear bag

Value: \$69
Winner: Stewart Mushnick

Hat, polo shirt and t-shirt from **ALMS powerhouse Dyson Racing**. Donated by Dyson Racing through the generosity of Jeremy Sheppard

Winners: Grant McStay
and Jeff Martynuska

Cadillac Motorsports hats autographed by SCCA World Challenge stars Max Angelelli and Max Pappis. Donated by **Cadillac Racing** through the generosity of Karen Rafferty

Winners: Carol Miller,
Madison Sheppard,
Anthony Ruddy,
Jeff Leone and
Brian Mushnick

GRAND PRIZE—Pegasus Auto Racing
Supplies gift certificate

Value: \$250
Winner: Anthony Ruddy

GRAND PRIZE - Certificate for a free Sports
Car Driving Association event
Value: \$235

Donated by Dave Lyons
Winner: Carrie Jaques

Thank you to all that participated... we look forward to your continued support and participation for next year's event!

By Scott Beliveau

“Dust in the Wind”
theme for 2nd RallyCross Against Leukemia

The RallyCross division joined the rest of the NER racing groups at NHIS this year by racing on the speedway’s Lot H. From Lot H, the rallyx cars could be seen sliding by against the backdrop of road racing cars entering turns 8 and 9, and the sprawling grandstands of the speedway in the background. From the speedway, billows of dust could be seen up on the hill, and little else as the dirty division had their fun.

Some of the scene up on the hill was familiar; a fast yellow VW, a lot of Subarus, the black Toyota Tacoma. Some weren’t familiar; 3 new class winners, a york rake behind the Tacoma, and ROCKS!

The Production 2-wheel drive class was dominated by Saabs. Five of the top seven spots were of the Swedish marque, including the podium sweep. Usually strong Josh Teresco fell victim to the marbley surface and tagged enough cones to land him on the bronze step. Chris Rizzon continued a strong showing in the championship chase by taking silver by a second over Teresco. On the top step, claiming gold, was Tim Cotrofeld with his first win.

Fresh off a session at the O’Neil Rally School, Warren Elliott showed that he learned his lessons well as he piloted his Audi Coupe to a 13-second victory over his nearest competitor in the four-wheel-production class. Allan Dennis had another strong run in his WRX for second. The Toyota RallyTruck of Scott Beliveau placed third, sharing time between racing and dragging the york rake over the rutted course. Don Grant has been improving and placed his WRX a close fourth.

Toyota was the only marque in the Rear-Wheel class. There was a first-time winner in the class as Allen Downs brought out a stout Toyota Cressida to challenge reigning champion Kory Rooks’ Supra. After five runs, Downs edged Rooks by 0.6 seconds. In third was Jeff Myer’s MR2. Rumor has it Jeff is getting “tires” and will be out more this year.

Despite a large amount of, not necessarily welcome, group participation by granite and dust, the event went well. By being at NHIS, it offered an opportunity for Solo and Road Racing people to stop up and watch the rallycrossers in action. Thanks for another great event do to the hard work of the usual suspects, Team Moody (registration and organization), Kory Rooks, Warren Elliott, Allan Dennis (Tech), Rick Swan, Chris Regan, Tim Chevalier, Hal Denham (Safety Stewards and course relay), Warren Elliot, Kristin Chute, Keith Casey (Timing and Scoring), and Jamie Beliveau (6 hours of raking an picking stones on Sunday).

Volkswagen dominated the 2 wheel modified class, claiming the top four spots. Hal Denham’s yellow GTI finished first and fourth. In second, was Joe Dias, returning to rallyx after a 2 year hiatus, in his Golf. Also driving the Dias Golf, Paul Lourenco managed a

—continued on page 27



Allen Downs in his Toyota Cressida speeds by with the Rally-paddock in the background (inset) and Paul Lourenco from Pro-Rally bites a bit of NHIS dirt. All photos: Scott Beliveau



Event #Eight —Racing Against Leukemia NHIS, August 28, 2005

10	36	ITA	Robert Breault	BMW Z3	16	1:22.169	10
11	11	ITC	Tim Klvana	Honda CRX	16	1:23.297	2
12	00	ITA	Linda Kogan	Miata	16	1:24.073	14
13	6	ITA	David Faita	Mazda RX-7	15	1:26.909	2
14	31	ITA	Grant McStay	Mazda RX-7	11	1:21.160	7
DNF	9	ITA	Richard Hunter	Acura Integra	4	1:19.503	2
DNS	3	ITA	Brian Mushnick	VW Golf	0	—	0
DNS	8	ITA	Brett Bogart	Nissan 240SX	0	—	0
DNS	09	ITA	Scott Haven	Honda CRX	0	—	0
DNS	15	ITA	Richard Patullo	Mazda RX-7	0	—	0
DNS	24	ITA	Windell Holmes	Acura Integra	0	—	0
DNS	38	ITA	Geoff Branscombe	Acura Integra	0	—	0
DNS	55	ITA	Jack Hanifan	Mazda Miata	0	—	0
DNS	65	ITA	Paul Masters	Honda CRXsi	0	—	0
DNS	91	ITA	Ronald Jesberger	Mazda Miata	0	—	0
DNS	94	ITA	Chip VanSlyke	Acura Integra	0	—	0
DNS	99	ITA	Anthony Serra	Acura Integra	0	—	0
DNS	32	ITC	Brian Megliola	VW Rabbit	0	—	0

G7 - FA,FC,FM,FSCCA,CSR,DSR,CFC,S2000

1	42	FC	Mark Nadler	VanDiemen 97	10	1:11.915	2
2	79	S2000	Nick Fonte	Lola	10	1:13.149	3
3	87	FSCCA	Bruce Allen	VanDiemen FSCCA	10	0.000	2
4	02	CSR	Fred Bross	Toyota WSR	10	1:19.191	5
5	01	CFC	Robert Muzeroll	VanDiemen RF95	10	1:20.655	2
6	28	FSCCA	Lorenzo DeBiasio	VanDiemen FSCCA	7	1:16.479	2
DNS	49	DSR	Bill Gendron	Dragon SR2	0	—	0
DNS	29	FC	Susan Brano	VanDiemen RF94	0	—	0

G8 - ITS, ITB, SSB, SSC

1	06	ITS	Erik Shifflett	VW GTI	14	1:29.794	13
2	73	ITS	Tim Estes	Mazda RX-7	14	1:30.994	9
3	77	ITS	Mark Gregory	Mazda RX-7	14	1:30.135	14
4	57	ITS	Paul Bergeron	BMW 325	14	1:30.994	14
5	14	ITS	Glenn Lawton	Mazda RX-7	14	1:31.628	12
6	92	ITB	Paul Curran	Volvo 142E	14	1:32.727	12
7	30	ITS	Julie Melbin	VW GTI	14	1:32.679	12
8	67	ITB	Matthew Baldoni	VW Scirocco	14	1:33.802	12
9	28	ITS	Wesley Saunders	Mazda RX-7	14	1:33.000	11
10	74	ITB	Jeff Lawton	VW GTI	14	1:34.419	13
11	01	ITS	Shep Brown	Mazda RX-7	14	1:32.974	13
12	78	ITB	Alan Lourenco	Audi Coupe GT	14	1:35.236	14
13	03	ITB	Eric Pedersen	BMW 318i	14	1:34.791	14
14	1	ITB	Robert Smart	BMW 320i	14	1:35.294	14
15	86	ITB	Tom Mullen	VW Golf	14	1:35.387	13
16	60	SSC	Thom O'Connor	Honda Civic si	14	1:34.510	14
17	68	ITB	Beran Peter	VW Golf	14	1:35.599	13
18	81	ITS	Maurizio Cerasoli	Porsche 924S	14	1:36.110	13
19	8	ITS	Renato Hahn	Mazda RX-7	13	1:33.922	8
20	8	ITS	David Maynard	BMW 325i	13	1:26.310	10
21	39	ITB	David Celani	VW Golf	13	1:38.775	11
DNF	84	ITB	Canio Tartaglia	BMW 318	0	—	0
DNF	70	ITS	Brian Bagnall	Mazda RX-7	0	—	0
DNS	00	ITB	Tom Kelly	VW Golf	0	—	0
DNS	2	ITB	Nat Wentworth	Saab 900	0	—	0
DNS	87	ITB	Jim Carlson	Volvo 142	0	—	0
DNS	02	ITS	Chris.Branson	Datsun 240Z	0	—	0
DNS	4	ITS	Nick Leverone	Mazda RX-7	0	—	0
DNS	9	ITS	Mike Carr	Mazda RX-7	0	—	0
DNS	09	ITS	Ian Linscott	Mazda RX-7	0	—	0
DNS	29	ITS	Domenic Crugnale	BMW 325i	0	—	0
DNS	66	ITS	Matt Rooke	Mazda RX7	0	—	0
DNS	82	ITS	Robert Blake	Mazda RX-7	0	—	0
DNS	88	ITS	Russ Jones	Porsche 944S	0	—	0

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2	45	EP	Jason Adamski	Acura Integra	22	1:23.146	12	2	3	NCF	Robert Weiner	Crossle 45F	17	1:14.423	17
3	53	SPU	Alan Dunklee	7/8 ProStock	22	1:23.109	12	3	27	FF	Charles Foster	Euroswift SC92F	17	1:17.486	12
4	61	SPU	Thomas Drake	Opel GT	22	1:22.689	17	4	01	NCF	Don Denomme	VanDiemen RF80	17	1:18.363	15
5	17	SRF	Derek DeFonce	SRF	22	1:25.438	17	5	29	NCF	Don Costa	Zink Z10C	16	1:19.312	11
6	7	EP	Nicholas Sealey	Mazda RX-7	22	1:25.285	11	6	34	NCF	Peter Faill	Crossle 45F	16	1:18.698	16
7	20	SRF	Randy Youngsma	SRF	22	1:25.426	17	7	16	FF	John Hansberry	Crossle 65F	16	1:20.341	13
8	97	SRF	Jeffrey Swann	SRF	22	1:25.871	21	8	25	FV	Richard Clark	Zeitler	16	1:25.079	14
9	93	SRF	Christopher Caron	SRF	22	1:25.721	21	9	22	NCF	Gary Camody	PRS RH-01	16	1:21.859	11
10	05	SPU	Jonathan Hauge	Baby Grand	22	1:23.875	17	10	7	FV	Shelby Churchill	Protoform P1 1996	16	1:23.722	11
11	8	FP	Scott Rosnick	Porsche 914	22	1:25.438	18	11	99	FV	Paul Faford	Caracal D	15	1:24.530	13
12	32	SRF	Tristan Welling	SRF	21	1:25.687	19	12	43	FV	Richard Stewart	Protoform 94	15	1:25.900	13
13	11	SRF	Thomas Riley	SRF	21	1:26.543	18	13	28	FV	Chris Clark	Zeitler	15	1:24.718	12
14	51	GTL	Joseph Ware	Austin Mini GT	21	1:28.199	21	14	4	FV	Abhijeet Ghatar	Protoform P2	15	1:26.839	12
15	66	SRF	Bill Watts	SRF	21	1:28.943	10	15	53	FV	Dennis Richardson	Adams Aero	15	1:24.046	13
16	50	SPU	Richard Desmarais	Baby Grand	21	1:29.117	19	16	55	FV	Bruce Rodman	Caracal D	15	1:27.287	9
17	18	GP	Ian O'Connor	VW Rabbit	20	0.000	7	17	20	FV	Thomas Galuardi	BarrCarr 004	15	1:28.379	13
18	12	SRF	Steve Introne	SRF	20	1:29.303	16	18	00	FV	Andrew Lewman	Scorpion	15	1:27.987	9
19	36	SRF	Kevin Treffeisen	SRF	20	1:28.491	16	19	33	FV	Gerald Fennessey	Vector GB4	15	1:25.754	15
20	19	FP	Giovanni Tartaglia	Fiat X1/9	20	1:30.068	18	20	19	FV	John Ogle	Protoform P2	15	0.000	5
21	5	SRF	Robert Zatz	SRF	20	1:30.852	15	DNF	15	FV	Stephen Plencner	Caracal C	2	2:18.197	2
22	5	GTL	Paul Curry	Nissan 210	20	1:34.082	8	DNS	12	F500	Ed Capullo	Red Devil T23-6	0	--	0
23	71	EP	Rob Dardano	Triumph TR6	19	1:28.231	16	DNS	45	NCF	Alan Swide	Royale RP21	0	--	
24	6	EP	Louis Gingerella	Mazda RX-7	19	1:34.614	13	0							
25	57	SRF	Douglas Geraci	SRF	16	1:32.322	13	G6 - ITA, ITC							
26	56	SRF	Bruce Dalis	SRF	12	1:33.865	5	1	87	ITA	Jeremy Sheppard	Nissan 240SX	17	1:17.710	9
DNF	2	FP	F. McCleneghen	BMW 320i	3	1:39.995	3	2	16	ITA	Brandon Bogart	Nissan 240SX	17	1:17.989	9
DNS	3	GTL	Kenneth Bouquillon	Datsun 510	0	--	0	3	06	ITA	Rick Benazic	Mazda Miata	17	1:18.437	14
DNS	9	SPU	Anthony Serrra	Acura Integra	0	--	0	4	03	ITA	Victor Gangi	Acura Integra	17	1:18.562	14
DNS	1	SRF	Bob Demers	SRF	0	--	0	5	14	ITA	Philip Gott	Acura Integra	17	1:20.530	11
DNS	39	SRF	Louis Shames	SRF	0	--	0	6	86	ITA	Anthony Ruddy	Honda CRX Si	17	1:20.861	8
DNS	62	SRF	Paul Restuccia	SRF	0	--		7	64	ITA	Thomas Petherick	BMW 325e	16	1:22.543	9
0								8	88	ITA	Phil Kogan	Mazda Miata	16	1:22.419	9
								9	18	ITA	Noam Levine	BMW Z3	16	1:22.897	10
G5 - FF, FV, NCF, F500															
1	97	NCF	Jim Moser	VanDiemen	17	1:14.464	17								



It's Miata Madness at NHIS's turn three! Photo: doug@the16V.com

RallyCross Against Leukemia, NHIS, Loudon, NH August 28, 2005

					Position	Total	Total Time (Penalties)						
Driver	Car #	Car	OA	Cl.	Time	Run 1	Run 2	Run 3	Run 4	Run 5			
TWO-WHEEL MODIFIED													
Tim Chevalier	66	VW GTI	2	1	306.34	59.270	59.500	62.890 (1)	59.550	65.130 (2)			
Joe Dias	68	Golf	11	2	333.30	64.370	65.810 (1)	66.950 (1)	67.680	(2) 68.490 (2)			
Paul Lourenco	67	VW	16	3	339.96	69.910	69.010	70.850	68.490	61.700			
Harold Denham	32	VW GTI 8V	27	4	357.48	61.200	61.090	104.606 (oc)	64.990	(1) 65.590 (1)			
Chang Ho Kim	24	Honda Civic	28	5	364.82	65.410	64.510	69.150 (2)	66.340	99.412 (oc)			
Keith Casey	37	Honda Civic	35	6	383.78	101.760(oc)	68.410 (3)	70.880 (3)	71.460 (2)	71.270 (2)			
TWO-WHEEL PRODUCTION													
Tim Cotrorfeld	85	Saab 900	20	1	343.61	66.170	70.090 (1)	68.820	67.630	70.900			
Chris Rizzon	30	Saab 900	22	2	350.83	67.200	67.590	71.850	71.870 (1)	72.320 (1)			
Josh Teresco	79	Saab 900	23	3	351.99	63.540	66.900 (1)	68.240 (1)	80.650 (2)	72.660 (2)			
Brandon Cairnes	71	Audi Coupe	24	4	353.44	70.600	69.270	71.090	70.940	71.540			
Alan Moody	58	VW Golf	25	5	353.87	65.590	68.200 (1)	69.580 (1)	82.190 (7)	68.310			
Travis Werts	40	Saab	34	6	382.53	73.660	72.720 (1)	73.810	83.710 (1)	78.630			
Michael Beliveau	88	Saab 900s	36	7	402.72	101.450(15)	75.560 (2)	76.670	72.970	76.070 (1)			
Mitch Holmes	616	Olds Firenza	39	8	1323.12	67.560	999.999 (DNS)	104.606 (oc)	75.630 (2)	75.320 (2)			
Brian Etheridge	6	Olds Firenza	40	9	1345.90	101.76 (oc)	999.999 (DNS)	77.700	84.080	82.360 (3)			
Meghan Jameson	333	Olds Firenza	42	10	1372.24	94.330 (6)	999.999 (DNS)	99.330 (5)	89.160 (2)	89.420 (2)			
FOUR-WHEEL MODIFIED													
Rick Swan	14	Subaru WRX	1	1	304.56	60.050	60.340	62.740	60.910	60.520 (1)			
Arthur Chabot	51	Galant VR4	3	2	309.71	60.170	60.360	64.850	65.690 (1)	58.640			
Dennis Harrop	18	Subaru WRX	4	3	310.06	61.700	60.630	60.990	67.080 (2)	59.660 (1)			
David Harris	1	Galant VR-4	5	4	315.38	63.360	61.810	63.800	67.580 (2)	58.830			
Ted Mendham	03	Subaru WRX	7	5	317.61	63.730	61.710	63.740	66.790 (2)	61.640 (1)			
Chris Regan	9	Toyota Celica	4M	8	6	324.70	62.890	64.170 (1)	69.440 (2)	64.560 63.640 (2)			
Andrew Steere	75	Subaru WRX	9	7	327.30	67.560 (2)	66.450 (1)	65.490	68.000 (2)	59.800			
Kathy Moody	158	Subaru RS	13	8	337.03	68.030	66.880	73.100 (1)	67.550 (1)	61.470			
Marius Monea	676	BMW 325i	14	9	337.58	69.240 (1)	67.720 (1)	67.310	71.180 (3)	62.130			
Lise Mendham	04	Subaru WRX	19	10	341.36	70.840 (2)	67.210	70.090	68.700	64.520			
Maciej Przybysz	11	Mitsu Gallant	29	11	365.02	69.990	70.240 (3)	69.500 (2)	65.840 (1)	89.450 (7)			
Phillip Pine	70	Mitsu Gallant	2	12	366.94	74.810	70.230	75.120 (1)	72.550 (2)	74.230 (4)			
Cavan Siu	60	Toyota Celica	33	13	370.18	68.810	72.440 (2)	73.700 (3)	72.820 (2)	82.410 (9)			
Ed McNelly	43	Audi 4000	41	14	1368.85	62.140	99.339 (DNF)	104.606 (DNF)	102.762 (DNF)	999.999 (DNS)			
FOUR-WHEEL PRODUCTION													
Warren Elliott	17	Audi Coupe	6	1	316.80	64.650	62.670	64.180	65.750 (1)	59.550			
Allen Dennis	796	Subaru WRX	10	2	329.21	69.130 (2)	66.810 (2)	69.120 (2)	65.520 (1)	58.630			
Scott Beliveau	91	Toyota truck	12	3	334.70	65.390	63.950	68.000 (1)	73.090 (3)	64.270 (2)			
Don Grant	16	Subaru WRX	15	4	337.80	67.060	66.250	71.460 (1)	70.160 (2)	62.870-			
Nickolay Nemchuk	199	Subaru WRX	21	5	345.16	72.090 (2)	66.060	79.600 (2)	66.050	61.360 (1)			
Richard Gannoe	31	Chevy ZR-2 PU	26	6	357.07	73.630	70.530	74.500	70.550	67.860			
Chris Nowinski	34	Izusu	30	7	365.35	77.500	71.450	75.620	71.770	69.010			
Justin Baltrucki	171	Audi Coupe	31	8	365.45	77.090	72.830	77.570 (1)	72.110 (1)	65.850 (1)			
Mathew Wilson	45	Subaru WRX	8	9	416.02	85.750	82.500	86.370	82.500	78.900			
REAR-WHEEL DRIVE													
Allen Downs	28	Toyota	17	1	340.12	65.960	66.940	69.890 (1)	69.700 (1)	67.630 (1)			
Kory Rooks	13	Toyota Supra	18	2	340.73	68.560 (2)	66.680 (1)	67.660	69.870 (2)	67.960			
Jeff Myer	73	Toyota MR2	37	3	406.18	74.990 (1)	77.070 (2)	104.606 (oc)	73.170	76.340			
Doug Elwell	46	Toyota	43	4	4072.05	72.050	999.999 (DNS)	999.999 (dns)	999.999 (dns)	999.999 (dns)			

Nighttime "Rally Against Leukemia",
Desegregation of Disciplines

By Scott Beliveau

Given a set of tulip instructions, a short "Basics of Rallying" class, and a wish of good luck and fun, teams of driver and navigator set off on this dusk into dark adventure. Participants in the charity "Rally Against Leukemia" traveled 60 miles of back roads in the towns surrounding New Hampshire International Speedway. They were challenged to precisely follow directions as to where to turn and how fast to drive in an attempt to arrive at secret checkpoints and match the exactly calculated time.

In an effort to involve more of the racing community, the Rally Against Leukemia returned to its nighttime format from a decade ago. With Friday night being void of any racing, organizers gambled that it would bring some of the Road Racing and Solo participants out for some rally fun. Seven teams from the other disciplines entered, as well as a team from Safety Services.

There were three classes of competitors: first timers, novices (less than 5 rallies), and experienced. The experienced class was comprised of the typical A, B, C and S classes from the rally program. Their scores were weighted depending on the equipment they used.

"First Timer" class-winning navigator, Chris DeVries said, "My brother and I had lots of fun navigating the stages, enjoyed the scenery and were surprisingly spot on for newbies until missing a turn on one of the last legs. The laps around NHIS were a treat not to be forgotten as well." Second in FT class were Ted Drotleff and Gus Hoelscher, finishing only 10 seconds back. Third went to James and Rochelle Ray, driving a BMW M3, 20 seconds behind.

All proceeds from the entry fees will be donated to UMASS for Leukemia research. To aid in the charity cause, numerous merchants and establishments donated certificates and goods to the prize pool and services to help defray the cost of putting on the event.

Engraving, Awards and Gifts, who has been very supportive of the rally program, donated all the trophies. Food for the awards social was donated by Shaw's and Hannafords, and the beverages by BJ's Wholesale Club. Businesses donating certificates for various services and goods included NHIS, Valvoline Service Centers, 99, Applebee's, Uno, Outback Steakhouse, Longhorn Steakhouse, Pizza Hut, Smokey Bones, VIP, and Dairy Queen. Entertainment coupons were provided by Weirs Beach Water Slide and Drive-In, Surf Coaster USA, Funspot, and Weirs Beach Go-Kart Track. Color printing for the route covers was donated by Staples.

Chris Brenton and wife Andrea drove to the win in the Experienced/Equipped class using "stock" equipment. Chris regularly competes in RallyCross and Solo 2 in his Subaru STi, as well as being involved in the rally program as a rally master. Andrea likes to autocross her Porsche. This was a fun, low key escape for the couple.

Solo2 specialist Paul Zahornasky registered to run with fellow soloist Jeff Martynuska. When Jeff got stuck in Friday traffic and couldn't make the start, Paul teamed with Sheryl Turk for the rally. "My navigator and I got so lost that just getting back to the track became a concern. We had a great time and I plan on running again next year," said Paul.

In the novice class, competition was amazingly close. Chang Ho Kim and Melissa Gopnik took top honors with a score of 125, only a minute and 15 seconds off perfect time. High school seniors Mike Beliveau and Bridget Cass, running their second RAL, were only 7 seconds off the leaders. In the most authentic sports car of the event, Colin Davis and Robert Lang drove the 1970 Triumph GT6 to 3rd



Photo: Scott Beliveau



Table with 10 columns: Rank, Class, Discipline, Driver, Car, Rank, Time, and 3 empty columns. Rows list participants and their results.

*Car #23 Disqualified by SOM per GCR 18.2.1.c; All subsequent cars move up one position

—continued next page

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Photo: doug@the16V.com

NERRC #FIVE—
Racing Against Leukemia Regional—
August 28, 2005



Compiled by Denise Patten

G1 - HISTORICS

Table with 7 columns: Po, No., Class, Name, Car, Laps, Best Tm In Lap. It lists race results for various classes including HRG3, HRG4, HRG1, HRG2, and HRG5.

Table with 10 columns: Po, No., Class, Name, Car, Laps, Best Tm In Lap. It continues the race results for classes 15, 60, ITE, GT3, AS, and GT2.



Hold That Tiger! One of NER's excellent F&C comes to the rescue of a wayward Historic Tiger. Photo: doug@the16V.com

G2 - GT1-2-3,AS,ITE,T1-2-3,CGT1-2-3,SPO

Table with 7 columns: Po, No., Class, Name, Car, Laps, Best Tm In Lap. It lists race results for various classes including ITE, GT2, SPO, T2, T1, GT3, and SPO.

place in class, 3 seconds behind the kids.
Rallymaster Scott Beliveau said, "Without the volunteer workers, the event couldn't have happened. Thanks to Fred Mapplebeck, Stephanie and Paul Gosselin, Maryanne Rhodes, Andy English, Hal Denham, Mike Collier, and Kathy Barnes for their assistance. The charitable support from the merchants was phenomenal as well, and helped make this such a success."

The last leg of the rally was a lap of the road course at NHIS at a conservative speed. Following the last leg, teams did higher speed regularity runs on the track. After running a timed lap, they had to try to duplicate the previous lap's time. For most, this was their first time driving on a real race track. There were awards given for "most regular". Awards were presented during the social that followed in the garage area.

Table with 12 columns: #, CLS, Team: Driver / Navigator, Leg 1, Leg 2, Leg 3, Leg 4, Leg 5, Leg 6, Leg 7, Total, Adjusted. It lists rally results for various teams and drivers.

Rallymaster: Scott Beliveau
Checkpoints: Andy English and Maryanne Rhodes
Checkers: Stephanie and Paul Gosselin, Paul Gosselin and Kathy Barnes, Stephanie Gosselin and Jennifer Arrwood, Fred Mapplebeck and Jessica Ghost

Advertisement for CAM motors featuring a Chevrolet truck and a race car. Text includes: "Always the best deal. Fellow SCCA members, get 10% off our already low prices on all GM parts, and \$500 off our best deals on all tow vehicles or other Chevys!" and "We carry everything you need to race a Chevy!"

SEPTEMBER SOLO NOTES

By Bob Lang

August was a busy month for the NER Solo program. Several members from NER headed up to Prince Edward Island for the Slalom at Slemon in late July. Everyone that goes to this event each year comes back with nothing but good comments about the event. The people are great, the venue is great (a huge nearly new concrete surface), the courses are long (FTD in AM was over 1:20 (per day) or 2:45 total for both days, and stock car times approach three minutes total) and the atmosphere is relaxed. Think of it as an autocross vacation. Bob Barone wound up with FTD and Matt Shoop wound up with top factor.

Next on the calendar was the "final" NESCC event at Devens. Several long-time NER competitors made the effort to make the event coming in from afar. The driver meeting was a bit different with folks taking a turn at the microphone and sharing stories and moments of NESCC over the last 8 or so years.

Eighty-one drivers registered times and FTD went to Tyson Sawyer and Mike Shields topped the PAX. Everyone got five runs (three and then two) with most drivers setting their best times in the afternoon.

The event had an unfortunate incident when Neil Schelly's Mitsu Lancer rolled. The driver sustained injuries and emergency services were called in to assist. Neil has posted to the nersolo mail list that he intends to be back at an event soon.

Sunday the 21st had the Solo folks making the trek to Cape Cod Community College in West Barnstable for a fun, non-points event referred to as "Fun in the Sun". Eighty-nine drivers took times and Lang took FTD (!) in his F-Prepared TR6 with Mike Shields in the BMW E36 325 putting down the top PAX. There were a number of faces that were either new or ones that many of us have not seen in a while. But the best thing about this event was that it was pretty laid back and everyone seemed to be having fun. A big thanks goes out to the folks from the Cape Cod British Car Club forgetting us into this venue and we hope to be able to offer events there in the future. Interestingly, none of the participants experienced the dreaded Cape Cod Sunday traffic—a really good thing.

Next on the Calendar was the RAL weekend at

Event # SEVEN: RAL/NHIS — August 28, 2005

Club Road Racing Report

By Dick Patullo

The Racing Against Leukemia weekend at NHIS was a success. The enduro which was expanded to 4 hours went very well. A record 44 cars started and there was only one full-course yellow. The competitors seemed to handle the extra hour pretty well and at the driver's meeting most wanted to do 6 hours in the future. Of course, if it had been as hot as last year? We will see.

The Sunday regional went well, though the dry/wet/dry/wet conditions made for tough choices. It was cool to have the rally, rally cross and two solo events there as well, but I hope the rally cross is down wind next year.

It was a little dusty.

Big thanks to Steve Ulfelder and the entire Flatout team for organizing the charity raffle. You guys did a great job. We had some pretty cool prizes. Drivers also did fund-raising with pledges. Tim Klavana was again amazing in raising money followed by Anthony Ruddy, his wife Lisa Gardner (buy her books) and Victor Gangi. Hmm, these guys are all in my race group. Maybe we need to have some competition between the race groups next year.



Now is the time that the RRB is working on next year. Review what we did well and see what we can make better. Your input is always welcome.

I am hoping to step down at the end of this year from the position of Asst RRB Chair. I agreed to do the job for one season when Brian took over the program two years ago. My job, being

an old curmudgeon, was to help with some historical perspective. I anticipate Brian will want to retire after 2006 so this is a chance for someone to learn the program who may want to take over for 2007 or maybe someone would like to get up to speed to be able to help whoever the new person will be.

Upcoming meetings: Oct. 7 and Nov. 4.

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

To all of you who funded the Boxer Spec Miata engine tear down, Thank you.

Now you all know that the engine is in Full Compliance.

This is all we have to say...

IT'S ALL ABOUT THE SET-UP!

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NER Solo Results #7

—continued from page 13

4 5 Bob Jordan Z22-F500 27.404 2.063

F125 Kart

1 59 Paul Bowin Elite Sprin 27.744

2 159 Nancy Bowin Elite Sprint 33.890 6.146

Junior Kart

1 5 Kevin Maldari Coyote 30.712 -

2 58 Sarah Bowin Coyote 32.444 1.732

Novice Stock

1 ds 3 Brandon Smith WRX 24.151 -

2 gs 117 M. Sherback Cooper 24.195 0.044

3 es 884 Jason Fuller RX-7 24.221 0.070

4 bs 11 Kevin Forsmo 350Z 24.511 0.360

5 bs 1 Paul Wozniak 350Z 25.102 0.951

6 fs 7 Mark Brown Mustang 25.744 1.593

7 es 47 Nathanel Geltner RX7 26.735 2.584

8 es 67 Christian Wester RX7 27.275 3.124

9 hs 1 Sheryl Turk Camry 27.696 3.545

Novice Non-Stock

1 stu 12 Jason Williams Imprez 23.331 -

2 stx 421 Josh Allen WRX W 23.525

0.194

3 stx 477 Taryn Deneault WRX 23.699 0.368

4 sm 23 Brian French WRX Sti 24.570 1.239

5 esp 25 Joel Johnson Camaro 26.780 3.449

6 esp 140 Steve Harrison Chev 31.348 8.017

Street Modified

1 39 Jason Levesque Civic 28.028 -

2 307 Jeffery Shauk GTi 30.704 -

Street Modified 2

1 117 M Nieman Miata 27.185 -

Street Touring S

1 417 Jeffrey Strong Sentra 28.334 -

2 77 Scott McIntosh Civic 29.244 0.910

3 177 Katie Gerela Civic 30.307 1.973

Street Touring S-2

1 62 Robert Lapierre Miata 28.449 -

Street Touring X

1 24 Chang Ho Kim Civic 27.385 -

2 44 Nathan Whipple Civic 27.630 0.245

3 77 Byron Flagg WRX 28.174 0.789

4 88 Ed Hondzinski Subaru 9.358 1.973

Top Time Of Day

Raw time: 23.622 am38 Bill Goodale

Pax:: 21.431 dsp 92 Mike Shields



Maureen Sherback took a second in her GS Novice Mini. Photo: doug@the16V.com

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MOTORHOMES

'00 27' NRC INTERNATIONAL	N4337A
'01 28' UNITED FL70 USED 300HP CAT ALLISON	N4230A
'04 30' HAULMARK COLUMBIA CL120 450HP	N4337
'04 32' HAULMARK CLUMBIA 500HP DETROIT	N5190
'04 32' HAULMARK COLUMBIA 500HP DETROIT	N4360
'05 28' RENEGADE COLUMBIA 450HP MBE	N5060
'05 28' RENEGADE COLUMBIA 450HP MBE	N5063
'05 32' RENEGADE COLUMBIA 450HP MBE	N5146
'05 32' RENEGADE COLUMBIA 500HP DETROIT	N5064
'05 30' RENEGADE COLUMBIA 450HP MBE	INCOMING
'05 1810 RENEGADE GARAGE UNIT	INCOMING

TOTERHOMES

'04 17' RENEGADE COLUMBIA USED	INCOMING
'05 17' RENEGADE COLUMBIA	INCOMING
'04 16' HAULMARK COLUMBIA	N4141
'89 CHEVY C6000 W/ 8' LOUNGE	N4058A

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DODGE

TRAILERS

'95 40' RAIDER-ALUMINUM	N5084A
'04 28' PACE SHADOW	N4358
'03 24' HAULMARK ESCAPE	N4101
'04 28' FEATHERLITE	N5092
'05 32' PACE DAYTONA PKG	INCOMING
'04 40' FEATHERLITE	N4368
'05 26' SHADOW W/ 10K AXLES	INCOMING
'05 28' SHADOW W/ 10K AXLES	INCOMING

STACKERS

'05 28' USED RENEGADE STACKER	N5294A
'05 40' RENEGADE IT40LGX LIFTGATE	N4356
'05 44' RENEGADE IT44LGX	INCOMING
'05 40' PACE SHADOW 3 CAR STACKER	INCOMING
'05 30' PACE SHADOW STACKER	N5295

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VERMONT SPORTSCAR
COVERED BRIDGE
RALLY/RALLYCROSS

The **Vermont SportsCar Covered Bridge** is actually two events being run on the first weekend of November. This will be the 39th running of the TSD Covered Bridge road rally on Saturday, 5 November. On Sunday, 6 November, there will be the Covered Bridge RallyCross. Both of these events will headquarter at the Lake Morey Resort, Fairlee, Vermont.

The **Vermont SportsCar Covered Bridge Rally** is a non-trap, straightforward rally and part of the SCCA National Championship [DTR]; the NEDiv Championship; and the New England Rally Championship. The rally will use an instruction format that is designed for beginners, yet challenging to experts. The rally will travel considerable unpaved back [50%+/- of the 150 miles] roads, none of which are car breakers. Some of these roads may not be suitable for all vehicles. The speeds are reasonable for the conditions, however, some people not used to driving on unpaved may consider them to be on the brisk side. The rally will use both manned and unmanned controls.

GENERAL NOTES

1. Be prepared to run in any weather - sun, rain, or snow.
2. The rally could finish after dark.
3. Be prepared to run at least 100 miles between fuel stops.

RALLY CLASSES:

- Class A: Championship class allowing full rally computers, GPS, etc.
- Class B: Championship class with limited mile measuring equipment, no computers.
- Class C: Championship [SOP] class with no mile measuring equipment.
- Class S: Championship class with stock odometer in stock location.
- Class D: Non-championship [Novice] class where no participant has over 50 points.

The **Vermont SportsCar Covered Bridge RallyCross** will be at the Bradford Fairgrounds off Route 5 in Bradford, VT. [Exit 16, I91, Route 25, north, left at Jct with US 5]

RALLYCROSS CLASSES:

- 4M Modified 4-wheel drive.
- 4P: Production 4-wheel drive.
- 2M: Modified Front-wheel drive.
- 2P: Production Front-wheel drive.
- RW: Rear-wheel drive.

AWARDS: The awards for the Vermont SportsCar Covered Bridge will be, as they have been for the last 38 years, items from the Vermont Marble Exhibit with additional sponsorship pending.

DIRECTIONS: The Lake Morey Resort is located in Fairlee, VT. Take exit 15 from I91. Turn west and follow the signs. The Bradford Fairgrounds is one exit north on I91; from the junction of routes 25 & 5 turn left on US 5. Entrance will be on right.

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