



SCCA
Sports Car Club of America



PIT TALK

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2016 NER Champions & Awards Announced

Wolf Chase, Canaan Winter & Stafford Rally Cross



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COVER: Fall Foliage action at the 2015 October Thompson races. Mid pack action with Morgan Duffy, Jeff Longo and David Micciulla. Photo by: Robert Beaulieu

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FROM THE RE:

I would like to extend a warm hello to all of my fellow NER members. I am your new regional executive as of January 2017, and I am honored to have been selected by the Board to represent and serve the region. My journey through the ranks of the club has been interesting and exciting, and I look forward to the twists and turns that lay ahead.



Sterling Cole, RE

I would like to begin by thanking the outgoing regional executive, Wiley Cox, for his service in the role. Although he is no longer the RE, he has graciously accepted the role of secretary on the Board. Thankfully for me, he has also offered to assist in my transition from my previous role as assistant regional executive. With his help, combined with that of past regional executives, the rest of the Board, and Assistant Regional Executive Brian Mushnick, I am sure that I will serve over not only a successful time for the region but a dynamic one as well.

If you have read my candidate biography, you may know a bit about how I wound up as your RE, but I would like to take a moment to expound on that and further introduce myself. I have been married to the love of my life for 13 years (she lets me race!), and I reside on the border of Massachusetts and New Hampshire. I have been working at the same company in Boston since 2002 (they let me race!). I started kart racing when I was a teenager in Florida, and after a couple seasons, I saved up the money necessary to attend the Panoz racing school at Road Atlanta and started driving things with doors. I never looked back. After completing the school, I applied for my FIA license, bought a racecar, and went straight into professional racing. Hindsight tells me that that was a bold, exciting, but financially exhausting move. A couple years in the professional ranks and a move to Massachusetts meant it was time to take a short break from the sport. Once settled in New England, I joined NER and applied for my road racing competition license. I competed in ITE for a couple years, and after selling that car, I began competing in EP in my current car, a 1977 Mazda RX-3. At a race in 2012, I was speaking to Dick Patullo and Brian Mushnick about a multitude of items that I thought needed to be addressed at the regional level. Although receptive to my comments (they nodded while I expounded), their only comment was, "You should run for the BOD." "The what," I said inquisitively. The rest is history. I was elected to the Board of NER in 2013, and I am now serving my fifth year. I have made some strides in addressing those items that I raised in 2012

"I competed in ITE for a couple years, and after selling that car, I began competing in EP in my current car, a 1977 Mazda RX-3"

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2016 ANNUAL MEETING

The following are the opening remarks from outgoing RE, Wiley Cox. **Pit Talk** and NER would like to thank Wiley for the dedicated service over his past two-year tenure. Wiley will continue as a member of the BOD, and we look forward to his further contributions to the club.



Hello everyone, and welcome again to the 2016 Annual Meeting. I would like to thank our sponsors for the meeting this year.

Thompson Speedway

Motorsports Park

Wankel Works Rotary Engineering

Flatout Motorsports

Thanks to all of those generous folks for helping to make our annual meeting a great time, and especially thanks to Theresa Condict, Jessie Honigs, Trevor Hermance, and Sterling Cole for all the work in planning and arranging the meeting this year!

2016 brought us some changes to our region, most noticeably the addition of a new chapter region. CART joined us with their HPDE program to become a new chapter of the New England Region, and they've already held events under the NER banner in 2016. We expect to be able to offer many more events this coming year to our combined membership. I'd like to thank Paul Omichinski, Kathy Barnes, Theresa Condict, and Brian Mushnick for working out the details of the deal, and we look forward to moving ahead as a combined group was a year both of measured progress as well as some breakthrough moments. The region continued to host successful events across all of its disciplines, with a well-attended slate of events across the Solo, Rally, RallyX, and Club Racing groups.

The Solo, RallyX and Club Racing groups all had a full schedule of events for 2016 as well. We have once again been selected for a Solo Championship Tour event for Solo in June. Adding to that, the our Club Racing group will be hosting a Majors race, at Thompson Speedway Motorsports Park in July this year. This is the first Majors race we have hosted in quite a while, and we're expecting a great turnout for this event. In addition to these marquee events, expect a full

slate of regional events and Street Survival School events as well!

We also made progress in 2016 in reviewing and evaluating our archives material. We are sitting on a quite a trove of treasures, from a complete archive of our Pit Talk Magazines, to results of many previous races, newspaper clippings, correspondence from some of the earliest days of the club in the 1950s, as well as trophies, dash plaques from solo and club racing events, and many other interesting materials. We plan to select and migrate these materials into the hands of some folks who can better catalog and display these materials for us in 2017.

This year brought a few sorrows as well, with the passing of more than a few long-term members.

Ted Rummel

Bryan Cianci

Dave Belden

Jim Poor

Bette French

Ian Prout

Ted Goddard

Our condolences go out to their friends and families.

We have had a successful year, with the inclusion of a new chapter, and a return to being on the plus side financially as well. We will continue to changes made this year into the coming year, while retaining the same quality events we have continued to put on each year.

Finally, I would like to thank everyone in the club for letting me learn my way through the role of being your regional executive. I hope I have managed to move the group forward and improve it in some small ways, and I look forward to helping our new Regional Executive do the same in the years to come. Thank you. -Wiley Cox 2016 Regional Executive



Bruno Pasquale and Kristin Younge attended and enjoyed the meeting. Bruno races the black Cadillac that was on the cover of last month's issue....it was his first race weekend!



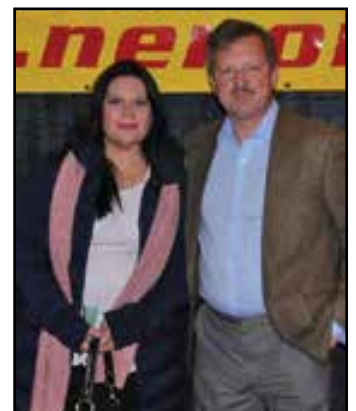
A backbone to the RallyCross and Rally program is Scott Beliveau with his wife Kathy.



Outgoing RE, Wiley Cox with Rochelle Ray.



Dave Gott with his wife, Kristen, won STX in solo.



First in STL was Mark Gregory and his wife, Rosa.



Rally Cross contingent included Left to right, Scott Beliveau, Chris Regan, Hall Denham, Chang Ho Kim, Phillip Lamoreaux, Kathy Moody, Warren Elliot, Doug Bolduc, Vaughn Micceche and Alex Kuhner.



A big Thank you, to this year's RE Award winner, Jessie Lynne Honigs. Photo: Herbert Paul



Looking Dapper are Grant McStay and Bruce Rodman.



Jeff Adams (and Becky) Adams took a third in the FV championship



Brian Levesque with Heather Hilton.

All Photos: James Ray



GT2 was won by Maurizio Cerasoli shown with his wife, Ramay.



Rally Board Chair Chris Regan with his wife Elizbeth.



This years H-Production Champion was Brian Mushnick with his wife, Kristine

2016 New England Region Solo Champions

SS: Russ Siggelkoe

AS: Rachel Baker

BS: Derek White

CS: Brian Doherty

ES: Jonathan Leith

GS: Barbara Seeger

HS: Jason Fair

STF: Yavuz Kiremit

STS: Ben Wagstaff

STX: David Gott

STR: Evan Clavijo

STP: Joseph Haskell

ASP: Matthew Mickle

BSP: Lana Tsurikova

CSP: Rob MacAlpine

ESP: Thomas Moore

CAMS: Derek Sivret

CP: Phil Mackaronis

EP: Daryl Beck

SM: Jojo Corrales-Kean

SSM: Patrick Heck

B Mod: Jim Garry

C Mod: Joshua Parker

KM: John Stanwood

JA: Kimsoo Gopnik

JB: Jessica Felix Orion Beck

Pro: Bob Davis



CAMS Solo champ for 2016 is Derek Sivret and girlfriend Jennifer Spillane.



Elizabeth Winiarz and Membership Chair, Paul Krysiack



James and Rochelle Ray

2016 New England Road Racing Champions

EP

1st Sterling Cole

FV

1st Michael Hinkle

2nd Place Walter Popia

3rd Place Jeffrey Adams

GT2

1st Maurizio Cerasoli

HP

1st Fred White

IT7

1st Daniel Sheppard

2nd Place JB Swan

3rd Place Dick Patullo

ITA

1st John Branscombe

2nd Place Eric Maynard

3rd Place Bill Spargo

ITB

1st Zach Kelly

2nd Place Jacob Hart

3rd Place Paul Curran

ITE

1st Michael Goulde

2nd Place Jeff Campbell

3rd Place Zach Slater

ITR

1st Mark Ketenci

2nd Place Raymond Blethen

3rd Place Mike Frost

ITS

1st Mark Gregory

2nd Place Glenn Lawton

3rd Place Joe Stadelmann

P2

1st Paul Omichinski

SM

1st JT Coupal

2nd Place Jimmy Locke

3rd Place Xiang Li

SM2

1st Evan Karl

2nd Place Jimmy Locke

3rd Place Xiang Li

SRF

1st Steve Owens

2nd Place Tom Riley

3rd Place Scott James

SRF3

1st Dave Ferguson

STL

1st Mark Gregory

2nd Place Rob Sturgis

3rd Place Dave Kuchrawy

T4

1st Ken Payson

2016 New England Rally Champions

Equipped

Driver:

Satish Gopalkrishnan

Navigator:

John Buffum

Stock

Driver:

Dan Praetorius

Navigator:

Colin Roddy

2016 New England Annual Meeting Special Awards

Gold Pass - Paul Omichinski

RE Award - Jessie Honigs

Asst. RE Award - Bob Davis

Charlie Levesque Award - Alex Jackson

Stirling Moss - Bob Davis

Lyn St. James - Jojo Corrales-Kean

Cameron Dewars: Dan Praetorius and Colin Roddy

Rally of the Year: Covered Bridge 50, RallyMasters: Ted Goddard & Fred Mapplebeck

2016 New England Region RallyCross Champions

Stock AWD:

Jon Smith

Prepared FWD:

Chang Ho Kim

Prepared AWD:

Clifton Kangas

Mod FWD:

Scott Carlson

Mod RWD:

Vaughn Micciche

Mod AWD:

Alex Kuhner

IN MEMORIAM: Doug Holmes

HOLMES, Douglas T. Doug was a long time regional racers driving An IT Accura and Formula Ford died February 18 after a lengthy illness.. Doug served as member of the Board of Directors for New

"Doug Holmes was the Chairman of the new track committee during the period when there was aggressive work being done in finding a new track location culminating with finding, optioning and permitting for what is now Palmer Motorsports Park."
-Dick Patullo

England region, and was instrumental in the primary search committee for the new track committee.

Doug was native of Barnstable, who spent most of his adult life in Dover, Mass., Doug, a certified financial analyst, was a graduate of Barnstable High School and a 1977 graduate of Northeastern University and worked for 25

years for State Street Global Advisors of Boston, heading up the Global enhanced Equity Group. He designed and co-created the

first "Exchange Traded Fund," the SPDR S&P 500 ETF. The fund Doug developed is still the largest exchange traded fund in the market. He is survived by his mother, Vivian Souza, daughters Kira Holmes and Jessica Holmes and sister Marcia Green. Earlier in his career he had



been employed at MIT's Draper Labs in Cambridge and was a software engineer at Batterymarch Financial Management in Boston, where he designed one of the first online trading systems.

Doug was also an avid amateur race car driver and member of the Sports Car Club of America (SCCA) for more than 30 years. He will be missed.

Friends and family were invited to a Celebration of Life service on Saturday, March 11 at the Crocker Park Cemetery, Church Street, in Barnstable at 11 a.m. In lieu of flowers, donations to the Alzheimer's Association would be appreciated.

FLAGGERS TO GET A STARRING ROLE!

Herbert Paul, of Herbert Paul Productions pictured here with his wife Carol appeared as a guest speaker at the NER awards banquet recently held at the Mohegan Sun Casino. He spoke to the group in attendance about the movie that he is currently producing titled "Keepers Of The Flags".

This documentary film chronicles the history of road racing's flaggers, timekeepers, and safety workers. Herbert has been working On this project for a number of years and went into production last May at Lime Rock Park. During his talk he made it evident that his greatest resource for historical perspective comes from many of the senior members of the flagging community, and he urged anyone in attendance who had a bit of history to share to please contact him.

He most recently spent a week at the 24 hour Rolex at Daytona working on the movie and tells us that he looks forward to attending the 65th running of the Sebring 12 hour race where he hopes to capture flagging action at turn 10, which as he understands is typically staffed by a number of flaggers from the NER membership.



Herbert Paul and his wife Carol were busy video taping the event for future inclusion into a documentary film on Flaggers.

We look forward to hopefully having some photos from that event to share with everyone when he returns. Herbert Paul Productions can be reached at: herbertpaul4@hotmail.com, or you can call directly at (860) 841-5860.

Ice Breaker Road Race Saturday, April 22, 2017

Thompson Speedway Motorsports Park

A "Pro" Event with

HUGE TROPHIES.....with very small cash prizes

Practice, Qualifying, Qualifying Race, Feature Race

Groups: Big Bore, Legends, Open Wheel (CFF, FF, FV),
and TWO Small Bore groups (double dipping!)

Early Registration: \$250.00 (MotorsportsReg)

Double Dipping: \$100.00

Registration open Friday night. Overnight camping allowed.

SCCA Drivers School held Friday April 21, 2017

Contact NER for details and registration



Open Wheel Drivers Experience

An Excellent Opportunity To Participate In Racing A Formula Vee

By: Andy Pastore, John Petillo

As racers, one of the hardest things to do is explain to your friends, family or co-workers how exciting racing wheel to wheel can be. Or how the camaraderie, sounds and even the smells you experience at the track during a race weekend are something that can be a life changing experience. For some it becomes an all-consuming lifestyle that you can't get enough of. We all know that wonderful feeling of leaving work and heading into a race weekend where you can turn off the world for a couple days and think about nothing but racing. It's probably safe to say, anyone that sees a race at an SCCA

weekend thinks to themselves: "I would love to try that". There is no better way to convince someone of the thrills of racing a car, against other cars, on a real road course than to let them try it. The North East Formula Vee (NEFV) group has figured out how with their Open Wheel Drivers Experience OWDE).

The OWDE gives the opportunity to a prospective racer or enthusiast to jump right in to the best part of a race weekend. Getting out on track, with other cars and seeing exactly how exhilarating chasing down another car without having to buy the racecar, safety gear, tow vehicle or get a competition license. We can "set the hook" so to speak, with only two sessions of well thought out and safely managed fun.

Although the idea of how to safely have an open wheel version of the SCCA Driving Experience came from the NEFV, the key to making it work came from some forward thinking by Dick Patullo and JB Swan about how to cover it as an SCCA event and at a race weekend. They came up with an approach that the National office would stand behind and now we have the only OWDE in the nation! The NEFV racers donate their cars for this activity - no rental fees involved. The only fee is the Regions registration fee of \$100, and a weekend SCCA membership, if needed.

The Experience starts with their arrival at the track and meeting with their race car donor. The very first thing is a flurry of activity in the FV paddock area where the OWDE drivers are fitted into their cars. The cars are also raced by the owners that same weekend so the schedule allows the owner to qualify early in the day then the OWDE driver gets two sessions. One before and after lunch break.

Before Race Group 1 goes out, there is a classroom session for OWDE drivers where some basic flag and safety information is discussed. This is immediately followed by a drive around the track in



Your Pit Talk Editor receives some seat time in Andy Pastore's Formula Vee.



Kristian Galuardi experienced "What's It Like Out There" in her husbands' Caldwell. Photos: Yust Abudi



2014 OWDE was initiated at NHMS. The "graduating" class is shown with their steeds in the foreground. Photo: James Ray

street cars with their surrogate race-car owners trying to tell them everything they need to know - from the race line, to what to do and what not to do. Then the drivers come back to the paddock and get to watch and help as the owners prepare for their own qualifying session. Watching the racers qualifying in the Vees, they get to see the cars in action. After the racers come in from their qualifier, the flurry of activity resumes, The OWDE drivers are buckled into their race-cars and pushed out of the nest and head to the Hot Pit and then onto the track.

Now here's the exciting part. After a few laps behind a pace setting, race licensed OWDE leader, they are allowed to pass other cars. "Point bys" are not mandatory but strongly encouraged. Passing may take place on the straights, at will, and as soon as they feel they are ready to take that step. This is the "special sauce" in this program and a departure from the standard "track day" rules. By the end of the first session, the OWDE drivers have experienced not only the thrill of navigating a race track at speed, but the very real life in a race-car on a racetrack.

Over the lunch break, the owners debrief their participant, and work with them to explain what they just did, what they felt, and why the car did what it did. In other words, they debrief just like the racers do when they come in. We talk about strategy and what to do the next time they go out.

The second time they go out they have no need to follow the racer setting a safe pace. They are told to go out and have fun. And that's what they do. They are transformed - bitten

by the thrilling, addictive and life changing feeling of chasing down a car in front of you and making a pass. It's after this second session

that everyone, even the most apprehensive after the first session, are completely bitten by the racing bug. The smiles are incredible, they know they drove a race car at speed on a real race track.

Who are these OWDE drivers? To date over 3 years, we have had a handful of people that were trying to decide if racing was something they wanted to do. Some prospective and now licensed and competing Vee owners, lifelong crew members who have never had the opportunity to see what their driver sees, spouses, sons and daughters, friends, a circle track racer, who was thrilled beyond belief to feel the "draft" and a few racers of other classes just checking out Formula Vee to see why we always have so much fun.

2017 will bring another OWDE to the NER region with the August race weekend at NHMS. So if you're there, make sure to stop whatever you are doing and come out to the stands during the OWDE sessions and hang with all the Formula Vee drivers (they'll be the ones biting their nails). Or when the OWDE racers come off track, look for the biggest grins, hootin' and hollerin' OWDE drivers and soak up that incredible energy they are exuding because they just had the experience of a life time. It might take you back to that time when you first got out of your race-car after a great race and knew, this was the place to be. Also, you may be meeting the newest club members and future racers as we have had 5 new drivers come through the OWDE program.



Roger Barr, 1968 National Formula Vee Champion, tries out seat time for the first time in forty years at the 2014 OWDE. Paul Faford (below) explains the rules of the road, before the initial start of the OWDE.



The 2016 edition of the OWDE was held in conjunction with the July Thompson Regional races. Here a few "Newbies" negotiate the exit of the bowl. Photo: James Ray

National BOD Notes

Bob Dowie, Area One Representative

First Year on the BoD

Being my first year the first meeting included the recently adopted orientation program where two sitting directors spend a day and a half explaining the job, bringing you up to speed on what's happening while introducing you to the program and department leaders at the office who did the same. This is an important first step that really eases the transition into the job.

That transition starts at the December meeting where the new board members sit in with the person they'll be replacing. The new member has restricted voting power being limited to vote on only the leadership of the following year's board. This gives the new members a chance to see how the board functions and goes a long way to prepare the new member on what to expect going forward.

During the year we spent a lot of time working with Quantum Governance a consulting firm that works with non profit Board of Directors on governance issues. Governance is pretty much how the board functions; from how we deal with each other our various committees and most important how we interact with our President and staff. Past boards have often been guilty of micro-management of some of the programs; I can tell you from my experience on the Club Racing Board this isn't a good way to govern a program. I'm glad to say this Board is better at staying away from the details while overseeing the various programs.

Quantum was also used as a facilitator while we put together the guide lines being used in our current search for a new president. A good amount of time was spent while we developed and decided on the system used. It was decided to have all board members review the resumes trimming the list to a reasonable number; those candidates will then be invited to interview. Interviews will be taking place soon; hopefully we'll find the person we're looking for in this group. If not we will look further. Lee Hill the BoD Chair wrote a good article on the President search that can be found by searching president in the news section of SCCA.com for more information.

As your representative on the board I will be looking for the person that shows knowledge on how an organization like ours operates; has the management and leadership skills necessary to take the national staff in a direction that will move us forward. While having the communications skills to be able to talk to and encourage our regions. To me it's pretty simple if we have well supported strong growing regions we have a strong growing club.

Another issue that got some attention at the Convention was the losses we experienced in Pro racing. The good news is that we had a great year with Enterprises where we showed a strong profit; the bad news is that the Formula 4 deal had a few miscues getting started that cost us.

There were changes made, we seated Mike Collins as the new president of Pro racing and I have confidence that he'll be able to turn the program around and guide it into the future. Mike has a strong business background and most of us are aware of his strong personality. Formula 4 has strong growth potential and Mike has some exciting plans that will guide series into the future; we all hope it will succeed.

The other issue on the pro side was the decision made by the MX5, World Challenge and the Pro Formula series to change to another sanctioning body. These series felt there were other opportunities elsewhere that better served their needs. I thank them for the time we enjoyed as partners.

Again there is a bright side; it was announced at the convention that we have signed a 25 year agreement with the Trans Am series. With 50 years of history in the books we can look forward to the future of this strong and growing series. This future includes the club side with the Trans Am series working hard to see to it that their classes mirror the club racing classes for similar cars. By doing this it will give the club racers a chance to compete in the Trans Am series when they come to town.

During the convention an update on the SCCA web site was launched with a revamp of the Road Rally web page. This is the first of the planned upgrades for all the pages. When you get a chance take a look at the Rally page and see how it's laid out with everything both the competitor and organizer needs on one page, along with the well done Rally newsletter. With our web site being a long time thorn in our side it's great to see some real improvements. I look forward to the other programs getting the same kind of upgrades.

Speaking of Rally, congratulations to the Northern New Jersey receiving the 2016 Regional Road Rally Achievement Award was presented to Peter Schneider and the North Jersey Region celebrating their 280% increase in participation.

I have enjoyed my first year of service on the Board and thank you for the opportunity.

Bob Dowie, bdowie@scca.com

(845) 325-0930 • mobile&Text (845) 496-7040 Home

An introduction to Bob Dowie, Area One Director.

As the current director of area one I thought I would share my SCCA background with those of you who I haven't had the pleasure to know. I started my SCCA experience around 1980 not long after my wife and I started Village Auto Works in Chester NY. Being a life long fan of cars and racing I was anxious to get the shop involved in racing. Being located an easy 90 mile ride from Lime Rock Park and Pocono and being an import car fan and repair shop owner I decided road racing was my best choice.

Around that time I teamed up with local racer Al Perotti on his then Showroom Stock efforts. SS was okay but being a hot rodder at heart I wanted to move to a class with more modified car. We purchased a GT5 Civic that we ran for years, first learning to make it live on track and performing better. We are currently running a tube frame Nissan in the GTL class that is a combination of the former GT5 and 4 classes. In 1987 the club had an insurance change that required a membership to be allowed in the hot pits and I've been a member since then. I've been lucky enough to participate in the last few Runoffs at Road Atlanta and all of Mid Ohio events.

In 2001 I had a medical problem that encouraged me to loose 90 pounds and I decided it might be time to give driving a try. After getting my former drivers and friends to promise to let me know if I suck at it. I gave a try; didn't suck too bad and I was hooked. I've been driving ever since and got the chance to compete in six Mid Ohio Runoffs including last year.

My introduction to the political side of the club started when the NE Division decided to limit the amount of national races that would be held. I attended the divisional meeting stood up to question decision only to learn the division had worked for years to get this done. By the time the meeting ended I was on the NESCCA steering committee.

I was also active with the GT5 group that would work with the then comp board about the future of the class; we always seemed to be suffering for participation across the country and were often threaten with extinction. We did enjoy a strong community and through their efforts we did keep the class alive. That activity led to be invited to serve on the GT ad hoc committee that I really enjoyed. From there I stepped up to the comp board that became the Club Racing Board. I was lucky enough to serve for ten years with last few as Chairman. I was often asked how I could serve on a committee where half of the folks are mad at you. The truth is it's a pretty good job especially if you like cars and racing. You just have to keep in mind that the racers are passionate about their racing, and the complaints aren't personal.

It's been a great experience; I've had the chance to meet some wonderful people from around the country that have one thing in common. They all love cars, racing and the SCCA; with a little luck I'll get to meet many more.



RE Report— continued from page 3

-- social media presence, website structure, proliferation of the club in the region -- but I have a way to go. I hope this year helps to further realize some of those goals. With the elections that were held at January's annual meeting, we elected one new member to the Board, Rich Currey. He joins Brian Mushnick, Wiley Cox, Bob Anderson, Theresa Condict, Jessie Honigs, Doug Myers, James Ray, and Derek Sivret to make up your Board of Directors for 2017. We are also thankful to have John Ferreira serving as our treasurer.

Speaking of the annual meeting, January 7th marked the date for the most recent event and awards banquet, which was held at Mohegan Sun in Uncasville, Connecticut. The meeting was productive and informative, and we set some goals for myself and the Board for the upcoming year. A couple items that we are working on include a revision of the bylaws to ensure better notification of the annual meeting, ramping up our presence at local automotive events and on social media, increasing volunteer and competitor participation, and expanding communication to our members.

If you were unable to make it to the annual meeting and awards banquet (you missed a great time!), you are always welcome to attend our monthly board meetings and bring anything in front of the board that you think needs attention. We meet the second Wednesday of each month at the Fairfield Inn, Auburn, MA at 7:00 p.m. All members are welcome, and we are always interested in hearing ways to improve the club.

The past few months have been busy for our friends in RallyCross, with events being held at Canaan and Stafford Springs. Road Rally also held their yearly Winter Challenge event in February. Solo and Club Racing both finalized their schedules and are gearing up for full, competitive seasons. I am excited to be competing in the region's first SCCA Majors event at Thompson Speedway Motorsports Park on July 15th and 16th. If you want to catch some intense racing at a local track, make sure that you attend!

That is all for now. If you see me at the track or an event, please say "hello." Until then, drive fast and have fun. —S—



Competing at the November Wolf Chase, Rally Cross, Jesse Whitsell competes in MF with his Golf. Photo: Douglas Bolduc, DaggerSlade Media

HOW AN OFF HANDED COMMENT HAS FOREVER CHANGED RACING FOR ME.

By: Paul Grimard

I have been a big road racing fan most of my life. From watching and going to F1 in Montreal to going to IMSA and Trans Am at Lime Rock Park. While at one of my trips to Lime Rock I heard people talking about a new track in Massachusetts that is being built and is supposed to be amazing. I do some searching on the internet and found out that it is called Palmer Motorsports Park. I start to see some photos coming in of it being built and I say to myself I have to see this track. When I found out it was a non spectator track I was very dismayed.

Fast forward about a year to late winter 2016. I see a post on my Facebook page saying that the North Atlantic Road Racing Championship NARRC was having a race at Palmer in the spring. I post and offhanded comment "If anyone has a team and needs a "crew" member for Palmer I am a mean grill cook". When I got a response from someone named Raymond Blethen "You are always welcome to join RST Performance Racing!!! Look us up on Facebook"

I did not take this too serious. But I looked them up on Facebook and started chatting back and forth with Raymond and his brother Stephen. A few weeks go by and I get a message that said that there is 12 hour race in New Jersey at the end of April and would I like to come down and give them a hand. All I would need to do is get my SCCA membership and get down there. I jumped at the chance. First chance to go to a race as a "crew". Even if it was cooking.

A couple weeks before the race they asked me if I would like to volunteer to help out in the pits. Each team has to have someone help out in the pits as a pit monitor for a couple hours. I just about fell out of my chair thinking I would be in the pits at an actual race. I said that I would be glad to do whatever to help out. So I prepare a couple of meals that can be frozen and easily reheated at the track and pack up to head to NJMP Thunderbolt raceway.

As it was a 7 hour drive for me I decided to head down a day early. I called the track to see if they knew of a campground close by. They responded that I could stay there for only 15 bucks a night. So I take off and get to the track a day ahead of everyone else. The people at the track were beyond nice. I was the only one staying there that night and they went out of their way to make sure everything was ok for me.

The next day I was a total mess. I was so nervous. I have never met the Blethen's before and was not sure how I would know them other

than I knew what the car looked like and where they wanted to set up at the track. Here is where my life really changed. When the team got there and got out of the RV's and trucks and start introductions I was amazing to find that I did not feel like an outsider looking in. I was treated like one of the crew from the instant we met. I also met a few other drivers and crew members as well as a group from Precision Motorsports. I would love to list all the names of everyone but the list would be so long. Everyone from the drivers to the crews to the spouses and families all treated me like I was one of them.

Practice day arrives and I find myself helping out pushing cars and changing tires. Unbelievable. I thought I was cooking. Instead this is where I start to cross items off my bucket list. I am walking around a paddock full of race cars and I feel like I am part of a team. First off the bucket list was being part of a real race team. Next off was walking down a hot pit. Next up they needed someone real quick to go over the wall and check the torque on the tires and I was the only one there so over I went. To go over the wall and work on a racecar was something I truly never thought in a million years I would do.

The weekend was truly amazing and exhausting. The people at this race were so friendly that I thought I was on a different planet. At no point, even when I had no clue what was going on did I feel left out. If I asked anyone they would explain it. Not just from RST or Precision but any team, crew or worker. You always hear about people talking about their "racing family" and at that point I now know why. It truly is one big family.

My very next adventure came when I got a message that RST would not be going to Palmer. To say the least I was very disappointed as this was my driving force to start with. When one of the brothers said to me "Why don't you volunteer as a track worker and go to the race" He put me in touch with the head of flagging Jessie Honings. After a brief few emails with her it was decided I would be a good fit for working the pits and she passed me off to Ed Capullo. Ed said he would be glad to have the help.

I finally get to go to Palmer!!! Again I am a bit nervous as it is a new place and a new thing to be doing. Within minutes of showing up at the track all that nervousness went away. The people at this track were just as friendly as the other one. 2 of the drivers I met at New Jersey showed up. Sara Kelly and Jake Heart from Precision Motorsports were racing this weekend. So I had a couple

Miata action at Palmer. Photo: C. Bennett



familiar faces to help ease things along.

The track was just as amazing as I thought it would be. First impressions were that it looked a lot like the bobsled run in Lake Placid NY. Working in the pits was very exciting. During the lunch break I was talking with a few people and one of them said that during the races in the afternoon if I could get a break I could ride in the pace car. Bucket list times 10!!! Getting to ride in a pace car!!! To top it off Jake Heart won his first race ever and I was the one to give him the checkered flag.

At this point I knew I had been bitten by a bug and that I could not get away from it. I had a new family. The rest of this season has just flown by. From midnight rides to get from one track to another, standing in the rain handing out flags to race winners and helping to get cars ready to go out on track.

I can't thank everyone enough and I know I will forget to mention

many names but I do not intend to do so. To start off Everyone at RST Performance Racing Stephen, Raymond, Randy, Jim and families and spouses. I can not say enough about how great you all have been. Teaching me all the different aspects of racing and making me feel like part of the team from day one. Thank you from the bottom of my heart. To the crew at Precision Motorsports. Zack, Jake, Sara, Tom and again all the rest of the families and friends. You all have been so great to me. Teaching me so much about racing and what is involved. Asking me to crew the #30 BMW just floored me. I was never expecting that at all. Another bucket list down. Thank you all so much. A big shout out to all the teams. While we are all competitive you are also the first ones to help someone out in need. Lastly a thanks to all the workers, not just the ones I worked with, but all of them. Without them there would be no racing. But a special shout out to Ed and Joe. Working with you in the pits was an exciting and educational experience.

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

November 9th, 2016

The Board of Directors met at the Fairfield Inn Auburn, 718 Southbridge Street, Auburn, MA.

Present were Regional Executive Wiley Cox, Assistant Regional Executive Sterling Cole and Directors Trevor Hermance, Jessie Honigs, Doug Myers, Theresa Condict, and Bob Anderson. Also in attendance were Treasurer John Ferreira, Membership Chair Paul Krysiak, Kathy Barnes, Richard Currey, and Andrew Ahern.

These minutes may not be in chronological order.

The meeting was called to order by Wiley Cox at 7:34 PM.

A draft of the BOD Minutes for October was reviewed by the board.

A *motion* was made to approve the October meeting minutes as presented (Anderson/Myers) **PASSED**

Treasurer John Ferreira's latest report on the club's financial state is that things are looking a-ok; the region's end-of year numbers are positive, especially important for Club Racing. A *motion* was made to accept the Treasurer's Report (Hermance/Honigs) **PASSED**

Kathy Barnes went through the latest with Club Racing: the 2016 schedule has essentially been set, and is going to be submitted to Northeast Division at this weekend's Mini-Convention for approval and formalization. Thanks to Thompson Speedway's push, NER is submitting a bid for placement on the Northeast Conference Majors schedule there in July.

Trevor Hermance shared that Road Rally just held the 50th and final Covered Bridge event at Mount Snow on behalf and in honor of Ted Goddard. It was a very successful and fitting weekend with many participants from far and long ago taking part.

Wiley Cox stated that Solo's final event at Moore Airfield for this season, the Team Challenge, was well-received with its aggregate scoring format change.

In the latest Membership report, we're showing 2379 members, an indication of the usual dropoff for this time of year (from 2445 in

October and 2417 at the start of the year).

A *motion* was made to approve the program reports (Honigs/Condict) **PASSED**

Racing Against Leukemia's status in 2017 was again discussed; if decided to pursue the event for 2017, a committee will have to be formed early, at the Annual Meeting, to help ensure the strength of the concept. The Board will have to commit to action on this issue.

A *motion* was made at 8:35 to adjourn the meeting to executive session, not to return to open meeting (Cole/Myers) **PASSED**

Respectfully submitted,

Trevor Hermance, Secretary

Next meeting will be held on Wednesday, December 14, 2016 at the Fairfield Inn Auburn, Auburn, MA at 7:30 PM

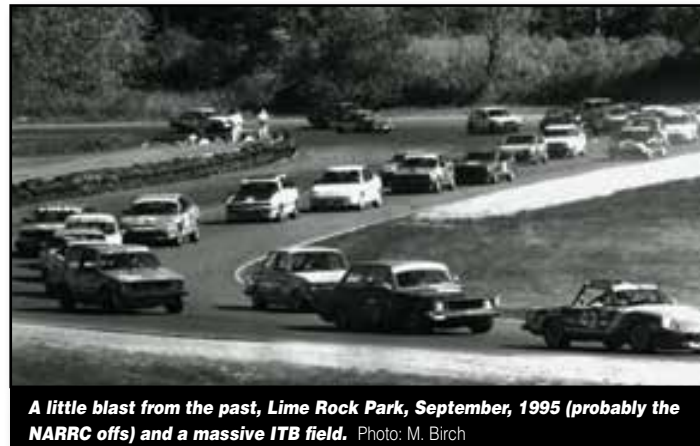
A draft of the BOD Minutes for November was reviewed by the board.

A *motion* was made to approve the November meeting minutes as presented (Anderson/Myers) **PASSED**

Treasurer John Ferreira's latest report, delivered by Wiley Cox, is that preparation is underway with the accountant for end-of-year tax filing (much earlier than previous years). All accounts are showing healthy balances as of December 1. All comptrollers have caught up to November with their submissions, but December account statements are needed as soon as possible (likely January 1) for Profit & Loss to be distributed at the Annual Meeting. A clearer/simpler method of inter-program funds transfer is being worked on.

A *motion* was made to accept the Treasurer's Report (Hermance/Mushnick) **PASSED**

JB Swan discussed 2017 for Club Racing: the schedule is secured, and Thompson Speedway's Northeast Conference Majors date is confirmed in July.



December 14, 2016

The Board of Directors met at the Fairfield Inn Auburn, 718 Southbridge Street, Auburn, MA.

Present were Regional Executive Wiley Cox, Assistant Regional Executive Sterling Cole and Directors Trevor Hermance, Derek Sivret, Brian Mushnick, Jessie Honigs, Doug Myers, Theresa Condict, and Bob Anderson. Also in attendance were Membership Chair Paul Krysiak, Kathy Barnes, JB Swan, Dick Patullo, Richard Currey, and Andrew Ahern.

These minutes may not be in chronological order.

The meeting was called to order by Wiley Cox at 7:33 PM.

Wiley Cox stated that the Solo program will have a chiefs meeting on Saturday, December 17.

The Rally program had no update to provide; it was noted that there seemed to be no issue with RallyCross returning to a traditional site for the December 3 season finale.

Merchandise had no changes to report.

In the latest Membership report from Paul Krysiak, NER has 2367 members, 12 fewer than in November and a continue of the slight decrease from 2417 at the start of the year.

A *motion* was made to approve the program reports (Mushnick/Cole) **PASSED**

A discussion about upcoming "offseason" marketing shows was held. NER will again be pairing up with the Northeast Formula Vee enthusiasts to hold booths at The Racers Expo in Marlboro, MA early February and Race-A-Rama Auto Show in West Springfield come March.

Tasks of operating the Annual Meeting are being delegated among board members in advance of the event January 7. This will include a designated contact for anyone needing information or to make late changes. As of the meeting, about two-thirds of the room reservations sought to break even on the rental agreement have been booked at Mohegan Sun. Wiley Cox will extend invitations to executives from Canaan Motor Club and Club Motorsports to interact with the membership there, if desired. Trevor Hermance confirmed that mailings of notices and absentee ballot instructions have been completed and notice should be arriving. Wiley Cox sought input for the agenda of the business meeting.

Budgets were presented for the Club Racing program, the Board/General Membership, Solo, and the Membership Chair.

A **motion** was made to approve the Club Racing budget for 2017 as presented, accounting for seven race weekends and support of an Alternative Drivers School (Cole/ Mushnick) **PASSED**

A **motion** was made to approve the Membership budget for 2017 as presented, showing expenses for award presentations and conventions (Myers/Condict) **PASSED**

A **motion** was made to approve the Solo budget for 2017 as presented, showing an assumed return of a National Tour event and some maintenance expense for the equipment truck (Myers/Sivret) **PASSED**

A **motion** was made to approve the Board/ General Membership budget for 2017 as presented, encompassing Pit Talk, ner. org, conventions, publicity/marketing, and charitable donations (Myers/Condict) **PASSED**

A motion was made at 9:15 to adjourn the meeting to executive session, not to return to open meeting (Hermance/Anderson) **PASSED**

Respectfully submitted,

Trevor Hermance, Secretary

Next meeting will be the Annual Business Meeting on Saturday, January 7, 2017 at Mohegan Sun, Uncasville, CT

February 8, 2017

The Board met at the Fairfield Inn and Suites, Auburn, Mass.

Present were: Regional Executive Sterling Cole, Asst. Regional Executive Brian Mushnick,

Secretary Wiley Cox, Directors Robert Andersen, Theresa Condict, Richard Currey, Jessie Honigs,

Doug Myers, Derek Sivret. Also in attendance were Treasurer John Ferreira, JB Swan, and Paul Krysiak.

Meeting was called to order by Sterling Cole at 7:01pm.

Motion to move to executive session, and to return to open session made by Richard Currey, seconded by Bob Anderson – **MOTION PASSED**, at 7:03pm

Executive Session opened at 7:03pm, returned to open session at 7:50pm

7:52pm - **Motion** by Brian Mushnick to accept December, 2016 BOD minutes, seconded by Bob Anderson – **MOTION PASSED**

Wiley Cox read FV letter of thanks to the BOD for the work on behalf of the FV group.

Treasurer's Report – John Ferreira. Not much happening on the off-season, NER accounts look okay. Will file taxes with CPA for 2016 taxes. Treasurer working on verifying checks from sponsors. Will provide balance soon for Annual Meeting. Wiley Cox brought up comptrollers call to be held on a monthly basis, the calls will start in February. Discussions of accounting practices planned for 2017. Treasurer asked to attend the next Club Racing meeting to present the new mileage system as a replacement for TIPS



program.

Richard Currey made a **motion** to accept Treasurer's reports, Doug Myers seconded.

MOTION PASSED

Sterling Cole reports that the board, and its meetings, are now protected by a \$2 million-per-person liability policy through National SCCA insurance carrier.

GROUP REPORTS

Club racing Report – JB Swan – Schedules for the season are set, contracts from the tracks are coming in. All is well. Question from the board about Alternative Driving School was answered, along with a discussion of the event.

Solo Report from Bob – Solo schedule confirmed and posted. Nat Tour, Starting Line, Evo School. Next Solo meeting in March.

Merchandise report – Report given via email. Merchandise now has a Square Credit Card reader to accept credit cards at events. Supplies have been ordered for CR and Rally, invoices sent to groups for payment.

Membership report– Paul Krysiak – 2334 members at Annual meeting. 2324 as of today (2/8/2017). 21 added, 35 expired in December. Membership is still receiving TIPS for membership subsidies.

RallyCross report – Richard Currey - Stafford RallyX event was a huge success – 80 cars on each day, 7 runs per day. Course was in good shape, much fun was had. RallyX continues a good winter season of events.

8:30pm - **Motion** by Brian Mushnick to accept specialty reports, seconded by Bob Andersen – **MOTION PASSED**

8:31pm - **Motion** to adjourn to exec to return – Currey, Condict – **Unanimously approved**

Entered Executive session – 8:32pm

Returned to open session 9:54pm

2017 Annual meeting review

Sold all hotel rooms needed (28/30)

Four people requested refunds from weather, but did not follow up after initial request.

—continued on page 27

The orange cone, is the only hint that this is not at a local Ski resort. Dan Downey runs the cones at the recent Canaan Winter Rally Cross.

Photo: Douglas Bolduc, Daggersleade media

NER RALLY-X CHAMPIONSHIP



The Wolf Chase RallyCross December , 2016 Event #Nine

By Clifton Kangas

...56 racers battled for 8 runs on the day, resulting in many wide grins and giggles...

Sitting in my tow rig in the pre dawn darkness, head lights illuminating wind blown snow over our days play ground, gave me pause for some reflection. I have been attending this season ending event since 2009, but this years addition already felt different. We were asked to be there early, as several key personnel would be absent, and the limited day light this time of year, would make it imperative to start early, if we wanted a full day of racing. That was not what was causing my uneasiness / trepidations. Undoubtedly it came from being aware that we would not be joined by our beloved "uncle Ted" after the completion of competition. Theodore Goddard had sadly passed away earlier in the year. His graciousness of hosting awards and sharing of himself and home, was always a highlight to our long RX season. Such, that it can not be replaced. With memories of past successes / failures and bloopers, I wrestled to don my heavy boots and parker with renewed determination to help put on another quality New England region Rally Cross in Vermont.

As other headlights started shining on the snow of the trees lining the dirt road heading to Barker Farm it was apparent many heeded " the call to arms" to help set up early. Many got their butts out of bed to drive through the darkness over slippery roads to make this addition of The Wolf Chase the success that it was. With an efficiency that would make any military outfit proud our NER crew had course, tech, timing, and driver's meeting complete by 815 am. First cars on course were heard at 8:35 am. (maybe a record, this time of year) a HUGE, that's UGE thanks to all who pitched in. The enthusiasm of our NER Rally Cross community is, with out a doubt, unequaled anywhere.

After our last, most unusual asphalt event at Canaan, it seemed most were glad to be back at a proper North East Rally Cross arena. You know ; snowing, windy, moist half frozen mud / turf. Slippery, unpredictable surfaces, just what most RXers enjoy. (yes we are a unique group)

The field at Barker Farm throws a lot at a racer. At first glance it seems



Jeff and Catherine Denmeade take a causal Sunday Afternoon jaunt at the November Wolf Chase Rally Cross All photos: Douglas Bolduc, DaggerSlade Media

Final Results Event #Nine - Wolf Chase RallyCross, December 03, 2016

Pos#	Driver	Car	Run 1	Run 2.	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Total	Gap	
EX													
1	816	Gallant, Michael	Jetta	59.517	52.533	51.563	52.802	64.566	65.129+1	59.382	63.283	470.775	
2	812	Hughes, Justin	Jetta	56.292	54.444	54.33	56.878	60.303+1	62.692+1	59.268+1	62.574	472.781	
SR													
1	198	Hayes, Joseph	Mustang	72.106	73.142	66.792	70.78	86.213	79.474	76.051	90.665+8	631.223	
SF													
1	112	McCarthy, Daniel	Ford Focus	71.253	66.39	71.731	75.570+1	53.005	60.539+11	56.856+9	61.561+2	562.905	
2	32	Denham, Harold	Passat	71.898	71.158	78.978+1	86.786	57.105	60.024+1	59.725	62.404+8	568.078	
3	121	Dahrooge, Sims	Ford Focus	72.443	73.61	73.69	91.713+9	57.469+8	62.930+8	59.309+2	66.586+8	627.75	
SA													
1	28	Smith, Dan	Subaru WRX	53.946	65.699	66.626	69.448+1	51.402	50.466	53.048	54.089	466.724	[-]21.097
2	23	Smith, Jon	Subaru WRX	55.184	62.631	68.758	74.007+2	48.145+1	52.679+1	52.385+2	54.032+4	487.821	21.097
3	923	Smith, Jennifer	Subaru WRX	60.093	68.144	74.564	72.285	52.593+1	55.567+1	64.396	57.464	509.106	21.285
4	800	Binette, Cameran	Subaru	7.674	67.650+1	71.724+2	73.753+9	52.445	52.664	57.657+2	58.997	520.564	11.458
5	805	Holden, Jennie	Subaru	62.24	68.591	71.21	79.701	59.94	59.669	61.522	63.857	526.73	6.166
6	807	Bray, Bradley	Subaru	61.035	72.666	83.633+1	87.626+1	57.523	56.407	58.289+1	61.328	544.507	17.777
7	801	Hamrick, Will	Subaru	67.953	74.000+1	77.128+3	76.517+3	54.662+3	53.636+3	56.136+2	60.891+1	552.923	8.416
8	809	White, Joel	BMW	73.010+8	78.535	80.337	85.334	72.339	61.409	63.390+8	65.705	612.059	59.136
9	642	Hill, Suzanne	Subaru	87.868	92.434	98.5	99.442+2	72.188	68.302	65.226	68.073	656.033	43.974
10	36	Piscitello, Laura	Subaru	68.633+2	78.416	85.757+1	999.000+dnf	64.01	61.563+1	71.093	66.975	1503.447	847.414
PR													
1	814	Wile, Jake	BMW 318ti	64.188	58.173	62.005	58.731	67.897+1	66.21	62.131	68.182	509.517	[-]122.175
2	815	Wile, Maggie	BMW 318ti	70.270+1	75.309	76.744+1	65.515	100.07	82.489+1	70.21	85.085	631.692	122.175
PF													
1	124	Hapgood, Kim	Civic SI	53.462+1	56.046	59.734	65.399	48.893+8	50.34	48.857	52.342	453.073	[-]10.703
2	24	Ho Kim, Chang	honda	54.009	66.374	60.030+1	69.331+1	51.165+2	49.725	49.351+1	51.791+1	463.776	10.703
3	804	Hill, Nick	Civic	66.247+8	64.067	64.491	71.097+8	54.849+15	56.531	58.211+8	58.441	571.934	108.158
PA													
1	69	Kangas, Clifton	Subaru	50.776+1	50.792	48.848+1	49.354	51.098	52.157+3	52.619+1	54.198+1	423.842	[-]7.613

fairly straight forward. Look carefully, and you see there is hardly any level ground. instead you'll find off camber terrain to the left and right, slight up and down hill sections, and the infamous back portion, a long hard off camber sweeper tempting drivers to overdo. I refer to this feature as the "slide for life". More than one car has entered this section, never to come out the other side,, well at least still on course. Caution here is one of the hallmarks to success at Wolf Chase. Now couple all this with a moist uneven mixture of grass, manure, and greasy loam, you now have (IMHO) a nearly perfect RX track. One that truly test all aspects of a Rally Cross team.

It wasn't a matter of how fast you could go, but if you could just make the finish intact. The age old adage of; to finish first, first you need to finish surely applied to Wolf Chase 2016.

56 racers battled for 8 runs on the day, resulting in many wide grins and giggles,,

Exhibition class was contested by two drivers sharing the same VW Jetta. Michael Gallant besting his co driver Justin Hughes by a mere 2.006 sec.

Stock Rear, with only one entry, saw Joseph Hayes's Ford Mustang, complete the day, (I had a wager that he wouldn't) with a total of 631.223 Way to hang in there Joe !

Stock front, Three car battle making a VW sandwich (Hal Denham 2nd.) between the Ford Focus of, Daniel McCarthy 1st, and Sims Dahrooge 3rd.

Stock all, Dan Smith showed the way in a Subaru WRX besting Jon Smith

and Jennifer Smith in their shared WRX by 21.097

Prepared Front. in a shared BMW we had Jake Wile finishing 22.175 ahead of Maggie Wile. It was nice to meet and see this new couple competing / having fun with our crew. Welcome, hope to see you both again.

Prepared Front, In a reversal (of sorts) we witnessed Kim Hapgood take the honors over Chang Ho Kim by 10.703 sec. with Nick Hill's Honda finishing 3rd.

Prepared All, Sharing his trusty Subaru, Clifton Kangas, took the win by 7.613 sec. over Adam Brodner, with Joseph Osborne, Kathy Moody rounding out the class.

—results and story continued on page 25



The "Smith" Subaru made a clean sweep of the podium with, Dan, John and Jennifer finishing 1,2,3 in SA.



NER RALLY-CROSS CHAMPIONSHIP

Canaan Winter RallyCross JANUARY 14, 2017 Event #ONE

BY Vaughn Micciche

Just 2 weeks after crowning the 2016 series champions the NER Rallycross season was back in full swing with its first event. Canaan, NH Motorsports Park hosted the event on their ice covered infield giving racers plenty of chances to spin, slide, and learn throughout the course. The track was nice and lengthy and featured everything a racer needs, long sweeping turns, bumpy high speed straights, S turns that gave people plenty of trouble, and the centerpiece of the whole track was a crest that could make or break a sweet run.

*...cold temperatures
and hard ice meant
studs were in order...*

Cold temperatures and hard ice meant studs were in order, on boot and in tire. The extremely cold temperatures also brought their share of problems for the event and its participants. The Rally-Bus decided it was best to not start in the cold which created a logistical nightmare for the organizing staff. Luckily the track donated some monster cones to the cause and some folks stepped up at the last minute to bring in the timing equipment. A new competitor didn't even know anything was wrong! The larger than normal cones were also fun because they were highly visible and gave an added bit of consequence if hit. That didn't stop Ben Spatafora from murdering 10 cones with his prepared AWD Subaru STI winning the "Most Cones for the Day" award.

On to the action. The usual cast of characters was in attendance and it led to close racing which has become the norm for the NER Rallycross series. This comradery, close racing, and shared enjoyment helps keep a lot of us from losing our minds... anyway the racing...

—continued on 26





Michael Lodsinski aced PF in his Neon. All photos: Douglas Bolduc, DaggerSlade Media



Philip LaMoreaux grabbed a second in MF.

Final Results Event #One - Canaan Winter RallyCross, January 14, 2017

Po. #	Driver	Car Model	Run 1.	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Total	Gap
SR													
1	Hayes, Joseph	Mustang	109.309	104.652	111.94	113.039	115.679	116.627	118.3	117.521	117.119	1024.186	
2	delgenio, carmen	mazda	97.261	92.024	90.58	94.797	89.506	92.780+1	92.065	91.514+1		744.52	[-]12.929
3	delgenio, dave	mazda	102.312	94.81	94.425	92.495	92.514	89.664	96.429	94.807		757.456	12.929
4	McCarthy, Daniel	ford focus	06.598	94.885	96.683	94.988	94.718	95.334	97.843	99.906+1		782.955	25.499
5	Dahrooge, Sims	Ford Focus	102.118	101.303	96.275+2	95.094	98.600+2	â	98.910+2	107.218		805.127	22.172
SA													
1 198	Canny, Michael	Mitsubishi	83.556	80.046	82.322	79.332	80.096	80.28	83.06	85.15		653.842	[-]13.225
2 13	Bean, Robert	Subaru	85.049	85.678	83.507+1	80.776	80.347	81.445	84.675	83.59		667.06	13.225
3 28	Smith, Dan	Subaru WRX	85.361	85.117	80.996+1	80.785	82.821	84.186	83.018	86.928+1		673.212	6.145
4 822	Michelin, Derek	Subaru	91.071	86.716	79.911	â	81.304	84.249	82.338+1	87.079		677.935	4.723
5 3	Smith, Jon	Subaru WRX	7.044	85.587+1	82.269	85.261	85.858	83.961	88.092	115.016+1		717.088	39.153
6 825	Li, Xiang	Mitsubish	115.487	95.304+1	85.564	84.073	84.122	81.674	82.854+1	84.946		718.024	0.936
7 821	Meninger, Scott	Subaru	05.039	100.685	98.259	90.241+1	93.542	87.44	90.994	100.127		768.327	0.303
8 151	Bickford, Michael	subaru sti	92.068	93.102	90.859	92.916+1	96.982+1	96.430+2	95.478+1	98.574+1		768.409	0.082
9 666	Chace, Michael	Subaru	05.025	96.213	97.914+1	96.335	94.423+1	97.21	99.623	102.051		792.794	24.385
10 9021	Wandas, Ryan	Mitsubishi	dns										
PR													
1 187	Mercer, Andrew	Subaru	101.217	106.601	110.287	107.645	112.566	107.623	121.102	108.716	113.68	989.437	[-]53.914
2 87	Santos, John	Miata	105.935	106.231	128.419	113.345	124.375	116.804	120.181	112.684	115.377	1043.351	53.914
PF													
1 120	Lodsins, Michael	Neon R/T	88.394	87.751	83.521	82.302	82.634	81.877	86.116	87.383		679.978	[-]3.721
2 20	Carlson, Erik	Neon	86.572	86.488	84.977+1	83.667+1	81.807	84.75	85.777	85.661		683.699	3.721
3 124	Hapgood, Kim	Civic Si	94.569	92.409	83.19	83.383	85.794	85.763	87.447	90.055		702.61	18.911
4 24	Kim, Chang Ho	Civic Si	100.807	95.074	87.448	87.097	84.828	87.355	86.904	92.603+1		724.116	21.506
5 802	Araujo, Trey	Ford Fiesta	8.093	93.26	91.208	87.794	89.462	88.302	95.696	95.864		739.67	15.563
6 133	Mancuso, Bryan	Nissan	92.07	90.652+1	90.701	91.633+1	87.36	90.028+1	92.986+2	95.104		740.534	0.855
7 33	Reeve, Stephanie	Nissan	97.843	97.753	105.400+1	87.641+2	89.566+1	95.132+3	95.875+1	96.115		781.325	40.791
8 824	Brennan, Nicholas	Civic Si	110.224	97.837	100.308	99.236	98.52	99.950+5	103.546	104.67		824.291	42.966
PA													
1 829	Miller, zach	subaru	9.795	88.443	89.262	91.71	92.786	92.758	92.370+1	93.865+1	92.461	827.45	[-]10.989
2 41	Osborne, Joseph	Subaru	88.548	90.802	91.156	95.563	91.425	94.732	95.981	96.059	94.173	838.439	10.989
3 830	Leung, Ho Fong	Subaru	97.261	88.454	92.419+1	93.492	92.052	96.478	95.135	91.519+1	95.936	846.746	8.307
4 111	El-Bayeh, Mikhael	Subaru	91.226	90.341+1	91.528	90.279+1	88.241	92.942	94.513	97.935+8	92.171	849.17	2.43
5 58	Moody, Kathy	Subaru	93.076	97.194	96.371	96.737	101.349	97.808	100.549	107.391	101.378	891.853	42.677
6 117	Aldrich, Joshua	Subaru WRX	96.177	95.306	100.638	102.186	99.671	100.236	100.951	98.009	102.95	896.124	4.271
7 823	Spatafora, Ben	Subaru Sti	92.528+8	90.906+1	99.007+1	101.579+1	92.839+3	95.621	103.587	97.068	96.839+1	899.974	3.85
8 801	JUSINO, MANUEL	Subaru	96.030+2	96.87	100.182	100	100.731	101.142	99.168	104.245	108.310+6	922.678	22.704
MF													
1 188	Carlson, Scott	Golf	82.06	81.67	82.226+1	80.846	82.071	81.823	84.596	86.605		663.897	[-]3.297
2 88	LaMoreaux, Philip	Golf	84.612	82.295	85.942	78.655	81.234	83.312	85.683	85.461		667.194	3.297
3 7	Munhall, Patrick	Mini Cooper	89.364	86.338	83.4	84.885	82.65	83.571	83.749	85.518		679.475	12.281
4 61	Kimsey, Thomas	Ford Focus	88.482	84.771	85.957	83.522	84.858	85.902	88.348	91.12		692.96	13.485

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NER RALLY-X CHAMPIONSHIP

Lining up for the start, Robert Smigiel took a fifth in SA on Saturday. Photo: Jessie Honigs

Stafford Rallycross, February 4 & 5, 2017 Event #Two & Three

By Kevin Brolin

SATURDAY

The weather was more normal this year so we were able to have the Stafford Springs rallycross. There was a few inches of the white stuff on the ground on Saturday morning and it was around 30 degrees. As usual with Stafford being the most attended event of the year there were some interesting new vehicles in the tech line, including a 1996 Buick Roadmaster Estate and a 1982 Porsche 911SC

...it was quite challenging trying to get as much speed out of the surface as you could.."

The course was of course slippery except where it wasn't, so it was quite challenging trying to get as much speed out of the surface as you could. Lunch was provided by the Dennis family. Meatballs! Very satisfying. Speaking of food In the afternoon a donut was added to the beginning of the run. Dave Dennis made a few runs in his Dodge D250 tow rig to entertain the workers.

In stock RWD just 2.5 seconds separated first and second with Raymond Luce coming in second with his "blue & wood" 1996 Buick Roadmaster Estate and Matthew Bystrak taking first in a 1998 BMW 323is

Stock FWD was a little more spread out with Sims Dahrooge in 3rd in a 2003 Ford Focus with a 714. Hal Denham in 2nd with in a Volkswagen Passat with a clean 604. 1st place was Daniel McCarthy in a 2003 Ford Focus with 578.



More fun than half time entertainment, Raymond Luce had a ball running his Buick Roadmaster.

Photo: Seth Alton

Stock AWD had 10 entries the 4th largest class of the day. 3rd was Connor O'Farrell in a 2005 Saab 9-2x Aero with 556. 2nd was Dan Smith in a 2004 Subaru WRX with 542. 1st was Ryan Wandas in a 1991 Mitsubishi Galant VR-4 at 537.

Michael Pollock won prepared RWD by being the only entry but we'll give him credit for doing it with a 1982 Porsche 911 with oversized tires.

Prepared FWD had 6 entries with Chang Ho Kim and his 1989 Honda Civic Si coming in 3rd with a 559. 2nd place was Kim Hapgood in the same honda with a clean 548. And 1st place was Erik Carlson in a 1998 Dodge Neon with a 541.

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Final Results Event #Two - Stafford Rally Cross, Saturday, February 04, 2017

Po. #	Driver	Car Model	Run 1..	Run 2..	Run 3..	Run 4..	Run 5..	Run 6..	Run 7.	Total	Gap
EX											
1	OX Dennis, David		74.826	70.6	70.154	74.484	71.434	67.607	62.765		
			94.696	95.889+6	91.957	94.271	4.494	94.596+15	86.016	1095.789	
SR											
1	819 Bystrak, Matthew	BMW 323is	84.017	76.172+2	75.563+7	83.610+5	105.168+1	103.622+9	123.244+3	705.396	[-]2.528
2	800 Luce, Raymond	Buick	95.832	90.38	77.207	102.448+5	127.457	104.691+2	95.909	707.924	2.528
SF											
1	550 McCarthy, Daniel	Ford Focus	76.319	73.156	69.659	82.666+1	98.599+2	86.876	85.31	578.585	[-]26.206
2	32 Denham, Harold	Passat	81.821	79.032	74.994	90.53	99	91.454	87.96	604.791	26.206
3	50 Dahrooge, Sims	Ford Focus	85.048+5	80.374	76.872+2	108.821	117.056+6	104.74	105.527+5	714.438	109.647
SA											
1	823 Wandas, Ryan	Galant VR-4	73.904	72.463	71.737	71.282	83.751	81.746	82.431	537.314	[-]5.153
2	28 Smith, Dan	Subaru WRX	72.778	79.033	70.544	70.983+1	83.061	82.205	81.863	542.467	5.153
3	824 O'Farrell, Connor	Saab 9-2x	71.172	70.682	72.998+1	75.031+2	84.442	91.246+1	83.048	556.619	14.152
4	23 Smith, Jon	Subaru WRX	73.518+1	73.629	71.331	83.343+1	87.615	82.458+1	82.133	560.027	3.408
5	189 Smigiel, Robert	Subaru	76.819	75.955	73.579+1	76.148+1	88.438+1	86.12	89.465	572.524	12.497
6	9003 Carroll, Jason	Subaru	76.395	70.388	72.696+1	90.315+1	96.131+1	86.163	84.788+1	584.876	12.352
7	923 Smith, Jennifer	Subaru WRX	79.29	83.678+5	76.703	78.384	91.137	88.114	84.468	591.774	6.898
8	801 White, Joel	BMW 325iX	86.148+1	84.464	79.416	78.186	97.408	92.392	92.532	612.546	20.772
9	822 Gilberto, Mike	Saab 9-2x	81.122	78.498+4	79.928	79.737	92.166+2	101.987+5	88.902+3	630.34	17.794
10	825 Sari, Stephany	Subaru	90.038+17	91.535+5	80.272+1	82.010+1	100.166+5	95.308	92.867	690.196	59.856
PR											
1	804 Pollock, Michael	Porsche 911	85.303	82.078	78.062	101.804+10	109.771+5	95.096	91.774+1	675.88	-
PF											
1	20 Carlson, Erik	Neon	73.152	70.189	66.338	74.908	89.498+1	84.013	81.786	541.884	[-]7.032
2	124 Hapgood, Kim	Honda Civic	72.87	71.365	67.492	76.458	90.553	86.281	83.897	548.916	7.032
3	24 Kim, Chang Ho	Honda Civic	71.258	70.456	69.43	76.646	96.072	88.953+1	84.249	559.064	10.148
4	224 Davis, Bob	Honda Civic	71.941	70.618	69.895	75.445	93.150+2	88.512	85.441+1	561.002	1.938
5	120 Lodsins, Michael	Neon R/T	75.539+1	72.155	69.668	76.839+1	94.043	87.75	83.776	563.7	2.768
6	133 Mancuso, Bryan	Sentra SE-R S	75.226+1	74.021+2	84.083+2	79.071+3	94.445+4	95.768+2	91.969+6	634.583	70.813
PA											
1	79 Perkins, Jacob	Subaru	72.041	68.565	71.501	71.307	86.867	84.332	83.103	537.716	[-]7.695
2	929 Visciglia, Joe	Subaru	74.902	69.655	72.193+6	70.992	83.21	82.598	79.861	545.411	7.695
3	441 Osborne, Joseph	Subaru	80.481	70.073	72.713+1	71.041	88.68	88.071	81.398	554.457	9.046
4	821 Miller, Zachary	Subaru	75.493	79.684	73.058	72.642	87.401+2	86.907	85.554	564.739	10.282
5	158 Moody, Kathy	Subaru	78.536	73.701	73.267	73.276	89.518	89.754	87.101	565.153	0.414
6	809 LaBarge, Cameron	Subaru	73.675+5	72.763	80.519+2	72.001	84.233	86.017	82.92	566.128	0.975
7	802 JUSINO, MANUEL	Subaru	77.448+1	74.109+2	72.034	72.487	96.837+1	84.745	82.419	568.079	1.951
8	741 Leung, Ho Fong	Subaru	72.436	72.744+2	73.024	83.085+2	86.681	86.05	89.583+2	575.603	7.524
9	33 Tatis, Dhariel	Subaru Wrx	84.649+1	70.994+1	73.114+1	74.558+10	85.513	90.509	83.757	589.094	13.491
1	815 Bazzano, Mike	Subaru	78.169	76.107	76.693	75.806	94.441+8	90.762	85.144	593.122	4.028
MF											
1	786 Whitsell, Jesse	Golf	71.841	68.868	66.278	73.837	86.267	82.357	81.036	530.484	[-]1.476
2	811 Ruizzo, Eric	golf	70.743	69.821	67.394	72.018	85.413	84.121	82.45	531.96	1.476
3	40 Reeve, Stephanie	Volkswagen	3.62	69.989	67.198	76.191	87.589	85.26	84.029	543.876	11.916
4	37 Munhall, Patrick	Mini Cooper S	71.158	70.085	67.878	74.621+1	87.342	87.592+1	83.405	546.081	2.205
5	161 Zanis, Chris	Jetta	75.703	72.375	68.169	77.437	83.504+1	85.595	81.887	546.67	0.589
6	840 Baker, David	GTI TDI	72.831	71.937	68.957+1	76.092	90.007	84.749	82.866	549.439	2.769
7	13 Chapin, Andrew	Hyundai	73.545	71.304	67.073	75.914	91.519	89.412	86.422	555.189	5.75
8	3 Carlson, Thomas	Ford Focus	77.773	73.35	70.185	82.324	88.029+1	88.535	84.727	566.923	11.734
9	127 Seipel, Don	Hyundai	76.595	73.037	71.16	81.39	92.546+1	89.949	85.779	572.456	5.533
10	16 Gallant, Michae	Jetta	74.32	72.86	69.086	78.502	111.75	89.158	85.383	581.059	8.603
11	123 Wootten, Corey	Hyundai	79.897	77.805	71.662	83.871	97.911	94.216	92.56	597.922	16.863
12	88 LaMoreaux, Philip	Golf	71.585	70.649	68.483	71.819+1	84.091	90.320+2	999	1461.947	864.025
13	8 Carlson, Scott	Golf	71.377	68.336	66.781	71.108	86.166+1	999	999	2363.768	901.821
MR											
1	11 Micciche, Vaughn	Porsche 924	76.489+1	73.167	69.231	78.400+1	91.717	85.802	83.951	562.757	[-]11.569
2	78 England, John E	Miata	79.338	74.501	68.869	78.918+1	94.232+1	88.319	86.149	574.326	11.569
3	178 England, John W	Miata	75.610+1	76.085+1	71.736+2	76.085+1	87.857+2	97.249+1	81.167+1	583.789	9.463
4	803 Mckenzie, Laurence	Toyota MR2	79.111	75.948	70.214	86.744	95.149	88.429	88.762	584.357	0.568
5	71 Chuckta, Andrew	Mazda RX7	80.343+1	76.955	71.463	85.529	95.171+1	88.209	90.044+1	593.714	9.357
6	142 Downey, Daniel	BMW 325is	77.55	73.619	79.225	89.208+1	96.64	88.501+1	93.894	602.637	8.923
7	807 Twombly, Alexander	Volvo 242	82.340+1	76.332	72.263	83.485	98.018+1	90.298+4	88.204	602.94	0.303
8	15 Kubec, Vojtech	Mazda MX-5	81.029	76.314	73.07	95.526+6	92.734	90.301+1	96.183	619.157	16.217
9	781 Brolin, Kevin	Toyota Tacoma	81.759	87.229+1	71.223	84.447	95.135+1	92.017	111.987+5	637.797	18.64
10	818 Jagger, Alex	BMW 323is	78.221	84.439	72.982+5	87.392	116.108+2	97.11	91.701+1	643.953	6.156
11	816 Symancek, Ryan	BMW	84.625	79.676	82.183+1	87.89	102.498	105.517+2	101.182+5	659.571	15.618

—continued on 23

Stafford RallyCross — continued from page 23

Prepared AWD had 10 entries all Subaru with Joseph Osborne and his 1995 Subaru Legacy Wagon coming in 3rd with a 554. 2nd was Joe Visciglia in a 2005 Subaru Impreza WRX with a 545. Dude you almost had him. 1st place was Jacob Perkins in a borrowed legacy wagon and a clean 537. Clearly pulling up aggressively to the start slamming on the brakes and yelling "are you ready for some football" gave him a competitive advantage.

There were 13 mod FWD drivers and the podium was all VW. Unfortunately Phil and Scott's golf broke a leg (in a bad way), and that took them out of contention. In 3rd was Stephanie Reeve in a borrowed 1995 TDI golf with a clean 543 in the dirty diesel. Second was Eric Ruizzo in a borrowed 1995 gas Golf, with an also clean 531. What if I told you that the winner also drove the same golf except 1.5 seconds faster and his name was Jesse Whitsell?

In mod RWD both 2nd and 3rd were taken by a one-eyed 1995 Mazda Miata. With John E. England coming in 9 seconds ahead of John W. England. 1st place went to a very enthusiastic Vaughn Micciche in his 1987 Porsche 924 S.

The fast class, mod AWD was the fast class this time, and also the largest with 20 entries. In third with a newly swapped drivetrain in his 1998 Subaru Impreza Outback was TJ Pullen with a clean 525. 2nd place went to Clifton Kangas in his 2000 Subaru Impreza RS who was just 2.2 seconds behind the fastest racer of the day with a 512. The winner of mod all in a 2000 Subaru Impreza made up of 4 different cars was Benjamin Chuong.

Competitors ended up getting seven runs, which is great with the longer than normal course. We packed up buckets and radios but were able to leave the cones because we were going to do it all over again tomorrow.

Sunday

Sunday was the warmer of the two days and the course direction was changed. (Clockwise this time) Many of the same people came both days, but there were some new faces included a slammed cammed e36 BMW that failed tech and then came back half an hour later and passed.

Food was again excellent except this time it was hotdogs and chili.

Some people didn't realize there was chili at first so they got two hotdogs and upon discovery of the chili had to have a cup of that too.

In Stock all just. 0.339 seconds separated 2nd and 3rd with Paul Mirkhani just edging out Dan Smith and his WRX in a 2.5RS. 1st place was Michael Mordoff in the same 2.5RS with a 634.

In prepared RWD Alicia Leonard did well driving an automatic Tacoma but could not move into a better place than 3rd. Second place was Michael Pollock in a 1982 Porsche 911 and 1st was Adam Shannahan again in an auto Taco who managed to keep any cones from hitting his truck.

In prepared fwd Chang Ho Kim took 3rd with a clean 668 in his fun and smokey Honda Civic. Also clean was 2nd place Micheal Lods in with a 656 in a Dodge Neon only 3.6 seconds behind Eric Carlson in the same Neon with just one cone for the day.

In prepared all Jacob Perkins came in 3rd only 3 seconds behind 2nd with a 669 in a borrowed legacy wagon. 2nd was Manuel Justino in a WRX with a 666, Satan? And taking first was Joe Visciglia with a clean 639 also in a WRX.

In mod FWD 3rd was Chris Zanis in a Smyth Jetta ute. 2nd place was Michael Gallant in the same ute. And with just one cone Andrew Chapin piloted his Lexus Potato to 1st place.

In mod RWD 3rd place was Vaughn Micciche with a 657 in a 1987 Porsche 924 S. Second was John W. England in a 1995 Miata with a 653. And 1st was Scott Carlson who took one corner, and one cone, but only one to get used to driving a borrowed Toyota MR2 with a 647.

In mod AWD again the biggest class with 20 drivers and almost all Subarus. Melim Jordan came in 3rd with a 646 in his WRX STI. Clifton Kangas was second with a 626 in his 2.5RS. And first again was Benjamin Chuong with a 618 in his multi-colored WRX.

After a long weekend of racing many cones destroyed hundreds of tire studs lost and many many meatballs consumed, every thing was packed up. If it wasn't for the tire tracks covering the whole field you would never know we were there. The fastest Royalest driver with the lowest combined time of the weekend was crowned with a frozen (yes the kids movie) knit hat with matching gloves, his highness Benjamin Chong. Big thanks to all the workers especially the ones that didn't compete!



Photo: Jessie Honigs

12 812	Maguire, Noah	BMW 328i	88.614	89.129+7	75.5	99.386	102.505	100.568+7	93.257+2	680.959	21.388
13 881	Purvis, Andrew	Mustang GT	91.365+12	94.050+5	90.211	133.016	104.276+1	108.490+7	89.258+5	770.666	89.707
MA											
1 81	Chuong, Benjamin	Subaru	68.89	66.431	68.042	66.607	79.88	80.389	79.778	510.017	[-]2.211
2 69	Kangas, Clifton	Subaru	67.141	65.692	66.496	65.835	79.263+3	82.014	79.787	512.228	2.211
3 935	Pullen, TJ	Subaru	70.099	69.342	68.551	70.297	84.77	82.694	80.078	525.831	13.603
4 9	Regan, Chris	Mazda	82.289+1	67.719	67.681	67.954	81.95	81.173	79.729	530.495	4.664
5 577	Gondyke, Dylan	Subaru	76.162	69.582	68.404	68.207+2	80.805	82.228	79.346+1	530.734	0.239
6T 187	Brodeur, Adam	Subaru	70.97	69.783	70.76	70.67	85.646+1	83.765	82.087	535.681	4.947
7 91	Laurence, Liam	Subaru	73.082+1	70.516	68.539	69.941+2	83.479	84.319	83.17	539.046	3.365
8 919	Laurence, Dan	Subaru	69.004	74.497+10	68.797	69.387+1	82.768	85.094+1	82.107	555.654	16.608
9 27	Melim, Jordan	Subaru	74.449	71.548	80.367+3	70.062	84.777+1	84.368+3	81.687	561.258	5.604
10 19	Currey, Richard	Mazda	3.342+1	72.245+1	75.669+1	70.955	85.882+1	91.409+1	84.23	563.732	2.474
11 820	Caisse, Samuel	Subaru Wrx	74.480+1	71.609+1	70.665	75.313+1	90.721+1	87.334+1	84.738	564.86	1.128
12 810	Aleksov, Veselin	Audi 5000	77.676+1	74.581	73.863	70.735+1	90.402+1	86.642	87.154	567.053	2.193
13 22	Gearheart, Tony	Subaru STi	76.266	75.132+1	73.578+1	73.507	88.255	89.738	87.116	567.592	0.539
14 447	Saunders, Tyler	Subaru	75.746+10	70.433	70.036	71.114	89.326	86.025+1	85.312	569.992	2.4
15 805	Grantham, Jacob	Subaru	77.893	77.797	82.318	76.525	92.516	87.59	88.517	583.156	13.164
16 817	Separy, Kevin	Subaru	88.759+1	66.277	68.468	67.299+19	86.515+2	86.173	80.246	587.737	4.581
17 165	Wilcox, Ryan	Subaru	81.284+5	73.305+1	79.429+2	84.677+1	87.462+1	85.252+1	88.361	601.77	14.033
18 806	Santacroce, Justin	Subaru Legacy	84.751+5	92.391	87.347	90.428+1	999.99	999.99	999.99	3366.887	2765.117

Final Results Event #Three - Stafford Rally Cross, Sunday, February 05, 2017

#	Driver	Car	Run 1..	Run 2..	Run 3..	Run 4..	Run 5..	Run 6..	Run 7.	Total	GAP
1 98	dennis, david	subaru	138.000+6	114.182+6	108.172+1					386.354	
SF											
1 550	McCarthy, Dan	Focus	102.386	98.492	94.338+1	93.674+1				392.89	[-]27.167
2 50	Dahrooge, Sims	Focus	114.435	104.319	100.324	100.979				420.05	27.167
SA											
1 21	Mordoff, Michael	Subaru	96.345	96.563	93.152	92.718	86.696+1	83.572	81.859+1	634.905	[-]24.651
2 211	Mirkhani, Pau	Subaru	101.679	100.633+1	96.274	94.271+1	92.663	85.971	84.065	659.556	24.651
3 28	Smith, Dan	Subaru WRX	99.003	100.266	100.421	98.808	89.402	85.012	84.983+1	659.895	0.339
4 823	Wandas, Ryan	Mitsubishi	101.437	102.727	99.848	97.114	92.166+1	86.912	85.613	667.817	7.922
5 826	Dubuc, Clayton	Subaru	108.371	101.707	97.674	99.322	90.194+2	85.714+1	83.766+1	674.748	6.931
6 9003	Carroll, Jason	Subaru	113.587	104.9	104.559	110.887	99.871	89.315+1	90.014+4	723.133	48.385
7 222	Rand, Nate	Audi 5000	114.716	114.726	108.901	104.158	99.341+1	89.537	88.465+2	725.844	2.711
8 801	White, Joel	BMW 325iX	109.418	119.354	108.157	110.055	100.387	94.007	96.239	737.617	11.773
9 189	Smigiel, Robert	Subaru	106.211+1	101.886	112.223+5	105.857+2	98.377+1	93.429+3	95.794+1	739.777	2.16
10 830	Allen, Thomas	Subaru	113.982+1	115.524+1	113.468	112.283	999.000+dnf	999.000+dnf	999.000+dnf	3456.257	2716.48
11 831	Covel, Clayton	Subaru	112.824+1	122.698+3	114.424+1	102.574+2	999.000+dnf	999.000+dnf	999.000+dnf	3463.52	7.263
PR											
1 117	shannahan, adam	Tacoma	110.61	104.957	102.693	100.959	94.518	87.478	87.966	689.181	[-]41.458
2 804	Pollock, Michael	Porsche	119.775	112.503	103.727	104.308+5	96.869	92.352	91.105	730.639	41.458
3 171	Leonard, Alicia	Tacoma	138.366+1	125.350+1	114.727+1	111.849	110.417	109.764	106.564+1	825.037	94.398
PF											
1 20	Carlson, Erik	Neon	98.673	96.07	94.897	96.804+1	89.991	86.801	87.913	653.149	[-]3.653
2 120	Lodsin, Michael	Neon R/T	98.502	97.199	96.677	97.803	90.696	89.592	86.333	656.802	3.653
3 24	Kim, Chang Ho	Honda Civic	101.374	97.533	97.775	99.454	93.87	88.139	90.114	668.259	11.457
4 124	Hapgood, Kim	Honda Civic	102.123	98.493	98.041	96.846	97.008	92.546	91.006	676.063	7.804
5 133	Mancuso, Bryan	Nissan Sentra	97.975+3	97.245	93.218	93.491+6	91.137+5	85.196	85.287+3	677.549	1.486
6 241	Honigs, Jessie	Honda Del Sol	106.916	103.063	99.289	102.147+5	101.669+6	95.954+3	93.893+2	734.931	57.382
7 242	Condict, Theresa	Honda Del Sol	113.617+2	114.869+1	105.606+1	111.536+2	95.065	94.593	97.174+1	746.46	11.529
8 250	menke, joshua	saab 900	104.631	102.002	100.376+5	97.607	999.000+out	933.000+out	999.000+dnf	3345.616	2599.156
9 288	digiorgio, mike	saab	110.76	103.858	102.688+1	107.288	999.000+dnf	999.000+dnf	999.000+dnf	3423.594	77.978
10 258	weiss, chad	saab	118.131	108.955	105.927	105.309	999.000+dnf	999.000+dnf	999.000+dnf	3435.322	11.728
PA											
1 929	Visciglia, Joe	Subaru	98.966	99.329	95.798	93.741	87.331	84.562	80.043	639.77	[-]26.618
2 802	JUSINO, MANUEL	Subaru	100.944	105.988	98.437	95.817	89.965+1	86.137	87.1	666.388	26.618
3 79	Perkins, Jacob	Subaru	101.993	102.15	98.451	98.628	90.676	87.557+2	85.954	669.409	3.021
4 33	Tatis, Dhariel	Subaru Wrx	100.141	103.874+1	96.859	97.277+1	93.132	87.728	87.156	670.167	0.758
5 97	Namer, Jake		100.775	95.570+5	99.969+2	96.421+2	85.099+1	84.844+2	82.884+1	671.562	1.395
6 441	Osborne, Joseph	Subaru	102.912	102.006	99.228	99.479	88.669	87.809	89.513+1	671.616	0.054
7 821	Miller, Zachary	Subaru	106.378	105.087+1	102.292	98.599+1	87.402+1	89.518+1	81.953	679.229	7.613
8 158	Moody, Kathy	Subaru	102.34	114.848	103.39	99.38	89.289	86.072	86.707	682.026	2.797
9 741	Leung, Ho Fong	Subaru	100.775+2	102.342+1	98.842+1	97.146+1	99.011+3	82.236+1	81.922+1	682.274	0.248
10 809	LaBarge, Cameron	Subaru	104.168	103.453	105.442	102.067	93.669	92.92	88.815	690.534	8.26

—continued on 24

Stafford Rally Cross — continued from page 24

MF

1	13	Chapin, Andrew	Hyundai	97.613	98.47	98.693	101.093+1	93.946	89.984	90.409	672.208	[-]15.932
2	16	Gallant, Michael	Jetta	105.789	97.994	96.967	97.062+2	91.226	88.224	104.878+1	688.14	15.932
3	116	Zanis, Chris	Jetta	101.321+1	97.069	95.992	102.961+2	100.642+5	86.448	89.606+5	700.039	11.899
4	127	Seipel, Don	Hyundai	101.398	100.604	96.844	109.970+12	106.88	94.644	91.878+2	730.218	30.179
5	37	Munhall, Patrick	Mini Cooper	104.321+1	105.499	100.812	106.140+5	108.728	107.561	88.788	733.849	3.631
6	123	Wootten, Corey	Hyundai	117.209	102.478	101.383	102.639	97.914	96.641+6	104.831	735.095	1.246
7	320	Beliveau, Scott	VW Golf								dns	

MR

1	1803	Carlson, Scott	Golf	12.986+1	96.146	93.615	93.167	84.841	81.899	83.126	647.78	[-]6.062
2	178	England, John W	Miata	99.944	98.709	97.292	107.305+1	83.738	82.211	82.643	653.842	6.062
3	11	Micciche, Vaughn	Porsche	101.901+1	98.806	96.138	96.217+1	87.445+1	83.717+1	85.15	657.374	3.532
4	15	Kubec, Vojtech	Mazda MX-5	107.216	102.563	102.492	98.889	90.091	87.205	89.045	677.501	20.127
5	78	England, John E	Miata	102.106+1	101.303+1	100.709	99.624	92.461	88.962	89.071	678.236	0.735
6	42	Symancek, Ryan	BMW 323is	102.323+1	99.509	97.699	107.209+5	91.424+1	87.915	91.278	691.357	13.121
7	142	Downey, Daniel	BMW 325is	101.296	98.668	107.597	101.23	104.681	89.754	90.73	693.956	2.599
8	803	Mckenzie, Laurence	Toyota MR2	102.23	98.94	99.56	96.901	106.447+5	91.321+1	89.778+5	707.177	13.221
9	781	Brolin, Kevin	Toyota Tacoma	102.823	102.409	102.093	104.468	100.766	92.943	100.638+2	710.14	2.963
10	807	Twombly, Alexander	Volvo 242	111.661	109.432+1	102.948+1	99.473+1	92.189	99.686	90.272+2	715.661	5.521
11	71	Chuckta, Andrew	Mazda RX7	10.151	105.498+1	100.853	112.197	93.547	98.705	94.277+	717.228	1.567
12	812	Maguire, Noah	Tacoma	111.772	107.894	105.026	104.710+1	97.271	94.591	100.158+1	725.422	8.194
13	828	Khibkin, Seva	Scion fr-s	118.588	114.185	110.544	111.607	109.953+2	103.972+1	106.635	781.484	56.062
14	829	Campbell, Matthew	BMW	166.579	144.653	126.182+1	125.342+6	107.340+1	136.246+2	119.191	945.533	164.049

MA

1	81	Chuong, Benjamin	Subaru	93.876	95.423	94.467	94.42	82.884	78.237	77.292+1	618.599	[-]8.394
2	69	Kangas, Clifton	Subaru	104.783	94.433	94.690+1	93.144	81.274	81.115	75.554	626.993	8.394
3	27	Melim, Jordan	Subaru	96.86	99.14	94.253	90.757	89.507+1	83.394+4	80.901	644.812	17.819
4	9	Regan, Chris	Mazda	98.101+3	98.043	96.986	94.480+1	84.255	81.516+2	79.956	645.337	0.525
5	174	Dilks, Amy	Subaru	92.992+1	97.157+1	97.389+2	93.502	84.775	87.472+2	79.925+1	647.212	1.875
6	919	Laurence, Dan	Subaru	98.769	103.679	98.818	94.113	86.084	84.286	82.917	648.666	1.454
7	72	Thomas, Timothy	Honda	99.850+2	97.569	97.947	96.108	86.213	84.085+1	81.582	649.354	0.688
8	91	Laurence, Liam	Subaru	97.838	97.797	98.378+1	96.033	89.335+1	86.944+1	80.687+1	655.012	5.658
9	447	Saunders, Tyler	Subaru	100.629+1	100.431+1	97.64	98.864	90.402+1	82.143	81.086+1	659.195	4.183
10	74	Barbeau, Derek	Subaru	102.111	105.685	97.882+1	96.673	89.085+1	82.911	84.606	662.953	3.758
11	187	Brodeur, Adam	Subaru	106.1	100.467+6	101.164	96.385	88.279	85.55	83.113	673.058	10.105
12	22	Gearheart, Tony	Subaru STi	104.308	102.239	104.111	105.502	89.280+1	84.466	82.764	674.67	1.612
13	820	Caisse, Samuel	Subaru Wrx	99.137+1	101.089	98.983+1	96.335+1	91.621+1	87.358+2	89.717+1	678.24	3.57
14	577	Gondyke, Dylan	Subaru	98.788+2	108.317	100.424	108.667	87.103	84.558+1	82.869+1	678.726	0.486
15	19	Currey, Richard	Mazdaspeed6	101.574	100.732+1	99.288	113.482+2	90.567+2	86.97	85.778	688.391	9.665
16	64	Merkuryev, Alexander	Subaru WRX	8.798	103.536+1	99.582	104.407	98.374+1	90.440+1	93.382	694.519	6.128
17	608	Monroe, Chase	Subaru	109.652+1	102.046	114.427+1	99.871	91.85	88.149	86.521+1	698.516	3.997
18	199	Nemchuk, Nikolay	Subaru	103.305+1	105.01	104.667	117.609+5	93.222	97.502	89.491	722.806	24.29
19	165	Wilcox, Ryan	Subaru	109.777	111.470+27	106.944	105.409	95.674+5	92.177+7	88.272+18	823.723	00.917
20	935	Pullen, TJ	Subaru	102.135	99.018	99.205	999.000+out	999.000+out	999.000+out	999.990+out	4297.348	3473.625



Joel White in his BMW at the Wolf Chase Rally Cross.

All photos: Douglas Bolduc, DaggerSlade Media



A little pushin' and shovin' is what it takes to finish a RallyCross.

Joseph Hayes experiences such at the Wolf Chase!

Wolf Chase RallyCross — continued from page 19

Modified Rear, an improving Vaughn Micciche in his Porsche 924 showed how it's done in MR, besting both Kevin Borlin Toyota Tacoma, and Nick Piscitello Volvo 240 by a zip code of over 124 sec.

Modified All, The Laurence brothers again on the top steps of the podium in their Outback wagon, Dan besting Liam by a scant 1.017 sec margin. Alexander Merkuryev finished in 3rd. 7.59 off the pace.

Modified Front, Scott Carlson showed all not only how to host (he's our RX chairman) a successful Rally cross event, but how to drive one as well finishing the day with the fastest times and win in The half fast VW Golf, followed by teammate Philip LaMoreaux only 3 sec. back. Daniel Downey stood on the third step of the podium in this large and hotly contested class.

While these were the results of Wolf Chase 2016 by the time you are reading this we have already begun our 2017 season. Rally

Cross has no off season, we are blessed, and cursed with this fact. Blessed as we get to race and visit year round with this outstanding group of ? (nuts) enthusiasts. Cursed, as the commitment to field a worthy effort year round is a large investment of one self's time and resources. Make no mistake that those whom choose to run for a season championship have had to make significant sacrifices. Please take a moment to view (else were in this issue) our 2016 Rally Cross champions and congratulate them on a very worthy racing effort put forth.

The 2016 NER RX season was another year of some tears but mostly cheers . I would be remiss if I didn't invite all interested to attend an up coming event. There you will see first hand some of the fastest and most adaptable drivers on the East coast. The sport of Rally Cross is one of the most enjoyable forms of motorsports around. It teaches you everything you will need to succeed in any type of racing, as well as life.

See you at the races,,, GO NER Clifton Kangas

2	187	Brodeur, Adam	Subaru	52.660+1	53.302	53.705	53.176	53.951	53.467	53.587	55.607	431.455	7.613
3	441	Osborne, Joseph	Subaru	62.747+2	58.823	61.459	55.751+1	62.209	57.642+4	56.833+1	57.519+1	490.983	59.528
4	58	Moody, Kathy	Subaru	65.110+2	59.221	69.009	59.43	62.328+1	59.829+1	58.569+1	60.407	503.903	2.92

MF

1	188	Carlson, Scott	Golf	50.581	52.634	56.735	58.651	44.275	44.721	44.704	46.203	398.504	[-]22.545
2	806	Ruizzo, Eric	Golf	50.431	55.542	58.296+1	61.521	46.323+1	47.132+1	47.212	48.592	421.049	22.545
3	88	LaMoreaux, Philip	Golf	50.072+3	56.362+1	59.059+1	58.76	45.356+1	44.141	46.296+2	47.487	423.533	2.484
4	881	Downey, Daniel	Saab 96	52.771	57.623	60.140+2	59.198	47.107+3	47.982+1	48.006	50.742	435.569	12.036
5	786	Whitsell, Jesse	Golf	51.623+1	56.022	57.478+1	62.403+9	49.734+2	47.702+1	47.789+1	51.134	453.885	18.316
6	813	Horrocks, Luke	Rabbit GTi	55.676	59.581	60.44	65.163	52.209+1	49.581	62.291	55.028	461.969	8.084
7	20	Carlson, Erik	Neon	54.306+3	60.233	63.866	68.882	50.755+1	51.325	51.516	56.739	465.622	3.653
8	811	Hayes, Garnett	Rabbit GTi	57.110+1	61.369	65.112	71.216+1	63.808	49.969	51.133	50.406	474.123	8.501
9	100	Hill, Mike	Civic	56.084+1	57.034	57.756	68.322+17	46.992+1	47.145	51.051	53.496	475.8	1.757
10	810	Mancuso, Bryan	Sentra SE-R	8.115	61.372	64.289	67.995	49.565+2	49.825+1	66.707+1	56.703+2	486.571	10.691
11	3	Carlson, Thomas	Ford Focus	63.596	60.551+1	61.839	69.398+9	50.783+1	50.433	57.87	52.944	489.414	2.843
12	120	Lodsin, Michael	Neon R/T	52.755	59.474	78.234+8	70.029+2	51.880+1	51.486+2	51.843	56.289	497.99	8.576
13	166	Powers, Kyle	FOCUS SVT	62.646	65.704	71.423	77.293	53.811	55.841	56.623	57.182	500.523	2.533
14	661	Powers, Connor	FOCUS SVT	62.432	70.329	82.037+3	90.089+1	56.204	56.856	58.308	71.942+8	572.197	71.674
15	96	Cullen, Graham	Saab 96	63.632	999.000+dnf	66.154	72.243	999	999	999	999	5197.029	4624.832

MR

1	1	Micciche, Vaughn	Porsche	52.323	52.148	52.672	52.672+1	52.061	51.817	50.394+2	50.417+1	422.504	[-]124.649
2	781	Brolin, Kevin	Tacoma X	64.34	64.731	69.343	65.168	65.218	68.882+2	62.149+1	77.322+2	547.153	124.649
3	817	Piscitello, Nick	Volvo 240	73.46	74.425	82.555	72.746	75.088	68.18	68.720+1	81.779	598.953	51.8

MA

1	919	Laurence, Dan	Subaru outback	50.079	48.132+1	53.497+1	55.740+1	52.432	51.344	52.143	53.211	422.578	[-]1.017
2	91	Laurence, Liam	Subaru outback	55.223	51.093	52.554	59.768	54.036	49.791	50.892	50.238	423.595	1.017
3	64	Merkuryev, Alexander	Subaru WRX	52.508	52.61	53.04	51.347+1	52.058+2	52.406+1	52.644	52.501+2	431.114	7.519
4	199	Nemchuk, Nikolay	Subaru	56.248+1	54.139	54.676	52.808	51.318	54.873	54.645	55.427	436.134	5.02
5	2	Cecchet, Emmanuel	Subaru STI	53.969	53.616	58.029	52.448+2	55.415	52.399+1	51.195+1	51.637	436.708	0.574
6	803	Denmeade, Jeff	Mitsubishi Evo	58.876+1	60.268+1	57.275	56.889+1	50.918+1	50.6	51.31	53.763	447.899	11.191
7	98	Dennis, David M	Subaru Impreza	54.654+2	61.413+1	58.038+1	52.374	54.118+4	55.808	52.491	54.228+2	463.124	15.225
8	4	Sharron, Margaret	Subaru STI	59.225	53.596	56.797	57.071	56.090+1	57.895+2	54.301+2	60.765+1	467.74	4.616
9	45	Kuhner, Alex	Subaru	61.324	58.148	70.338	59.468	53.911	55.391	54.913	55.336	468.829	1.089
10	802	Denmeade, Catherine	Mitsubishi Evo 4	65.937	61.455	61.369	61.709	61.379	53.085	53.846	57.858	476.638	7.809
11	969	Daugherty, Willis	Subaru Impreza	59.332+3	55.678+2	59.157+1	56.305+2	62.184	56.688+1	54.551+1	59.577+1	485.472	8.834
12	1969	Minneman, Michael	Subaru Impreza	55.673+2	55.469	59.205	63.811+5	61.490+2	56.583+1	54.745	58.606	485.582	0.11
13	828	Keefe, Chris	Subaru Impreza	75.763+1	68.682	60.121	57.864	59.11	53.256	59.068	59.54	495.404	9.822

The best in Rally and Rally Cross Photos, contact Douglas Bolduc at: www.facebook.com/DaggerSLADEmedia

DAGGERSLADE MEDIA

Canaan RallyCross — continued from page 32

Stock AWD had some tight racing down in the pack with Captain John Smith narrowly beating out Xiang Li by .9 seconds. The red ford mustang swept stock rear and it was a hoot to watch Joseph Hayes keep that unruly beast in line. Dave Delgenio beat out Daniel McCarthy in stock front wheel drive with 12 seconds less seat time in his Mazda Protege.

Still mourning the loss of Harvey Steel to the Modified race, the prepared classes mustered on in silent celebration. Andrew Mercer and John Santos duked it out in Prepared Rear with Mercer sliding in the for the win by nearly a minute. Prepared Front wheel drive is shaping up to be a seriously competitive season with a Carlson, a Lodsins, and a hard charging Hapgood claiming the top three spots. Down the line up there was some close racing with Trey Araujo toying Bryan Mancuso by just .9 seconds on the day. The class to win this year now that the old tycoon has moved to Modified is Prepared AWD and Zach Miller claimed king of the mountain in his 95 Subaru Legacy wagon with an 827.45 on the day. Prepared AWD is a hot class with very few if any people co-driving and the smallest amount of time separating competitors was 2.43 seconds between Ho Fong Leung and Mikhael El-Bayeh.



Tom Carlson has the near mandatory Go Pro in action as he chases through the gates in his Focus. Photo: Douglas Bolduc, DaggerSlade Media

The modifieds were no disappointment though power was somewhat equaled out on the ice. Modified front wheel drive saw Scott Carlson put the hammer down lap after lap to recover from his 2 second cone penalty for the win. Phil LaMoreaux flogged his HalfFast golf all day and ended up besting Patrick Munhall's Mini Cooper by 12 seconds. MF is ripe for a mix-up this season so let's see what shakes out! The best and really the only class was Modified RWD, the cars, the drivers, and the history are all steeped in bad decisions, late nights, and addictive

personalities. Even with his sneaky last minute rule change to allow special studs in modified classes Vaughn Micciche was unable to keep it together and lost to Vojta Kubec of shifter kart fame by 2.892 seconds on just over 900 seconds of racing. Lazz McKenzie made his rallycross debut co-driving the reddish Porsche and will be continuing the season in his own stockish MR2 so watch out for that guy. Dan Downey dropped a new motor in his BMW and proceeded to have fun spinning like a top testing out some interesting toe numbers up front. Clifton Kangas (Harvey Steeze, I mean Steel) bumped up to

Modified AWD and slid himself straight into first place besting Le Frog racing's Emmanuel Cecchet by over 12 seconds. Chris Regan and his Mazda showed all but 2 of the Subarus not to forget there are other manufactures of AWD cars and stood in 3rd with 778 seconds on the day. Dylan Conte, a pro level mountain bike racer, put his skills to use with some EPIC Gymkana style turns in the back SIs, hopefully we will see him at a few more events this season!

Canaan RallyCross Results — continued from page 32

5	3	Carlson, Thomas	Ford Focus	91.288	90.113	88.994	94.028	92.743	92.484+1	93.197	96.473		741.32	48.36
6	96	Cullen, Graham	Saab 96	90.746	88.037	93.099	94.02	95.253	95.529	95.482	101.605		753.771	12.451
MR														
1	15	Kubec, V	mazda	97.217	92.429	105.026	97.175	99.436	102.064+1	107.249	102.326+1	101.876	908.798	[-]2.892
2	11	Micciche, Vaughn	Porsche	96.238	92.704	115.333	96.886	96.685	117.646	96.952	100.227	99.019	911.69	2.892
3	53	MacKay, Alex	Mazda MX5	108.760+3	98.474	103.432	104.433+1	107.013+1	104	104.608	101.784	102.047+1	946.551	34.861
4	34	Mckenzie, Laurence	Porsche	99.554	105.75	108.351	114.975	101.878	103.102	101.697	103.426	108.333	947.066	0.515
5	781	Brolin, Kevin	Tacoma X	98.825	98.416	102.141	103.617	105.743	105.737	105.278	120.831	106.577+1	949.165	2.099
7	142	Downey, Daniel	BMW 325is	116.366	96.672	112.54	105.543	119.422	99.96	122.343	187.599+dnf		960.445	11.28
6	828	Khibkin, Seva	Scion fr-s	126.517+1	119.955	125.523	120.201	116.003	122.797+5	115.454	118.313	117.116	1093.879	133.434
MA														
1	69	Kangas, Clifton	Subaru	80.663	81.19	82.773	83.25	85.984	85.755	87.073	86.386	87.58	760.654	[-]12.742
2	966	Cecchet, Emmanuel	Subaru STI	86.137	80.955	83.461	83.043	86.018	85.303	86.155	88.345+1	89.979+1	773.396	12.742
3	9	Regan, Chris	Mazda	4.32	83.61	86.036	84.781	89.398	85.875+1	86.204	86.965	89.797	778.986	5.59
4	931	Sharron, Margaret	Subaru STI	86.041	85.109	85.025	94.46	86.961	87.462	88.21	88.857	90.708	792.833	13.845
5	91	Laurence, Liam	Subaru	86.082	85.641	87.091	87.177	87.419	89.148	89.834	90.272	91.981	794.645	1.812
6	919	Laurence, Dan	Subaru	82.83	88.324	86.825	88.396	92.357	93.336	89.52	89.285	88.318	799.191	4.546
7	1969	Minneman, Michael	Subaru	88.947	86.879+4	90.924	95.9	92.43	94.073	91.504	91.579	92.307	832.543	33.352
8	803	Conte, Dylan	Subaru	94.358	92.631	93.272	99.834	95.698	95.615+2	95.129+1	98.391+1	96.136	869.064	36.521
9	969	Daugherty, Willis	Subaru	92.351+1	92.329	95.027	94.156	105.429	94.342	94.506	93.634	108.450+1	874.224	5.16
10	826	saunders, tyler	subaru	102.55	93.423	92.874	95.371	102.112	98.333	95.595	98.162	100.907	879.327	5.103
11	27	Melim, Jordan	Subaru	96.426	93.643+1	105.405+1	98.757	101.464	101.959	99.806	107.867	110.27	919.597	40.2712
12	820	Hussey, Pete	Subaru	98.56	100.056	103.982	103.922+1	100.987+1	103.356	100.272	100.703	115.698	931.536	11.939

New Business

Paul Krysiak – Paul suggests we not charge 50-year members for their regional dues. Discussion brought up that by our by-laws, we must vote for this change at the annual meeting. Will bring up at the annual meeting for a vote to amend the by-laws.

Sterling Cole made the board aware that the SCCA National Membership dues increase on 3/1/2017 - \$5 increase for regular and weekend members.

Pit Talk – Sterling Cole brought to discussion to potential changes to our regional publication "Pit Talk." Discussion tabled until next meeting when Pit Talk Editor can attend.

Rally Budget - Submitted by Jon Lamkins via email. Reviewed by the board.

Motion by Wiley Cox to accept rally budget as given, Bob Andersen second. – **MOTION PASSED**

World of Wheels Expo – Discussion started by Jessie Honigs of whether or not the region should attend. The board talked about costs and expected crowds.

Bylaws – Wiley Cox to pass around links to Bylaws and Ops Manual for folks to review, and suggest changes. Wiley Cox to begin rewriting proposed amendments and changes to Election laws to allow for online and email voting.

Scanner – Wiley Cox requested to be able to spend up to \$100 from discretionary fund for the purchase of a scanner for the Secretary position.

BOD (Richard Currey) to reach out to Andrew to thank him for running for the position of director for 2017, and try to get him more involved (potentially membership retention).

Discussion of regional T-Shirts for Club Racing JB Swan – Track outlines and dates on the shirt.

JB will approach sponsors and propose a budget amendment for Club Racing to allow for this cost.

9:41pm - **Motion** to Adjourn by Brian Mushnick, seconded by Jesse Honigs - **MOTION PASSED**

Respectively Submitted, Wiley Cox, Secretary

PIT TALK TO GO DIGITAL??

By: Bob Beaulieu, Editor

This past March I met with the Board of Directors to discuss the future of **Pit Talk**. The question arose, or I should say, has been questioned for a few years now, does **Pit talk** really service the New England Region member in communications?.



The Board felt as though the publication was stagnant, boring and redundant...Basically reiterating what had already been published on the web site. Further discussion ensued on how can we arrive at a better communication tool than traditional ink on paper. Especially since the publication has been reduced to only four issues a year, obviously eliminating the time sensitivity of upcoming dates and events... in essence, **Pit Talk**, has become past tense. The timeliness of upcoming communications just does not fit in the far and few in between issues. We are using communication that is now decades old.

Is it time for an update? To electronic newsletters, Facebook, instagram and other social media forms to record and keep the membership informed. Media that has just a fraction of the cost than print. The cost in print production and mailing of **Pit Talk** is well over 20,000 dollars a year. Can that be used more wisely?

At the moment, the suggestion is to take that present budget (20K plus) and hire a full/partime communications director that would handle electronic newsletters, Social Media and more... sounds simple but in reality, it's asking for a big commitment..and will it work?

Knowing how difficult it is to get stories and articles from the membership (*those that do submit, a big thank you*) the solution has to be more than just relying on submissions (the spiff program for writing an article for the Website, has literally proved ineffective.) The individual that takes this post must be the literal "Chris Economacki" of New England Region. This marketing director/editor/journalist must have complete networking facilities with all disciplines of the club...show up at meetings, attend races, partake in solo events, observe rallycrosses, work a rally and report for most New England activities (ie. wouldn't be nice to even have the Spring pre inspection be reported). To capture the reports, stories, personal anecdotes, the inside look to communicate to the member, and broadcast what a great group NER is to the new potential member. This could be a great new direction for communications for the club, only if its adhered to in the most professional manner and strictly enforced by the person in this new position will it succeed.

Can such an undertaking prove fruitful? Too early to tell... How many of the members use the web site for no more than checking on upcoming events and registration...what about the non-digital member, for instance, 30% of the membership does not communicate with e mail, and surely does not use the electronic media for their news or reading source. How do we address theses members? Basically, the answer was kind of, from the BOD, too bad "*just get with it.*" Although, as we go into the future, that number of non-digital savvy surely will diminish.

What do you think? Do you think this is the right way to go? Or do you still enjoy that color hard copy that you can anticipate every three months, hopefully to see your car in action or your name in print. **Pit Talk** serves as an archive that you can hold on indefinitely and show off with pride. Seems every month a few members are more than proud that they, or their car was featured on the cover, or within the pages or in the print of **Pit Talk**. Give us your feedback, I suggest e mailing your RE, or board of director member, see their e mails addresses on the inside front cover. Tell them what you think... better yet, how you can assist. —R—

13TH ANNUAL WINTER CHALLENGE, Feb 11 - 12, 2017

By Frank Beyer

Mark Everett and I are still competing and Don Taylor is still working. We were in Barre VT last weekend after 40 years of chasing Master Buffum. 32 teams present, awaiting our latest lesson in rally theory.

Vermont is heaven for rally people: tight, smooth, dirt roads through the trees and mountains, lots of crazy intersections with unique combinations to keep you on your toes, especially at night, especially at speed, especially on snow. The Winter Challenge

IN THE PAST: TRI-STATE RALLY, JANUARY 29 - 30, 1977

January 30th, 1977, about the 26th hour of the 18th Annual Tri-State Rally, around 7 AM, daylight just hitting us. John Buffum and Rich Schneider, in a TR-7, caught a note on the checkpoint slip at the 41st of 43 checkpoints, adjusted their speed accordingly for emergency conditions (we've gone over 600 miles in a snowstorm) and finish the rally with a score 104 pts. No one in the other 57 cars on the Northeast

Performance Rally Series (NEPRS) event caught the speed change; John and Rich beat the second place car by 370 points.

Pete Deierlein and I were in Pete's baby blue Rabbit, finishing 14th (1014 pts), Mark Everett and Wayne Brooks, in a Saab 99 (1463), and, Don Taylor/Herbert Williams (2751) in an Opel, also participated. ... and so it goes....



Rallying, 1967 style...More lights than go pros.
Photo submitted by John Buffum

February 11 - 12, 2017

WINTER CHALLENGE

is like when Arnold Palmer used to invite a bunch of players over to his course at Bay Hill: a legend, grooming a course in mid-February, testing us in his backyard.

"Challenge" is an apt description for the event because JB seems to have remembered every rally situation he's encountered during all those rallies over all those miles and fills his Time-Speed-Distance events with intersections and instructions like a chessmaster. John doesn't try to confound the best drivers and navigators - he just tries to identify them.

The WC traditionally runs in three sections, starting with a tulip-instruction route ("how hard can that be?") periodically dotted with traps that have a fail-safe so that the contestants don't realize they have been lured off-course and then returned to the route, missing a control in the process.

The route for the second section is drawn on a map ("how hard can it be?"), where points along the course are numbered to correspond to written instructions with speed changes, occasional mileages and other information.

Difficulty: a) not all intersections are numbered, b) not all intersections seem to appear on the map they way they occur on the ground, c) you have to guess distances, and d) did I mention that this is done at night in the snow?

Section three is straightforward tulip instructions, with a multiple pro-rally champion setting the average speeds. America's Got Driving Talent. How...hard...can...it...be????

"The rally is much easier and more straightforward than previous years" - from the first paragraph of the General Instructions. "No tricks and traps as in past WC events".

"In this next LEG, some mileages are incremental (point to point) and some mileages are total (from the end of the Odometer check); the instructions are out of order. The instructions should be used at the first opportunity where they fit and used only once". - from the first page of the competitive route instructions.

Oh, dear. We didn't expect that

I forgot to tell you that we had something new this year. GPS units on the dashboard of each car, so that we could pass an unmanned, closed, control location and have our time recorded as we went by. On time, all the time, as they say. The first GPS control was located immediately after an intersection where we should have gone straight but went right instead, thinking we were following the main road. Oops. Our good fortune to have the leg thrown.

Fortune flew away down the road where a "Stop Ahead" sign hiding in the shadows was missed by many and the resulting traffic jam of confused competitors led to my misjudging the available Time Allowance and trashed our score for the section. Not so bad; half the cars missed a control. Only felt terrible, short of suicidal.

Shake it off. Map sections are my strongest. We can get back in this thing. Yeah, right. Missed two turns at the start of the Map section, and missed the first two controls as a result. Finished up the section blowing three Time Allowances, taking them but then falling behind as we drove into the subsequent controls.

Frustrating.

Section Three actually was our best. Brand new snow tires were a perfect match for the snow covered roads and my driver, Mike Mazoway, made it with minimal drama, sliding through only one downhill, dead-end intersection. First, ya gotta finish....

Mark Stone/Marc Goldfarb (a gold-standard crew) took first-place with a total of 88 over the 20 legs; Lance Smith/Ralph Beckman (136) took second and Eric Salminen and Peter Schneider (directly in from Tampa, questioning his sanity all through the night) finished third with 391.

Scott Carlson and Phil LaMoreaux ended fifth overall, first in the S class with 586, Daniel Praetorius/Colin Roddy were second S with 966 and Alex Kuhnner/Philip Mueller wound up third S with 1207.

The ideal setup seemed to be 4WD this year (no kidding - snow all the way) as the first eleven and 26 of the 32 competitors were driving all corners.

Once again, everyone was a winner. The Winter Challenge continues to be a great drive, rewarding the best pilots with a workout they rarely find elsewhere, if only because it's tough to find smooth, twisty roads like these that are plowed. Navigators work hard on this event and are paid for their effort with good scores only when they manage to pair up with a good partner.

John and his workers are experienced and rarely make an error. Mileages and timing are incredibly consistent. John manages to comb through the general instructions, trying to improve the experience, test the teams, and challenge the status quo. Been doing it for all these years, rewarding all of us who continue to make the trip back to rally heaven.

O/A	Car #	Driver Name		Navigator Name		Class	
1	9	Mark	Stone	Marc	Goldfarb	A	88
2	8	Lance	Smith	Ralph	Beckman	A	136
4	4	Kaitlyn	Murdough	Michael	Beliveau	A	380
3	7	Eric	Salminen	Peter	Schneider	A	391
7	1	Mark	Everett	Adam	Brodeur	A	519
5	21	Scott	Carlson	Phil	LaMoreaux	S	586
6	6	Chris	Regan	Scott	Beliveau	A	612
8	3	Mike	Mazoway	Frank	Beyer	A	911
9	5	Jon	Nichols	Brian	Maxwell	A	940
10	15	Daniel	Praetorius	Colin	Roddy	S	966
11	18	Alex	Kuhnner	Philip	Mueller	S	1207
12	31	Andrew	Chapin	Trevor	Hermanance	S	1232
13	24	Peter	Yetman	Steven	Yetman	S	1693
14	12	Fritz	Senfleber	Alan	Matson	S	2045
15	17	Nicholas	Magner	Reeve	Chilton	S	2200
16	14	Daniel	Fouquette	Jacob	Burdell	S	2298
17	32	Jon	Fogg	Taylor	Menezes	S	2426
18	28	Max	Lawton	Avery	Law	S	2533
19	11	Booth	Potter	Tyler	Gagne	S	2726.6
20	25	Jordan	Melim	Andrew	Pascarella	S	2859
21	16	Peter	Monin	Chris	Preston	S	2866
22	22	Dave	Guertin	Diane	Guertin	S	2873
23	26	Keith	Verge	Kadence	Verge	S	3132
24	2	Radim	Hlidek	Tuan	Tran	A	3200
25	19	Kathy	Moody	Samara	Coble	S	3201
26	13	Christophe	Wright	Jeff	Gunn	S	3319
27	20	Karl	Szaro	Mariusz	Grabowski	S	3480
28	10	David	Alspaugh	Andrew	Bennet	S	3501
29	27	Michael	Minneman	Will	Dougherty	S	3525.8
30	30	Mike	Foshey	Garrett	Marr	S	3554.4
31	23	Andrew	Ahern	Jared	Ghioto	S	3720
32	29	Peter	Nowak	Jonathar	Olin	S	3795



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2017 Calendar

RACE

April 21	Thompson	Driver's School
May 6/7	Palmer	NER/NERRC/NeDiv #1
May 27/28	NHMS	NER/NERRC #2
June 16/17	LRP	NER/NERRC/NeDiv #3
July 15/16	Thompson	NER/NERRC #4 Majors
Aug 5/6	NHMS	NER/NERRC #5
Sept 9/10	Palmer	NER/NERRC #6 Pig Roast
Oct 6/7	TSMP	NER/NERRC/NeDiv #7

Registration and more at: www.ner.org/clubracing-schedule

Race Pre Season Inspection and Physicals April 8, 2017

**On April 8, Midway Buick GMC
120 NH-108, Somersworth, NH 03878
(603) 841-3306**

10:00 am to 5:00 pm

**SCCA Pre-Season Tech Inspection
and also will offer Race Physicals with
Dartmouth Hitchcock Hospital (at a cost of \$95 each)**

**A first-time Texas Hold'em and Casino benefit will be held in the
showroom from 1:00 pm to 5:00 pm
for the NorthEast Motor Sports Museum in Loudon NH.**

Don't Miss it

Club Racing Experience

May 27-28	New Hampshire Motor Speedway
August 5-6:	New Hampshire Motor Speedway
September 9-10	Palmer Motorsport Park
October 6-7	Thompson Speedway

Registration and more at: www.ner.org/club-racing-experience

RALLY-X

4/22	Rochester Fairgrounds	Rochester, NH
5/13		Mount Snow, VT
6/10		Okemo Blue Lot, VT

Registration and more at: www.ner.org/rallycross/rallycross-schedule

Time Trials

May 6	Thompson Speedway
September 2	Pocono Raceway
September 23	Thompson Speedway

Registration and supplements at: <http://www.ner.org/timetrialspdx-schedule/>

SOLO

April 8	SCCA Starting Line School	All at Ft. Devens
April 9	NER Points Event 1 – Winter Tire Shakedown	
April 23	NER Points Event 2 – Springtime Coneage	
May 13	NER Points Event 3 – Solo Airways	
June 17	NER Points Event 4 and Day 1 SCCA Devens Championship Tour	
June 18	NER Points Event 5 and Day 2 SCCA Devens Championship Tour	
July 2	NER Points Event 6 – Cone-A-Thon	
July 15/16	Evolution Performance Driving School	
July 23	NER Points Event 7 – Scorched Orange	
August 20	NER Points Event 8 – Attack of the Cones	
September 24	NER Points Event 9 – Orange Crush	
October 10	NER Stirling Moss Championship	
October 29	NER Team Challenge	

Registration and more at: www.ner.org/solo/solo-schedule

Track Night

April 25	Thompson Speedway
May 5	Palmer Motorsports Park
May 16	Thompson Speedway
May 23	Palmer Motorsports Park
June 6	Thompson Speedway
June 15	Palmer Motorsports Park
June 27	Thompson Speedway
July 13	Thompson Speedway
July 27	Palmer Motorsports Park
August 7	Thompson Speedway
August 17	Palmer Motorsports Park
August 29	Thompson Speedway
September 8	Palmer Motorsports Park
September 19	Thompson Motorsports Park

Registration and more at: www.tracknightamerica.com

**Schedules may change, Check the website for changes, updates or additions (and registrations) to the NER calendar: www.ner.org
Or contact the chairperson as listed on the inside front cover.**

**For all your racing action shots at Thompson and Palmer, to include Track Nights visit:
www.clarusstudios.com**

NER/SCCA Merchandise Order Form

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. No credit cards are accepted.

DESCRIPTION	PRICE	QTY,	PRICE
DECALS-PRESSURE SENSITIVE			
SCCA wire wheel 2" circle	1.00	_____	_____
SCCA wire wheel (inside) 2"	2.00	_____	_____
SCCA wire wheel 4 1/2" circle	2.00	_____	_____
SCCA Master Switch Off	1.00	_____	_____
SCCA Fire Extinguisher-red E	1.00	_____	_____
SCCA Road Rally (checkpoint)	2.00	_____	_____
SCCA RallyCross decal	2.00	_____	_____
SCCA wire wheel (generic)	2.00	_____	_____
SCCA Solo decal (black)	2.00	_____	_____
NER Triangle decal 3"	1.00	_____	_____
NER Triangle decal 4"	1.00	_____	_____
NER Triangle decal 7"	1.00	_____	_____

CLOTH PATCHES

SCCA wire wheel (round)	3.00	_____	_____
SCCA Drivers (red,white,blue)	3.50	_____	_____
NER patch	3.25	_____	_____

APPAREL

NER white polo shirt (S-M-L-XL)	32.00	_____	_____
NER black t-shirt (S-M-L-XL-XXL)	11.00	_____	_____

LAPEL PINS

SCCA wire wheel pin	4.00	_____	_____
SCCA pin rectangular	4.00	_____	_____
NER triangle pin	3.00	_____	_____

Minimum \$5.00 Order

Postage for all mail-orders \$5.00 **\$5.00**

TOTAL _____

Make check payable to NER, SCCA

Name: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Telephone #: _____

Email address: _____

Mail order form w/check payable to:

NER, SCCA _____

Donna Stevens, NER Merchandise Program

29 Shaker Road, Concord, NH 03301

603-566-2774 (cell) email: donstev311@gmail.com

NO CREDIT CARDS ACCEPTED

Classifieds

'99 SM —"full rotisserie , no options spared" build (2015) by Flatout Motorsports. Professionally maintained. Qualified 14th at 2016 Runoffs, 0.7 seconds off pole. Strong motor with 46 hrs. Three sets of rims with Hoosiers. \$50,000 (Serious inquiries only Doug Fisher, 401-742-9493 (RI), fisherdo1@cox.net



2013 Scion FR-S: Ultramarine Blue, 54,000 miles, clean title, 6 spd manual, 2 owner, outstanding condition. Car has been and is still under a 100k, non-transferable warranty and as such is in perfect working order. Only minor exterior blemishes appropriate for it's age, never been in accident of any kind. \$15,500 email: Mark@skylineonline.com 207-409-3861

1998 EAGLE TALON (ECLIPSE) TRACK CAR: Super Track day car. Handles excellently, great brakes and super turbo power! Eagle Talon AWD GSX with 7 bolt evo, nitrided crank, Arias pistons, Eagle rods, FP3052 Turbo, TMS build transmission, Giken twin plate clutch, Mueller suspension, Brembo calipers and discs, Carbonetics vented hood, VIS carbon rear hatch, Advan RG2 wheels 17 x 9 w/ very low mileage Yokohomas. Roll Bar, Recaro seat. Many other upgrades too numerous to list, plus a host of parts and panels to go with the purchase. \$5,995.00 or offers. email: Bob@beaulieudesign.com



1997 SUBURA IMPREZA L COUPE. 2002/3 WRX engine, trans, rear end. RS seats. 235k miles on chassis. Unknown miles on drivetrain. Brand new brakes all around, just upgraded to WRX rear disc brakes. Currently sitting on 04 STi struts and springs, two of them have the typical clunk. Has 04/5 WRX steering rack. Primitive front skid plate. Will come on 16" WRX alloys with Mastercraft Glacier Grip tires with <10k miles- great year round tire for rallycross if you don't want to run gravels. RI inspection sticker good thru 12/17. \$3000 firm for NER members. dennismotorsports@cox.net



MIATA PARTS: Bilstein shocks, coil over perch and springs. Bump stops. Front sway bar NB Miata. No rear bar or end links. Used but in great shape. \$500 of BO bremenracing@charter.net or 508/245/4107 Doug



The 2016 NER Board of Directors in action at this years Annual Meeting.

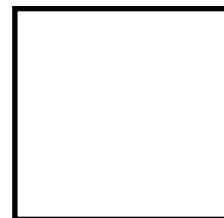
Photo: James Ray

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