



PIT TALK

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Remembering Ted

Solo Results #5, 6, 7

NERRC Results, Lime Rock and RAL

Okemo & Mt. Snow Rally Cross

Hurdle Rally



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COVER: The Recent OWDE at the RAL, Thompson event introduced many new motor-sports enthusiast to Open Wheel Racing. Thomas McDonough proved very comfortable in the driver's seat. Photo by: Clarus Photography. inset, Paul Giblin

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FROM THE RE:

I'm writing this evening on the week between Solo Nationals, and the SCCA Club Racing Runoffs, two of the biggest events in our club.



The RallyCross championship falls just after the Runoffs, in the final week of September. Overall, hundreds of just our regional members will be traveling over the month of September, to pit themselves against their friends and competitors from all over the country. New England Region crowned some new Solo National champions this year, and I expect we'll see similarly great results from the Club Racing and Rallycross folks. While the competition aspect of these events is inspiring and awesome to watch, one thing always stands out for me, upon reading all the stories and social media posts. Much more than the competition and drive to win, you always see posts about people in our club who seem to live by one motto: **Always Help.**

Every year on the way to these national events, and even at regional events, people's cars break down. Tires cord, suspension stops suspending properly, engines give up propelling vehicles. What you always see happening is that everyone pitches in to try to get the vehicle fixed. If you ask folks at one of our events, "Hey, do you have a tool I can borrow," the answer is almost always, "Probably, go check in my trailer, and bring it back when you're done." Sometimes the answer is, "Sure, let me help you fix it!" And in those cases where it can't be fixed, there's almost always offers to drive another car. Wheels have been swapped from other race cars, parts have been removed from street cars to swap on to someone's race car, and trailer spots have been offered to get stricken vehicles back home, even from as far as Nebraska.

When a breakdown happens, there's an online network of racers helping racers. Sometimes help even comes from someone the person in trouble hasn't even met, but they have a "friend of a friend" who called and told him the story, and the person just drove out to help. Sometimes they bring parts, or tools, or just a jack, or even a place to stay for the night while a tow vehicle is being repaired, or sometimes they bring an entire other tow vehicle! We've got a community of people EAGER to help!

I'll let you in on a secret. "Always Help" is an easy motto to live by. Helping doesn't always have to be a huge outpouring of money or effort or time. Helping in small ways can still have a huge effect. Did you hear a novice at a Solo event get a time

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IN MEMORANDUM: Ted Goddard, 1936 - 2016

New England Region SCCA has lost a corner stone member. Theodore "Ted" Goddard passed away on July 22, 2016 not long after his 80th birthday. Ted was born in Bennington, Vt in 1936. Ted joined SCCA in May of 1957 and from that point on was a very involved club member.



Photo: Paul Giblin

Of his many accomplishments one stands as a record. He was the sole Rallymaster for the Covered Bridge RoadRally for 50 years. This year's USRRC will include Covered Bridge.

He was the track manager at Bryar Motorsport Park in New Hampshire and when that track was sold, later to become New Hampshire International Speedway, Ted always looked out for the SCCA side of things to make sure the road course stayed in SCCA specs so that the region could continue to race. He taught more than one generation how to make their programs grow and how to get sponsorship. Ted was always promoting SCCA wherever he went and could always be counted on to help, mentor and teach. .

In Ted Goddard's more than 50 years of dedication to the sport, New England Region and SCCA no one has shown more passion for the club. —Dick Patullo

He held many positions in NER over the years: Regional Executive, Director, Treasurer, Divisional RoadRally Steward, club archivist and many more too numerous to count. He was also on the National Hall of Fame selection committee for a number of years. He was on the Rally Board in later years when his interest shifted to Rally. His accomplishments were many. He helped create the Maine Forest ProRally, which continues to run to this day as New England Forest Rally. He also helped put on the very first NER RallyCross event.

Let's go back, early sixties, Ted watches and officiates a local Ice Race in his Native Vermont...



Some knew him as the tough track manager at the race track, some knew him as the guy with a truck full of pylons who was setting up the solo course. Others knew him as the organizer of Covered Bridge, and yet others knew him as the stage rally guy who organized the events. Those who got to really know Ted knew

In my experience, Ted Goddard shied-away from the limelight and seemed to gain the greatest satisfaction when things went well and as-planned. Ted worked tirelessly and almost completely invisibly behind the scenes, unless he had to surface to take care of a problem. Once the issue was addressed, Ted went back into his unique mode of benevolent and camouflaged surveillance and management.

To my thinking, there is no one who has ever exhibited greater commitment to motorsports than Ted. I worked very briefly on a project at NHIS with him years before I knew him through the Maine-then-New England Forest Rally.

In the time over the last 18 years I have worked with the New England Forest Rally organizing team, Ted was consistent in his vision for the sport and in his attention to detail and insistence on doing things the right and safe way. Ted was singular in his focus and he was a stickler for adherence to rules and protocols with his organizing team, the sanctioning body-whether the SCCA or either incarnation of RallyAmerica, the teams and competitors. That is what made Ted great.

During the last conversation I had with him, Ted expressed his deep desire that the New England Forest Rally should continue and be improved, to the best of our ability, for the sake of the sport.

—Craig G. Zurhorst

of his deep love of all things motorsports related. They also got to know the man behind the “gruff” exterior. He was a devoted uncle to his niece Sandra. He was a loyal friend to those who knew him best. He was the best of the best men in all aspects.

Ted did so much organizing over the years in every aspect of NER activities. He supported the club in ways that were often in the background. He touched so many lives that there is no way to count those he helped. NER will miss his stories and tales of SCCA in the good ole days.

I got to know Ted through the Rally program, first as one of the competitors at Covered Bridge and later on the Road Rally Board. We had a lot of disagreements in those first years but always found a way to make things work. As time went on we became friends and I got to know the man behind the exterior he projected. Though he seemed tough and singular he had a great sense of humor and loved to tell stories of old rally and race events. He was a walking archive of New England Region

always telling me something I’d never heard before. I do believe that all things Rally were his favorite part of SCCA. I know many, many people who will always remember him for Covered Bridge. I will miss him greatly.

And every dirt road with grass down the middle will always be a “Ted Goddard divided highway.” —Pego Mack

My first encounter with Ted was probably in the 1970’s when he was part of the management of events for SCCA. Whether you were a driver or a volunteer flagger you often ran into Ted. He was big man on the block, a strident enforcer of the rules and would let you know if you weren’t following the right path.

Yet, underneath was a very interesting man who I got to know later. He was an avid antique collector. We shared stories of the “hunt” for special items to complete a collection. Ted collected iron frying pans; the numbered ones. He was always seeking the elusive number one to complete his set.

I never could pass up an opportunity to look for the obscure iron fry pan in my visits to Brimfield or local antique shops. I had hoped to surprise him some time with the rare pan. I will miss our talks about antiques and his special hobbies. It was a pleasure knowing him.

—Elise Beaulieu

I had rallied a little in the ‘80s in NJ but busy life and a move to NH had left me out of touch with rallying. While spectating at the Mt Washington Climb To The Clouds Race in 1995, I found out about the SCCA and my interest in rallying was rekindled.

Covered Bridge was the 2nd SCCA rally I entered; car# 78 if I recall correctly. I enjoyed it a great deal, in large part to the narrow dirt roads in rural Vermont. Yes, most of the cheese and crackers and veggies and dip were gone by the time we

—continued next page

Ted Goddard, 1936 - 2016

finished the rally, but it was an event, not just a rally. The day included a group lunch and post-rally snacks. Scoring for nearly 80 teams took quite a while, but the social atmosphere and sharing of the day's war stories rounded out an enjoyable day. Awards stretched out as the rallymaster, some guy named Ted, told rally stories and poked fun at people for their misadventures of the day. These were my first memories of Ted. I've "suffered" through this same routine for the last 20 years.



A "Ted Goddard
Divided Highway."

Ted was one of several in the rally community that prodded me into putting on a rally of my own in 1996 and Big Lap was born and continues yearly. Sadly, the numbers of folks involved in rally has decreased over the years and created the need for some ingenuity on the organizers' part. Ted and I were often in cahoots, checking

each other's rallies and developing run work schemes so people could both help run the rally and also compete in it.

For much of the 2000's, Ted was the official safety checker for 2 and 3 of my rallies a year. We spent a lot of time in a vehicle together. Conversations knew no limits, spanning from his college experiments forcing machines beyond their HP limits to animated stories of his days as operations manager at Bryar Motorsports Park and NHIS. Those days in the truck are when I really got to know Ted. His memory was incredible as he filled the time over the miles telling me about his rallymaster adventures of the past 50 years.

Many folks that met Ted in passing probably have the impression of a harsh individual, the side often seen at NER Annual meetings when the business side of him came out. His business demeanor was no nonsense and developed over years of dealing with the upper echelon of motorcycle and car racers at the track. They wouldn't understand tactful explanations; a raised voice and a threat, that's what they understood.

The other side of Ted was the guy who enjoyed his hobbies. He enjoyed gardening and planting around his house and barn. Once, he and my wife had a plant swap, trading for species neither had. How many saw that one coming? He collected large gauge electric model trains and had working railroad tracks encircling the upper walls of his basement playroom. He

I first met Ted at Tri State rally in 1975. I had a very interesting after event breakfast with Ted and got to know him. And to find out I lived about 8 miles from him. He helped me several times and worked my rally which was named Mt Auscutney rally. I started my rally career in 1974 and I have either run or worked Covered Bridge rally every year since.

The Covered Bridge was Ted's baby he was the only rally master for the event and it has run for 49 years. I also think when the numbers started to drop in TSD rallies Covered bridge was always one of the most attended events.

Ted spent a good part of his life working on events for SCCA, and was on some of the boards for many years. I think he got lifetime membership in SCCA about 15 years ago. In 1990 he became one of the founders of the Maine Forest Rally, which was a SCCA pro rally. In the early years there were two a year, one summer event and one winter. These two events took a lot of work and Ted was a key person in the operation of these events. He organized these events all the way until 2015. The winter event was dropped around 2000 and then the name was changed to New England Forest Rally.

Ted spent most of his life doing what he really loved doing, organizing major events. And he was always helping new rallyists learn how to participate in the sport. Also he did a lot for the SCCA, both in administration and organization. I will surely miss Ted and all the phone calls. We would usually talk a couple of times a month. The rally community will also feel the loss I am sure. And I know when ever you are driving on a road with grass growing in between the wheel tracks you will know you are on a Ted Goddard divided highway. So in closing I say thanks Ted, for all you did, and for your friendship. —Don Taylor

collected one arm bandits, owning several, one for each denomination of coin and effected repairs on them as needed.

His house is a motorsports museum. For those of us in the circle of

friends, and the rally and rallycross communities that have been lucky enough to be invited in, it was a treat. The walls are covered with racing posters, billboards, and stage rally maps. Secretly hidden away, he has doubles of many of these, many signed by the great racing personalities throughout the years. Ted got great pleasure from hosting award

parties at his house after Wolf Chase RallyCross each year. He loved having 50 or so people crammed into his game room, or living room. And the stories would flow.

During a road trip together to Buffalo for a NEDiv Convention, I was driving Ted's SUV and discovered one of Ted's quirks. As we were crossing a large bridge over water in NY, I moved to the right lane on the bridge to get a better look down below. Suddenly Ted was yelling at me to get over into the middle lane on the bridge. I had just learned that he wasn't particularly fond of crossing big bridges. From that time on, I always drove in the lane that kept him the furthest from the edge of the bridge.

RallyCross has become a very active and successful motorsport program in New England Region. The first rallycross was run at Mt. Snow in conjunction with the Covered Bridge Rally in 2001. I have been given credit for starting the rallycross program, but the secret is, it was Ted's doing. I was just the person Ted suckered into organizing the show, but it was his foresight that started the wheels rolling. My wife still blames him, not only for my monthly disappearances, but also because my two sons got involved as well.

This could go on and on, like Ted at Covered Bridge Rally awards time, but I'll stop here. These were just a few of my memories, and a closer

—continued next page

Ted was a man that had devoted his life to racing. ALL kinds of racing. If you ever had pleasure of being invited into his home, this was extremely evident. The walls of his massive farm house, if you asked him he would tell you all about it that



too, was "wall papered" with racing memorabilia. Be it promotional posters or trophies, four wheels or two wheels, it was all there. Ted could, and would, talk for hours about racing. You know the saying, he forgot more than any of us will ever know.

I came to know him thru road rally and rallycross. And could that man put on an awesome road rally. Although, I am pretty sure his name was taken in vain a few times during extended stretches of CAS 25 or CAS changes at the speed limit sign at a turn. Never mind the subtle traps. For Covered Bridge weekend, he always did his best to find rallycross a great site near his roadrally site. We never knew what kind of site we would be at, but it worked.

Ted was also a huge driving force behind Stage Rally in New England, he was the Rally Master for Maine Forest Rally, later known as New England Forest Rally (NEFR), for many years. That man could wrangle a road out of even the tightest paper company. He could be charming as hell when necessary. And no matter how many times someone would do something stupid and almost mess that up, Ted would come to the rescue. This was the first year he wasn't able to make the event. Can't say we were completely lost without him, he had trained great people to take over for him, but he was missed for sure.

I had the honor of being asked to his birthday party recent. The last thing I said to him was "We are going to miss you at NEFR, who is going to yell at everyone this year?" He got the best mischievous grin on his face and said "I don't know".

Ted, thanks for all the knowledge you imparted to all of us. You will be missed!

—Kathy Moody, Rallycross Registrar

Ted Goddard, 1936 - 2016

peek for some of you, at a very special person that I've had the good fortune and pleasure to know and spend time with. Rally on Ted, I miss you.

—Scott Beliveau

On Friday, July 22, 2016, those of us involved in motorsports at the club level or as a professional lost a dear friend. I, as well as everyone who knew or worked with Ted Goddard, were saddened to hear we had lost him after he battled a long illness.

After graduating from Cornell University in the late 1950's with a degree in Engineering, Ted dedicated the bulk of his adult life to the advancement of motorsports. Whether it was sports cars, motorcycles, go-karts, stock cars, mud bogs, road rally, Pro-Rally, trade shows or track days – Ted found a way to be involved in racing.

I personally had the pleasure, and indeed the honor, to know, work and laugh (yes, laugh) with Ted for nearly 40 years. We first met in the late 70's when he was the Track Manager at Bryar Motorsports Park in Loudon, NH. At the time, I was a volunteer crew member on AMA Superbikes & SCCA sports cars and racing 3-wheelers on weekends – Ted did everything under the sun at Bryar to keep Bryar Motorsports Park going.



At a recent Annual Meeting found Rallyist Jon Lamikins (right) Chris Regan and Tim Chevalier spending a little photo time with Ted. Photo: R. Beaulieu

Whether it was manning registration for open test days, running the gas pumps, emptying 50-gallon drums full of trash, making announcements over the PA system, working in the snack shack in the old Duckworth building, talking with the media or hanging banners & posters around the facility for upcoming events, Ted was a busy man at the track 6 or 7 days a week, 12-15 hours a day, every day the track was open.

Whenever he managed to take a day off, which was rare during the spring, summer or fall, Ted would usually make his way back to his beloved home in Perkinsville, Vermont.

He'd putter in his gardens, mow the lawn, relax in his library, work on upcoming event tasks, map out roads for a road rally or tend to the ever-growing New England Region SCCA archives which he managed for the Club for many years.

Being the health-freak Ted was (that was a joke!), his freezer at home in Vermont was always filled with leftover food from the race track. In fact, our good buddy was proof that a person could in fact survive for nearly 50 years living almost completely on leftover track food!

One of the events in Ted's life that he was most proud of was his "Covered Bridge Rally". It's a road rally that Ted created in 1966... and 2016 will be the 50th and final running of this historic road rally.

Each year, Ted would plot a scenic 125 to 150 mile route through scenic Vermont that would take participants through 12-15 famous covered bridges and along some

So long my friend

For almost a year, I've known I would have to write this column. And while I thought about it, I purposely procrastinate, waited and delayed, hoping beyond hope that I would not have to write it. (Even now it's two evening before the Pit Talk deadline and I'm just getting started).

We've lost Ted Goddard. A man and a person who definitely qualifies as a legend within NER/SCCA (and probably the SCCA worldwide). Sadly he did not make it to the 50th running of his classic Covered Bridge Rally. Father Time caught up to him a few grains of sand to soon. (Never fear, the event lives on and serves as this year United States Road Rally Challenge) As with the passing of any historic figure, we take time to reflect on what we remember about that figure and what that figure meant to us.

Ted Goddard was a fount of knowledge. He had hundreds of stories and recollections from the past that he was more than willing to share. Great for mealtime conversation and bench racing at the bar. Many a time he regaled myself and other with these stories.

Ted Goddard was a man with a passion for motorsports and the determination and stubbornness to get it done. He was a driving force behind Bryar Motorsports Park and continued to run New Hampshire International Speedway when it morphed into that. He nurtured and built the New England Forest Rally into the premier Pro Rally it currently is. And he put on the Covered Bridge Rally for 48 years. Amongst other things.

In doing these, he started with an idea, a dream. But he knew that was not enough. He knew it would take hard work and his sweat equity to make it work. Some things worked, some things didn't. But it did not deter him and Ted was strong enough and flexible enough to jump in and 'get it done'.

That's what Ted Goddard's memory means to me. That if I'm willing to put in the time and do the work, ain't nothing I can't do.

Godspeed Mr. Goddard, your memory will definitely live on.

—Jon Lamkins

there wouldn't be a 1.6 mile road course at New Hampshire Motor Speedway right now if it wasn't for Ted. He pleaded with Bob & Gary Bahre when they were building New Hampshire International Speedway to make sure there was a road course for "his" SCCA, AMA, COM, NASA & WKA members to race on. The Bahre family didn't want anything to do with a road course when they purchased Bryar Motorsports Park – after all, they came from the stock car world.

of the best gravel roads in the Northeast.

Taking place in early November each year, participants needed to register early in the 70's and 80's as there was often a waiting list to get in. Attracting 70 or 80 teams was not uncommon in the early years of this event.

Ted was also the creator of something known as a "Goddard Divided Highway". This was honestly nothing more than a set of well-worn tire ruts through a field with grass down the center! There was never a question that several "Goddard Divided Highways" would appear in the route instructions of Ted's Covered Bridge Rally. They were tricky though as Vermont is covered with these GDH's. In fact, you could end up completely lost or end up at someone's hunting camp thinking you were still on course if you weren't careful!

Something else Ted was extremely proud of was to make sure that anyone who ever won an award at an event he Chaired received the nicest possible award his events could afford. In fact, it wasn't uncommon to receive awards made from Vermont Marble at a Covered Bridge Rally or awards made from Irish Crystal at a Maine Forest / New England Forest Rally. If there was anything Ted truly disliked, it was cheap awards!

There's no question in anyone's mind who knew the guy that Ted loved all forms of racing. In fact, those who really knew Ted know that

—continued next page

Ted Goddard, 1936 - 2016

But Ted was determined and eventually they either came around to his way of thinking or they got tired of listening to him asking for it and a road course was added to the new multi-million dollar racing facility. Ted designed the road course on a napkin and when NHIS opened in the summer of 1990, there was a 1.6 mile road course that utilized sections of the 1.056 mile oval as well as areas outside the oval. Was the road course as nice to race on as the previous 1.6 mile road course at Bryar, absolutely not. But, it was the absolute

best Ted could create given the set of circumstances he had to work with at the time. And for that, we all need to say thank you Ted!

My first dealings with Ted was when I was a competitor and he an organizer. What impressed me right off the bat was how he met people with fairness. And when controversy arose between parties he gave people the space and freedom to process situations towards the right solution.

As a trained engineer Ted not only gave the rally world his problem solving gifts, but blended his creative marketing skills, along with his vast experience, to vastly improve the Northeast rally scene. I watched him work his creative ways to meet both the competitors' and sponsors' goals during many rally seasons. He was logical, astute, creative, passionate, organized, stubborn, and fun. He pushed me to go beyond being a competitor and to eventually become an organizer. He grew to be my great and dear friend. Under his rough exterior there truly lived a gentle teddy bear.

At this year's New England Forest Rally I asked how many rally folks were inspired and mentored by Ted - all the stage captains, as well as the coordinators, raised there hands. Ted's 50+ years in rallying has magnified in length as he has influenced 2 generations to call the sport their own. This one man has influenced North American rallying for generations to come. He has touched us and shown us what it means to be in service for others. I will miss him professionally and personally in so many ways. —Tim O'Neil

Over the years, I also had the pleasure to work and travel with Ted when we were both employed at NHIS - Ted was Director of Operations in the early years before he was promoted to Vice President of Operations - while at the same time I served as Director of Special Events & Ticket Sales. Ted and I traveled all over the Eastern United States to work at countless trade shows and promotions including Race-A-Rama at the Big E, the Maine Motorsports Show in Augusta, the Miller Motorsports Show in PA, and the Syracuse Motorsports Show at the Syracuse Fairgrounds in New York, not to mention countless NASCAR promotions at Dover, Darlington & Daytona as well as at other major speedways.

Ted used to tell folks we'd meet at these shows that he was my Mentor. In fact, he was one of my Mentors - he took trade shows and promotions seriously and always wanted to have the best looking booth possible - regardless of how big (or small) the trade show was. I have to say that I feel fortunate to have had the opportunity to work with, and learn from, Ted at those shows over the years. He was a true perfectionist when it came to trade shows and he wanted everything to look just right. I've never forgotten that...

Ted was known in recent years (the past 26 years actually) for his involvement with the sport of Pro Rally, especially the Maine Forest / New England Forest Rally, where he served as the event's Chairman for many years. True to form, Ted helped to grow the event to be one of the largest and most popular professional rally events in the SCCA and Rally America National Championships. In fact, in the mid to late 1990's, it wasn't unusual to see the Maine Forest Rally attract over 100 top-rated rally teams from across North America to compete on the challenging logging roads of Northern Maine. Once again, Ted's attention to detail and passion for the sport came through.

In closing Ted Goddard was not only a true friend, but a wonderful co-worker and an amazing mentor - I will always feel fortunate to have known, worked and laughed with this guy... the New England motorsports community, indeed the United States, has lost a true motorsports legend with the passing of Ted Goddard. I for one, will never forget the man.

Rest in Peace my good friend, you've completed the final Stage as a true Champion - you've had a lasting impact on the sport of racing - you can rest now. Godspeed. —Paul Giblin

HURDLE 2016 NATIONAL GTA RALLY

by: Jon D. Lamkins

Rallymasters: The Lamkins Family

As the 2016 edition of Hurdle was getting ready to start on Saturday, August 6th, rain showers were in the forecast. Given the nature of the event, with competitors not only driving, but also walking around, searching for answers. So foul weather could 'dampen' team's spirits. Luckily, the bad weather never materialized and everyone stayed dry

For the uninitiated, Hurdle is a shortest distance rally. Teams get list of questions and a map of Connecticut. The questions references locations on the map. Teams will plan their route between questions, travel to the area where they believe the question is located, then find the answer to the question. In the end, the team that answers the most questions correctly in the fewest miles is the winner.

For 2016, the majority Hurdle's questions were located in Southeast Connecticut. Questions in Voluntown and Clark's Falls took them to the Rhode Island border. They learned about the Baldwin bridges in Old Lyme. They visited the USS Nautilus & Submarine Museum. With nineteen questions total and the finish located in Southington, CT (which is in south-central Connecticut), teams needed to really strategize to minimize miles, answers the questions and finish before 6:30 pm. (when most teams headed

out by 9 am)

Twelve teams started and all made it to the finish. In the end, the team of Chee Hung, Joanna Stephens, and Eunice Paik (a team with one rally event between the 3 of them) won with a score of 185.6 over the veteran team of Bruce Gezon, Christopher Gezon, and Sarah Stio (187.88) and Steve and Julie Gaddy (190.81) in third.

Results

OA	Car #	Driver	Navigator	Points
1	3	Chee Hung	Joanna Stephens/Eunice Paik	185.6000
2	5	R. B. Gezon	Christopher Gezon/Sarah Stio	187.8796
3	4	Steven Gaddy	Julie Gaddy	190.8108
4	12	Ma. Stegemoen	Val Stegemoe	202.2000
5	8	David Mulligan	Carol Mulligan	203.7000
6	6	Gerard Goulet	Julie Goulet	220.8000
7	7	Ste. Satorelli	Catherine Satorelli	254.9725
8	1	Doug Simpson	Donna Simpson	267.6471
9	11	E.P.Estabrook	Steve Estabrook	278.0000
10	9	Diane Becker	John Patton/Kathy Lisiewski	281.2920
11	10	Greg Gibbs	Erin Gibbs	302.8961
12	13	Nicholas Ragusa	Amanda Sudhoff	415.702



First place award went to Chee Hung, Joanna Stepehns, and Eunice Paik. Photo: Jon Lamkins



...While second place went to the team of Christopher and Bruce Gezon and Sarah Stio. Photo: Jon Lamkins

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

May 11, 2016

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

Present were Regional Executive Wiley Cox and Directors Trevor Hermance, James Ray, Jessie Honigs, Brian Mushnick, Derek Sivret, Sterling Cole, and Theresa Condict. Also in attendance were Club Racing Chair JB Swan, Treasurer John Ferreira, Kathy Barnes, Andrew Ahern, and Doug McCormack.

These minutes may not be in chronological order.

The meeting was called to order by Wiley Cox at 7:44 PM.

The Directors reviewed drafts of the Meeting Minutes for the month of April. A motion was made to approve the April minutes as presented (Mushnick/Ray) **PASSED**

John Ferreira presented his Treasurer's report. The to-date balance sheet is showing decent cash flow. Taxes are currently in process with the accountant and the new accounts and debit card for TD Bank are almost ready. A brief discussion was held on the importance of terminology with regard to the regional volunteer incentive

program.

JB Swan gave a debrief on the Club Racing program's event from Palmer over the weekend. The new Square credit card procession system worked very well and quickly; thanks were issued to Greg Amy for assisting with the system setup. The program will seek another tablet to use as a registration terminal. Club Racing moves on to New Hampshire Motor Speedway with the three-day school, test and race events Memorial Day Weekend.

Things are also coming together for Lime Rock's event and its "paddock crawl pot luck" social event. Wiley Cox shared on behalf of Chris Regan and Scott Carlson that the Rally program has seen a strong Spring start, with a RallySprint in Dalton, NH already complete and another coming up already showing an increase in entries. After cancellations through the winter, RallyCross had a huge event at the Rochester Fairgrounds that still allowed plenty of runs. Road Rally has been quiet.

Wiley Cox shared (for Bob Davis) that Solo had a very successful first event, with more of the same expected for the remaining calendar.

Donna Stevens sent correspondence about the Merchandise program's attendance of the Palmer race weekend and reported that mail orders are coming in. The board felt she may also benefit with use of the Square system.

On behalf of Paul Krysiak, Kathy Barnes delivered a membership report, showing the region with 2486 current members, and increase of 54 over last month.

Bob Beaulieu sent a PIT TALK report noting the ever-present need for contributors, classifieds, and co-promotion. He also provided the rough timeline for publication deadlines through the event season.

Along the lines of membership communication, James Ray asked Sterling about getting access to statistics for ner.org.

The Racing Against Leukemia charity events were discussed. Jody Leverone may be receptive to coordinating the gift raffle and other fundraising aspects as in the past; the FirstGiving fundraising pages should be set up very soon. Club Racing is set to have a decent social aspect to their Thompson portion of the July event, with a reggae band lined up for Friday night. Unfortunately, the benefit golfing idea will be unfeasible as the course has been previously booked. Brian Mushnick will be race chair and is still open to ideas.

A motion was made to accept the program reports as delivered (Cole/Mushnick) **PASSED**

A trip to the storage container housing the majority of NER's archives has been organized for the upcoming Saturday. Board members that can attend will be helpful in sorting through identifying what's there, worth moving, discarding, etc.

A conference call meeting had been called to order by the RE the evening of April 26 at 8:05pm to take a vote on accepting Connecticut Autocross and Rally Team as a chapter of NER for the purposes of their time trials program running under SCCA sanction. With a motion made by Sterling Cole and Seconded by Trevor Hermance, a unanimous vote in favor was voiced by Directors Honigs, Ray, Cole, Cox, Hermance, and Sivret. Kathy Barnes was also present on the call.

A motion was made to adjourn at 8:13 by Cox and seconded by Cole, and succeeded by unanimous vote. As a result, Wiley announced at tonight's meeting that he is filing the appropriate paperwork with board signatures to then be signed by CART leadership as well.



Jeffrey Swann drives through the paddock after a victory in Spec Racer Ford 3 Photo Robert Beaulieu

NER's volunteer support of Formula Hybrid was quickly reviewed. The changes to the event for this year resulted in more entries and more cars actually finishing.

Discussion was had about next year's Annual Meeting, falling under the responsibility of the Board as the organizers this time. The search begins now for new candidates to run for Director. The Board is looking to move the event back to a traditional early January, possibly at the Mohegan Sun casino, but other options are still under consideration.

A motion was made at 9:15 to adjourn the meeting. (Sivret/Mushnick) PASSED

Respectfully submitted,

Trevor Hermance, Secretary

Next meeting will be held on Wednesday, June 8, 2016 at the Fairfield Inn Auburn, Auburn, MA at 7:30 PM

June 8, 2016

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

Present were Assistant Regional Executive Sterling Cole and Directors Trevor Hermance, James Ray, Jessie Honigs, Brian Mushnick, Doug Myers, Bob Anderson, Derek Sivret, and Theresa Condict. Also in attendance were Treasurer John Ferreira, Membership Chair Paul Krysiak, Kathy Barnes, Club Racing Chair JB Swan, and Andrew Ahern.

These minutes may not be in chronological order.

The meeting was called to order by Sterling Cole at 7:31 PM.

JB Swan reported that Club Racing was in good shape, though entries are not as strong as hoped for through the first two events. Lime Rock is coming up.

Kathy Barnes reported that Solo continues along smoothly with well-attended events.

Paul Krysiak shared the Membership numbers: the region currently has 2477 members, a slight drop from last month but still up by 77 from January.

John Ferreira said our acceptable cash flow has carried us through the springtime crunch period where track deposits are due. The new TD Bank accounts are active, with cards in hand, and plans are underway to close the Bank of America accounts, which can't be

Nomination for the Position of Director of the New England Region, SCCA

We, the undersigned ten members of New England Region, Sports Car Club of America, Inc. in good standing, nominate for the position of Director, for the 2017-2018 term:

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

The written nomination (this form or other document meeting the bylaw requirements) must be submitted to the Secretary or mailed to the Secretary and postmarked no later than Monday November 7, 2016 Send to:

Trevor Hermance, 234 Whiting S, New Britain, CT 06051

done until MotorsportReg finishes processing recent event payments.

Wiley Cox shared on behalf of Scott Carlson that the Rally program has little to report but is ready to hold its first RallySprint and second RallyCross in the next two weekends.

NER.org was discussed briefly in the wake of a brief service outage which was beyond the region's control; it was fixed without much issue.

The developments for the Racing Against Leukemia events were discussed. Raffle gifts are being sought to drive donations and a race simulator will be volunteered for drive time in exchange for donations. James and race chair Brian Mushnick will coordinate on the raffle, setting up tables, etc.

More thoughts were expressed on next year's Annual Meeting. Theresa Condict is working with Mohegan Sun to get pricing and date

options; the board is eyeing the first or second weekend after the new year. Deciding between a single- or two-day event and how to work breakout and program development rooms is next.

Theresa also shared the experience with CART's first track day and Time Trial at Thompson as a chapter of the region. Though attendance was light, the competition was decent and corner workers did well.

A motion was made at 8:31 to accept the program reports as delivered, then adjourn to Executive Session, not to return to open session (Anderson/Mushnick) PASSED

Respectfully submitted,

Trevor Hermance, Secretary

Next meeting will be held on Wednesday, July 11, 2016 at the Fairfield Inn Auburn, Auburn, MA at 7:30 PM

Lime Rock Regionals, June 17 & 18, 2016



Although this photo is from a few years back, Michael Rand still is the Formula Ford master of Lime Rock Park as once again he scores overall wins in his group.

Photo: Fred Mahler

RACE ONE

PO.No. Cl./PIC Name Laps Best Tm Diff Gap Make

Results of Grp 1 - SM, SM5, SMT, T3, B Spec

1	23	SM	1	Peter Ludwig	15	1:01.548			Miata
2	95	SM	2	Jonathan Goring	15	1:01.522	0.356	0.356	Miata
3	9	SM	3	Jesse Schmidt	15	1:01.599	7.129	6.773	Miata
4	77	SM	4	Richard Astacio	15	1:02.621	21.979	14.850	Mx-5
5	26	SM	5	Stuart Hawkins	15	1:03.202	28.114	6.135	Miata
6	29	SM	6	Richard Bennett	15	1:02.580	28.243	0.129	Miata
7	86	SM	7	Kurt Syer	15	1:02.542	28.366	0.123	Miata
18	3	SM	8	Jose DaSilva	15	1:03.029	29.126	0.760	Miata
9	73	SM	9	Xiang Li	15	1:03.025	37.319	8.193	Miata
10	13	SM	10	Robert Reed	15	1:03.430	41.760	4.441	Miata
11	91	SM	11	Nai Ko	15	1:02.935	42.088	0.328	Miata
12	28	SM	12	Jeff Miller	15	1:03.930	42.748	0.660	Miata
13	4	SM	13	Matthew Pullano	15	1:03.339	49.637	6.889	Miata
14	88	SM	14	Austen Levesque	15	1:04.176	51.787	2.150	Miata
15	'00	SM	15	Erik Beck	14	1:05.282	1 Lap	1 Lap	Miata
6	19	SM	16	Shelby Churchill	14	1:03.542	1 Lap	16.057	Miata
17	49	SM	17	Joe Schubert	14	1:05.676	1 Lap	6.986	Miata
18	42	SM	18	Kurt Uzbay	14	1:06.552	1 Lap	1.440	Miata
19	33	SM	19	Rebecca Harvey	14	1:08.985	1 Lap	33.394	Miata
20	89	SM	20	Wendy Cappola	14	1:08.979	1 Lap	4.145	Miata
21	78	SM	21	Andrew Mitchell	14	1:08.406	1 Lap	0.630	Miata
22	80	SM	22	Thomas Rush	2	1:13.156	13 Laps	12 Laps	Miata
144	SM			Dave Kuchrawy	DNS				Miata

Results of Grp 2 - GT1-2-3, AS, ITE, T1-2, SPU

11	73	T1	1	David Sanders	15	57.569			Corvette Z06
2	5	GT2	1	Jim Scott	15	57.381	0.559	0.559	Porsche 911
3	22	ITE	1	Chuck Fernandez	15	59.393	33.251	32.692	Mustang
4	50	AS	1	John Masters	15	59.871	33.785	0.534	Mustang
5	29	T2	1	Peter Kulka	15	1:00.004	34.804	1.019	Chevrolet Z06
6	21	T2	2	Kurt Dolnier	15	1:01.007	55.537	20.733	Corvette
7	58	T1	2	Eric Thompson	15	1:01.261	59.484	3.947	Honda S2000
8	59	ITE	2	Michael Goulde	15	1:01.381	1:00.647	1.163	BMW 328is
9	17	SPU	1	Joseph A. Boruch III	14	1:00.812	1 Lap	1 Lap	Honda S2000
10	54	ITE	3	Jeff Campbell	14	1:02.230	1 Lap	14.668	Porsche 964
11	48	AS	2	Duncan Milne	14	1:04.373	1 Lap	24.107	Mustang
12	80	GT2	2	Maurizio Cerasoli	15 Laps		14 Laps		Porsche 944
6	GT1			Frank Cioppettini	DNS				Camaro
81	ITE			Zachary Slater	DNS				Porsche 944

Results of Grp 3 - ITB, ITR, ITS, T4, ITEZ

1	27	ITR	1	Anthony Serra	1	59.551			BMW 328i
2	73	ITR	2	Mark Ketenci	15	1:00.379	6.512	6.512	BMW 328 ci
3	77	ITS	1	Mark Gregory	15	1:01.148	13.506	6.994	Miata
4	50	ITR	3	Stephen Blethen	15	1:01.099	13.914	0.408	Mazda RX8
5	7	T4	1	Jared Lendrum	15	1:02.026	26.708	12.794	Subaru BRZ
6	14	ITS	2	Glenn Lawton	15	1:02.221	40.772	14.064	Mazda RX-7
7	'08	ITS	3	Ron Munnerlyn	15	1:02.246	41.114	0.342	Miata
8	95	T4	2	Kenneth Payson	15	1:02.406	42.329	1.215	Miata
9	52	T4	3	Raymond Blethen	15	1:02.858	43.544	1.215	Mazda RX8
10	26	ITR	4	Ken Hubbard	15	1:02.980	43.878	0.334	BMW 325
11	'03	ITR	5	Lorenzo Serra	15	1:01.984	54.851	10.973	BMW
12	0	ITB	1	Zachary Kelly	15	1:03.776	1:00.063	5.212	Golf
13	5	ITR	6	Mike Frost	14	1:02.269	1 Lap	1 Lap	BMW 328i
14	56	ITB	2	Felix Borodaty	14	1:04.737	1 Lap	7.313	Mini
15	44	ITS	4	Joe Stadelmann	14	1:05.269	1 Lap	0.276	Porsche 944S
16	145	ITS	5	Jim Remy	14	1:05.550	1 Lap	15.396	Mazda RX8
17	82	ITS	6	Marty Doane	13	1:08.346	2 Laps	1 Lap	Mazda RX-7
18	76	ITB	3	Mark Wagner	13	1:08.829	2 Laps	1.050	gti
19	31	ITB	4	Jacob Hart	13	1:05.683	2 Laps	3.825	Golf
20	15	ITEZ	1	Konrad Testwuide	13	1:10.351	2 Laps	17.958	miata
21	33	ITB	5	Michelle Yaiser	13	1:11.573	2 Laps	11.260	Golf
22	39	ITB	6	Robert Nead	13	1:09.539	2 Laps	0.854	Volvo 142
23	'05	ITS	7	James Slechta	5	1:05.998	10 Laps	8 Laps	Nissan 300ZX
24	65	ITB	8	Paul Curran	2	1:16.337	13 Laps	3 Laps	Honda civic
144	ITS			Dave Kuchrawy	DNS				Miata

Grp 4 - FV, F5, FST, F6, FF, NCF-S

1	37	NCF	1	Michael Rand	15	56.596			Crossle 30F
2	17	FF	1	Jim MacNicholl	15	56.842	1.470	1.470	Van Diemen
3	44	F5	1	Richard LoDuca	15	57.035	21.623	20.153	Invader QC-1
4	34	FF	2	Chip Van Slyke	15	58.759	32.396	10.773	Crossle 62F
5	42	NCF	2	Thomas Venturino	15	1:00.494	1:01.943	29.547	Royale RP31
6	'02	FV	1	Jon Van de Car	14	1:02.190	1 Lap	1 Lap	Mysterian M2
7	61	FV	2	Walter Popiak	14	1:04.047	1 Lap	34.020	CITATION 95V
8	96	FV	3	John Melican	13	1:04.979	2 Laps	1 Lap	mysterian m3
9	32	FV	4	Brian Kenney	13	1:06.332	2 Laps	18.522	Pedator
10	20	FV	5	Thomas Galuardi	13	1:06.555	2 Laps	1.562	Barrcar 004
11	'07	FV	6	Chris Barry	13	1:05.584	2 Laps	0.305	citation
12	36	FF	3	Steve Roux	9	58.551	6 Laps	4 Laps	Wyvern SR1
13	41	FF	4	Edward Callo	8	57.353	7 Laps	1 Lap	Bowman BC-5

14	93	NCF	3	Glenn Taylor	1	1:19.498	14 Laps	7 Laps	PRS RH01
15	2	F5	2	Richard Johnson Jr			15 Laps	1 Lap	Red Devil
6	NCF			Jay Hoogendoorn	DNS				citation
Results of Grp 5 - ITA-7-C, E-F-HP, GTL, STL									
1	71	STL	1	Mark Gregory	15	1:01.022			Miata/Red
2	58	STL	2	Eric Thompson	15	1:01.132	0.486	0.486	Honda S2000
3	17	EP	1	Joseph A. Boruch III	15	1:01.084	0.694	0.208	Honda S2000
4	99	GTL	1	Bob Dowie	15	1:01.160	8.040	7.346	Nissan 200SX
5	'08	STL	3	Brian Reilly	15	1:02.105	15.745	7.705	Mazda RX-8
6	6	FP	1	Laurent Fumex	15	1:01.935	34.710	18.965	MG B
7	7	ITA	1	Abhi Ghatak	15	1:03.244	37.352	2.642	Miata
8	181	ITA	2	Marc Ulan	15	1:03.745	40.866	3.514	Miata
9	87	ITA	3	Stephen Pope	15	1:04.974	1:01.316	20.450	
10	70	ITA	4	Eric Maynard	15	1:05.449	1:06.820	5.504	Plymouth Laser
11	24	ITA	5	Chris Raffaelli	14	1:05.525	1 Lap	1 Lap	Honda CRX Si
12	47	IT7	1	Norman Latulippe	14	1:06.143	1 Lap	3.457	Mazda RX-7
13	79	EP	2	R J Ford	14	1:05.693	1 Lap	0.307	Mercury Capri
14	42	STL	4	Kurt Uzbay	14	1:06.049	1 Lap	2.627	Miata
15	88	ITA	6	Bill Spargo	14	1:06.636	1 Lap	9.927	Ford Escort
16	39	HP	1	Fred White	14	1:07.327	1 Lap	12.178	Honda CRX
17	98	HP	2	Jorge Santos	14	1:07.717	1 Lap	4.000	Datsun 1200
18	81	IT7	2	JB Swan	14	1:08.621	1 Lap	5.997	Mazda RX-7
19	15	IT7	3	Richard Patullo	14	1:08.499	1 Lap	5.489	Mazda RX7
20	89	STL	5	Wendy Cappola	14	1:08.680	1 Lap	1.818	Miata
21	25	EP	3	Bud Jantz-Sell	11	1:02.497	4 Laps	3 Laps	Datsun 240Z
28	STL			Jeff Miller	DNS				Miata

Results of Grp 6 - FA-B-C-E-M, CFC, P1-2

1	7	P1	1	Jonathan Eriksen	15	48.517			Stohr WF1
2	16	FA	1	Mark McDonough	15	51.025	35.976	35.976	Swift 008a
3	35	FC	1	Eric Presbrey	14	53.044	1 Lap	1 Lap	VanDiemen
4	'08	FC	2	Hilton Tallman	14	52.471	1 Lap	1.881	Mygale 003-01
5	46	CFC	1	Douglas Rocco	14	54.616	1 Lap	19.203	VANDIEMAN
6	0	FC	3	Don Betterly	14	54.643	1 Lap	0.070	RFR
7	42	P1	2	Joseph Rodomista	14	54.138	1 Lap	8.645	Ligier JS49
8	'09	P2	1	Thomas Becker	14	54.724	1 Lap	1.548	Prince LSR/
9	48	FC	4	Alex Tollefsen	14	55.654	1 Lap	15.578	Van Diemen
10	15	P2	2	Paul Omichinski	13	56.638	2 Laps	1 Lap	Stohr 04D
11	'07	P2	3	Allie Gurses	13	55.869	2 Laps	2.748	Carbir
2	81	P1	3	William Crowley	13	57.164	2 Laps	8.169	Junco SS
13	22	FE	1	Chet Zerlin	13	59.010	2 Laps	31.290	SCCA FE
14	49	P1	4	Matthew Gendron	9	57.259	6 Laps	4 Laps	Dragon SR2
15	77	FB	1	Kevin Boeckle					Elan DBO4
02	FE			Adam Zerlin	DNS				SCCA FE

Results of Grp 7 - SSM, SM2, STU

1	58	STU	1	Eric Thompson	15	1:00.67			Honda S2000
2	9	SM2	1	Jesse Schmidt	15	1:02.268	21.611	21.611	Miata
3	16	SM2	2	Evan Karl	15	1:02.773	36.263	14.652	Miata
4	'09	SM2	3	Roger Cote	15	1:03.376	37.476	1.213	miata
5	181	SM2	4	Marc Ulan	15	1:03.222	38.717	1.241	Miata
6	52	SM2	5	Donald W Duman	15	1:02.899	40.243	1.526	Miata
7	13	STU	2	Robert Reed	15	1:03.400	42.612	2.369	Miata
8	91	SM2	6	Nai Ko	15	1:03.829	45.546	2.934	Miata
9	3	SM2	7	Jose DaSilva	15	1:03.091	45.666	0.120	Mazda
10	86	SM2	8	Kurt Syer	15	1:03.062	45.723	0.057	Miata
11	19	SM2	9	Shelby Churchill	15	1:03.785	47.438	1.715	Miata
12	84	SM2	10	Darren Berger	15	1:03.455	47.750	0.312	Miata
13	95	SM2	11	Jonathan Goring	15	1:02.597	51.699	3.949	Miata
14	73	SM2	12	Xiang Li	15	1:02.711	52.801	1.102	Miata
15	15	SM2	13	JC Ogle	15	1:03.527	58.415	5.614	Miata
16	14	SM2	14	Keith Knickerbocker	15	1:04.301	1:05.068	6.653	Miata
17	20	SM2	15	Robert Karl	14	1:04.922	1 Lap	1 Lap	Miata
18	35	SM2	16	Dominic Karl	14	1:05.335	1 Lap	4.415	Miata
19	'00	SM2	17	Erik Beck	14	1:05.890	1 Lap	10.396	Miata
20	60	SM2	18	Robert Corso	14	1:05.665	1 Lap	4.932	Miata
21	81	SSM	1	Nick Gregory	14	1:05.997	1 Lap	0.371	Miata
22	88	SM2	19	Austen Levesque	14	1:04.175	1 Lap	4.727	Miata
23	4	SM2	20	Jonathan Pullano	14	1:06.563	1 Lap	15.832	Miata
24	18	SSM	2	Taimour Afshar	14	1:08.642	1 Lap	19.110	Miata
25	25	SM2	21	Katie Day	14	1:04.277	1 Lap	0.110	Miata
26	78	SM2	22	Ken MacKay	14	1:07.782	1 Lap	0.597	Miata

27	33	SM2	23	Rebecca Harvey	14	1:08.782	1 Lap	2.739	Miata
28	89	SM2	24	Thomas Rush	13	1:09.872	2 Laps	1 Lap	Miata
29	'08	SM2	25	Robert Karl Jr.	10	1:03.887	5 Laps	3 Laps	Miata

Results of Grp 8 - SRF, SRF3, EVSR

1	22	SRF3	1	Lee McNeish	15	58.155			SRF3
2	35	SRF3	2	Richard Wiehl	15	58.469	1.336	1.336	SRF3
3	72	SRF3	3	Steve Introne	15	58.734	7.166	5.830	SRF3
4	88	SRF3	4	Jonathan Emms	15	59.450	17.415	10.249	SRF3
5	98	SRF3	5	J P DeVillars	15	59.425	17.849	0.434	SRF3
6	10	SRF3	6	Doug Garrison	15	59.548	20.711	2.862	SRF3
7	42	SRF3	7	John Bertolini	15	59.596	21.356	0.645	SRF3
8	13	SRF	1	Thomas Riley	15	1:00.503	34.588	13.232	SRF
9	84	SRF	2	Neil Killey	15	1:00.640	35.719	1.131	SRF
10	8	SRF3	8	David Ferguson	15	1:00.142	36.031	0.312	SRF
11	27	SRF	3	Steven Nelson	15	1:00.978	43.987	7.956	SRF
12	12	SRF	4	Federico Burgos	15	1:00.980	44.160	0.173	SRF
13	4	SRF	5	Scott James	14	1:01.326	1 Lap	1 Lap	SRF
14	20	SRF	6	Steve Owens	14	1:02.379	1 Lap	4.247	SRF
15	69	SRF	7	Mark Saviet	14	1:02.519	1 Lap	16.817	SRF
16	66	SRF	8	John Steinmetz	13	59.533	2 Laps	1 Lap	SRF
17	73	SRF3	9	Bob Devol	13	1:01.409	2 Laps	1:50.23	SRF3
18	31	SRF	9	Leslie Kurz	10	1:03.424	5 Laps	3 Laps	SRF
19	26	SRF	10	Chris Brassard	8	1:00.957	7 Laps	2 Laps	SRF
34	SR			Dave Trostle	DNS				SRF
55	SRF3			Tom Goodhart	DNS				SRF3

RACE TWO

Grp 1 - SM, SM5, SMT, T3, B Spec - Race 2 #16-RQ-4238-S

1	95	SM	1	Jonathan Goring	15	1:02.207			Miata
2	23	SM	2	Peter Ludwig	15	1:02.106	4.843	4.843	Miata
3	9	SM	3	Jesse Schmidt	15	1:02.748	7.664	2.821	Miata
4	73	SM	4	Xiang Li	15	1:02.862	17.188	9.524	Mazda
5	77	SM	5	Richard Astacio	15	1:02.954	17.966	0.778	Mx-5
6	29	SM	6	Richard Bennett	15	1:03.335	18.937	0.971	Miata
7	4	SM	7	Matthew Pullano	15	1:03.684	26.597	7.660	Miata
8	26	SM	8	Stuart Hawkins	15	1:03.652	26.858	0.261	Miata
9	91	SM	9	Nai Ko	15	1:04.030	27.901	1.043	Miata
10	3	SM	10	Jose DaSilva	15	1:03.885	37.289	9.388	Miata
11	13	SM	11	Robert Reed	15	1:04.049	37.449	0.160	Miata
12	19	SM	12	Shelby Churchill	15	1:04.787	40.952	3.503	Miata
13	15	SM	13	JC Ogle	15	1:04.232	42.691	1.739	Miata
14	49	SM	14	Joe Schubert	15	1:05.101	56.698	14.007	Miata
15	28	SM	15	Jeff Miller	15	1:04.296	56.813	0.115	Miata
16	88	SM	16	Austen Levesque	15	1:05.215	57.699	0.886	Miata
17	86	SM	17	Kurt Syer	15	1:03.857	1:02.425	4.726	Miata
18	42	SM	18	Kurt Uzbay	14	1:06.382	1 Lap	1 Lap	Miata
19	'00	SM	19	Erik Beck	14	1:06.154	1 Lap	15.666	Miata
20	80	SM	20	Thomas Rush	14	1:07.826	1 Lap	10.981	Miata
21	78	SM	21	Andrew Mitchell	14	1:07.561	1 Lap	0.539	Miata
22	33	SM	22	Rebecca Harvey	14	1:08.844	1 Lap	8.801	Miata

Grp 2 - GT1-2-3, AS, ITE, T1-2, SPU

1	73	T1	1	David Sanders	15	57.962			Corvette Z06
2	5	GT2	1	Jim Scott	15	57.609	15.006	15.006	Porsche 911
3	22	ITE	1	Chuck Fernandez	15	59.730	23.854	8.848	Mustang
4	29	T2	1	Peter Kulka	15	1:00.339	24.092	0.238	Chevrolet Z06
5	50	AS	1	John Masters	15	1:00.946	33.481	9.389	Mustang
6	21	T2	2	Kurt Dolnier	15	1:01.734	47.738	14.257	corvette
7	58	T1	2	Eric Thompson	15	1:01.734	48.373	0.635	Honda S2000
8	59	ITE	2	Michael Goulde	15	1:02.637	1:01.103	12.730	BMW 328is
9	17	SPU	1	Joseph A. Boruch III	15	1:02.003	1:01.807	0.704	Honda S2000
10	54	ITE	3	Jeff Campbell	14	1:04.888	1 Lap	1 Lap	Porsche 964
11	48	AS	2	Duncan Milne	14	1:05.146	1 Lap	9.235	Mustang
80	GT2			Maurizio Cerasoli	DNS				Porsche 944

Grp 3 - ITB, ITR, ITS, T4, ITEZ

1	27	ITR	1	Anthony Serra	15	1:01.677			BMW 328
2	50	ITR	2	Stephen Blethen	15	1:01.957	6.473	6.473	Mazda RX8
3	77	ITS	1	Mark Gregory	15	1:01.915	14.379	7.906	Miata
4	26	ITR	3	Ken Hubbard	15	1:02.588	23.363	8.984	BMW 325
5	5	ITR	4	Mike Frost	15	1:02.743	23.505	0.142	BMW 328i

6	73	ITR	5	Mark Ketenci	15	1:01.381	24.053	0.548	BMW 328 ci	5	0	FC	2	Don Betterly	14	55.351	1 Lap	1 Lap	RFR
7	7	T4	1	Jared Lendrum	15	1:03.237	27.976	3.923	Subaru BRZ	6	42	P1	2	Joseph Rodomista	14	55.443	1 Lap	4.656	Ligier JS49
8	52	T4	2	Raymond Blethen	15	1:03.622	34.013	6.037	Mazda RX8	7	'07	P2	2	Allie Gurses	14	55.207	1 Lap	1.289	Carbir
9	14	ITS	2	Glenn Lawton	15	1:03.150	34.998	0.985	Mazda RX-7	8	15	P2	3	Paul Omichinski	14	56.555	1 Lap	17.628	Stohr 04D
10	'08	ITS	3	Ron Munnerlyn	1	1:02.771	37.080	2.082	Miata	9	48	FC	3	Alex Tollefsen	14	56.587	1 Lap	0.889	Van Diemen
11	0	ITB	1	Zachary Kelly	15	1:03.373	39.401	2.321	Golf	10	'02	FE	1	Adam Zerlin	14	58.216	1 Lap	21.300	SCCA FE
12	95	T4	3	Kenneth Payson	15	1:03.640	50.690	11.289	Miata	11	77	FB	1	Kevin Boeckle	14	54.497	1 Lap	3.839	Elan DBO4
13	44	ITS	4	Joe Stadelmann	15	1:04.513	56.502	5.812	Porsche 944S	12	22	FE	2	Chet Zerlin	14	58.987	1 Lap	6.147	SCCA FE
14	56	ITB	2	Felix Borodaty	15	1:05.386	1:00.305	3.803	Mini	13	'08	FC	4	Hilton Tallman	13	53.715	2 Laps	1 Lap	Mygale 003-01
15	145	ITS	5	Jim Remy	1	1:07.767	1 Lap	1 Lap	Mazda RX8	14	46	CFC	1	Douglas Rocco	12	54.455	3 Laps	1 Lap	VANDIEMAN
16	65	ITB	3	Paul Curran	14	1:07.012	1 Lap	8.114	Honda civic	81	P1			William Crowley	DNS				Juno SSE
17	76	ITB	4	Mark Wagner	14	1:07.420	1 Lap	1.644	VW gti	49	P1			Matthew Gendron	DNS				Dragon SR2
18	31	ITB	5	Jacob Hart	14	1:08.550	1 Lap	1.580	Gol	Grp 7 - SSM, SM2, STU									
19	82	ITS	6	Marty Doane	14	1:07.996	1 Lap	5.968	Mazda RX-7	1	58	STU	1	Eric Thompson	15	1:00.735			Honda S2000
20	39	ITB	6	Robert Nead	13	1:09.264	2 Laps	1 Lap	Volvo 142	2	9	SM2	1	Jesse Schmidt	15	1:02.632	27.562	27.562	Miata
21	15	ITEZ	1	Konrad Testwuide	13	1:12.060	2 Laps	31.810	miata	3	16	SM2	2	Evan Karl	15	1:03.351	33.466	5.904	Miata
22	33	ITB	7	Michelle Yaiser	13	1:12.655	2 Laps	1.164	Golf	4	73	SM2	3	Xiang Li	15	1:03.086	34.009	0.543	Mazda
23	'03	ITR	6	Lorenzo Serra	9	1:04.078	6 Laps	4 Laps	BMW/328i	5	'09	SM2	4	Roger Cote	15	1:03.343	35.139	1.130	Miata
	05	ITS		James Slechts	DNS		Manchester MD		Nissan 300ZX	6	52	SM2	5	Donald Duman	15	1:02.515	41.614	6.475	Miata
Grp 4 - FV, F5, FST, F6, FF, NCF										7	181	SM2	6	Marc Ulan	15	1:03.910	43.507	1.893	Miata
1	37	NCF	1	Michael Rand	15	57.433			Crossle 30F	8	86	SM2	7	Kurt Syer	15	1:03.448	45.368	1.861	Miata
2	41	FF	1	Edward Callo	15	57.796	9.351	9.351	Bowman BC-5	9	91	SM2	8	Nai Ko	15	1:03.844	48.576	3.208	Miata
3	36	FF	2	Steve Roux	15	57.823	9.364	0.013	Wyvern SR1	10	84	SM2	9	Darren Berger	15	1:03.930	49.881	1.305	Miata
4	17	FF	3	Jim MacNicholl	15	58.836	14.461	5.097	Van Diemen	11	19	SM2	10	Shelby Churchill	15	1:04.607	57.817	7.936	Miata
5	44	F5	1	Richard LoDuca	15	58.241	29.015	14.554	Invader QC-1	12	14	SM2	11	Keith Knickerbocker	15	1:04.487	1:00.469	2.652	Miata
	34	FF	4	Chip Van Slyke	15	59.703	29.805	0.790	Crossle 62F	13	25	SM2	12	Katie Day	15	1:03.972	1:01.140	0.671	Miata
7	42	NCF	2	Thomas Venturino	15	1:00.440	34.771	4.966	Royale RP31	14	13	STU	2	Robert Reed	15	1:03.804	1:02.477	1.337	Miata
8	02	FV	1	Jon Van de Car	15	1:02.735	54.085	19.314	Mysterian M2	15	3	SM2	13	Jose DaSilva	14	1:03.787	1 Lap	1 Lap	Miata
9	61	FV	2	Walter Popiak	14	1:05.020	1 Lap	1 Lap	CITATION 95V	16	35	SM2	14	Dominic Karl	14	1:05.787	1 Lap	13.058	Miata
10	32	FV	3	Brian Kenney	14	1:06.234	1 Lap	14.138	Pedator	17	88	SM2	15	Austen Levesque	14	1:05.737	1 Lap	4.264	Miata
11	20	FV	4	Thomas Galuardi	14	1:07.316	1 Lap	7.432	Barrcar 004	18	81	SSM	1	Nick Gregory	14	1:06.277	1 Lap	13.314	Miata
12	'07	FV	5	Chris Barry	14	1:07.149	1 Lap	0.631	citation	19	60	SM2	16	Robert Corso	14	1:05.947	1 Lap	2.377	Miata
13	93	NCF	3	Glenn Taylor	10	57.493	5 Laps	4 Laps	PRS RH01	20	'00	SM2	17	Erik Beck	14	1:07.182	1 Lap	5.222	Miata
14	96	FV	6	John Melican	3	1:20.745	12 Laps	7 Laps	mysterian m3	21	89	SM2	18	Thomas Rush	14	1:07.523	1 Lap	10.158	Miata
15	2	F5	2	Richard Johnson Jr	1	6:48.704	14 Laps	2 Laps	Red Devil	22	20	SM2	19	Robert Karl	14	1:05.014	1 Lap	8.841	Miata
Grp 5 - ITA-7-C, E-F-HP, GTL, STL										23	18	SSM	2	Taimour Afshar	14	1:09.237	1 Lap	9.214	Miata
1	71	STL	1	Mark Gregory	15	1:01.245			Miata	24	78	SM2	20	Ken MacKay	14	1:08.270	1 Lap	1.254	Miata
2	17	EP	1	Joseph A. Boruch III	15	1:01.348	2.548	2.548	Honda S2000	25	33	SM2	21	Rebecca Harvey	14	1:09.118	1 Lap	0.031	Miata
3	58	STL	2	Eric Thompson	15	1:01.925	2.565	0.017	Honda S2000	6	4	SM2	22	Jonathan Pullano	14	1:05.730	1 Lap	23.580	Miata
4	'08	STL	3	Brian Reilly	15	1:02.686	8.871	6.306	Mazda RX-8	27	'08	SM2	23	Robert Karl Jr.	12	1:04.320	3 Laps	2 Laps	Miata
5	6	FP	1	Laurent Fumex	15	1:02.748	11.017	2.146	MG B	95	SM2			Jonathan Goring	DNS				Miata
6	99	GTL	1	Bob Dowie	15	1:02.329	11.521	0.504	Nissan 200SX	Grp 8 - SRF, SRF3, EVSR									
7	7	ITA	1	Abhi Ghatak	15	1:03.555	29.278	17.757	Miata	1	22	SRF3	1	Lee McNeish	15	58.374			SRF3
8	87	ITA	2	Stephen Pope	15	1:04.470	38.232	8.954		2	35	SRF3	2	Richard Wiehl	15	58.331	1.969	1.969	SRF3
9	181	ITA	3	Marc Ulan	15	1:04.526	42.145	3.913	Miata	3	72	SRF3	3	Steve Introne	15	59.010	18.120	16.151	SRF3
10	25	EP	2	Bud Jantz-Sell	15	1:05.187	53.685	11.540	Datsun 240Z	4	98	SRF3	4	J P DeVillars	15	59.298	18.415	0.295	SRF3
11	70	ITA	4	Eric Maynard	14	1:06.398	1 Lap	1 Lap	Plymouth Laser	5	42	SRF3	5	John Bertolini	15	59.136	19.090	0.675	SRF3
12	47	IT7	1	Norman Latulippe	14	1:07.059	1 Lap	4.961	Mazda RX-7	6	8	SRF3	6	David Ferguson	15	59.658	22.134	3.044	SRF3
13	79	EP	3	R J Ford	14	1:06.736	1 Lap	0.137	Mercury Capri	7	66	SRF	1	John Steinmetz	15	59.527	24.853	2.719	SRF
14	24	ITA	5	Chris Raffaelli	14	1:06.439	1 Lap	3.378	Honda CRX Si	8	13	SRF	2	Thomas Riley	15	1:00.063	32.020	7.167	SRF
15	88	ITA	6	Bill Spargo	14	1:06.801	1 Lap	1.171	Ford Escort	9	10	SRF3	7	Doug Garrison	15	59.525	33.081	1.061	SRF3
16	98	HP	1	Jorge Santos	14	1:07.077	1 Lap	4.381	Datsun 1200	10	84	SRF	3	Neil Killey	15	1:00.341	33.091	0.010	SRF
17	42	STL	4	Kurt Uzbay	14	1:05.748	1 Lap	6.109	Miata	11	27	SRF	4	Steven Nelson	15	1:00.847	40.151	7.060	SRF
18	81	IT7	2	JB Swan	14	1:08.951	1 Lap	19.668	Mazda RX-7	2	12	SRF	5	Federico Burgos	15	1:00.920	40.766	0.615	SRF
19	15	IT7	3	Richard Patullo	14	1:08.408	1 Lap	0.372	Mazda RX7	13	4	SRF	6	Scott James	15	1:00.756	40.922	0.156	SRF
20	89	STL	5	Wendy Cappola	14	1:10.204	1 Lap	23.173	Miata	4	26	SRF	7	Chris Brassard	15	1:00.453	42.303	1.381	SRF
21	39	HP	2	Fred White	11	1:08.166	4 Laps	3 Laps	Honda CRX	15	69	SRF	8	Mark Saviet	14	1:03.068	1 Lap	1 Lap	SRF
Grp 6 - FA-B-C-E-M, CFC, P1-2										16	73	SRF3	8	Bob Devol	14	1:02.263	1 Lap	15.677	SRF
1	7	P1	1	Jonathan Eriksen	15	48.309			Stohr WF1	17	31	SRF	9	Leslie Kurz	14	1:03.426	1 Lap	4.232	SRF
2	16	FA	1	Mark McDonough	15	50.858	6.257	6.257	Swift 008a	18	20	SRF	10	Steve Owens	14	1:02.130	1 Lap	33.145	SRF
3	35	FC	1	Eric Presbrey	15	53.207	25.042	18.785	VanDiemen	19	88	SRF3	9	Jonathan Emms	13	59.570	2 Laps	1 Lap	SRF3
4	'09	P2	1	Thomas Becker	15	54.709	53.057	28.015	Prince LSR										

MUSEUM MOMENTUM IN LOUDON

Northeast Motor Sports Museum

By Lew Boyd

Have you noticed the sprawling new building going up alongside Rt. 106 in Loudon, just before the entrance to the New Hampshire Motor Speedway? That's the forthcoming home of the **North East Motor Sports Museum** that will highlight the impressive history of pro and club road racing in New England, along with hill climb, straight line, oval, and motorcycle competition.

The Museum project is racing's example of "lemons ripen early, while pearls take time to cultivate." It sprouted from a single conversation two decades ago at a vintage celebration at the Speedway. Long-time Indy Car collector Vic Yerardi and well-known TV personality and racing journalist Dick Berggren bemoaned the thought that so much regional racing history would soon be lost as tracks closed and participants passed away. They agreed something should be done to establish a central repository. The ultimate irony would soon arise when Yerardi's amazing holdings were spread to the winds upon his own death.

Berggren never forgot the exchange, and, when he retired from Fox Sports, he launched the Racing History Preservation Group with FOX's seed donation of \$10,000.

Over the next few years, RHGP attracted an enthusiastic Board of 27, began the search for a site, collection of cars and memorabilia, and outreach for financial support. In 2014 the Group came together to produce a unique and highly popular book, *A HISTORY OF AUTO RACING IN NEW ENGLAND*, covering all aspects of the sport.



The Northeast Motor Sports Museum as it appeared as of July.



MGs like this one now owned and raced in vintage events by Peter Ross were very popular in the early days of New England sports car racing. (North East Motor Sports Museum Collection)



Sam Posey's Can Am car in the Autodynamics shop in the late '60s. (Dick Berggren Photo)

Then in September 2015, ground was broken in an emotional ceremony on NHMS property beside the Southern gate near the Shell Station, land that had been leased to the Museum for 90 years at \$1 per year. The current footprint for the structure is nearly 10,000 feet, with plans to nearly double it over time. The museum will house all manner of race cars and motorcycles,

a gift shop and office, plus a theatre with continuously running videos, a research library, and memorabilia collections containing photos, trophies, helmets, programs, books, and more.

Long time SCCA member Dave Patten has been an especially active Board member, serving as volunteer project manager during the construction phase. Drew Young is a contributing member; the late Ted Goddard's estate contains many noteworthy items destined for display. And Bob Demers has become greatly supportive of the Museum's outreach to SCCA and the Soap Box Derby. Now that construction is nearing completion, Bob has also agreed to help with the campaign to raise operating funds to support the museum over time.

The Museum board anticipates obtaining the occupancy permit this autumn and plans a grand opening in the spring of 2017. Among other road racing cars to be presented at the opening are one of the two D-7 Can Am cars built by Autodynamics for Sam Posey and

the former Hertz rental car that was transformed for racing and winning by Jocko Maggiasco, both Senior and Junior.

For information on membership, donations, or general interest, please visit www.nemsmuseum.com

Racing Against Leukemia Regionals, July 22, 23 Thompson Motor Speedway



Photo: Clarus Studio Photography
www.clarusstudios.com

RACE ONE

Grp 1 - SRF,SRF3,EVSR,SPU,E-F-HP,GT

P	PIC No.	Name	Class	Laps	Diff	Gap	Best Tm
1	1	16	Anthony Carbone Jr.	SRF3	15		1:20.348
2	2	42	John Bertolini	SRF3	15	1.527	1:19.911
3	3	97	Jeffrey Swann	SRF3	15	2.055	1:20.295
4	1	13	Thomas Riley	SRF	15	20.635	1:22.333
5	2	12	Federico Burgos	SRF	15	22.524	1:21.487
6	3	17	Don Kahn	SRF	15	45.755	23.231
7	4	8	David Ferguson	SRF3	15	45.955	0.200
8	1	78	Blaine Stine	SPU	15	53.865	7.910
9	4	20	Steve Owens	SRF	15	1:23.882	30.017
10	1	5	Robert J. Thompson	FP	14	1 Lap	1 Lap
11	1	49	Don Stevenson	EP	14	1 Lap	0.634
12	5	37	Nelson Dupuis	SRF	14	1 Lap	37.289
13	2	71	Nuno Ferreira	FP	14	1 Lap	30.549
14	3	22	Philip G. Perron	FP	14	1 Lap	1.583
15	1	39	Fred White	HP	14	1 Lap	7.677
16	4	61	Brian Hanaburgh	FP	13	2 Laps	1 Lap
17	2	176	Alex Hollenbeck	EP	13	2 Laps	24.101
18	5	55	Jack Hanifan	FP	13	2 Laps	9.976
19	3	46	Michael Donnelly	EP	13	2 Laps	1.375
20	1	85	William Goodale	GTL	10	5 Laps	3 Laps
21	2	01	Brian Mushnick	HP	8	7 Laps	2 Laps
22	4	2	Robert L. Dardano	EP	7	8 Laps	1 Lap
23	6	31	Leslie Kurz	SRF	3	12 Laps	4 Laps
24	5	47	A. Sterling Cole	EP		15 Laps	3 Laps

Grp 2 - SM,ITB-C,T3-4,BSpec,ITEZ,SM5,SS

1	1	77	J T Coupal	SM	15		1:23.730
2	1	95	Kenneth Payson	T4	15	0.437	0.437
3	2	70	Jimmy Locke	SM	15	6.867	6.430
4	3	181	Marc Ulan	SM	15	20.922	14.055
5	4	19	Shelby Churchill	SM	15	26.369	5.447
6	5	144	Dave Kuchrawy	SM	15	26.736	0.367
7	6	34	Thomas Paolino	SM	15	31.747	5.011
8	7	11	Richard Bennett	SM	15	48.421	16.674
9	1	72	Peter A Lombardo	ITEZ	15	55.430	7.009
10	1	86	Mark Wheatley	SSM	15	56.192	0.762
11	1	0	Zachary Kelly	ITB	15	57.644	1.452

12	2	31	Jacob Hart	ITB	15	57.862	0.218	1:26.018
13	3	2	Nat Wentworth	ITB	15	1:15.355	17.493	1:27.859
14	8	33	Rebecca Harvey	SM	15	1:25.951	10.596	1:27.678
15	2	47	John Tirrell	ITEZ	14	1 Lap	1 Lap	1:30.017
16	3	20	Thor Schroeder	ITEZ	14	1 Lap	5.450	1:28.971
17	4	35	Christian Blake	ITB	14	1 Lap	27.552	1:31.137
18	5	67	Eli Garrett 233891	ITB	10	5 Laps	4 Laps	1:29.238
19	6	65	Paul Curran	ITB	8	7 Laps	2 Laps	1:27.537
20	4	69	Clifton Kangas	ITEZ	4	11 Laps	4 Laps	1:32.123

Grp 3 - GT1-2-3,SPO,AS,T1-2,ITE-R-S,STU

1	1	38	John Branscombe	GT1	16			1:13.891
2	1	18	Dave Maynard	GT2	16	7.028	7.028	1:16.878



Thomas Riley chases Nelson Dupuis both in Spec Racer Fords, while Don Stevenson gives them racing room. Photo: Clarus Studio Photography

3	1	4	John Hellmers	SPO	16	36.129	29.101	1:17.922
4	1	73	Mark Ketenci	ITR	16	1:10.489	34.360	1:20.256
5	2	75	Jim Scott	GT2	16	1:22.713	12.224	1:19.676
6	1	60	Ephraim Dobbins	ITE	15	1 Lap	1 Lap	1:21.302
7	2	51	Raymond Blethen	ITR	15	1 Lap	10.253	1:22.745
8	2	59	Michael Goulde	ITE	15	1 Lap	0.706	1:22.002
9	1	17	Mark Gregory	ITS	15	1 Lap	16.980	1:23.427
10	2	11	Glenn Lawton	ITS	15	1 Lap	3.652	1:23.754

11	1	88	John Clapp	GT3	15	1 Lap	2.186	1:23.267
12	3	56	Mike Frost	ITR	15	1 Lap	10.188	1:23.859
13	3	54	Jeff Campbell	ITE	15	1 Lap	0.903	1:24.355
14	1	14	Maurizio Cerasoli	T1	15	1 Lap	0.573	1:24.391
15	4	30	Thomas Kelly	ITR	15	1 Lap	24.697	1:24.964
16	3	44	Joe Stadelmann	ITS	14	2 Laps	1 Lap	1:26.661
17	2	27	David Burke	GT3	14	2 Laps	47.179	1:29.245
18	1	49	Steven Simpson	STU	14	2 Laps	0.884	1:27.257
19	5	96	Theresa Condict	ITR	9	7 Laps	5 Laps	1:21.183
20	4	84	John Branscombe II	ITE	6	10 Laps	3 Laps	1:22.339
			Anthony Serra	ITR			DNS	
			Daniel Preston	T1			DNS	

Grp 4 - FV, F5, FST, F6, FVCC

1	1	75	Andy Pastore	FV	15			1:22.145
2	2	46	Mark Fosberry	FV	15	0.398	0.398	1:21.792
3	3	05	Nicholas Galuardi	FV	15	0.719	0.321	1:21.849
4	4	22	Michael Hinkle	FV	15	24.449	23.730	1:22.283
5	5	61	Walter Popiak	FV	15	28.174	3.725	1:23.418
6	6	76	Kevin O'Day	FV	15	40.548	12.374	1:22.779
7	7	71	Jeffrey Adams	FV	15	48.643	8.095	1:23.093
8	8	32	Tom Kenney	FV	15	51.593	2.950	1:24.003
9	9	72	David Cardillo	FV	15	52.411	0.818	1:21.584
10	1	41	Richard LoDuca	F5	15	55.805	3.394	1:24.627
11	10	96	John Melican	FV	15	1:06.607	10.802	1:26.031
12	11	5	Bruce Rodman	FV	15	1:07.512	0.905	1:25.885
13	12	107	Chris Barry	FV	15	1:08.125	0.613	1:24.742
14	13	4	Paul Faford	FV	15	1:17.618	9.493	1:25.849
15	1	31	Matt Garwood	FVCC	15	1:22.517	4.899	1:25.962
16	2	81	Raymond Carmody	FVCC	14	1 Lap	1 Lap	1:26.792
17	14	17	Jennifer Ferreira	FV	14	1 Lap	3.712	1:27.475
18	3	69	Dean Curtis	FVCC	14	1 Lap	3.767	1:27.519
19	4	59	Jack Maloney	FVCC	14	1 Lap	9.626	1:28.400
20	15	7	Bryan Rogers	FV	14	1 Lap	1.770	1:28.487
21	5	51	David Thompson	FVCC	14	1 Lap	17.373	1:28.542
22	16	20	Thomas Galuardi	FV	14	1 Lap	5.914	1:30.304
23	6	67	Stephen Kwasnik	FVCC	14	1 Lap	7.720	1:28.959
24	7	07	Robert Booth	FVCC	13	2 Laps	1 Lap	1:31.771
25	8	55	John Maloney	FVCC	12	3 Laps	1 Lap	1:34.517
26	17	23	Christopher Zarzycki	FV	11	4 Laps	1 Lap	1:22.958
27	9	14	Johan Wasserman	FVCC	7	8 Laps	4 Laps	1:28.404
28	10	44	Desmond Ennis	FVCC	6	9 Laps	1 Lap	1:28.812

Grp 5 - ITA, IT7, SM2, STL

1	1	17	Mark Gregory	STL	12			1:23.431
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10	4	04	Matthew Chimbolo	SM2	12	13.720	0.887	1:24.611
11	2	87	Stephen Pope	ITA	12	19.131	5.411	1:26.087
12	5	14	Keith Knickerbocker	SM2	12	19.653	0.522	1:26.164
13	6	86	Mark Wheatley	SM2	12	26.887	7.234	1:26.826
14	7	20	Robert Karl	SM2	12	30.676	3.789	1:27.159
15	8	5	Dominic Karl	SM2	12	30.903	0.227	1:26.807
16	6	96	Michael Condict	STL	12	34.061	3.158	01:24.321
17	7	82	Marty Doane	STL	12	52.553	18.492	1:29.594
18	3	0	Ray Lee Chee	ITA	12	52.998	0.445	1:26.976
19	9	33	Rebecca Harvey	SM2	12	53.175	0.177	1:29.230
20	1	77	Daniel Sheppard	IT7	12	53.706	0.531	1:28.605
21	10	9	Andrew Osbrink	SM2	12	55.309	1.603	1:30.052
22	4	170	Eric Maynard	ITA	12	56.340	1.031	1:28.328
23	5	88	Bill Spargo	ITA	12	1:00.754	4.414	1:31.211
24	2	3	Serge Lentz	IT7	12	1:02.474	1.720	1:30.402
25	6	4	Donald Barron	ITA	12	1:06.160	3.686	1:31.305
26	7	91	Sandy Stevens	ITA	12	1:09.634	3.474	1:30.603
27	3	07	Jason Carroll	T7	12	1:12.149	2.515	1:32.275
28	4	27	Donald Blunt	IT7	12	1:15.488	3.339	1:32.287
29	5	35	Paul DeYeso	IT7	12	1:15.836	0.348	1:32.750
30	11	40	Richard Barger	SM2	12	1:28.221	12.385	1:32.763
31	6	7	Robert Beaulieu	IT7	11	1 Lap	1 Lap	1:37.454
32	8	34	Thomas Paolino	STL	2	10 Laps	9 Laps	1:50.868
33	12	08	Robert Karl Jr.	SM2	1	11 Laps	1 Lap	02:23.525
34	13	25	Katie Day	SM2		12 Laps	1 Lap	

Grp 6 - FA-B-C-E-F-M,CFC,NCF,FS,P1-2,ASR

1	1	15	Paul Omichinski	P2	17			1:11.842
2	1	99	Dexter Czuba	FF	17	53.353	53.353	1:15.368
3	1	48	Kjell Tollefsen	FC	17	1:08.142	14.789	1:16.356
4	2	4	Christopher Kierce	FF	17	1:08.611	0.469	1:16.307
5	1	5	Bryan Scheible	FE	16	1 Lap	1 Lap	1:19.401
6	3	44	Edward Callo	FF	16	1 Lap	2.391	1:19.825
7	1	41	Clinton Chichester	P1	5	12 Laps	11 Laps	1:44.524
8	2	49	Matthew Gendron	P1	4	13 Laps	1 Lap	1:18.406
			84 Keegan Van Sicklen	P1			DNS	

Grp 7 - CRE - Race 1 #16-CRE

1		25	Chris Annibale	ITA	11			1:38.501
2	1	4	Peter Morrison	CRE	11	50.906	50.906	1:30.137
3	1	35	Paul DeYeso	IT7	11	52.800	1.894	1:32.319
4	2	01	Alexander Dills	CRE	10	1 Lap	1 Lap	1:44.161
5	2	3	Serge Lentz	IT7	9	2 Laps	1 Lap	1:34.037
6	1	13	Pasquale Bruno	T2	9	2 Laps	4:04.645	1:30.704
7	1	14	Jamie Cook	ITE	7	4 Laps	2 Laps	1:30.128



NER BOD Member, Theresa Condict with her ITR Honda contemplates her next race. Photo: R. Beaulieu



Mark Gregory's ITS Miata chases down the STU Cobalt of Steven Simpson. Photo: Clarus Studio Photography

2	2	16	Rob Sturgis	STL	12	0.219	0.219	1:23.134
3	3	129	John A. Raudat	TL	12	4.812	4.593	1:24.174
4	4	71	J T Coupal	STL	12	5.201	0.389	1:24.099
5	1	84	John Branscombe II	ITA	12	5.529	0.328	1:24.144
6	1	18	Evan Karl	SM2	12	6.092	0.563	1:24.069
7	2	70	Jimmy Locke	SM2	12	6.108	0.016	1:24.078
8	3	181	Marc Ulan	SM2	12	10.111	4.003	1:24.591
9	5	144	Dave Kuchrawy	STL	12	12.833	2.722	1:24.900

8	3	97	Richard O'Day	CRE	7	4 Laps	7:54.295	2:01.216
9	1	39	Fred White	HP	5	6 Laps	2 Laps	1:45.079
10	2	27	Scott Simpson	ITE	3	8 Laps	2 Laps	1:40.183
11	1	15	Robby Smolinski Jr.	ITEZ	1	10 Laps	2 Laps	1:55.803
			77 Daniel Sheppard	IT7			DNS	
			86 Jason Stomski	SM2			DNS	

—Continued next page

RACE TWO

Grp 1 - SRF,SRF3,EVSR,SPU,E-F,HP,GT

1	1	97	Jeffrey Swann	SRF3	11			1:19.629
2	2	42	John Bertolini	SRF3	11	0.594	0.594	1:19.468
3	3	16	Anthony Carbone Jr.	SRF3	11	9.206	8.612	1:20.333
4	4	8	David Ferguson	SRF3	11	9.909	0.703	1:20.053
5	1	13	Thomas Riley	SRF	11	19.725	9.816	1:21.348
6	2	17	Don Kahn	SRF	11	19.798	0.073	1:21.465
7	3	12	Federico Burgos	SRF	11	33.351	13.553	1:21.592
8	4	20	Steve Owens	SRF	11	33.467	0.116	1:21.300
9	1	49	Don Stevenson	EP	11	52.015	18.548	1:24.019
10	1	78	Blaine Stine	SPU	11	53.022	1.007	1:23.297
11	2	47	A. Sterling Col	EP	11	1:05.398	12.376	1:25.038
12	5	31	Leslie Kurz	SRF	11	1:11.960	6.562	1:24.960
13	1	5	Robert J. Thompson	FP	11	1:19.755	7.795	1:25.681
14	6	37	Nelson Dupuis	SRF	11		0.422	1:25.597
15	3	67	Craig McHaffie	EP	10	1 Lap	1 Lap	1:21.827
16	4	2	Robert L. Dardano	EP	10	1 Lap		1:26.186
17	2	22	Philip G. Perron	FP	10	1 Lap	36.038	1:30.433
18	3	61	Brian Hanaburgh	FP	10	1 Lap	17.138	1:32.370
19	5	176	Alex Hollenbeck	EP	10	1 Lap	6.796	1:33.648
20	6	46	Michael Donnelly	EP	10	1 Lap	3.629	1:33.585
21	4	55	Jack Hanifan	FP	10	1 Lap	17.483	1:34.532
22	1	39	Fred White	HP	9	2 Laps	1 Lap	1:33.291
23	5	71	Nuno Ferreira	FP	2	9 Laps	7 Laps	1:37.906
24	7	131	George Kline	EP		1 Laps	2 Laps	
25	2	01	Brian Mushnick	HP		11 Laps	5.106	
		85	William Goodale	GTL			DNS	

Grp 2 - SM,ITB-C,T3-4,BSpec,ITEZ,SM5,SSM

1	1	95	Kenneth Payson	T4	11			1:22.912
2	1	77	J T Coupal	SM	11	1.695	1.695	1:23.032
3	2	70	Jimmy Locke	SM	11	10.518	8.823	1:23.961
4	3	144	Dave Kuchrawy	SM	11	18.196	7.678	1:24.498
5	4	181	Marc Ulan	SM	11	19.699	1.503	1:24.531
6	5	34	Thomas Paolino	SM	11	21.601	1.902	1:24.412
7	6	19	Shelby Churchill	SM	11	21.838	0.237	1:24.888
8	7	63	Hugh McHaffie	SM	11	23.177	1.339	1:24.130
9	8	11	Richard Bennett	SM	11	30.547	7.370	1:25.507
10	1	86	Mark Wheatley	SSM	11	42.773	12.226	1:26.469
11	1	0	Zachary Kelly	TB	11	43.026	0.253	1:25.519
12	2	31	Jacob Hart	ITB	11	43.186	0.160	1:25.952
13	1	72	Peter A Lombardo	ITEZ	11	48.927	5.741	1:27.010
14	3	65	Paul Curran	ITB	11	51.243	2.316	1:26.975
15	4	2	Nat Wentworth	ITB	11	54.000	2.757	1:27.174
16	9	33	Rebecca Harvey	SM	11	1:12.813	18.813	1:27.991
17	2	20	Thor Schroeder	ITEZ	11	1:20.471	7.658	1:29.758
18	3	69	Clifton Kangas	ITEZ	11	1:22.850	2.379	1:29.730
19	5	67	Eli Garrett	ITB	11	1:23.322	0.472	1:29.706
20	6	35	Christian Blake	ITB	10	1 Lap	1 Lap	1:31.332
21	2	15	Simon Kennedy	SSM	10	1 Lap	33.892	1:35.048
22	4	47	John Tirrell	TEZ	3	8 Laps	7 Laps	1:30.346

Results of Grp 3 - GT1-2-3,SPO,AS,T1-2,ITE-R-S,STU

1	1	38	John Branscombe	GT1	12			1:15.002
2	1	18	Dave Maynard	GT2	12	7.104	7.104	1:16.337
3	1	4	John Hellmers	SPO	12	25.728	18.624	1:16.221
4	1	96	Theresa Conduct	ITR	12	50.936	25.208	1:19.845
5	2	2	Anthony Serra	ITR	12	1:08.151	17.215	1:20.128
6	1	60	Ephraim Dobbins	TE	12	1:09.755	1.604	1:20.594
7	2	59	Michael Goulde	ITE	12	1:10.948	1.193	1:20.550
8	2	75	Jim Scott	GT2	12	1:12.822	1.874	1:19.206
9	3	51	Raymond Blethen	ITR	11	1 Lap	1 Lap	1:21.968
10	3	84	John Branscombe II	ITE	11	1 Lap	5.490	1:22.594
11	1	88	John Clapp	GT3	11	1 Lap	1.164	1:22.945
12	1	17	Mark Gregory	ITS	11	1Lap	1.077	1:22.681
13	2	11	Glenn Lawton	ITS	11	1 Lap	0.297	1:22.834
14	4	56	Mike Frost	ITR	11	1 Lap	11.322	1:23.796

15	5	30	Thomas Kelly	ITR	11	1 Lap	0.889	1:24.008
16	4	54	Jeff Campbell	ITE	11	1 Lap	3.203	1:23.490
17	5	28	Jacob van Gelder	ITE	11	1 Lap	1.304	1:23.797
18	2	27	David Burke	GT3	11	1 Lap	49.508	1:28.644
19	1	49	Steven Simpson	STU	10	2 Laps	1 Lap	1:28.420
20	6	73	Mark Ketenci	ITR	3	9 Laps	7 Laps	1:20.009
		44	Joe Stadelmann	ITS			DNS	0
		14	Maurizio Cerasoli	T1			DNS	0
		22	Daniel Preston	T1			DNS	0

Grp 4 - FV,F5,FST,F6,FVCC

1	1	75	Andy Pastore	FV	11			1:21.215
2	2	05	Nicholas Galuardi	FV	11	0.180	0.180	1:21.304
3	3	22	Michael Hinkle	FV	11	12.271	12.091	1:22.477
4	4	46	Mark Fosberry	FV	11	17.656	5.385	1:22.412
5	5	72	David Cardillo	FV	11	18.777	1.121	1:21.717
6	6	23	Christopher Zarzycki	FV	11	19.451	0.674	1:22.759
7	1	41	Richard LoDuca	F5	11	30.882	11.431	1:23.619
8	7	76	Kevin O'Day	FV	11	34.698	3.816	1:23.750
9	8	61	Walter Popiak	FV	11	40.314	5.616	1:23.710
10	9	32	Tom Kenney	FV	11	40.575	0.261	1:24.869
11	10	107	Chris Barry	FV	11	41.264	0.689	1:24.768
12	11	96	John Melican	FV	11	43.226	1.962	1:24.572
13	12	5	Bruce Rodman	FV	11	52.980	9.754	1:25.728
14	1	31	Matt Garwood	FVCC	11	53.514	0.534	1:25.983
15	13	4	Paul Faford	FV	11	1:00.531	7.017	1:26.256
16	2	81	Raymond Carmody	FVCC	11	1:00.587	0.056	1:26.540
17	3	69	Dean Curtis	FVCC	11	1:01.043	0.456	1:25.719
18	14	17	Jennifer Ferreira	FV	11	1:08.286	7.243	1:25.344
19	4	59	Jack Maloney	FVCC	11	1:20.406	12.120	1:27.422
20	5	51	David Thompson	FVCC	11	1:20.510	0.104	1:27.471
21	15	7	Bryan Rogers	FV	11	1:22.719	2.209	1:27.074
22	16	71	Jeffrey Adams	FV	10	1 Lap	1 Lap	1:25.346
23	6	67	Stephen Kwasnik	FVCC	10	1 Lap	1.518	1:29.672
24	7	07	Robert Booth	FVCC	10	1 Lap	10.964	1:29.580
25	17	20	Thomas Galuardi	FV	10	1 Lap	8.904	1:30.604
26	8	44	Desmond Ennis	FVCC	10	1 Lap	19.036	1:31.891
27	9	55	John Maloney	FVCC	10	1 Lap	7.015	1:32.302
28	10	14	Johan Wasserman	FVCC	5	6 Laps	5 Laps	1:30.961

Grp 5 - ITA,IT7,SM2,STL

1	1	67	Craig McHaffie	STL	11			1:21.253
2	2	17	Mark Gregory	STL	11	2.767	2.767	1:22.027
3	3	16	Rob Sturgis	STL	11	13.353	10.586	1:23.442
4	1	84	John Branscombe II	ITA	11	15.620	2.267	1:23.288
5	4	129	John A. Raudat	STL	11	18.461	2.841	1:23.673
6	5	71	J T Coupal	STL	11	19.916	1.455	1:23.502
7	1	70	Jimmy Locke	SM2	11	21.123	1.207	1:23.842
8	2	04	Matthew Chimbolo	SM2	11	23.258	2.135	1:23.766
9	6	96	Michael Conduct	STL	11	33.037	9.779	1:24.020
10	7	144	Dave Kuchrawy	STL	11	34.102	1.065	1:24.619
11	3	181	Marc Ulan	SM2	11	34.957	0.855	1:24.678



12	4	14	Keith Knickerbocker	SM2	11	37.214	2.257	1:25.050
13	2	87	Stephen Pope	ITA	11	38.324	1.110	1:24.053
14	3	0	Ray Lee Chee	ITA	11	39.657	1.333	1:25.005
15	8	63	Hugh McHaffie	STL	11	42.985	3.328	1:24.410
16	9	34	Thomas Paolino	STL	11	53.098	10.113	1:24.751
17	5	20	Robert Karl	SM2	11	4.659	1.561	1:26.430
18	6	86	Mark Wheatley	SM2	11	59.251	4.592	1:26.395
19	7	5	Dominic Karl	SM2	11	1:04.127	4.876	1:27.316
20	8	33	Rebecca Harvey	SM2	11	1:09.979	5.852	1:27.231
21	4	88	Bill Spargo	ITA	11	1:14.294	4.315	1:27.758
22	1	77	Daniel Sheppard	IT7	11	1:14.978	0.684	1:27.020
23	10	82	Marty Doane	STL	11	1:17.703	2.725	1:26.606
24	2	3	Serge Lentz	IT7	10	1 Lap	1 Lap	1:29.639
25	9	9	Andrew Osbrink	SM2	10	1 Lap	0.556	1:27.850
26	3	07	Jason Carroll	IT7	10	1 Lap	4.480	1:29.692
27	4	81	JB Swan	IT7	10	1 Lap	5.825	1:29.490
28	5	35	Paul DeYeso	IT7	10	1 Lap	9.495	1:30.995
29	6	27	Donald Blunt	IT7	10	1 Lap	1.367	1:30.804
30	5	4	Donald Barron	ITA	10	1 Lap	0.074	1:30.802
31	7	29	Michael Buccella	IT7	10	1 Lap	33.920	1:32.790
32	8	7	Robert Beaulieu	IT7	10	1 Lap	1.296	1:34.363
33	10	40	Richard Barger	SM2	10	1 Lap	1.315	1:34.735
34	11	177	Isaac Miskoe	SM2	10	1 Lap	23.771	1:34.662
35	12	18	Evan Karl	SM2	7	4 Laps	3 Laps	1:23.738
		91	Sandy Stevens	ITA			DNS	
		170	Eric Maynard	ITA			DNS	
		08	Robert Karl Jr.	SM2			DNS	

Results of Grp 6 - FA-B-C-E-F-M,CFC,NCF,FS,P1-2,ASR

1	1	84	Keegan Van Sicklen	P1	12			1:09.982
2	1	15	Paul Omichinski	P2	12	21.039	21.039	1:11.910
3	1	99	Dexter Czuba	FF	12	55.443	34.404	1:15.221
4	2	49	Matthew Gendron	P1	11	1 Lap	1 Lap	1:16.092
5	1	48	Kjell Tollefsen	FC	11	1 Lap	9.197	1:17.491
6	2	4	Christopher Kierce	FF	11	1 Lap	12.529	1:15.867
7	1	5	Bryan Scheible	FE	11	1 Lap	5.040	1:18.857
8	3	44	Edward Callo	FF	11	1 Lap	3.667	1:19.119
9	3	41	Clinton Chichester	P1	6	6 Laps	5 Laps	1:30.951

Results of Grp 7 - CRE - Race 2

1	1	13	Pasquale Bruno	T2	10			1:30.601
2	1	4	Peter Morrison	CRE	10	57.752	57.752	1:29.943
3	1	77	Robby Smolinski Jr.	ITEZ	10	59.646	1.894	1:34.428
4	1	86	Jason Stomski	SM2	10	1:03.050	3.404	1:35.096
5	1	25	Chris Annibale	ITA	10	1:05.898	2.848	1:35.195
6	2	01	Alexander Dills	CRE	10	1:22.641	16.743	1:34.841

Results of Grp 8 - OWDE

1	1	22	Thomas McDonough		12		0	1:29.756
2	1	75	Mike Barrett	FV	12	0.524	0.524	1:29.923
	3	2	96 Austen McKenna	FV	12	0.876	0.352	1:28.828
	4	3	23 David Grimes	FV	12	1.275	0.399	1:29.656



Edward Callo in his Formula Ford. Photo: Clarus Studio Photography

5	4	7	Bryan Rogers	FV	11	1 Lap	1 Lap	1:36.003
6	5	107	Timothy Leroux	FV	11	1 Lap	45.278	1:35.131
7	6	71	Robert Ritchotte	FV	11	1 Lap	21.952	1:37.487
8	7	5	Bruce Rodman	FV	10	2 Laps	1 Lap	1:34.521
9	8	61	Doug Gagnon	FV	9	3 Laps	1 Lap	1:42.478
10	9	05	Mel Chudzick	FV	9	3 Laps	52.193	1:58.012

RACE THREE

Grp 1 - SRF,SRF3,EVSR,SPU,E-F-HP,GTL

1	1	97	Jeffrey Swann	SRF3	16			1:19.767
2	2	42	John Bertolini	SRF3	16	11.136	11.136	:19.758
3	3	16	Anthony Carbone Jr.	SRF3	16	12.026	0.890	1:20.157
4	4	8	David Ferguson	SRF3	16	4.480	2.454	1:20.599
5	1	13	Thomas Riley	SRF	16	27.062	12.582	1:21.507
6	2	20	Steve Owens	SRF	16	27.482	0.420	1:21.415
7	3	17	Don Kahn	SRF	16	45.637	18.155	1:21.417
8	4	12	Federico Burgos	SRF	16	50.111	4.474	1:21.096
9	1	49	Don Stevenson	EP	16	1:14.028	23.917	1:24.221
10	1	78	Blaine Stine	SPU	16	1:19.123	5.095	1:24.108
11	2	47	A. Sterling Cole	EP	16	1:20.407	1.284	1:24.888
12	5	31	Leslie Kurz	SRF	15	1 Lap	1 Lap	1:25.496
13	6	37	Nelson Dupuis	SRF	15	1 Lap	0.586	1:25.418
14	1	01	Brian Mushnick	HP	15	1 Lap	48.699	1:28.900
15	3	67	Craig McHaffie	EP	15	1 Lap	27.433	1:21.457
16	1	5	Robert J. Thompson	FP	14	2 Laps	1 Lap	1:27.802
17	2	61	Brian Hanaburgh	FP	14	2 Laps	14.138	1:29.645
18	4	176	Alex Hollenbeck	EP	14	2 Laps	32.791	1:32.677
19	5	46	Michael Donnelly	EP	14	2 Laps	1.771	1:33.977
20	2	39	Fred White	HP	14	2 Laps	13.996	1:33.935
21	3	55	Jack Hanifan	FP	14	2 Laps	9.245	1:34.060
22	4	71	Nuno Ferreira	FP	12	4 Laps	2 Laps	1:31.133
23	6	2	Robert L. Dardano	EP	6	10 Laps	6 Laps	1:30.534
24	5	22	Philip G. Perron	FP		16 Laps	6 Laps	
		131	George Kline	EP			DNS	

Grp 2 - SM,ITB-C,T3-4,BSpec,ITEZ,SM5,SSM

1	1	95	Kenneth Payson	T4	10			1:23.726
2	1	77	J T Coupal	SM	10	0.709	0.709	1:23.865
3	2	70	Jimmy Locke	SM	10	1.778	1.069	1:24.118
4	3	181	Marc Ulan	SM	10	6.720	4.942	1:24.884
5	4	144	Dave Kuchrawy	SM	10	7.314	0.594	1:24.904
6	5	63	Hugh McHaffie	SM	10	12.027	4.713	1:24.751
7	6	11	Richard Bennett	SM	10	16.057	4.030	1:25.969
8	7	34	Thomas Paolino	SM	10	16.683	0.626	1:26.048
9	1	0	Zachary Kelly	ITB	10	24.957	8.274	1:26.869
10	2	31	Jacob Hart	ITB	10	25.864	0.907	1:27.423
11	1	86	Mark Wheatley	SSM	10	27.396	1.532	1:27.788
12	1	72	Peter A Lombardo	ITEZ	10	28.908	1.512	1:27.760
13	3	65	Paul Curran	ITB	10	29.649	0.741	1:27.038
14	4	2	Nat Wentworth	ITB	10	30.813	1.164	1:27.376
15	2	20	Thor Schroeder	TEZ	10	42.633	11.820	1:29.544
16	3	69	Clifton Kangas	ITEZ	10	45.690	3.057	1:30.412
17	5	67	Eli Garrett	ITB	10	46.077	0.387	1:29.850
18	4	47	John Tirrell	ITEZ	10	46.859	0.782	1:29.696
19	8	33	Rebecca Harvey	SM	10	47.146	0.287	1:29.360
20	2	15	Simon ennedey	SSM	10	52.206	5.060	1:31.018
21	6	35	Christian Blake	ITB	10	1:01.602	9.396	1:32.489
22	9	19	Shelby Churchill					

Grp 3 - GT1-2-3,SPO,AS,T1-2,ITE-R-S,STU

1	1	18	Dave Maynard	GT2	12			1:17.031
2	1	4	John Hellmers	SPO	12	6.172	16.172	1:17.509
3	2	75	Jim Scott	GT2	12	34.684	18.512	1:19.075
4	1	96	Theresa Conduct	ITR	12	35.625	0.941	1:20.396
5	2	2	Anthony Serra	ITR	12	47.176	11.551	1:20.657
6	1	59	Michael Goulde	ITE	12	48.233	1.057	1:20.929
7	3	51	Raymond Blethen	ITR	12	1:09.242	21.009	1:22.723
8	1	11	Glenn Lawton	ITS	12	1:20.793	11.551	1:23.123

—Continued on page 26

Ian Pouliot in his Subaru kicks dirt.

NER RALLY-X CHAMPIONSHIP



Okemo Mountain Rallycross, June 26, 2016 Event #Four

by Willis Daugherty

*...a very dusty course,
that was short, tight and
technical..*

On June 26, the NER Rallycross contingency met at the Blue Lot of the Okemo Mountain Ski Resort. The event was held at this location for the first time in nearly ten years. By all reports drivers and volunteers were glad to be back. Warm, sunny and dry conditions lead to a very dusty course, that was short, tight and technical. Therefore, most of the day was spent in a vast dust storm.

The event organizers had the forethought to be prepared for the soft conditions by borrowing a tractor (the efficacy and efficiency of the tractor operators played a huge part in everyone's day) that allowed for the 48 competitors the ability to run on a well-maintained and fair course.

In all, 48 competitors were registered and each were able to squeeze in 9 runs. Volunteers and drivers were able to maintain efficiency quite well allowing for maximum seat time.

The event was host to 8 classes of rallycross vehicles. The largest group was Modified Front Wheel Drive (MF) with 10 competitors, while the smallest was Stock Rear Wheel Drive (SR).

In review of the results of the day's event; Nick Piscatello finished first in SR with his 1992 Volvo 240. In Stock Front Wheel Drive (SF) Garnett Hayes finished 3rd in a 1997 Volkswagen Golf. Scott Igo, driving a 1998 Ford Escort ZX2, a lonely Ford amongst a clan of Volkswagens, finished 2nd. While Luke Horrocks in a 1997 Volkswagen Golf finished in first by a margin of 16.066 seconds with only two cone knockdowns. The SF group was rounded out by Jennifer Smith (4th) in a '98 Volkswagen Jetta and, Frank Correia (5th), who shared a '97 Volkswagen Golf with David Souza.

Prepared Front Wheel Drive (PF) was a more eclectic group of vehicles. 2 Hondas, 1 Dodge and, 2 Fords. Chang Ho Kim topped the group in a '95 Honda Del Sol with a final combined time of 387.674 seconds. Behind him were Dimitry Beliaev (2nd) and Ben Knight (3rd) in Ford Fiestas. Scott Anderson put his '95 Civic through its paces to finish (4th). While Jay Lewis in his '01 Dodge Neon and Kim Hapgood in a Honda Del Sol rounded out the class.

Modified Front Wheel Drive (MF) may was the largest class and showed some of the closest racing. 50% of the class finished the day with times below 400 seconds. Approximately 11 seconds separated first from third positions. Yet again, it was a tooth and nail scrap for the first position in this class. Scott Carlson in a '98 Volkswagen Golf finished (1st) in front of Philip LaMoreaux (in the same vehicle, 2nd place) by only 0.820 seconds. Jesse Carr took 3rd in nicely liveried '04 Volkswagen Golf TDI. Patrick Munhall ran consistent

—continued on page 26

**Amy Dilks at the
Okemo RallyCross event.**



Jay Lewis took top spot in his Prepared FWD Neon. All photos: Douglas Bolduc, DaggerSlade Media



Final Results Event #Four - Okemo Mountain Rally Cross, June 26, 2016

Pos#	Driver	Car	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Total
SR												
1	813	Piscitello, Nick	Volvo 240	49.727	49.382	50.156	49.5	54.66	47.829	47.949	47.383	49.207+1 447.793
SF												
1	811	Horrocks, Luke	Golf	42.743+1	43.316	43.638	45.999	47.335	44.214	42.649	45.204	45.620+1 404.718
2	809	Igo, Scott	Escort zx	45.36	44.981+1	47.731+1	48.665	48.104	45.16	44.525	47.343	44.915 420.784
3	812	Hayes, Garnett	Golf	42.076+1	43.579+4	44.415+1	44.687	46.820+2	45.194	44.921	44.204+2	47.164 423.06
4	923	Smith, Jennifer	Jetta	47.263	46.353	47.697	48.016	49.175	46.422	45.801	47.545	47.289 425.561
5	15	Correia, Frank	Golf	48.962	49.196	46.917	48.7	46.75	45.444+2	45.383	45.775	45.438 426.565
6	150	Souza, David	Golf	49.844	49.476	50.233	50.466	50.042	46.772	46.639	47.353	47.264+1 440.089
7	92	Smith, Brennan	Subaru WRX	44.429	42.945+1	42.265+2	40.909	40.687	41.643	40.731	40.816	40.665 381.09
8	23	Smith, Jon	Subaru WRX	45.585	45.533+1	43.198	40.954	40.277	41.817	42.290+1	41.063	40.083 384.8
9	8074	Cognato, Joe	Subaru	54.132	48.047+1	47.859	46.424+1	43.758	47.091	43.622	43.416	42.773 421.122
10	51	Salisbury, Randall	Subaru	51.106	50.029	51.69	47.786	47.339	46.337	46.488	48.743	45.947 435.465
11	800	Binette, Cameran	Subaru	8.025	45.537	44.853+8	47.150+4	44.91	42.666+1	42.726+1	43.109+2	41.295+2 436.271
12	805	Chace, Michael	Subaru	53.238	51.869	51.385	50.147	48.824	46.743	47.51	46.309	46.848 442.873
13	814	Holden, Jennie	Subaru	49.302	50.911	49.329+8	47.966	45.826	48.053	44.945	47.416	46.945 446.693
14	151	Relyea, Beverly	Subaru	63.341	66.901+1	62.656	65.334	58.844	59.456	58.942	58.43	57.387 553.291
PF												
1	24	Kim, Chang Ho	Honda	40.030+1	41.167+1	42.559+1	45.309	43.785	40.252	40.727+1	40.895	43.040+1 387.764
2	7	Beliaev, Dmitry	Fiesta ST	45.148	42.503	45.617	46.042	43.875	41.239	40.622	41.777+1	42.181+1 393.004
3	35	Knight, Ben	Fiesta S	44.395	44.716+1	46.96	44.873	44.067	42.991	43.518	43.218	44.372 401.11
4	33	Anderson, Steven	Honda Civic	42.150+1	43.26	43.529	44.689+3	47.017	43.29	41.849	44.267	43.967 402.018
5	22	Lewis, Jay	Neon	44.717+2	44.218	45.944	46.416	47.136	43.213	43.123	43.494	42.635+1 406.896
6	124	Hapgood, Kim	Honda	41.284+3	42.325+3	43.442+1	44.174+1	43.435+1	40.924	42.201	44.040+2	44.141 407.966
PA												
1	69	Kangas, Clifton	Subaru	41.527	42.367	41.891	39.268	39.165	39.086	39.348	39.252	37.22 359.129
2	187	Brodeur, Adam	Subaru WRX	43.814	43.702+1	43.567+1	40.952	41.143	41.957	40.685	41.743	39.969 381.532
3	6	Regan, Chris		45.105+1	45.38	44.431	41.483	42.064+1	43.107	41.584	42.389	40.185 389.728
4	816	Moody, Kathy	Subaru	46.029	47.586	46.725	44.431	43.471	43.722	44.261	45.989	42.268+1 406.482
5	803	Osborne, Joseph	Subaru	47.292	45.917+1	46.273	44.585	42.699	44.676+1	44.256+1	43.617	42.579 407.894
6	801	Dubuc, Clayton	Subaru	49.655+1	48.493	47.049	44.057	42.033+1	44.519	42.938	43.262	42.649 408.655
MF												
1	188	Carlson, Scott	Golf	40.455	41.274	40.389	40.656	41.160+1	40.615	38.706	39.523	39.483 364.261
2	88	LaMoreaux, Philip	Golf	39.547	40.084	40.798	41.415+1	42.477	39.568	39.497	39.363	40.332 365.081
3T	357	Carr, Jesse	VW Golf TDI	40.609	41.589	41.195	41.981	42.43	40.906	40.488	42.818	41.064+1 375.08
4	37	Munhall, Patric	Mini Cooper	42.066	41.854+1	42.82	42.747	42.97	41.153	40.401	40.414+1	41.388+1 381.813
5	166	Powers, Kyle	Ford focus	42.26	42.011	43.852	45.077	43.176+1	45.262	42.493	43.253	43.839 393.223
6	183	Dilks, Amy	Subaru	44.053	43.550+2	44.872+1	47.882+3	45.276	43.6	42.331+1	42.181	44.097 411.842
7	100	Hill, Mike	Honda Civic	45.057+1	44.402	44.161	45.178+1	47.076+1	46.076+1	42.688	42.228+1	43.220+1 412.086
8	711	Gaspar, Paul	Ford Focus	44.463+1	44.189+1	46.613	46.49	45.742+1	43.207+1	45.213+1	45.593	43.306 414.816
9	804	Houriham, Joe	GTI	47.305	47.730+1	44.986+1	46.081	46.001	47.259+1	43.179	45.474	45.265 419.28
10	83	Pouliot, Ian	Subaru	42.926+2	45.118+2	45.883+2	44.784	45.322+2	44.024+1	42.846	43.621+1	44.133+5 428.657
MR												
1	142	Downey, Daniel	BMW 325is	46.511	45.475	44.881	43.224	42.587	42.842	44.998	44.076	41.759 396.353
2	82	Micicche, Vaughn	Porsche 924	44.627	45.760+2	44.118	41.496	42.914+1	43.432+1	42.609+1	42.435	42.696 400.087
3	824	twonbley, alex	Gray	45.444+3	43.866+1	43.267+1	43.179+1	43.613+1	45.471+1	43.965+1	41.990+1	416.93
4	781	Brolin, Kevin	Tacoma	50.102+1	48.281+0	49.047	46.024	44.528	45.118	45.782	49.531	44.836 425.249
5	810	Perkins, Dave	Subaru BRZ	55.935	65.880+8	57.798	50.144	51.555	50.047	53.986	55.007	48.317+1 506.669
6	815	twonbley, gray	Volvo	57.881+1	59.493	56.036+4	50.212+1	49.325	49.737	47.955	46.891+1	47.812+16 511.342
7	11	Hart, Shawn	Nissan 350Z	48.886+2	55.495	45.443+1	48.156+	999.990+dnf	48.368+1	48.297+1	47.550+2	44.309+1 1404.494
MA												
1	943	Cecchet, Emmanue	Subaru STI	40.612+1	42.469	40.785	37.256+1	38.521+2	39.106	39.216	38.709	36.891+2 365.565
2	45	Kuhner, Alex	Subaru	46.064+1	44.054	43.27	40.608	42.004	43.169+1	40.662	39.614+1	38.764 384.209
3	11X	Sharron, Margaret	Subaru STI	42.563+3	43.456+2	40.814	42.607	40.772+1	43.488+1	42.730+1	41.327	42.047+1 397.804
4	806	Daugherty, Willis	Subaru	49.956+1	48.875	53.471	47.567	48.099	49.663	49.579	48.055	46.963 444.228

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

NER RALLY-X CHAMPIONSHIP

Daniel Downey drifts his Subaru to a sixth in AWD-Modified.



Mt. Snow Rallycross, August 27, 2016 Event #Five

Back to Mt. Snow Rallycross, West Dover, VT

by: Scott Carlson

37 drivers returned to Lot E at Mt. Snow to challenge each other on the gravel course and see who would bring home the glassware. After our May event, the lot was graded so we had a nice clean slate to work with. The MA and MF cars would be the first group driving and they got to enjoy the puddles that lingered in the second half of the course from some rain that had moved through the day before. Sadly, the puddles were splashed away before the other run group had to deal with them and only half the field of cars got muddy.

...the lot was graded so we had a nice clean slate to work with.

Since the car count was on the low side, the small run groups made for the lap count climbing quickly and the first run group got 7 laps in their morning session. After we swapped the groups, the other group got 5 laps before the lunch break. After lunch, the first run group got 5 more laps and the second run group got 7 for a total of 12 competition laps. The longest Elapsed Time (E/T) was almost 906 seconds (SR) and the fastest was just under 706 seconds (PA). There was no shortage of seat time and if you wanted to finish on the top step of the

podium, you better have had a car that was reliable.

After the 12 competition laps were complete, the top 2 cars from each class got a 1 lap shootout to see who was fastest. We rarely get to see all cars competing on the same course in RX so, just for fun we wanted to see who was fastest. This lap did not count towards the points event and was just for some fun. Thank you to the workers who stuck it out and worked the course and chased cones for the 15 drivers who got the extra lap. Although the turn out was low, the funometer was pegged and seat time was abundant. And FYI Dan Smith took fast lap honors in the one lap shootout in a borrowed 1998 VW Golf (MF).

Here's how the top finishers in each class shook out:

Stock RWD- Brian Johnson's BMW 318i was the only entry in class and his E/T was 905.713

Stock FWD- Scott Igo's Ford Escort ZX2 was also another class of one and his E/T was 795.682

Stock AWD- Robert Bean and Jude McQuaid shared driving duties in a 2004 Subaru Impreza and they wound up finishing 1-2 in SA. Jude took top honors by 21.5 seconds with an E/T of 778.084 seconds. Jennie Holden in her 1999 Subaru Impreza wagon managed to stay off all the cones all day long (one of only 3 to do so) and finished in 3rd place in SA.



Vaughn Micciche took MR in Porsche. All photos: Douglas Bolduc, DaggerSlade Media

Final Results Event #Five - Mt. Snow Rally Cross, August 27, 2016

Po. #	Driver	Car Model	Run 1..	Run 2..	Run 3..	Run 4..	Run 5..	Run 6..	Run 7..	Run 8..	Run 9..	Run 10..	Total
SR													
1 814	Johnson, Brian	BMW E30	89.546+883.583		86.509	78.725	80.58	69.764	70.837	68.308	68.314	65.653	905.713
SF													
1 815	Igo, Scott	Escort	71.946	69.384	69.054	69.491	68.715+1	63.699	63.340+1	63.636	64.268	63.362+1	795.682
SA													
1 177	McQuaid, Jude		70.232	66.174	66.797+1	65.445+1	65.673+1	72.592	61.493+1	59.679	61.746	59.336	778.084
2 77	Bean, Robert	Subaru	72.708+273.47		67.098+11	69.68	69.416	62.94	60.927	59.776	58.796	57.944+1	799.665
3 813	Holden, Jennie	Subaru	72.969	72.917	70.267	74.03	70.532	66.729	66.965	63.534	64.557	62.124	813.69 14.025
4 23	Smith, Jon	Subaru	66.865	62.833	68.713+2	66.096	999.99						1268.497 454.807
5 923	Smith, Jennifer	Subaru	72.966	72.186	70.019	999.99	999.99						2215.151 946.654
PF													
1 24	Kim, Chang Ho	Honda Civic	66.029+265.162		63.62	66.491	63.425	58.563+1	58.567	55.990+1	55.064+1	53.66	725.777 [-]2.314
2 7	Beliaev, Dmitry	Ford Fiesta	65.157	65.366	62.716	63.923	62.275	59.155	58.592	57.377	56.883	59.203	728.091 2.314
3 124	Hapgood, Kim	Honda Civic	66.289+3	63.920+3	64.778+1	65.893+2	66.116	58.787+1	58.460+2	57.686	56.596+1	56.434	756.114 28.023
4 73	Denham, Harold	Ford Fiesta	65.788+1	64.347	62.800+1	64.610+1	63.039+1	58.995	58.638	56.591+2	57.477	999.9	1564.185 808.071
PA													
1 69	Kangas, Clifton	Subaru	64.54	60.906	56.580+1	64.619	62.936	57.846	57.267	54.896	55.806	55.451+1	705.81 [-]25.847
2 187	Brodeur, Adam	Subaru	64.941	64.076+1	63.290+1	64.599+1	63.255	58.483+1	58.525+1	59.317	58.73	56.326	731.657 25.847
3 357	Carr, Jesse	Acura RDX	66.796+1	68.273+1	66.137	68.455	66.963	62.292	61.514	61.07	60.026	59.43	763.603 31.946
4 810	Osborne, Joseph	Subaru	67.555	68.829+1	67.214+1	66.487+1	67.917+2	61.827+1	61.971	61.861	60.139	57.236+2	775.631 12.028
5 816	Moody, Kathy	Subaru	71.509+1	69.627	68.112	70.695+2	71.751	65.641	64.916	64.262	66.219	63.403	811.833 36.202
MF													
1 88	LaMoreaux, Philip	Golf	63.696+1	63.696+1	62.915+1	61.856	62.232+1	60.642	59.474	60.386	59.825	61.496	743.714 [-]7.168
2 881	Smith, Dan	Golf	66.486+1	63.540+1	64.741+1	62.733	61.897+2	58.994	59.335	60.742	57.858	62.754	750.882 7.168
3 96	Turk, Bruce	Saab 96	68.321+1	68.35	67.081	68.316	67.122	65.963	64.374+1	66.375	65.204	67.745	802.803 51.921
4 166	Powers, Kyle	Ford Focus	70.013+1	68.161	68.017+1	67.341	68.084	66.448+1	65.107+1	66.858+1	64.930+2	69.516	818.668 15.865
5 100	Hill, Mike	Honda Civic	77.213	99.999+	67.118+2	70.373	68.044	64.031	65.927+1	68.032+2	65.079	68.506	871.304 52.636
6 812	Hourihan, Joe	GTI	69.324+2	70.782+4	70.545+2	66.998+5	67.423+4	66.972	66.234+1	71.202	67.252+2	70.111+2	871.475 0.171
7 616	Powers, Connor	Ford focus	79.337+1	75.293+3	72.224+1	74.451+2	74.275	69.676	69.908+1	70.412	68.510+1	73.416+1	882.274 10.799
8 940	Minneman, Mic.	Honda CRX	77.733	79.522+1	76.557	78.394	72.736	71.500+3	70.278	73.392+16	70.458	71.75	932.396 50.122
MR													
1 82	Micciche, Vaughn	Porsche 924	66.88	68.105	64.794	66.959	66.379	60.704+1	58.567	61.198+1	60.452	59.813+1	758.74 [-]49.905
2 781	Brolin, Kevin	Toyota	71.943	69.905	70.114	72.937	70.447	65.664	62.343	64.967	65.068	64.522	808.645 49.905
3 11	Hart, Shawn	Nissan 350	70.457+4	69.255+5	70.794+6	70.751+5	65.211+7	62.212+3	62.430+7	65.143+2	61.990+4	60.459+3	890.98 82.335
4 111	Hart, Corey	Nissan 350	85.881+1	80.445+3	89.728	82.727	79.398	72.344+2	70.654+4	75.51	71.155+2	70.867+3	956.233 65.253
MA													
1 101	Teixeira, Luis	subaru	64.635	64.323	62.412	62.594	62.883	61.857	61.809	62.598+1	59.685+1	64.217	753.232 [-]16.018
2 909	Pullen, TJ	Subaru	67.79	67.055+1	64.337	66.362	64.641	63.08	61.864	65.767	61.688	63.525	769.25 16.018
3 64	Merkuryev, Alex.	Subaru	66.755	65.055	65.475+1	64.779	65.025	63.572	62.264	65.001+2	63.041	62.761	770.414 1.164
4 45	Kuhner, Alex	Subaru	65.521+1	66.719+1	65.766	66.12	64.944	63.664	62.059	65.416	62.293	65.291	773.91 3.496
5 199	Nemchuk, Nikolay	Subaru	65.202	65.481	64.244+1	64.637	63.773+2	64.839+1	64.155	65.828	63.496+1	62.838	774.001 0.091
6 56	Laakso, John	Audi A4	67.142	68.375	66.289	63.873	65.548	64.411	66.92	64.426	64.052	65.334	781.049 7.048
7 9	Regan, Chris	Mazda	68.559	69.693+1	68.847+1	66.784+1	65.783	65.237+1	65.646+2	66.45	63.048	66.112+2	808.086 27.037
8 519	Verge, Keith	Subaru 2.5	67.556	67.735+1	63.842+3	65.337+5	64.009+1	60.719+3	61.894+2	67.553+16	64.225+3	66.456+1	851.229 43.143
9 811	Daugherty, Willis	Subaru	76.870+8	76.752	75.118+1	74.373+2	75.41	72.780+1	73.993	75.204+1	71.587+1	75.743	926.717 75.488
10 9	Melim, Jordan	Subaru			dns								

Prepared FWD- It wound up being a tight race decided by equipment failure. Dmitry Beliaev led most of the day, but when an engine mount or 2 gave up in the Ford Fiesta ST, he handed the win to Chang Ho Kim in his Honda Civic Si. Chang did let Dmitry finish the day in his Honda after the Ford was out of commission in a great show of sportsmanship, one of the things we regularly see at NER Rallycrosses. Chang wound up 2.3 seconds ahead of Dmitry with an E/T of 725.777. This was the second lowest class winning E/T of the event.

Prepared AWD- The PA win went to Clifton Kangas in his 2000 Subaru Impreza. By 25.8 seconds over Adam Brodeur in a borrowed Impreza that belongs to Alex Kuhner. Cliff's time of 705.810 was low E/T for the event. Congrats on another FTD Cliff!

Modified FWD- MF was the most diverse class of the day with 4 different manufacturers but only 2 made it onto the podium. VW took the top 2 spots with Phil LaMoreaux finishing ahead of Dan Smith who Co-drove

the same VW golf with Phil. Phil took first place by 7.1 seconds over the fast learning co driver Smith. Third place went to Bruce Turk in his 1961 SAAB 96 rally car.

Modified RWD- The Porsche 924 S of Vaughn Micciche set the pace in MR. The new rear spoiler on the Porsche gave it enough downforce to grab the gravel and run away with a 49.9 second victory over Kevin Brolin's Toyota Tacoma X Runner. Congrats to Vaughn who set a very quick time of 758.740 in the 924. A big thank you to Kevin Brolin who not only helped out after the event by picking up cones and buckets in his truck but was also one of only 3 drivers to stay clean of penalties all day long! Nice job KB and thank you!

Modified AWD- Luis Teixeira showed the way in the biggest class of the day in the Wicked Nasty Motorsports/On the Verge Racing Subaru Impreza rally car. Luis had an E/T of 753.232. Just 16 seconds back of

—continued on page 35

Okemo Rallycross— continued from page 22

times to take 4th in his '05 Mini Cooper S. Kyle Powers placed 5th in a very vocal '01 Ford Focus. Amy Dilks returned for a day of fun on the playa taking 6th and holding on to it by .244 seconds in a shared '95 Impreza. Mike Hill snatched 7th place by 2.73 seconds in a '94 Honda Civic. Spots 8, 9 and 10; were rounded out by Paul Gaspar in an '03 Focus, Joe Hourihan in a '96 Volkswagen GTI, while Ian Pouliot finished the class in a '95 Impreza.

The last groups to discuss were described as the "dirt kickers," "dust machines" or: it was overheard as being the "parade of Subaru," the last descriptor is less telling of the day then the first two. This run group contained the Prepared All Wheel Drive (PA), Stock All Wheel Drive (SA), Modified Rear Wheel Drive (MR) and, the Modified All Wheel Drive (MA).

The smallest of these classes was the MA class. Emmanuel Cechet showed no fear of cone or dust and finished 1st in a '04 Subaru STI with a combined time of 365.565 seconds. Alex Kuhner placed 2nd in a '00 Subaru Impreza RS. Margaret Sharon finished well ahead of 4th place to take 3rd in a '04 Subaru STI. Willis Daugherty rounded out the group in his '96 Subaru Impreza L.

The MR class displayed a great example of clean runs leading to a victory. Daniel Downey finished 1st in class in his '87 BMW 325is, with no hit cones and no off course penalties. In 2nd place Vaughn Micciche drove a '97 Porsche 924 S. 3rd was Alex Twombly in a Volvo. Kevin Brolin took 4th in class in a '06 Toyota X-Runner. Dave Perkins showed continual improvement throughout the day to finish 5th in a '13 Subaru BRZ. Gray Twombly finished 6th in a Volvo. While Shawn Hart finished the class, while dealing with overheating and fan issues.

In SA a father and son pairing finished with 3.710 seconds dividing the two. The younger, Brennan Smith was able to take 1st from his Jon Smith (2nd); both drove the same '02 Subaru WRX. Joe Cagnato finished 3rd in '98 Subaru Impreza Outback. Randall Salisbury held on to 4th position by .806 seconds. Cameran Binette placed 5th in a '98 Outback Sport. Michael Chace snagged the 6th spot in a '06 Subaru Outback XT. Jennie Holden ('99 Subaru Impreza) and Beverly Reylea ('05 Impreza) closed out the class.

The PA class had the driver who put in the fastest combined time of the day. Clifton Kangas posted a 359.129 seconds combined with no hit cones or penalties. He did this in a '00 Subaru Impreza RS, RUE. 2nd place was taken by Adam Brodner in a '11 Subaru WRX. Chris Regan placed 3rd with times that got shorter and shorter as the day went on, first run was a 45.105 seconds and his final run was 40.185. Kathy Moody has the same type of day her final run was her personal best of the day and finishing 4th in class driving a '04 Subaru WRX 'Goon. Joseph Osbourne made a return after a sabbatical from rallycross and showed continued quickness as the day went on, taking 5th in a '95 Legacy Outback. Clayton Dubuc rounded out the class in his '01 Subaru Impreza 2.5rs.

A special point of recognition must be paid to Jacob Perkins for taking on volunteer duties without the added pleasure of a ride. His work on this day in the sun and the dust was much appreciated.

Thompson Race Results— continued from page 21

9	4	56	Mike Frost	ITR	12	1:25.279	4.486	1:23.965
10	5	30	Thomas Kelly	ITR	12	1:26.970	1.691	1:24.204
11	1	88	John Clapp	GT3	11	1 Lap	1 Lap	1:23.922
12	2	54	Jeff Campbell	ITE	11	1 Lap	26.800	1:25.299
13	2	44	Joe Stadelmann	ITS	11	1 Lap	1.654	1:26.580
14	2	27	David Burke	GT3	11	1 Lap	22.949	1:28.882
15	1	49	Steven Simpson	STU	11	1 Lap	0.240	1:28.761
16	3	17	Mark Gregory	ITS	9	3 Laps	2 Laps	1:22.617
17	3	28	Jacob van Gelder	ITE	8	4 Laps	1 Lap	1:25.181
18	4	60	Ephraim Dobbins	ITE	7	5 Laps	1 Lap	1:20.961
19	5	84	John Branscombe II	ITE	4	8 Laps	3 Laps	1:21.504
		38	John Branscombe	GT1			DNS	
		73	Mark Ketenci	ITR			DNS	

Results of Grp 4 - FV, F5, FST, F6, FVCC

1	1	05	Nicholas Galuardi	FV	14			1:21.829
2	2	22	Michael Hinkle	FV	14	0.578	0.578	1:22.111
3	3	46	Mark Fosberry	FV	14	1.368	0.790	1:21.861
4	4	72	David Cardillo	FV	14	6.657	5.289	1:21.891
5	5	23	Christopher Zarzycki	FV	14	10.561	3.904	1:22.600
6	6	76	Kevin O'Day	FV	14	27.918	17.357	1:23.069
7	7	71	Jeffrey Adams	FV	14	28.901	0.983	1:22.783
8	8	32	Tom Kenney	FV	14	33.010	4.109	1:23.628
9	1	31	Matt Garwood	FVCC	14	1:10.871	37.861	1:25.994
10	9	4	Paul Faford	FV	14	1:13.180	2.309	1:26.031
11	2	69	Dean Curtis	FVCC	14	1:19.880	6.700	1:26.966
12	3	81	Raymond Carmody	FVCC	14	1:27.952	8.072	1:27.794
13	4	59	Jack Maloney	FVCC	13	1 Lap	1 Lap	1:27.777
14	5	51	David Thompson	FVCC	13	Lap	0.548	1:27.597
15	10	17	Jennifer Ferreira	FV	13	1 Lap	9.184	1:26.085
16	11	107	Chris Barry	FV	13	1 Lap	12.398	1:25.150
17	6	14	Johan Wasserman	FVCC	13	1 Lap	3.785	1:29.292
18	7	67	Stephen Kwasnik	FVCC	13	1 Lap	0.834	1:29.161
19	12	61	Walter Popiak	FV	13	1 Lap	3.566	1:29.170
20	8	55	John Maloney	FVCC	13	1 Lap	32.745	1:31.872
21	9	07	Robert Booth	FVCC	13	1 Lap	46.096	1:32.106
22	13	75	Andy Pastore	FV	9	5 Laps	4 Laps	1:21.723
23	14	20	Thomas Galuardi	FV	8	6 Laps	1 Lap	1:31.083
24	15	5	Bruce Rodman	FV	5	9 Laps	3 Laps	1:27.749
25	16	96	John Melican	FV	5	9 Laps	0.913	1:27.723
26	10	44	Desmond Ennis	FVCC	3	1 Laps	2 Laps	1:39.485
		41	Richard LoDuca	F5			DNS	
		7	Bryan Rogers	FV			DNS	

Results of Grp 5 - ITA, IT7, SM2, STL

1	1	67	Craig McHaffie	STL	14			1:20.860
2	1	84	John Branscombe II	ITA	14	26.545	26.545	1:23.257
3	2	71	J T Coupal	STL	14	32.639	6.094	1:23.534
4	1	70	Jimmy Locke	SM2	14	41.315	8.676	1:23.847
5	3	129	John A. Raudat	STL	14	41.518	0.203	1:23.747
6	4	16	Rob Sturgis	STL	14	47.726	6.208	1:22.864
7	2	87	Stephen Pope	ITA	14	51.643	3.917	1:24.436
8	5	63	Hugh McHaffie	STL	14	53.421	1.778	1:24.589
9	2	181	Marc Ulan	SM2	14	54.999	1.578	1:24.102
10	3	04	Matthew Chimbolo	SM2	14	55.883	0.884	1:24.158
11	6	96	Michael Condict	STL	14	56.403	0.520	1:23.858
12	7	144	Dave Kuchrawy	STL	14	59.275	2.872	1:24.490
13	3	0	Ray Lee Chee	ITA	14	1:01.819	2.544	1:24.545
14	4	20	Evan Karl	SM2	14	1:03.625	1.806	1:24.417
15	5	14	Keith Knickerbocker	SM2	14	1:04.038	0.413	1:24.296
16	8	34	Thomas Paolino	STL	14	1:09.880	5.842	1:24.972
17	9	82	Marty Doane	STL	14	1:22.775	12.895	1:26.032
18	6	86	Mark Wheatley	SM2	14	1:25.783	3.008	1:27.025
19	7	5	Dominic Karl	SM2	13	1 Lap	1 Lap	1:27.087
20	4	88	Bill Spargo	ITA	13	1 Lap	20.290	1:28.405
21	1	77	Daniel Sheppard	IT7	13	Lap	36.001	1:29.709

22	2	07	Jason Carroll	IT7	13	1 Lap	2.206	1:29.739
23	3	81	JB Swan	IT7	13	1 Lap	3.195	1:29.738
24	4	3	Serge Lentz	IT7	13	1 Lap	17.081	1:29.775
25	5	35	Paul DeYeso	IT7	13	1 Lap	0.286	1:31.250
26	5	4	Donald Barron	ITA	13	1 Lap	0.196	1:31.174
27	6	27	Donald Blunt	IT7	12	2 Laps	1 Lap	1:32.580
28	7	29	Michael Buccella	IT7	12	2 Laps	1.983	1:31.921
29	8	40	Richard Barger	SM2	12	2 Laps	1.189	1:31.177
30	9	177	Isaac Miskoe	SM2	12	2 Laps	3.161	1:30.492
31	8	#7	Robert Beaulieu	IT7	11	3 Laps	1 Lap	1:34.145
		17	Mark Gregory	STL			DNS	
		33	Rebecca Harvey	SM2			DNS	
		9	Andrew Osbrink	SM2			DNS	



Michael Baker runs a chopped down RX 7 in STU. Photo: James Ray

Grp 6 - FA-B-C-E-F-M,CFC,NCF,FS,P1-2,ASR

1	1	84	Keegan Van Sicklen	P1	16			1:09.605
2	1	15	Paul Omichinski	P2	16	41.635	41.635	1:11.973
3	1	48	Kjell Tollefsen	FC	15	1 Lap	1 Lap	1:14.988
4	1	4	Christopher Kierce	FF	15	1 Lap	7.378	1:16.329
5	2	44	Edward Callo	FF	15	1 Lap	35.462	1:18.216
6	1	5	Bryan Scheible	FE	15	Lap	3.405	1:17.933
7	3	99	Dexter Czuba	FF	13	3 Laps	2 Laps	1:15.207
8	2	41	Clinton Chichester	P1	2	14 Laps	11 Laps	1:40.242
		49	Matthew Gendron	P1			DNS	

Grp 7 - CRE - Race 3

1	1	86	Jason Stomski	SM2	12			1:31.117
2	1	77	Robby Smolinski Jr.	ITEZ	12	1.832	1.832	1:30.828
3	1	25	Chris Annibale	ITA	12	26.051	24.219	1:34.377
4	1	01	Alexander Dills	CRE	12	1:02.021	35.970	1:36.990
5	1	13	Pasquale Bruno	T2	12	1:02.709	0.688	1:31.593
6	4		Peter Morrison	CRE			DNS	



SM and ITB negotiate Turn one at the start. Photo: James Ray

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New England Region **SOLO** Championship

Solo Points Event #5, July 17, 2016

By: Rachel Baker

Sunday July 17th was the 2nd running of NER SCCA's Rally Against Leukemia Autocross at the Moore Airfield site in Ayer, Massachusetts. Prior to this event moving down to what we call "Devens" the RAL Autocross was held up in the parking lot of New Hampshire International Speedway.

The day, comprised of 156 drivers (27 of them being novices!), started off (and stayed) hot and humid. Challenging all drivers to stay cool and hydrated.

At the time of the driver's meeting NER Solo had raised \$1,835.00 with the top four fund raisers being allowed into the end of day runoff. But more about that later!

Starting in the street classes there were some big classes and tight battles. A Street, a mainly Corvette class, was eeked out by Rachel Baker in the Porsche Cayman.

C Street, which is always close with the regulars, had Andrew Kessel (ND Miata) visiting his home town from NY to best the local rivals of Brian Doherty (Mazda RX-8) and Brent Vander Werf (Mazda MX-5).

E Street, a field of 9 cars, was topped by the only non-Mazda of Daniel Podolski in his Toyota MR-2, by a margin of 2.3 seconds.

In Street Touring, the driver talent goes deep in both STS and STR.

STS had 2 very fast drivers in two different cars. Eric Chiang (Mazda Miata), having recently acquired a dedicated autocross car, and Ben Wagstaff (Honda Civic), driving one of his two STS cars, generally they have a rather tight battle, but Chiang managed to pull a .976 victory on this day.

STR was comprised of a variety of 2 seaters, most with 2 drivers. Mark Dudek (Honda S2000) won a victory over Evan Clavijo (Toyota MR-2) by .518.

The top Novice, who will now be able to join the open classes is Michael Rancourt in a D Street 2016 Subaru WRX. Congratulations to Michael, who attended the regions Startling Line School earlier in the year.

The Pro Class, where the region's top drivers go to play, also held the top 3 in PAX for the day. Bob Davis (CSP Miata), who jokingly thanked his son Billy for moving away, followed by Ryan Field (CSP Miata), and Todd Kean (Nissan 240sx).

Now, for the RAL runoff we had the top 4 fundraisers vying for the trophy. Gus Heck (SSM Lotus Elise) vs. Bob Lang (BM Formula B) and Lou Confrancisco (FS BMW 325ix) vs. Jessie Honigs (STS Miata). Heck would advance when Lang DNF'd. In the other match it was Honigs over Confrancisco.

Gus Heck would go on to beat Jessie and win the trophy!

Thank you to all who helped raise money for the cause, and we hope to see you all again at Points Event #6 on August 7th!

Super Street				Total	Diff.
1	42	Russ Siggelkoe	Elise	58.698	[-]0.256
2	88	Walter Lunsman	Porsche	58.954	+0.256
A Street					
1	35	Rachel Baker	Porsche	58.608	[-]0.093
2	72	Justin Lau	Corvette	58.701	+0.093
3	187	Mark Sarcevics	Corvette	59.049	+0.348
4	45	Jeff Martynuska	Corvette	64.236	+5.187
B Street					
1	42	Derek White	S2000	59.482	[-]0.402
2	94	Fedja Jelekovics	Lancer	59.884	+0.402
3	25	Brandon Dryer	S2000	60.162	+0.278
4	81	Roman Radkovets	Lancer	60.976	+0.814
5	142	Jon Zombeck	S2000	61.303	+0.327
6	59	Scott Monti	Subaru	61.603	+0.300
7	125	Melanie	S2000	68.437	+6.834
8	23	Brian Searles	Golf R	68.491	+0.054
C Street					
1	17	Andrew Kessel	Miata	58.572	[-]0.477
2	66	Brian Doherty	RX-8	59.049	+0.477
3	23	brent vander werf	MX-5	59.420	+0.371
4	22	William Brundige	Scion	59.544	+0.124
5	40	Chris Jordan	Miata	59.880	+0.336
6	98	Kerry Hood	Miata	60.007	+0.127
7	193	Steve Twaddle	Scion	61.194	+1.187
8	122	Jayne Coggin	Scio	62.938	+1.744
9	93	Amanda Twaddle	Scion	66.097	+3.159
E Street					
1	90	Daniel Podolski	MR2	61.066	[-]2.399
2	163	Jonathan Leith	Miata	63.465	+2.399
3	61	Lincoln Young	Miata	63.899	+0.434
4	18	Elbert Clark	Miata	64.148	+0.249
5	71	Carlton Schmidt	Miata	64.322	+0.174
6	12	Dan McCarthy	Miata	65.049	+0.727
7	72	Tina Moreau	Miata	68.188	+3.139
8	172	Joanne Ago	Miata	69.066	+0.878
9	63	Taryn Gentile	Miata	69.303	+0.237
F Street					
1	42	Dave Williamson	Mustang	61.171	[-]8.567
2	52	Ed Kydd	BMW e46	69.738	+8.567
3	16	Lo.Confrancisco	BMW	70.736	+0.998

Jeff Anderson in his Reynard Formula Ford Aced C-Modified. Photo: Paul Cantrell



Solo Points Event #5, July 17, 2016

G Street					C Prepared					3 101 Julien Bruneaux Buller dnf +62.882								
1	71	Barbara Seeger	Focus ST	61.758	[-]2.198	1	46	Phil Mackaronis	Camaro	58.410	[-]0.080	Novice						
2	3	Michael Li	GTI	63.956	+2.198	2	14	Scott Jessurun	Camaro	58.490	+0.080	1	ds	14	Michael Rancourt	Subaru	52.955	[-]0.699
3	25	Eric Baker	Focus ST	64.162	+0.206	3	97	Casey Brown	Mustang	59.279	+0.789	2	sts	58	Jeremy Sayers	Miata	53.654	+0.699
4	19	Bill Cioni	Subaru	64.529	+0.367	4	197	John Brennan	Mustang	65.334	+6.055	3	as	89	Matthew Hester	Corvette	53.925	+0.271
5	22	Richard Currey	Focus ST	65.255	+0.726	E Prepared					4	hs	162	Heather Centrella	Sonic	53.958	+0.033	
6	95	Tanghan Song	Saab 9-5	73.460	+8.205	1	173	Brian Kuehl	Civic	56.077	[-]0.706	5	bs	23	Charles Sayers	Boxster	54.426	+0.468
H Street					2	37	Brian Levesque	Focus	56.783	+0.706	6	hs	4	Austin Leith	Honda	54.731	+0.305	
1	15	Bruce Bellom	Mini	61.485	[-]0.299	3	73	Don Kuehl	Civic	58.162	+1.379	7	cs	17	Ken Davignon	Subaru	54.972	+0.241
2	80	Jason Fair	Fiesta ST	61.784	+0.299	4	137	Myron Steere	Focus	65.881	+7.719	8	ss	16	Kevin Winders	Elise	54.973	+0.001
3	14	Nathan Winters	Fiesta ST	61.982	+0.198	Street Modified					9	ss	55	Chris Ogilvy	elise	56.087	+1.114	
4	9	Jack Nguyen	Min	62.150	+0.168	1	99	Jo. Corrales-Kean	240sx	57.857	[-]4.116	10	sts	134	Adam Jackson	Honda	56.104	+0.017
5	62	Robert Lapierre	Sonic	63.354	+1.204	2	28	Robert Ruff	RX8	61.973	+4.116	11	as	22	Elizabeth Jolly	Boxster	56.230	+0.126
6	107	Paul Krysiak	Honda	66.774	+3.420	3	41	Billy Haley	Subaru	62.251	+0.278	12	dsp	6	David Hussey	GTI	56.262	+0.032
7	48	allen parker	Honda	66.943	+0.169	4	81	Read Fleming	BMW M3	62.523	+0.272	13	hs	1	Andrew Ahern	Civic Si	56.428	+0.166
8	7	Kathleen Barnes	Honda	67.511	+0.568	5	11	James Lombardo	Infiniti	64.577	+2.054	14	gs	11	Jeffrey Cote	Saab	56.886	+0.458
9	55	Seth Bailey	Jetta	72.592	+5.081	6	77	Je.Papenhausen	Subaru	68.041	+3.464	15	ss	116	James Rushing	Elise	57.088	+0.202
Street Touring S					Super Street Modified					16	fs	76	Be. McCormick	MB	57.115	+0.027		
1	71	Eric Chiang	Miata	56.396	[-]0.976	1	99	Stephanie Reeve	240sx	55.404	[-]0.713	17	fs	5	Lee Thompson	BMW	57.583	+0.468
2	69	Ben Wagstaff	Honda	57.372	+0.976	2	111	Patrick Heck	Elise	56.117	+0.713	18	gs	46	Chang Liu	Saab	58.471	+0.888
3	34	Sam Creasey	Honda	60.195	+2.823	3	11	Jeff Seeger	Elise	56.316	+0.199	19	es	77	Bowen Jackson	mx-5	59.206	+0.735
4	84	Justin Vogel	Miata	60.432	+0.237	A Modified					20	hs	44	Benjamin Jackson	Acura	59.248	+0.042	
5	92	Collin McGregor	Miata	63.374	+2.942	1	38	Stacey Strout	Dragon F152	50.001	[-]1.182	21	stp	15	Corey Lelievre	Mustang	59.386	+0.138
6	184	Lorena Vogel	Miata	63.449	+0.075	2	138	William Goodale	dragon F153	53.183	+1.182	22	str	47	Jessie Honigs	Miata	59.393	+0.007
7	14	Alex Jackson	Miata	64.869	+1.420	3	64	Robert Barone	Dragon	53.225	+0.042	23	as	189	Kayla Doiron	Corvette	60.885	+1.492
8	40	Orlan. Rodriguez	Miata	65.174	+0.305	B Modified					24	hs	21	Lucas Sayers	VW	60.901	+0.016	
9	7	Leah Ho. Doherty	Miata	68.964	+3.790	1	189	Jim Garry	Cheetah	50.659	[-]3.444	25	es	177	Daniel Gomez	mx-5	60.966	+0.065
Street Touring X					2	167	Robert Lang	Winkelman	54.103	+3.444	26	fs	8	Th. Genatossio	Camaro	63.213	+2.247	
1	39	David Gott	BMW	60.504	+0.640	3	89	Russell Gorman	Cheetah	55.268	+1.165	27	sm	10	Lucas Faasse	Volvo	65.562	+2.349
Street Touring R					4	67	Dean Van De Carr	Winkelman	59.199	+3.931	Pro							
1	117	Mark Dudek	S2000	56.404	[-]0.518	C Modified					1	csp	96	Bob Davis	Miata	46.364	[-]0.288	
2	187	Evan Clavijo	MR2	56.922	+0.518	1	78	Jeff Anderson	Reynard	52.068	[-]0.443	2	csp	91	Ryan Field	Miata	46.652	+0.288
3	193	William Koscielny	MX5	57.467	+0.545	2	178	David Thomas	Reynard	52.511	+0.443	3	sm	99	Todd Kean	240sx	46.717	+0.065
4	17	Nik Finn	S2000	57.671	+0.204	3	46	Joshua Parke	Reynard	52.679	+0.168	4	ssr	57	Grant Reeve	Corvette	47.111	+0.394
5	87	Sam Tocci	MR2	58.152	+0.481	4	28	Ste. Eckelman	Ford FF	57.846	+5.167	5	esp	199	PJ Corrales	Infiniti	47.807	+0.696
6	93	Jacob Ronald	Miata	58.468	+0.316	5	128	Mark VanDeCarr	Ford FF	58.125	+0.279	6	stx	48	Alan Salnikov	Scion	47.834	+0.027
7	36	Josh Brockman	S2000	60.974	+2.506	Adult Kart					7	dsp	46	Marc Monna	RX-8	47.914	+0.080	
8	7	Jason Carroll	Miata	62.764	+1.790	1	24	Chang Ho Kim	All Kart	57.132	-	8	dsp	146	Tamra Hunt	RX-8	47.974	+0.060
9	57	Richard Williams	Miata	66.323	+3.559	2	184	Dan Kimber	Intrepid	dns	-	9	esp	99	Bryan Mancuso	Infiniti	48.034	+0.060
Street Touring U					Junior Kart A					10	sm	199	David White	240sx	48.057	+0.023		
1	191	Nick Barbato	350Z	56.581	[-]0.566	1	52	Kimsoo Gopnik	CRG	57.077	-	11	csp	191	Justin Chen	Miata	48.669	+0.612
2	91	Glenn Heyse	350z	57.147	+0.566	2	84	May Kimber	Intrepid	dns	-	12	sts	34	Wiley Cox	Mini	48.935	+0.266
Street Touring P					Junior Kart B					13	gs	13	Charlie Thompson	Mini	48.949	+0.014		
1	1	jeff Bakken	Chevrolet	59.994	[-]4.952	1	99	Jessica Beck	PTK	61.008	[-]1.874	14	fs	77	Keith Casey	Chevrolet	49.939	+0.990
2	8	Frankie Belmonte	Mustang	64.946	+4.952	2	1	Dartag. Bruneaux	Buller	62.882	+1.874	15	ds	93	Brent DeWitt	Mini	51.912	+1.973
A Street Prepared																		
1	95	Dan Cernese	RX-7	57.494	[-]4.448													
2	27	Lorenz Jakober	Subaru	61.942	+4.448													
3	41	Matthew Mickle	Subaru	63.085	+1.143													
C Street Prepared																		
1	55	Rob MacAlpine	Miata	56.511	[-]9.677													
2	56	Ryan Evers	Miata	66.188	+9.677													
D Street Prepared																		
1	146	Roger Whipple	RX8	55.934	-													
E Street Prepared																		
1	47	Thomas Moore	Mustang	61.050	[-]0.905													
2	147	Shaun Moore	Mustang	61.955	+0.905													
Classic American																		
1	17	Derek Sivret	Corvette	60.051	[-]0.070													
2	7	William Salie	Corvette	60.121	+0.070													



New to the Solo Circuit, Bowen Jackson negotiates the cones in his E-Street Miata. Photo: Paul Cantrell

Solo Points Event #6, August 7, 2016

Super Street

1	42	Russ Siggelkoe	Elise	63.214	[-]0.564
2	88	Wa. Lunsman	Porsche	63.778	+0.564
3	63	Ed Wong	Porsche	63.796	+0.018

A Street

1	35	Rachel Baker	Porsche	63.830	[-]3.343
2	45	Jeff Martynuska	Corvette	67.173	+3.343

B Street

1	25	Brandon Dryer	S2000	64.170	[-]1.054
2	42	Derek White	S2000	65.224	+1.054
3	94	Fedja Jeleskovic	EVO	65.432	+0.208
4	31	Lev Tabenkin	Porsche	66.087	+0.655
5	81	Ro. Radkovets	Evolution	66.540	+0.453
6	131	Alex Petrovsky	Porsche	66.639	+0.099
7	142	Mark Sarcevicz	S2000	70.139	+3.500
8	125	Melanie Kwong	S2000	72.248	+2.109

C Street

1	66	Brian Doherty	RX-8	65.273	[-]0.209
2	193	Steve Twaddle	Scion	65.482	+0.209
3	22	W. Brundige	Scion	65.721	+0.239
4	122	John Cope	Scion	66.102	+0.381
5	85	A. Krystinik	RX-8	67.045	+0.943
6	93	Amanda Twaddle	Scion	71.033	+3.988

D Street

1	14	Michael Rancour	Subaru	70.099	[-]0.449
2	93	Brent DeWitt	Mini	70.548	+0.449
3	56	Marc Lapin	Audi TT	73.778	+3.230

E Street

1	190	Daniel Podolski	Toyota	67.885	[-]0.404
2	90	John Rappa	Toyota	68.289	+0.404
3	71	Carlton Schmidt	Miata	69.071	+0.782
4	163	Jonathan Leith	Miata	69.160	+0.089
5	72	Tina Moreau	Miata	71.638	+2.478
6	172	Joanne Ago	Miata	72.505	+0.867
7	63	Taryn Gentile	Miata	73.824	+1.319

F Street

1	42	Dave Williamson	Mustang	66.619	[-]7.593
2	142	John Williamson	Mustang	74.212	+7.593

G Street

1	71	Barbara Seeger	Focus ST	66.593	[-]0.706
2	3	Michael Li	GTI	67.299	+0.706
3	19	Bill Cioni	Subaru	70.198	+2.899
4	25	Eric Baker	Focus ST	70.953	+0.755
5	61	Troy Nelson	Golf	73.077	+2.124
6	51	William Younie	Hyundai	74.194	+1.117

H Street

1	14	Nathan Winters	Fiesta ST	68.724	[-]0.413
2	9	Jack Nguyen	Mini	69.137	+0.413
3	80	Jason Fair	Fiesta	69.158	+0.021
4	107	Paul Krysiak	Mini	72.309	+3.151
5	7	Kathleen Barnes	Mini	72.974	+0.665
6	98	Will Esker	Honda	73.713	+0.739
7	48	allen parker	Honda	74.661	+0.948

Street Touring FWD

1	16	Yavuz Kiremit	Mazda 2	66.949	[-]5.392
2	11	Jeffrey Cote	Saab 9-5	75.559	+3.218

Street Touring S

1	69	Ben Wagstaff	Miata	61.890	[-]2.898
2	34	Sam Creasey	Honda	64.788	+2.898
3	74	Hayden Dumont	Honda	67.513	+2.725
4	92	Collin McGregor	Miata	68.469	+0.956
5	28	Jeremy Sayers	Miata	68.848	+0.379

6	7	Leah Ho.Doherty	Miata	73.684	+4.836
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Street Touring X

1	49	Daniel Ciani	Scion FRS	66.390	[-]2.688
2	49	Ken Law	Scion FR-S69.078	+2.688	

Street Touring R

1	37	Michael Scholl	Miata	64.677	[-]7.638
2	57	Richard Williams	Miata	72.315	+7.638

Street Touring P

1	77	Joseph Haskell	Mustang	65.365	[-]3.854
2	8	Frankie Belmonte	Mustang	69.219	+3.854

A Street Prepared

1	54	Matthew Mickle	Subaru	61.787	[-]1.775
2	95	Dan Cernese	RX-7	63.562	+1.775

B Street Prepared

1	27	Lana Tsurikova	BMW M3	61.526	-
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C Street Prepared

1	55	Rob MacAlpine	Miata	62.610	-
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E Street Prepared

1	1	jeff Bakken	Chevrolet	64.749	[-]1.602
2	47	Thomas Moore	Mustang	66.351	+1.602
3	101	Jacob Ronald	Chevrolet	66.560	+0.209
4	147	Shaun Moore	Mustang	66.605	+0.045

Classic American

1	17	Derek Sivret	Corvette	63.956	[-]3.239
2	7	William Salie	corvette	67.195	+3.239
3	42	Charles Dickinson	Corvette	68.800	+1.605

X Prepared

1	56	William Stone	RX-7	69.852	-
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C Prepared

1	46	Phil Mackaronis	Camaro	64.400	-
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E Prepared

1	173	Brian Kuehl	Honda	59.019	[-]1.913
2	37	Brian Levesque	Focus	60.932	+1.913
3	73	Don Kuehl	Honda	60.933	+0.001
4	17	Andrew Furlong	Rabbit	62.245	+1.312
5	96	Daryl Beck	Jetta	62.464	+0.219
6	137	Myron Steere	Focus	68.868	+6.404

F Prepared

1	111	Sam Patterson	Fiero	77.450	[-]2.768
2	11	Alex Jackson	Miata	80.218	+2.768

Heritage Classic Race

1	14	David Gott	Triumph	62.946	[-]4.111
2	14	Philip G Gott	Triumph	67.057	+4.111

Street Modified

1	99	Jo. Corrales-Kean	240sx	63.030	[-]11.134
2	77	Jer. Papenhausen	Subaru	74.164	+11.134

Super Street Modified

1	111	Patrick Heck	Elise	60.479	[-]1.141
2	11	Robert Lang	Elise	61.620	+1.141
3	99	Stephanie Reeve	240sx	62.322	+0.702

C Modified

1	78	David Thomas	Reynard	56.809	[-]0.845
2	46	Joshua Parker	Reynard	57.654	+0.845
3	178	Billy Davis		60.039	+2.385
4	146	Stacey Strout	Reynard	61.173	+1.134
5	28	Stephen Eckelman	Ford FF	62.565	+1.392
6	128	Mark VanDeCarr	Ford	FF62.987	+0.422

E Modified

1	11	Nick Davis	Fiero	74.703	-
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F Modified

1	9	Ian Morse	Raptor	59.867	[-]2.911
2	109	Saul Morse	Raptor	62.778	+2.911

Adult Kart

1	13	John Stanwood	Birel	65.372	-
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Junior Kart A

1	124	Victor B. Morando	Karts	5.913	[-]0.109
2	13	Natha. Stanwood	CRG	76.022	+0.109
3	24	Jos.G. Morando	Karts	9.606	+3.584

Junior Kart B

1	99	Jessica Beck	PTK	64.816	[-]9.765
2	101	Julien Bruneaux	Buller	74.581	+9.765
3	1	Dartag. Bruneaux	Buller	78.802	+4.221

Novice

1T bs	121	Lucas Sayers	Porsche	56.673	[-]0.321
2T gs	9	John Lenny	Focus ST	56.994	+0.321
3T bs	21	Charles Sayers	Porsche	57.430	+0.436
4T fs	13	Frank Albano	BMW 335i	58.961	+1.531
5T as	89	Matthew Hester	Corvette	59.254	+0.293
6T stu	17	Anil Tipirneni	Subaru	60.933	+1.679
7 bs	110	Max Bengston	Corvette	61.118	+0.185
8 as	86	Zaki Jaber	C350	62.199	+1.081
9 bs	51	Bryan Bickford	Subaru	62.358	+0.159
10 fs	76	Benja.McCormick	C320	63.224	+0.866
11 es	77	Bowen Jackson	mx-5	63.426	+0.202
12 as	189	Kayla Doiron	Corvette	63.648	+0.222
13 es	177	Benjamin Jackson	Miata	63.750	+0.102
14 hs	11	Andrew Ahern	Honda	63.787	+0.037
15 stx	7	Roland Opena	Subaru	64.184	+0.397
16 dsp	190	Cameran Binette	Cobalt SS	64.703	+0.519
17 sts	98	Victor J. Morando	Miata	64.901	+0.198
18 dsp	90	Joe Cognato	Cobalt ss	64.943	+0.042
19 fs	113	Mark Albano	BMW 335i	66.021	+1.078
20 cs	1	Ali Ardestani	Subaru	66.674	+0.653
21 bs	10	Rick Bengston	Corvette	67.243	+0.569
22 ep	47	Mich. Minneman	Honda CRX dns		

Pro

1T csp	91	Ryan Field	Miata	50.571	[-]0.630
2T ssr	57	Grant Reeve	Corvette	51.201	+0.630
3T sm	99	Todd Kean	240sx	51.453	+0.252
4T sm	199	David White	240sx	51.501	+0.048
5 esp	199	PJ Corrales	Infinity	51.764	+0.263
6 dsp	46	Marc Monnar	RX-8	51.885	+0.121
7 csp	66	Mike Stukalin	Miata	51.939	+0.054
8 bsp	27	Hank Wallace	BMW M3	52.070	+0.131
9 esp	99	Bryan Mancuso	Infiniti G	52.427	+0.357
10 cs	185	Tamra Hunt	RX-8	53.341	+0.914
11 gs	13	Cha. Thompson	Mini	54.147	+0.806
12 dsp	146	Bob Davis	Miata	54.731	+0.584



Solo Points Event #7, August 28, 2016

Super Street

1	63	Ed Wong	Porsche	59.597	[-]0.260
2	42	Russ Siggekkoe	Elise	59.857	+0.260

A Street

1	72	Justin Lau	Corvette	59.416	[-]0.855
2	172	Mark Sarcevicz	Corvette	60.271	+0.855
3	35	Rachel Baker	Porsche	60.551	+0.280
4	45	Jeff Martynuska	Corvette	64.999	+4.448

B Street

1	18	Joseph Barbato	Corvette	59.846	[-]1.247
2	42	Derek White	S2000	61.093	+1.247
3	25	Brandon Dryer	S2000	61.408	+0.315
4	142	Justin Vogel	Miata	63.108	+1.700
5	59	Scott Monti	Subaru STI	63.155	+0.047
6	81	Rom. Radkovets	Evolution	63.460	+0.305
7	8	Jose Troncoso	Subaru STI	65.285	+1.825
8	24	David Levesque	Subaru	71.225	+5.940

C Street

1	22	William Brundige	Scion	60.954	[-]0.476
2	23	bre. vander werf	MX-5	61.430	+0.476
3	98	Kerry Hood	Miata	61.638	+0.208
4	66	Brian Doherty	RX-8	61.847	+0.209
5	43	Chris. Baldelli	Scion	dns	

D Street

1	93	Brent DeWitt	Mini	65.842	-
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E Street

1	163	Jonathan Leith	Miata	64.863	[-]0.559
2	18	Elbert Clark	Miata	65.422	-
3	118	Craig Clark	Miata	65.641	+0.219
4	12	Dan McCarthy	Miata	66.182	+0.541
5	71	Carlton Schmidt	Miata	66.267	+0.085

G Street

1	71	Barbara Seeger	Focus ST	63.199	[-]1.089
2	3	Michael Li	GTI	64.288	+1.089
3	19	Bill Cioni	Subaru	66.453	+2.165
4	25	Eric Baker	Focus ST	66.725	+0.272
5	51	William Younie	Hyundai	69.601	+2.876

H Street

1	80	Jason Fair	Fiesta ST	64.120	[-]0.941
2	14	Nathan Winters	Fiesta	65.061	+0.941
3	7	Kathleen Barnes	Mini	67.732	+2.671
4	48	allen parker	Honda	69.327	+1.595

Street Touring FWD

1	16	Yavuz Kiremit	Mazda 2	62.565	[-]8.332
2	5	scott allen	Mazda	70.897	+8.332

Street Touring S

1	69	Ben Wagstaff	Miata	58.807	[-]1.926
2	24	Chang Ho Kim	Honda	60.733	+1.926
3	134	Sam Creasey	Honda	61.340	+0.607
4	49	Mark Ponusky	Miata	61.560	+0.220
5	34	Jack Nguyen	Honda	62.158	+0.598

6	11	Jeremy Sayers	Miata	63.950	+1.792
7	92	Collin McGregor	Miata	63.992	+0.042
8	74	Hayden Dumont	Honda	64.215	+0.223
9	7	L. Honor Doherty	Miata	68.659	+4.444
10	14	Jos. Betancourt	Honda	68.732	+0.073

Street Touring R

1	187	Evan Clavijo	MR2	58.446	[-]0.464
2	111	Willi.Koscielny	MX5	58.910	+0.464
3	87	Sam Tocci	MR2	59.351	+0.441
4	136	Josh Brockman	S2000	61.161	+1.810
5	93	Jacob Ronald	Miata	61.603	+0.442
6	36	Paul Krysiak	S2000	63.385	+1.782
7	26	PJ Aspesi	Miata	64.532	+1.147
8	16	Ath.DeGangi	Miata	65.175	+0.643
9	172	Joanne Ago	Miata	65.828	+0.653
10	72	Tina Moreau	Miata	66.939	+1.111

Street Touring P

1	77	Joseph Haskell	Mustang	61.446	[-]4.126
2	8	Fra. Belmonte	Mustang	65.572	+4.126

A Street Prepared

1	54	Matthew Mickle	Subaru	57.634	[-]2.007
2	95	Dan Cernese	RX-7	59.641	+2.007
3	1	jeff Bakken	Miata	64.527	+4.886

B Street Prepared

1	27	Lana Tsurikova	BMW M3	57.855	-
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C Street Prepared

1	55	Rob MacAlpine	Miata	59.464	-
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D Street Prepared

1	71	Eric Chiang	Miata	57.892	-
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E Street Prepared

1	47	Thomas Moore	Mustang	62.212	[-]0.852
2	147	Shaun Moore	Mustang	63.064	+0.852

Classic American

1	38	Eric Heinrich	Firebird	67.473	-
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Classic American

1	11	David Gott	Corvette	60.705	[-]0.152
2	1	Derek Sivret	Corvette	60.857	+0.152

C Prepared

1	150	Jeff Seeger	Mustang	59.985	[-]1.153
2	46	Phil Mackaronis	Camaro	61.138	+1.153
3	50	Arnold Beebe	Mustang	61.358	+0.220

E Prepared

1	37	Brian Levesque	Focus	56.071	[-]1.212
2	96	Daryl Beck	Jetta	57.283	+1.212
3	17	Andrew Furlong	Rabbit	59.210	+1.927
4	73	Don Kuehl	Honda	59.477	+0.267
5	137	Myron Steer	Ford	82.086	+22.609

Street Modified

1	41	Billy Haley	Subaru	59.265	[-]1.121
2	99	J.Corrals-Kean	240sx	60.386	+1.121
3	77	Je.Papenhausen	Subaru	69.132	+8.746

Super Street Modified

1	111	Patrick Heck	Elise	56.025	[-]0.096
2	11	Alan Salnikov	Elise	56.121	+0.096
3	99	Stephanie Reeve	240sx	63.393	+7.272

A Modified

1	64	Robert Barone	Dragon	White/55.606	-
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B Modified

1	189	Jim Garry	Cheetah	50.582	[-]1.595
2	89	Ken Hurd	Cheetah	52.177	+1.595

C Modified

1	78	David Thomas	Reynard	54.831	[-]0.243
2	46	Joshua Parker	Reynard	55.074	+0.243
3	146	Stacey Strout	Reynard	57.389	+2.315

Adult Kart

1	13	John Stanwood	Birel	60.413	[-]2.303
2	184	Dan Kimber	Intrepid	62.716	+2.303

Junior Kart A

1	52	Kimsoo Gopnik	CRG	58.818	[-]5.700
2	69	Polina Tsurikova	CRG	64.518	+5.700
3	24	Victor Morando	kart	67.868	+3.350
4	13	Nath. Stanwood	CRG	69.403	+1.535
5	124	Joseph Morando	kart	70.542	+1.139
6	84	May Kimber	Intrepid	70.944	+0.402

Junior Kart B

1	99	Jessica Beck	Cadet	61.859	[-]5.831
2	101	Julien Bruneaux	Buller	7.690	+5.831
3	1	Dart. Bruneaux	Buller	70.523	+2.833

Novice

1	str 11	Steve Belliveau	Miata	53.011	[-]0.862
2	bs 23	Dalton Petrillo	Evolution	53.873	+0.862
3	fs 17	Kris Sadlowski	Hyundai	53.950	+0.077
4	bs 10	Charles Sayers	Porsche	54.297	+0.347
5	bs 125	Alex Greene	S2000	56.360	+2.063
6	ss 55	Chris Ogilvy	Elise	56.538	+0.178
7	fs 76	Benj. McCormick	C320	57.071	+0.533
8	es 90	Mark Westerfield	Miata	57.100	+0.029
9	cs 71	Ken Davignon	Subaru	57.336	+0.236
10	dsp 6	David Hussey	GTI	57.550	+0.214
11	fs 28	Shashank Donthi	Camero	58.715	+1.165
12	dsp 5	Lee Thompso	BMW	59.356	+0.641
13	hs 26	Ivan Wang	Honda	60.627	+1.271
14	camc8	Vladimir Georgiev	Mustang	60.793	+0.166
15	cs 1	Ali Ardestani	Subaru	62.341	+1.548
16	gs 7	Victoria Kireyev	Subaru	62.412	+0.071
17	gs 27	Anna Zolnikov	Subaru	62.676	+0.264
18	smf3	Shaun Mcardle	Honda	63.045	+0.369
19	gs 87	Paul Kenna	Conquest	65.227	+2.182

Pro

1T	csp 99	Bob Davis	Miata	47.842	[-]0.096
2T	csp 91	Ryan Field	Miata	47.938	+0.096
3T	ssr 57	Grant Reeve	Corvette	48.715	+0.777
4T	sm 199	Dave White		49.228	+0.513
5	dsp 185	Tamra Hunt	RX-8	9.242	+0.014
6	csp 191	Justin Chen	Miata	49.419	+0.177
7	bsp 27	Hank Wallace	BMW M3	49.517	+0.098
8	sm 99	Todd Kean	240sx	49.601	+0.084
9	dsp 85	Andrew Krystinik	RX-8	9.948	+0.347
10	gs 13	Cha. Thompson	Min	51.249	+1.301
11	bm 89	D Mic.McMullen	Cheetah	51.728	+0.479
12	ssp68	Harvey Meeker	Corvette	56.616	+4.888
13	csp 66	Mike Stukalin	Miata	dns	



Photo: Paul Cantrell

TRACK NIGHT — A Success Story!

By Robert Beaulieu, Editor Pit Talk

Since its inception last year, SCCA Track Night is most likely one of the quickest, most successful programs introduced to New England Region. Both the Thompson, and this year, Palmer programs have been near sellouts, and in a most cases have met the maximum number of entrants designated for the event.



According to Greg Amy, Northeast Event Manager of Track Night

America, between the eleven events held at New England tracks, (seven at Thompson Motor Speedway, and four events held at Palmer this year) we have had 765 qualified entries. Taking into consideration repeat customers, NER, SCCA has introduced 481 new participants to high speed on-track motoring!

“...designed as a Recreational, non-instructional experience of High Speed Motoring On Track to fit anyone’s level of motoring...”

Greg Amy, Northeast Event Manager

core purpose is to enhance the experience and recreation.”

Whether driving a \$80,000 Corvette,

or your Subaru Forrester.

The program is designed for fun to fit all.

What an opportunity for the new motorsports driver to have an actual “racing” introduction and experience. Many of us in the club recall the days, (and this is not that long ago) for the opportunity to drive (race) any of these tracks, you literally had to have had a designated race car (yes it could be street) but meet the current SCCA Safety requirements, probably a trailer and tow vehicle, and of course your full safety related personal gear. (Let’s leave the cost analysis of starting racing for another time) It took a dedicated individual to make the commitment to enter racing and being on track....leaving many both emotionally and financially aside only wishing to just experience the thrill.

Now with Track night, and numerous other driving experiences, one needs only an approved helmet and safety belt, and you are basically on course.

The Question still remains, are these participants actually upgrading into further motorsports programs within the SCCA. I believe in a number of cases, the participants “need for

Speed” will be totally met by these on track experiences. Their speed criteria may is being met by these events.. they may not need go any further. There are the first and only timers, and of course, we do see a number of repeat performers whom use Track Night for their “Racing Fix”. Witnessing post driving-experience paddock discussions, drivers are definitely comparing speeds, driving techniques and “unqualifiedly” racing each other on the track. Obviously the same excitement and comradeship you see and hear at any SCCA event. For them, this may be the closest to racing and need not go any further in their high speed endeavor. Greg Amy again notes that “the program is designed not primarily as a teaching experience. We do offer instruction, but its

Up to now, all administrative effort was to launch the program into the success that it is. But to get the participant fully involved in the full programs offered by SCCA, Greg has once again stepped forward in resolving to the capture of these “Casual Speed freaks.” Officials are now working the programs to be more inclusive to include a full criteria of motorsports activity. At the one recent event held at Lime Rock Park (not really a track night, but a driving experience) your entry covered not only the on track driving, but entry to the World Challenge race weekend, paddock walks, track drive rounds, etc. Greg had also arranged that a track night (in this case afternoon) was held Friday afternoon in conjunction with the Pig Roast Weekend at the recent Palmer weekend. A full temp SCCA membership for the weekend was extended. Participants

were invited to partake in the full weekends activities. An invitation to be part of the team was extended to all, whether they wished to experience, flagging, timing, or just watch the event and join



Any driving ability, any car from high-end exotics to family sedans are welcome to experience an evening with the SCCA Track Night in America and the NER SCCA. Photo: Clarius Photography, www.clarusstudios.com

in the fun was the order of the weekend.

But Track night can enhance further participants. On a personal note (and I know Greg experienced the same) after numerous years of layoff, I tried track night... did two events last season.. loved it, but knew I needed more. My regional license was renewed for the first time in over half a dozen years, and once again I am a participant in Regional racing. (A message to track night participants, if you think the open lapping is great, we urge you to try the next step, which may be the Club Racing experience or (potential) Time Trials. Another great venue to get you on track.) Again, it would be interesting to follow participants and see if they to progress into further SCCA Programs.

The Jury may be still out whether or not our motorsports enthusiasts will become



Photo: James Ray

future Road Racers, Soloist, Rally and Cross participants, or what have you. But instead of thinking of how they can melt into the club, like the advent of Rally Cross over a decade ago, we now have a whole new venue for NER, and SCCA...***the on track open lapping sessions participant.***

The season is over, but next year we hope to see you out there as a new participant, or enjoying an ongoing on-track experience... for full information, go to **www.tracknightinamerica.com**

"...to have fun is the #One objective of Track Night America..."

Kathy Barnes

THE 50TH ANNUAL RUNNING OF THE **COVERED BRIDGE 50 USRRC WEEKEND** MT SNOW, VT – NOVEMBER 4, 5, 6, 2016

Come join New England Region of SCCA as it celebrates 50 years of Ted Goddard and Covered Bridges and the roads less traveled. Covered Bridge 50 weekend will be headquartered at Mount Snow Resort, West Dover, VT on the weekend of November 4-6, 2016. This is also the 2016 USRRC (United States Road Rally Challenge).

CB50, on Saturday 11/5, will be the 50th and final running of the Covered Bridge Rally. It is a straight forward TSD tour rally of approximately 140 miles. The name for the rally came from Ted's love of covered bridges, probably fostered by the fact that Vermont has over 100 of them. Ted has been the rallymaster for all 50 years! The rally will be run in two sections, a morning and afternoon section. Each will begin and end at Mount Snow Resort, in West Dover, VT. Contestants should expect a majority of unpaved public roads and maybe even a trip on a Ted Goddard divided highway. Passing through a number of covered bridges during the rally is a given. Make sure to obey the signs posted on the bridges. Afterwards, enjoy snacks and a beverage and revel in the adventures of the day. Entry will be limited to the first 50 registered teams.

You would be amiss if you didn't hang around for Sunday's "A Bridge Too Far" course rally by rallymaster John Buffum. This will be a moderately trapped TSD rally suited for most ability levels; however no Novice Class will be included. Traps may include those based on timing or speed, main road designations, and signage, as examples, but in no way limited to these. Have no fear, if you fall for a trap, John's instructions will lead those who stray back to where you belong after a short detour. This will be a half day rally so travelers can head on their journey home by the middle of the afternoon. Entry will be limited to the first 35 registered teams. Info at: johnbuffum1@gmail.com. There will be displays and interesting CB memorabilia on display throughout the weekend.

Schedule: (tentative but should be within 30 mins) All events at Mount Snow Grand Resort

Friday Nov 4 -6:00-10:00 PM – Registration, Welcome snacks, displays and novice school if needed

Saturday Nov 5 - 7:00-8:30 AM – Registration for "Covered Bridge 50 Rally"

- 8:30 AM - Competitor meeting
- 9:00 AM - Covered Bridge 50 Begins
- 12:30 PM – Return to Mount Snow Grand Resort for lunch buffet
- 1:30 PM – Afternoon section of Covered Bridge 50 begins
- 4:00 PM – First car finishes rally
- 5:30 PM – Awards presentation
- Following awards, dinner on your own.
- 8:30 PM to 9 PM - Registration for "A Bridge Too Far".

Sunday Nov 6 - 7:30-8:30 Registration for "A Bridge Too Far Rally"

- 8:15 AM - Competitor meeting
- 9:00 AM - "A Bridge Too Far Rally" Begins
- 1:30 PM – Return to Mount Snow Grand Resort
- 1:30-2:30 – Lunch (on your own?)
- 2:30-3:00 – Awards and Ted's favorite, an ice cream buffet farewell social.

Info and Registration at: **motorsportsreg.com**.

For further information: **<http://www.ner.org/roadrally-schedule/covered-bridge-50/>**



2016 Calendar

RACE

Oct 7-8 Thompson /Regional

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

SOLO

October 02 (Sunday) NER Points Event #9 Ft. Devens

October 16 (Sunday) NER Stirling Moss Championship Ft. Devens

October 30 (Sunday) Team Challenge Ft. Devens

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

RALLY-X

September 30 - October 2

RallyCross National Championship Indianolas, IA

October 22 Rochester Rally Cross

November 12 Canaan Motor Club Canaan, NH

December 3 Wolf Chase Ludlow, VT

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

RALLY

November 5 Covered Bridge 50 Mt Snow, VT

November 6 Buffum Trap Rally Mt Snow, VT

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

RALLY SPRINT

Registration and more at: www.ner.org/rallysprint/

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.

TRACK NIGHT AMERICA

For all your racing action shots at Thompson and Palmer, to include Track Nights visit:

www.clarustudios.com

Pit Talk Needs Your Photos and Articles

You'll note we are a little heavy on results this month (although, results are always a great asset to **Pit Talk**, both for the participants and archiving!)

As Editor I can't help but notice many photos of our events and anecdotes are posted on Facebook....(and classifieds on Craigs list and ebay!) Why not submit to **Pit Talk** as well.

Feel free to sent your photo or story forward where we can give you a few kudos, and even if its just right, the Cover photo of the publication! Writing skills, don't worry, that's what we have spell guard for, and an

RE Report— continued from page 3

with a DNF? Go over and just say HI to the person, ask them how they're doing. Let them know how nervous YOU were at your first Solo event, and maybe offer them a pointer or two. Did someone at a Club Racing event just have a mechanical failure? Stop by their pit spot and see how they're doing. Bring them a cold bottle of water and a snack, and commiserate about how you've had to fix your car too. Helping doesn't always require a solution to a problem. You can help by just spending time with people and maybe getting them to feel a little better.

"Always help" doesn't have to cost you money. Does your group have a big cooler of cold water available for people to come and get? Load up a bag of bottles of cold water, and bring them around to people who might otherwise not know it's available, or be too busy fixing their broken cars. If you know a group is short on workers, ask what you can do to help out, or offer to work a little extra if you have time. Write up a short event recap after the event if you have some time at home. Call the person who bent their car a few days after the event and see how the repairs are going. And the most easy thing of all? Donate equipment you have sitting around your house that you might not need, old dustpans or brooms, that maybe the club can use. Just say HI to someone you don't know, meet someone who may be new to the group, and maybe make a new friend.

I think "Always Help" becomes an addictive behavior. The more you practice it, the easier it becomes. It's almost always appreciated when you help. A few months ago, while riding my bicycle, I saw a woman stopped on the side of a street with the hood up on her car, and she was peering at the engine. I stopped, and asked if I could help her, and she said she thought her battery was dead. I told her that I lived nearby, and that I would ride home, and then come back with my car and some jumper cables. I rode home, changed clothes quickly, and then drove back out. I was back in about 20 minutes, and when I pulled up, she said, "I thought you weren't coming back." We got her car started, and she was able to get herself going on her way safely. I had other things I had planned to be doing with my time, and I very easily could have gotten home and said, "Meh, someone else will help her." But if I was not the person to help her, what was the chance someone else would help? Maybe, maybe not. I like to think that because I helped her, I perhaps encouraged her to help someone else in the future.

Carry jumper cables. Change someone's tire. Teach someone how to change their oil. Show them how easy it is to do things, and they'll be able to teach and help someone else. Always Help.

editor, too. Share an event with the rest of the New England Region readership, or your favorite story, an anecdote, a "trailer" story, even a press release. We're here to represent and share the many fun activities of the New England Readership.

..and don't forget to submit your classified to **PIT TALK** we run your sale for FREE (no dealers please, and must be a NER member) and a photo in color. Just e mail the editor(bob@beaulieudesign.com) with your submission.

Hope to hear from you in the near future,

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 RoadRally (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**

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Telephone #: _____

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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

Mt Snow Rally Cross

— continued from page 25

first in another fully prepared rally car was TJ Pullen with his Pullen Away Rally Team Subaru Impreza wagon. Cone penalties proved to be the difference between 2nd and 3rd place. Alexander Merkuryev hit 3 cones and finished 1.1 seconds back of second place Pullen. 4th place was Alex Kuhner in the aforementioned Impreza RS and Nicolay Nemchuck was 5th. 2nd and 5th place were within 5 seconds of each other. Very close racing where cones make a difference. John Laakso finished 6th in MA in his Audi A4. John was one of the other drivers to stay clean all day. Thanks and good job John!

As always it was another really fun day at Mt. Snow. Thank you to the Mountain and their staff who worked to host such a great event. Thank you to those who just showed up to work like Jacob Perkins and Katherine Smith. Major thank you's to Kathy Moody who does more than anybody knows to make these events happen and also thank you to Chris Regan who answers phone calls from portable toilet companies with questions the evening before the event (among other things). If I forgot anyone I apologize, this is a huge team effort. Thank you.

Scott Carlson



SM, STL and ITA action amidst the left hander exiting the bowl at Thompson.

Photo: James Ray

SCCA **Membership Application**
Sports Car Club of America

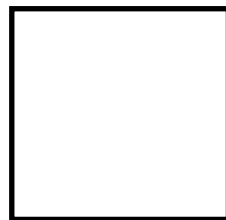
Download a membership application at: <http://www.ner.org/region/membership-information>

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