



SCCA
Sports Car Club of America



PIT TALK

THE OFFICIAL PUBLICATION OF THE NEW ENGLAND REGION, SCCA, INC.

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OCTOBER, NOVEMBER, DECEMBER 2015

Whisky Hill Opens!

Thompson Race Results

Rallycross Results #8 & 9

Big Lap and Covered Bridge Results

Solo Event # 8, 9 & 10 Results

New BOD Nominee Statements!



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COVER: Whisky Hill Opens! Formula racers, oblivious to the view behind them climb the hill toward the peak of the track during their pace lap. Photo by: Bob Beaulieu

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FROM THE RE:

Welcome to the silly season! Most of our regional events are finished for the year, and it's time to kick back, relax a little, and then get to work on the changes for the cars for 2016!



This year saw many new things within our region, and a continued drive for excellence and setting the bar high! We welcomed a few new tracks into existence in New England, in the forms of Palmer Motorsports Park (Whiskey Hill Raceway) as well as Caanan Fair Speedway, which has hosted more than a few NER Rallycross events this year! We look to be gaining an additional track in New Hampshire for 2016. We will most likely see the opening of the Club Tamworth facility next spring. They have a paved surface down now, and are already releasing test videos! There's

no doubt we'll have no shortage of locations for events next year.

While we have a good QUANTITY of events, it's important that we maintain QUALITY of those events, all the while continuing to grow our active membership. It is our active members who are the lifeblood of our club, and while we are happy to have anyone who wishes as a member, it's those active members who come out to events every year that we must strive to serve with the most dedication. To that aim, we released a Club Racing member survey early in November, designed to find out what folks did, and did not like, about our Club Racing events from 2015. Club Racing had the biggest change this year, in terms of the change in tracks, race groups and race lengths. While our club racers were extremely resilient and accepting of our need to experiment to find a good format and style of events for as many as possible, we wanted to give folks the chance to "talk back" from the comfort of their living rooms. We'll use the results of this survey to decide where the group runs, which days they run, as well as how the race groups and race lengths are constructed. I appreciate the feedback from everyone who participated. Also, please know that you don't have to wait for another survey to talk back; I can always be reached at wiley.cox@gmail.com for anything you want to say or discuss!

As we have come to expect, our groups represented themselves well at National events this year, winning multiple classes in Solo and RallyCross national championship events. We also welcomed back

—continued on page 7

"We have a good Quantity of events, It's important that we maintain QUALITY of those events..."

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2016-2017 BOARD OF DIRECTORS NOMINEE STATEMENTS

As of press time for *Pit Talk*, the following four candidates have stepped forward towards election for the upcoming term

ROBERT ANDERSON

My name is Robert Anderson and I have been a SCCA member since 1989 and a member of NER since 2008. I first got started out in San Diego working emergency and sound. San Diego and Cal Club regions worked together and I soon became chief of both specialties and eventually DA of both for Southern Pacific division.

When I moved back to New England, it was my intention to work emergency. However, NER primarily uses the track emergency; so I was asked to work as a steward. I also started to help Timing set up their equipment as my grandson works that specialty. Last year I was selected as the Worker of the Year and took on the task of moving the new equipment trailer between the tracks and combining all the gear into this trailer from the three that we owned.

As to why I have decided to run is to help the region grow and become user friendly. We have seen the addition of two new tracks and schedules that at times seemed tough, but we made it through the year. We need more people involved either as a driver or volunteer. YOU and I can make a difference, so give me a chance to make NER the best region in SCCA.



JESSI HONIGS

For those who don't know me, I'll start with sharing how I got involved with SCCA. About ten years ago, I ran a track day in a MINI Cooper. After that, I wasn't able to focus my thoughts on much other than the racetrack. While slightly lost on how to pursue my new obsession, I joined SCCA and spectated. Since club racing with SCCA wasn't in my budget, I moved on to oval track. I raced on asphalt ovals for a while, until my car was no longer in any condition to be raced. I came back to SCCA and found what I was meant to do all along.

2016 will be the beginning of my fifth year as a corner worker, and my first year as NER's F&C Chief. I'm excited to be part of the NER Leadership Team, and I'm committed to helping make NER even better than it already is. In addition to my current role, I would like the opportunity to represent you, and would greatly appreciate your vote.

On a personal level - I'm interested in gaining more knowledge about how the club works overall. For our club - I want to help us grow by promoting affordable ways to participate, as I wish someone had done for me when I was trying to find my way. I also want to help improve the club by listening to and sharing your ideas, and assist in making our events as successful and fun as possible.



JAMES RAY

I am a 61 year old Massachusetts resident, father of two grown children, husband to my college sweetheart, independent consultant with expertise in retail IT systems, loyalty marketing programs, and customer relationship management (CRM). During my 37 year career I've consulted for numerous consumer-focused client companies, served as the CIO & VP of Systems for a couple large retailers, and worked as an entrepreneur helping start a couple of coalition loyalty marketing programs (Air Miles & Upromise).

Like many club members I've shared a lifetime interest in motorsports. I first become a SCCA member while a young college kid at the University of Georgia. I started my participation in autocross and as a spectator attended championship club racing at the nearby Road Atlanta track in Braselton. Then career, marriage, and parenthood intervened. My membership lapsed and it was almost twenty years before I rejoined. In the past



ten years I have enjoyed much success driving in Solo, Road Rally, and Club Racing events, plus I enjoy instructing from the right seat for several HPDE organizations.

My wife is an active volunteer for the Boy Scouts of America. I help support her efforts and promote Scouting by driving the green and gold #28 Boy Scouts of America Racing Mustang in American Sedan class. Watching my wife's efforts in Scouting, I've developed an appreciation for the importance of individuals volunteering for leadership positions in membership organizations. My goal in running for a board position is to give back to the club and help my fellow club members. If elected I will use my years of management consulting and entrepreneurial business experience, knowledge of customer loyalty and direct marketing, information technology skills, and competitive driving experience to help make decisions about program and policy to the best of my ability.

JOHN FERREIRA

My name is John Ferreira and I am running for a position on your NER SCCA Board of Directors. I am currently serving on the board as your appointed Treasurer, completing my second year and am looking to continue serving as a nominated member of the board.

I have been involved in road racing for the past 48 years, as a driver, owner, mechanic and board member. For 12 years, I served in positions as safety director, event organizer, appeals committee, track inspection and class structure and rules development.

Some of the reasons I want to continue as a volunteer, is just that, we don't have enough volunteers. This is my 5th year with NER SCCA and I see many of the same people volunteering and running those events and behind the scenes preparing for those events. We need more people and I want to be a small addition. I also want to continue offering my expertise in the role of finances, as we are facing a challenge, that being an abundance of venues that we can participate in. This we have to manage carefully.

I also want to continue what this current board is doing in bringing in new members. People have more "activities" that they can do than ever before, and there are less people that have "automotive competitive experience". We need to bring new members to NER.



THERESA CONDUCT

Hello, my name is Theresa Conduct and I have been a member of the New England region since 2007. During the past eight years, I've participated in many different aspects of SCCA racing, starting in autocross and ProSolo, having a brief but exciting stint in SCCA Pro Racing in the VW Jetta TDI Cup, and racing a Spec Miata in club racing. Motorsports quickly became my passion and it

didn't take long for it to also develop into a career for me. I

spent a few years working and racing with a local race team participating in regional and national club racing around the Northeast, and currently hold a position as Director of Marketing for Thompson Speedway Motorsports Park.

Further nominations may be received after the deadline for this issue of Pit Talk. Please check the NER website for the full list of candidates.



Being active in the many different sides of motorsports in the region has given me a unique perspective on some of the challenges and issues the region faces moving forward. I believe this is a pivotal time for SCCA to take advantage of a growing base of performance driving and sports car enthusiasts. With the opening of multiple new race tracks in

New England in the past couple years, this is the perfect opportunity for the region to grow its membership

across all areas of the club including autocross, rallycross and club racing. If I'm elected as a member of the board, I will

strive to keep the forward momentum that has begun to build, and do my best to represent the interests of you, our club members.

DEREK SIVRET

Hello all New England Region members, My name is Derek Sivret I have been a member of the New England region since 1992 and I have been autocrossing since I was 17. I have grown up in the region and I like to think of the region as my family. I love everything this club stands for and have dedicated a lot of my time with the region. I have been primarily autocrossing but have done some tsd rallies and have spent some weekends crewing for friends in the club racing portion of the club. At 20 years old I became the solo chairman and spent the year running the solo portion of the club and I believe I may have been the youngest chairman ever! That year was the most for filling year of my time with the club. Since then I have held different positions on the solo board including Ops steward, Chief safety steward, safety steward and most recent Co-Chief of timing and scoring. I have volunteered at many events through the years and I am not afraid of hard work and dedication and I promise to work as hard as I can if elected to make this club the best it can be.

Lastly and most important, maintain a high level of safety in all of our divisions, and remember to keep it "fun"



Here To Speak My Mind

By Jon Lamkins

Significant Cars: Show Rods Part 3 – *Over The Top*

Everyone wants to make a buck. With popularity soaring, pretty soon we had a raft of show cars based upon common items: The Barber Chair, the Bunk Bed, the Phone Booth, the Bath tub, and the Outhouse. Then there were ordinary hot rods with special paint jobs and few props: The Paddy Wagon and the Fire truck. Amongst all this vanilla, there were still a few creations showing ingenuity while still being incredibly excessive.

The Martian Spider

Designed and built at California Show Cars by Jay Ohrberg,



Martian Spyder

this eight wheeled creation is powered by a Sherman tank engine. The front four wheels steer electronically (possibly making it the first car with 'steer by wire'). Front and rear suspensions are fully independent and there are two transaxles driving the four rear wheels.

Conceived during the space

race of the late sixties, it was originally called the Moon Marauder, it was to be powered by two Pontiac V-8 engines, and had a bubble top cockpit that looked like a flying saucer. The first change was the Sherman tank engine, which necessitated beefing up the chassis. Then NASA debuted their moon rover, so the name was changed to Martian Spider. Lastly a looming deadline led to the bubble top being scrapped for an angular flip top body.

In later years, the flip top body was removed and replaced by



Snake Pit

a replica of the Eiffel Tower. I can find no record of why. I can also find no evidence that it ever moved under its own power, however, the engineering seems to be in place for that to happen.

It canopy-less body was last seen in 2009 when it was auctioned off by Bonham's for \$8,338 euros

Snake Pit

Dragsters and speed record cars of the sixties sported two engines. Figuring more is better, the talents of Jay Ohrberg, Joe Bailon, and Harry Bradley decided six engines would surely set some speed records. After four years work the end result was Snake Pit: six Ford Cobra V8 engines sporting 12 Holley carburetors, 48 exhausts, 2 Ford C-6 automatic transmissions, two Pontiac rear axles, six wheels, two Moon throttle peddles, two Hurst shifters, and 18 Stewart Warner gauges. Final length

= 23 feet. Estimated total horsepower: 2000.

Excess was the name of the game when it came to Snake Pit. And despite the lofty goal of setting speed records, there's no documentation that the car was ever fired up, let alone driven.

When California Show Cars folded, Snake Pit ended up with George Barris who paired it with his Sidewinder V-8 powered three



Pink Panther

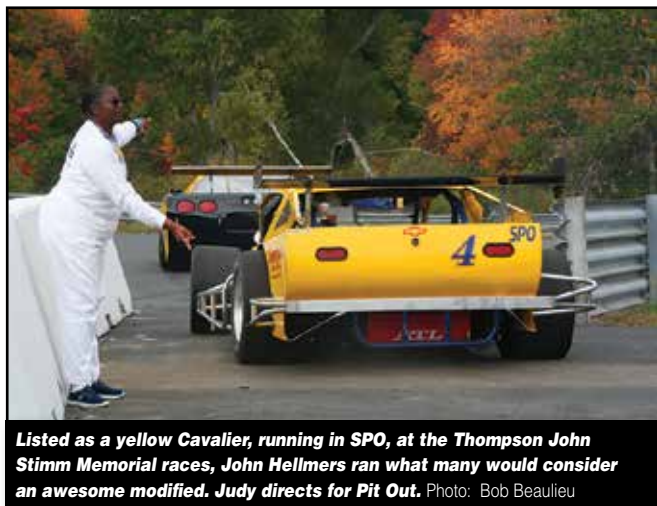
wheel motorcycle for a planned display at Euro Disney that never materialized. Once in Europe it was sold in 2006 for 27,225 Euros and then went to Auction in 2012 to sell for an undisclosed amount

The Pink Panther

Conceived by Bob Reisner as the ultimate futuristic limo, when Pink Panther mania hit and the Hollywood studios came looking for a car, this car was already in the works. So it was completed, painted pink and called the Pink Panther.

'Candy Joe' Bailon took Reisner's idea and built 28 foot long car on top of an Oldsmobile Toronado chassis. The interior (or belly) of the car is a luxurious lounge that pre-dates the custom van craze. The car is driven from a small, open cockpit that's in a long overhang in front of the front wheels (can you say next to zero approach angle). Due to its length, it's said this was the first car to utilize a backup camera.

Unlike Martian Spider and Snakepit, this car actually drives. It could be seen in operation in



Listed as a yellow Cavalier, running in SPO, at the Thompson John Stimm Memorial races, John Hellmers ran what many would consider an awesome modified. Judy directs for Pit Out. Photo: Bob Beaulieu

the Pink Panther show, including pulling up to Grauman's Chinese Theatre.

As of 2013, the car is undergoing restoring by Dave Shuten for Galpin Ford in Los Angeles

The Mysterion

Confession time: In junior high school, the library had a book documenting the building of the Mysterion by Ed Roth. Although



Mysterion

I was aware of the show car era, this was the car that got me hooked.

After building the Beatnik Bandit, Roth sold it to Bob Lavaree to finance the building of the Mysterion, a car best described



Mysterion Re-Deux

as dragster meets UFO.

As with the Bandit, Mysterion features a bubble top canopy, this time blown in a tripartite shape. The fiberglass body sits on a pair of frame rails, drilled out as dragsters were during that period for weight savings. Furthering the dragster time, Mysterion is powered by two Ford

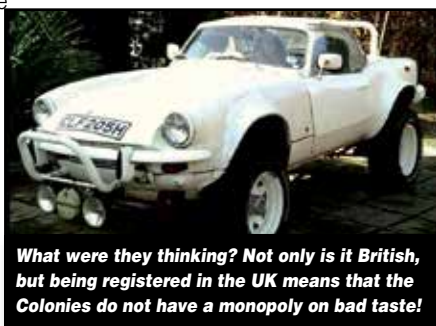
FE engines mounted side to side. These each powered separate automatic transmissions that came together at a glass axle rear end made from two Ford banjo axles.

Up front, Roth borrowed from Sprint car technology of the day by locating the front axle with four articulating links. Then he created a nose cone with a large, cyclops like headlight. Finally, it was painted a loud, fluorescent green

The car was a hit on the show circuit and in magazines. After a year, Roth traded it to Bob Larivee Sr., getting back his Outlaw and Beatnik Bandit. Here's where Larivee got short end of the stick. Because of weight of the engines, the drilled frame rails were prone to cracking, thus requiring welding to repair it. The Mysterion would drive and run, but it wasn't wise to take it very far.

What happened to the car from there is subject to various stories and urban legends. Everyone agrees, however, that it no longer exists.

But something's can't die. A Roth devotee, Mark Moriarty commissioned by Dave Shuten (yes the same one restoring the Pink Panther) to build him a working clone. That was completed in 2005 and debuted as Detroit's Autorama. As of 2011, it was part of the Galpin Ford collection.



What were they thinking? Not only is it British, but being registered in the UK means that the Colonies do not have a monopoly on bad taste!

RE Report— continued from page 3

the RallySprint program to the SCCA, with NER leading the way on re-introducing this program to the country! Our early-season event was so successful, that Team O'Neill and NER announced a second event in mid-September. Both events were sell-out entry events, and both were hugely successful. The RallyCross group and the entire region should be proud of this achievement.

Also new (again) for this year was the return of the Solo National Tour to Devens, after a multi-year absence. The Solo group held a very successful and well-attended event, with a return to the true National Tour format driving a welcome change for our drivers. We look forward to hosting that event again in 2016.

Club Racing of course welcomed the new Palmer Motorsports Park to the NER experience, holding two events there in the second-half of the season. There really is no track quite like Palmer in the Northeast, with very few rival tracks in the entire United States for the complexity and range of terrain it presents to the drivers! We also brought back to the first Palmer event, the Pig Roast from years back, and judging from the attendance and size of the lines to get to the food, it was pretty popular!

So what does 2016 have in store? To begin with, the club will have three new board members, as three of our current members are hitting their term limits, and their positions are up for election at this year's annual meeting. I wish to extend my personal thanks to Bill Gendron, Chris Regan and Paul Zahornasky for the work they have performed for this region in their roles as board members, Regional Executives, club members and active promoters of our club both inside and outside the region. Each of these members has given significant time and energy to making our club stand out within the SCCA. Thank you all for your efforts!

2016 will also bring a chance to stand out for each of you reading this. If you are reading this, please consider how you can help your club. Show up early at an event and lend a hand. Attend group or the region board meetings, and start a discussion! Start flagging at some club racing events! As I always say, we're a region of volunteers, and you are the volunteers!

So what do YOU want see in 2016? I urge you to attend our annual meeting on February 6th, 2016. Come hear what your club will be doing for the upcoming year, vote for your new board members, and share some time hanging out with your friends while wearing NICE clothes.

See you in 2016! —wiley

Membership Application

SCCA

Sports Car Club of America

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

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

August 12, 2015

The Board of Directors met at the Hampton Inn Auburn, 736 Southbridge Street, Auburn, MA.

Present: Wiley Cox, Chris Regan, Doug Myers, Kathy Barnes, Trevor Hermance, Bill Gendron, JB Swan, Sterling Cole, Brian Mushnick and Elizabeth Winiarz (secretary).

The meeting was called to order by Wiley Cox at 7:35 pm.

Minutes: Minutes of the June 10, 2015 meeting were approved. (Swan/Gendron)

Treasurer's Report: John Ferreira submitted the balance sheet ending July 31, 2015. Treasurer's reported was accepted. (Regan/Mushnick)

Program/Specialty Reports:

Club Racing: Three events have been held: Lime Rock, a decent event; Thompson, also decent. The NAARC banquet was held with 5 winners collecting their trophies.

RAL at NHMS went well. By the end of this month we will send out a survey to gain information on how this event should be organized next year.

Next event will be held at Palmer (Whiskey Hill Raceway). The track is in fantastic shape. Each race will be 14 minutes plus one lap – which translates to 7 laps. A pig roast is planned. The lights aren't working yet. Marianne Lyons and Jessie Honigs have visited the track to evaluate flagging stations.

Rally/Rally X: The RAL event was a no points event at the Canaan Fairgrounds, Canaan, NH since the National Championship was the next weekend. 42 cars participated. It was a fun event with trophies.

The National Championship was held last weekend. Scott Beliveau was asked to be in charge and did a very good job.

On September 12th the Team O'Neil SCCA Rallysprint will be held at Dalton, NH. The 30 car limit has already been reached.

The next Rally X will be September 26 at Okemo.

Solo: Wiley reported that the SOLO RAL event was held August 9 at Devens. Approximately \$2000. was raised – the total is not final yet. Kathy Barnes asked if the online giving site could be reopened because it automatically

closed after the August 2nd RAL event.

On July 19th SOLO held the "Scorched Orange" event with 161 cars each having 6 runs.

On July 11 the Evolution School was held with 32 entries.

Next SOLO event will be held August 29 – "The Attack of the Cones"

The Tire Rack Street Survival School held at



Elizabeth Winiarz stands duty at Whiskey Hill's Station Four's "Graveyard" Photo: R. Beaulieu

Thompson attracted 7 people and brought excellent media coverage from the Hartford Courant. The event planned for Stratford is already fully registered with a waiting list.

Membership: Paul Krysiak sent his report.

Membership is up by 100 since April.

We are beginning to receive contact information for those who came to Track Night in America. We plan to send a tank you e-mail providing links to our events in Club Racing, SOLO and Rally/RallyX. Sterling will draft the message and Wiley will send it out via constant contact.

| | |
|----------|--------------|
| Jan 2015 | 2280 members |
| Feb 11 | 2322 members |

| | |
|-----------|--------------|
| Mar 25 | 2358 members |
| April 8 | 2342 members |
| May 2015 | 2308 members |
| June 2015 | 2427 members |
| Aug 11 | 2441 members |

Merchandise: We are at the halfway point through the year for merchandise. On target to meet the proposed budget. We are now offering a special custom-made line of ladies shirts with either SCCA or NER logos. Merchandise proceeds from the NER decals and \$5.00 shirt sales were donated to RAL.

Program and Specialty were accepted (Gendron/Mushnick)

Area One Report: none

Old Business:

NER Archives Review – Looking for a volunteer to go with Wiley to visit the archives stored by Ed Volpe to evaluate what we have. Watkins Glen and NHMS archive collections are both interested in receiving material from New England Region. Brian Mushnick may go with Wiley.

RAL – Jody Leverone did a great job getting things set up at Loudon. This year three separate events were held because the facility at Loudon could no longer support all three of our events simultaneously. The excitement of having all three groups of members together was missed. We will revisit this for next year.

BOD elections – Bill Gendron and Chris Regan are timing out, having served on the board for three 2-year terms. Please think of new people who would be good on the board and nominate them. Nomination forms will be available in **PITTALK**.

Social Media expansion – The new NER website is going well. We need more articles about the events themselves. We need to identify and recruit enthusiasts who could write reports for the NER webpage.

Annual Meeting – SOLO is in charge this year. The board discussed how to increase attendance. Should the awards be given out after the annual meeting and then hold a cocktail party? The hotel should be as affordable as possible.

Budgets – Budgets for next year should be ready by October and be approved at the November meeting.

The meeting was adjourned at 9:50 pm

(Mushnick/Cole)

Respectfully submitted ,

Elizabeth Winiarz, Secretary

September 9, 2015

The Board of Directors met at the Hampton Inn Auburn, 736 Southbridge Street, Auburn, MA.

Present: Sterling Cole, Wiley Cox (RE), Trevor Hermance, Doug Myers, Chris Regan, Paul Zahornasky, Elizabeth Winiarz (Secretary), Dick Patullo, JB Swan, Craig Swinehart, Herb Libby
Excused: Jody Leverone, Bill Gendron, Brian Mushnick

The meeting was called to order at 7:39 pm by Wiley Cox.

Minutes from the August 12, 2015 meeting were approved (Zahornasky/Cole)

Treasurer's Report: John Ferreira submitted the Balance Sheet as of August 31, 2015. The Treasurer's Report was accepted. (Cole/Hermance)

Program/Specialty Updates

Club Racing. JB Swan reported that the Palmer event went well. The track got good reviews. The car count for the Sept. 12/13 weekend should be higher. Club racing car counts are down by 10-20 cars per event. In future we will have to strategically plan our events and promote them. Some possible ideas were to have a one-day event rather than two days. Track Night in America is doing a great job of bringing in new people. We need to bring some of those people into NER regular events. Might we want to try a weekday PDX event at Thompson using Thompson staff? MOHUD region might collaborate with us on a PDX. This marketing plan should be greater than just the club racing board.

Should we hire someone to do marketing for us for a year? Someone who knows our programs and is excited about the events? How can we identify individuals to write stories about their racing experience at our events? Herb Libby suggested handing out flyers at registration stating if you have a good experience - write about it and if we use your story we will reward you with a gift certificate or swag or discount off your next event. Track night in America has a "Champion" program. People who promote an event or post something great about it get swag.

It was decided that we will offer \$10.

merchandise coupons.

MOTION: The Club will issue \$10.00 merchandise coupons, not to exceed \$500.00 for the remainder of this year for published club related stories. (Cole/Zahornasky) All were in favor.

Rally/Rally X: The Team O'Neil RallySprint event is coming up. Entries are about full. Okemo is moved to Sunday September 27th. The Mass Challenge RoadRally will be held on October 10th.

Solo: There were 152 drivers at the last local Solo event held on August 29th. The Nationals are happening right now and our region has 5 class champions as of today. Thursday and Friday may bring more. Three more Solo events are planned for September, October and November.

Merchandise: Sold quite a bit at the RAL NHMS event. Club Racing workers have redeemed over \$2800 in merchandise or other items since June. Was also at the Solo RAL event.

Area One Report: All quiet. Championship season.

Old Business

Election Nomination Forms will be distributed to the Board and Program Chairs. Depending on the date of the annual meeting, they will need to be turned in around the end of November.

New Business

Herb Libby gave a presentation about a project he is planning - Keepers of the Flags - a movie about flaggers. Herb will be travelling to Daytona for the runoffs and Dick Patullo will put him in touch with SCCA marketing people at that time.

The meeting was adjourned at 9:04 pm (Zahornasky/Regan)

Respectfully submitted,

Elizabeth Winiarz, Secretary

October 14, 2015

The Board of Directors met at the Hampton Inn Auburn, 736 Southbridge Street, Auburn, MA.

Present: Sterling Cole, Wiley Cox (RE), Trevor Hermance, Doug Myers, Paul Zahornasky, Elizabeth Winiarz (Secretary), Bill Gendron, Kathy Barnes, Paul Krysiak, Brian Mushnick and John Fernandes by Skype (Treasurer)

The meeting was called to order at 7:36 pm by Wiley Cox.

Minutes from the September 9, 2015 meeting were approved (Zahornasky/Cole)

Treasurer's Report: John Ferreira submitted the Balance Sheet as of September 30, 2015. The Treasurer's Report was accepted. (Cole/Hermance)

Program/Specialty Updates

Club Racing. A great race weekend was held last weekend at Thompson Speedway with over 130 cars and very full fields.

Rally/Rally X: The next Rally event will be next weekend at the Cummington Fairgrounds, Cummington, MA. Following that the Covered Bridge Rally will be held on November 7th.

Solo: The Moss event was held last weekend. Bob and Billy Davis are the second father/son team to win the event. 110 drivers were entered. One more event is scheduled for November 1st.

Membership:

| | | |
|-----------------|--------------|------|
| NER Members | Jan 4, 2015 | 2280 |
| NER Members | Feb 11, 2015 | 2322 |
| NER Members | Mar 25, 2015 | 2358 |
| NER Members | Apr 8, 2015 | 2342 |
| NER Members | Aug 11, 2015 | 2441 |
| NER Members | Oct 14, 2015 | 2476 |
| Expired members | Aug 1-31 | 34 |
| New members | Sept 1-30 | 26 |

We now show a gain of 156 members or 7% growth from January 2015.

Merchandise: On target to make income and expense goals for 2015. Good weekend at Thompson and NER Solo at Devens on Sunday.

Area One Report: No Report

Program and specialty reports were accepted. (Mushnick/Zahornasky)

Old Business

Media Person: Sterling estimated that the cost to pay a PR person to keep our information up to date and give us a media presence would be \$25. - \$45. per hour or about \$5000. per year. Brian Mushnick suggested a PR firm that he uses which charges \$299. per month. Trevor Hermance volunteered to work on this over the winter, making a list of social media sites where our members post information about our events.

New Business

Elections: Three board members are terming

—continued on page 37

ROCKIN' THE ROVAL

A Pit Wall View of the 2015 SCCA Runoffs

By: Stephanie Funk

My Facebook newsfeed was cluttered with posts heralding the first day of fall.

"It was 45 degrees last night!"

"We spent the day picking apples and making pies."

"Bring on the Pumpkin Spice season!"

A bead of sweat drips off my face, landing on the screen of my iPad. It was 9:30 a.m., and already well north of 80, rapidly heading another ten degrees higher. The whine of formula cars, magnified by the concrete bowl we sit in fills my ears, making conversation with the guys difficult.

Welcome to Daytona Beach Florida in September, a full blown summer month down here.

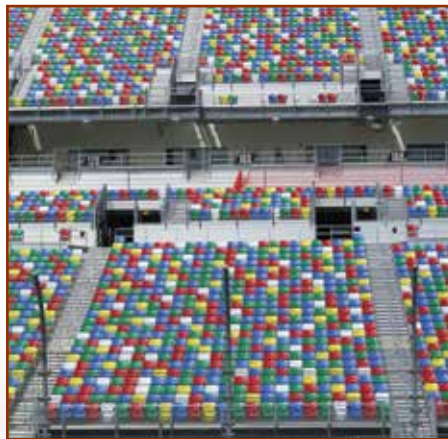
It's Tuesday, the second day of qualifying well underway. This is the first chance I've had to stop and savor it, taking in the experience of the oh-my-God-we-are-at-the-runoffs-in-Daytona!

Oh, I've had flashes of that amongst the frantic thrash of finishing the build of a brand new car, traveling the 1200+ miles to get here, and the running for parts, food, ice, parts, more parts

that took up most of Monday.

I can't tell you where grid is, but ask me about where the four closest auto parts stores are and I've got it covered.

Pulling into the infield through the tunnel for the first time was one of those holy crap moments; the grandstands tower to the left, far taller than



any of the Northeast tracks I've been to. In an interesting side note, most of the seats are painted in different colors, to disguise when there aren't any warm bodies filling them. It gives the illusion of a huge stand packed full of spectators, something we typically don't experience.

A worker for the track told me the color placement is not random. A computer generated the pattern, telling them precisely which colors to place where and how many to

do. (If someone wanted to play hide and seek in the stands, all you would need to do would be to wear a shirt colored like the seats and sit very still.)

Another visual that strikes you is the first time you see the banking. 33 degrees sounds like a lot, but it doesn't begin to describe how it looks when you actually see it. Cars are going by with the roofs clearly visible, tilted over far more than they ever have been.

The next thing that strikes you is the sheer number of familiar faces and cars you see here. While I was seeing a fair number of west and Midwest cars, not to mention the southern crowd, there were familiar New England and Mid Atlantic cars everywhere.

It really feels sometimes like we are a band of Travelers, setting up shop in new towns until we wear out our welcome, then pulling up stakes only to reappear hundreds of miles away.

The schedule rotates throughout the week, with everyone having different times they are on track each day. The chatter is the earlier times are better for cooler (ha!) temperatures and potentially better lap times.

At this point, I'm just happy, no, ecstatic that this car rolled onto the track yesterday for its first ever session on track anywhere and did as well as it did.

Testing it in runoffs qualifying was not part of the plan. That was the fallback mode we were



forced into when everything that could go wrong or be difficult was.

Parts that came in after long waits, only to be malfunctioning necessitating return shipment for adjustments...only to come in still not working. Parts that had to be ordered and took a loooong time to arrive. Fabrication that needed to be done slowly because it was being developed as it went. A dyno session the weekend before that resulted in a blown clutch. The project that was supposed to be done by May was finished in the paddock at Daytona, on the Sunday night before the event was to begin.

I think all of our heads were in imminent danger of exploding.

Under a relentless Florida sun, I stood in pit lane, waiting for the cars to roll off grid. I typically go to grid with Ed, make sure everything is set to go.

I was too afraid I would throw up into the foot well of the car to go, so I sent Joel Porter-Devries with him instead. Our fabrication guy, Matt Mathers (www.beaverbuilt.blogspot.com) and I headed to pit lane to stake out a box.

Halfway down the paddock road to the pits, Matt looked at me and asked, "Where are we going?"

"I have no idea! Head towards the stands."

Like I said, I know the strip malls outside the track way too well and the paddock not at all.

They grid you for qualifying here, I was told, so Ed finally rolled onto pit lane at about mid pack. And damn...it was finally on the track at Daytona!

My nervousness subsided as he began to rack up lap after lap, driving conservatively, feeling

out the car and gathering feedback for us. Nothing fell off, nothing blew up, nothing was smoking. We did lose water from the radiator due to a loose fitting, bringing him in a couple laps early. He also came in with tire donut on the front from a British car that was driving with no mirrors. As in one fell off someplace and the other was non-functional.

Of course, to add some spice to our night, Ed was selected for inspection after the race. That's an interesting experience. Each car had a sheet with the things they were checking for compliance. Fuel was sampled, gaps in the bodywork checked, air dams and splitters examined, and the motors were whistled. They chose four HP cars, all Hondas. It took about two hours from start to finish to do all of us and the four FP cars that were also chosen. Everyone passed, and as the sun crept down into the palmetto swamps, they finally released us.

There were a number of NER people and NY/NE based people we saw throughout the day. Some of it was a blur, due to work, stress, and general dehydration and exhaustion. Jack Busch paused to talk to us about his GT1 qualifying (he was fourth after his first session). Rick Alexander stopped by to see us as the last of the light fled and the starlings finally decided to go park in a tree for the night. Greg Amy unveiled his surprise, a year in the making, running an ITS car (a Honda Civic Si) as an STL. Rick Benazic swooped in on a bicycle at one point. He looked good out there in his Honda Civic. Laurie Sheppard made the trek from Texas to hang with her racing family, and John Tures showed up with media credentials and a cell phone camera.

Like I said before, we felt like a band of Travelers going from town to town.

We were a sweaty, sunburned mess when we got back to our rooms on North Atlantic Avenue, home of the "World Famous Daytona Beach" (a statement Matt argued with, claiming that people from Europe and Asia probably have heard of nicer places than that.)

We headed out on foot around 9:30 to try to find some food. That was a fail. The area is a mixture of amusing and just sad. Cheesy storefronts offer gifts, beach towels and live turtles for sale, bracketed by establishments offering live girls for sale. Empty storefronts dot the blocks, missing teeth in the mouth of the strip. The saddest part were the people who were obviously homeless, slumped on benches, or slowly shoving decrepit shopping carts down the sidewalk. An elderly man was vomiting behind a bench, his bags strewn around him. (I know how you feel, bud. I felt like that when our group rolled today.) On a serious and non-racing related note, we really need to fix the mental health system in this country. Far too many people who need help aren't getting it.

We ended up in the hotel Tiki Bar eating burgers at 10 p.m. as the Atlantic rolled in rhythmically, the wave tops just touched by light from the shore. Like the waves, tomorrow was relentlessly coming, another wave of new, and hopefully, good experiences.

I don't think I've ever been so happy to see eighth place in my life.

The second qualifying session went off before lunch this time. I was less inclined to throw up, but still opted to go directly to pit lane instead of grid. The cars rolled out into pit lane, a string of colorful matchbox cars from this distance. Daytona is huge, some 3.56 miles according to the information. The sky was a brilliant mix

—continued on the next page

Congratulations to all NER Participants of the 2015 Runoffs

This year, with the Annual Runoffs, held on the East Coast at Daytona, saw the greatest amount of entrants from New England Region in years. Congratulations to all participants for a job well-done!

Special Call-out for Podium finishers, LEE MCNISH, and JACK BUSCH ...and National Champ JONATHAN GORING in SM!

| NAME | CLASS | FINISH | Michael LaVigne | T2 | 8 | Jonathan Goring | SM | 1 |
|------------------|--------|--------|-----------------|------|----|-----------------|--------|----|
| Jonathan Leitner | E-Prod | 16 | Andrew Pastore | FV | 13 | Elivan Goulart | SM | 6 |
| Lee McNish | SRF | 3 | James Regan | SRF3 | 15 | Nick Leverone | SM | 23 |
| Robert Reed | SRF | 4 | Shawn Morrison | SRF3 | 24 | Daniel Moen | SM | 56 |
| Bruce Meyers | SRF | 7 | Nick Leverone | STL | 5 | Ryan Hall | B-spec | 7 |
| Thomas Riley | SRF | 16 | Greg Amy | STL | 7 | Eric Heinrich | STU | 16 |
| Kenneth Riley | SRF | 27 | Tom Estes | STL | 11 | Ed Funk | HP | 13 |
| Thomas Kirchman | SRF | 30 | Bob Beede | STL | 33 | Jack Busch | GT1 | 3 |
| James Ash | GT3 | 6 | Kelly Lubash | AS | 11 | Bob Demers | T4 | 17 |
| Douglas Rocco | FC | 6 | Mark Wheaton | AS | 15 | Stephen Lewis | T4 | 21 |

of blue with white and gray clouds speckled across it, reflecting off the glass fronted Daytona Club building that overlooks start finish from the infield.

It struck me as I watched the cars motoring down pit lane, that while I typically don't follow or have much interest in NASCAR that this still must be quite the spectacle for the big events. It was impressive enough for the runoffs; I can only imagine the show they put on for the 500

This time, we had laps on the car and a basic idea of handling, brakes, and motor. A couple of minor issues were addressed, hopefully successfully.

I felt cautiously optimistic as Ed rolled by.

The view from pit lane from the box we had staked out was from just before start finish. The track is banked there too, the tri-oval aspect of Daytona. It's not as severe as the two turns, but it looks steep enough from the pits. You could hear cars sputtering against the rev limiter as they went by.

There ended up being a fair amount of mechanical attrition during the event. Cars were subjected to stresses they weren't normally asked to endure. We have nothing in the Northeast, maybe even any place else SCCA races that has such prolonged top speed stretches in it. I noticed a lot had transmission troubles, dashing some people's hopes for a good finish. If there was a mechanical weakness in your car, this course found it.

From pit lane, Jon Leitner, Matt Mather, Joel Porter-Devries and I watched people figure out the fast (or not so fast) way around the circuit. The drafting was fun to watch, bumpers just kissing each other. The draft at Daytona picks you up from a surprising distance back, sucking your car rapidly up to the front car. Ed reported that the Prod cars were also bouncing around in the draft, a factor that may have played into the incident that would happen later in the week.

Thank goodness for a breeze at Daytona, because it would be unbearable without it. The Flatout crew sweltered in black tee shirts, magnified by a blow up latex zebra they were carrying around on their backs. (You guys should thank your lucky stars that Amy

Mills didn't decide to go for an elephant paint scheme instead of zebra stripes.)

The old hands at Daytona had giant fans, like what you use in barns or in manufacturing buildings to cool their paddock spots. Some paddock places were gaily decorated for the paddock decorating contest. We went minimalistic, resorting to a "Danger Fart Zone" sign I picked up at Pep Boys during one of the many runs on Monday. (By the way, Pep Boys had Bacon Bowls on clearance there, a product that I found disturbing, but that many of my friends claimed they wanted for Christmas. You people are sick!)

Greg Amy stopped by and we raided his encyclopedic rules knowledge for input on the air dam that was starting to be crafted. Greg mentioned that he had removed his air dam and splitter, resulting in a 3 mph gain. Greg had surprised everyone that week by entering an ITS car into the STL race. He had pored over the rules (no surprise there!) and ascertained that this car in this configuration would have advantages his Integra didn't. Another Greg-ism was the way his car's weight was displayed on the side of it: 1.5 U.S. tons

We engineered and fabricated for a few more hours as the qualifying sessions wore on and the humidity dropped to the low 90% range. As dusk crawled across the track, we buttoned up and headed over to Lake Lloyd for the Prod Party and for the entertainment of the evening; Spec Miata's qualifying under the lights.

As the Miata's gridded, mood in the paddock resembled that of a Roman Coliseum just before the lion was released. A huge field of Miatas, under the lights, well that was sure to be a show. And they didn't disappoint.

We were facing turn 3/4, where they had a head of steam up after coming down that back straight. From the distance, they resembled Matchbox cars, a little parody of a NASCAR race. They looked so tiny on the huge banking. Their headlights were on, throwing light across the back of the car in front, the big banks of lights from the speedway lighting up the roofs. I have to say it was a cool visual, made that way by the sheer immenseness and steepness of the Daytona banking.

Many of the drivers were getting it on, with

Photo: Brian Nooney



Photo: Brian Nooney

drafts 3,4,5,6 deep. You could really see the difference between the drafting cars and those who weren't. It truly was a very cool spectacle.

Some local names were spotted in the entries, and I assure you I will miss many of you here. This is simply off memory. I hope to scan the provisional's later to give credit to as many local drivers as I can. In SM I saw Jon Goring, Amy Mills, Whitfield Gregg mentioned. It was a huge field, in excess of 60 cars. They seemed to be behaving, a trait that they would carry over to the nighttime race on Friday.

Wednesday morning:

"I WAS SEVENTH!"

Joel Porter-Devries shouted that at me in pit lane as he held his phone up to show me the Race Monitor app. I, unfortunately for me and to his everlasting amusement, had a mouthful of water right at that moment. Half went down my windpipe, sending me sputtering across pit lane. (For those of you who have somehow missed it, google the video "I was Seventh", an SCCA cult classic)

Ed had just come across the timing loop at Daytona a place higher than he was on Tuesday.

Ed was seventh, but Joel was number one as I flipped him off, still coughing so hard I had tears streaming down my face.

Wednesday started out with changeable conditions that ranged from sideways downpours, heavy wind and hot, muggy sun. Flags snapped in the wind as groggy Spec



Miata drivers examined their cars in the harsh daylight.

The muggy conditions and wind meant that times in our qualifying session were off for everyone, by a good second. Jason Isley, the pole sitter who had been turning consistent 2:18's was turning 2:19's today. Several of the other guys who were turning 2:19's were in the 2:20 range today.

Ed's times moved up from 2:22 on Tuesday to 2:21 and change today. Matt Mather, aka "The Beav" and I were ecstatic. A car designed and built by us was living up to our expectations in ways that were surpassing our best case scenario.

As a shameless plug, Matt is Beaver Built (www.beaverbuilt.blogspot.com). He is also known as "the acid beaver" online. A well respected Honda tuner and fabricator, Ed "met" him online a couple of years ago when we were trying to get some input about tuning. A street tuner, we dragged him over to the dark side with promises of cookies and real dynos. He quickly earned the respect of many of the Honda/Acura guys in SCCA and is gathering quite a crowd of clients now. If you have Honda tuning or fabrication needs, he's the guy.

We were high fiving as Ed rolled in at the end of the session. Part of the celebration was the successful use of data acquisition by us for the first time, with the newly installed Traqmate system. The night before, Matt and Ed had pored over the data, identifying areas where he could improve times. It paid off.

Of course, no race day is complete without something to fix. In our case, it was the bumper. Ed tried bump drafting with a Volkswagen only to find the Honda was a lot more fragile in the front end than the Opel Manta had been. The draft simply sucked him up and into the back of the VW with more force than he wanted. After much swearing and fabricating, the car was returned to its former state.

The road course section of Daytona really isn't anything special. It acts as a detour from the oval, shaped somewhat like a flattened set of Mickey Mouse ears. The real attraction for everyone to come here was the sheer length of time you are at top speed in steep banking.

I was thankful that the week seemed to have limited attrition. A photo of a demolished

GT1 car is circulating online. The driver was Bob Kelley. I am not sure if that happened during testing or when qualifying had started. Comments indicated he had brake failure and went hard into a wall, I believe at the entrance to T1. The cage had to be cut to get him out. People said he was alert and talking through the extrication. He broke some bones but



Bob Demers preps for the start. Photo: Brian Nooney

fortunately escaped more serious injuries. We wish him a speedy recovery and condolences on the loss of his car.

The speeds are fun, but concerns have been voiced before this event about as to whether or not club cars can withstand major crashes at these speeds. Fortunately, as far as I saw, the crashes that did occur all seemed to be in the road course section, where everyone had slowed down.

Saturday morning

What a wild, crazy emotional roller coaster of a race the HP race was for us.

Thursday's qualifying didn't go as well as Wednesday. The car just wasn't putting out the same power. Ed slipped back one grid position, from 7th to 8th.

Matt "da Beav" went to work with his laptop and data. Some changes were made, tested in street tuner fashion, and eventually deemed ready to roll.

Race day I was a nervous wreck. I get butterflies, but not every time. I had them for this event, had them bad.

We were first up after lunch, and it felt like it took for-ev-er for grid to be over. By the time Ed rolled onto the track, I warned Joel that I might get sick down the back of him as he gave me a lift on our scooter out to pit lane

I was ready for a race, but holy cow! I had no idea what a crazy one it would be.

Matt's changes worked. The car was strong,

strongest it had been all weekend. Ed's times started dropping. By the third lap, he was turning low 2:19, right in the same time range as the leaders. Hulse in the Cabriolet had taken off at the start and was right up there, running third and fourth. He had been gridded seventh. Ed fell back to 13th on the start and then started reeling them in.

Isley initially took off, but Linn in the CRX was chasing him down, with Hulse hot on his heels. Ed steadily worked his way up to sixth. A full course yellow broke everyone's momentum and bunched them up again. On the restart, a Volkswagen locked them up into T1, swinging wide, and then turning back down to tag the front of Ed. It wasn't hard enough to check him up. Ed made another move and got fifth. We were in hysterics on the wall.

On the white flag lap he came by down a position, in sixth but closing back in on the VW in front of him. He was knocking off solid laps, with times in the range of the leaders. Then... the last lap came.

I had been getting a bit tense, listening to the announcer. The top three cars were banging off each other all around the course, over curbs, into the grass, tapping each other and rubbing. They came off the oval for the last time so tightly bunched you could throw a blanket over them. I saw a wiggle, and then the VW Cabriolet was sideways bouncing off the wall with a resounding boom, turning Isley sideways along with Linn. They crossed the line sideways and backwards as pit wall erupted with shouts.

I looked back at the oval as the fourth place car came flying out, then the VW in fifth, then.....car after car, none of them Ed.

I pounded on the wall, swearing heartily. The announcers were talking about the incident at start finish. I set off to find what happened as the cars began to filter into pit lane. Talk about a roller coaster; from the highest feelings to a crashing low in less than 2-1/2 minutes.

The Steward of the Course told me Ed was at the bus stop, being flat towed in. I started running for our paddock spot. What had happened was this. All week, there had been issues downshifting into fourth. After all, this was a brand new transmission on a brand new build, so some glitches were to be expected.

—continued on page 37

A NEW BEGINNING

NER SCCA Inaugural Race at
Whisky Hill, Palmer MA
August 22, 23, 2015



PHOTO: Roz Rosintoski

Reflections of Whisky Hill From Outback

By Bob Beaulieu and Dick Patullo

After years of deliberation, endless searches, blind alleys ...and absolute dedication by many of the SCCA community, Whisky Hill (Palmer Motorsports Park) is now a reality.. A reality that opened with its first official SCCA event held this past August.

I yearned to see (and experience) this all new venue to the portfolio of tracks available to NER drivers. Unfortunately, currently on hiatus from racing after years, I did the next best thing, I joined our fearless F & C community to assist and partake, in what I consider the next closest thing to racing, being part of the on-track contingent of Flagging and Communication.

Driving to the track in the early morning hours for the first time meant a miss of the entrance thanks to the locals, whom I understand have stolen the sign a few times, (as well as, I understand spreading nails along the entrance of the facility Friday night) A few sour puss neighbors always seem to object to any new changes. I'm sure this will diminish in time as the community adapts to this new opportunity of income. I double backed, took a guess that the checkered flag motif must be the entrance of the raceway.

Deep n the woods and forest of central Massachusetts, I couldn't believe how this undulating track was beautifully carved out of the land scape. If I saw Daniel Day Lewis chasing deer across as the track as Hawkeye, in *last of the Mohicans*, I wouldn't be that surprised.. Its that kind of topography. A topsey-turvy of 180 degree turns, switchback and elevation changes, lend to a layered wedding cake look from the start finish as you look up the hill. A quick few laps at lunch break by our resident starter, James Blumenfeld, proved, this is one roller-coaster of a track that keeps you on your toes...not too much time to enjoy the beautiful scenery here as a driver.

The flag stations, all had an excellent above track view for excellent communications. Station Five had a beautiful panorama of the wooded lands of central Massachusetts, and Mt. Tom in Holyoke off in the distance. The stations had the rustic feel of a civil war snipers post, especially after, our F & C friends, made makeshift stone walls around each outpost. A couple of long rifles would have fit in perfectly. The climb over the banded tire wall, and scrambling up the embankment would challenge the most sure footed-billy goat in New England. Fast response will be supplied Mountain Rescue for sure.

As a former driver, I recommend to all current drivers, take a weekend off and join the F & C crowd., Its a great way to observe the does and do nots of many of the drivers, and use that information for your own advantage. Observing many of the racers, smooth

consistency is always the answer, especially climbing the hill between two and five.. too much speed, and sliding in the corners meant momentum loss to climb the hill.. a smooth line, even power, keep the speed up and make the hill. Especially with the lower displacement cars (which is almost anything other than the GT1's and A sedans with V8 Grunt!)

To put it even better, Dick Patullo reports about his first event, thusly:

Well this was an amazing weekend, after the first session on Friday morning I decided I would not leave here Sunday thinking I had this track down. I do not consider myself a fast learner but even for those that are this track is a challenge.

Of course having an immature infrastructure makes everything a little more work for the drivers in the paddock and the event officials. Kudos to the workers for making this work as well as it did. It worked pretty well. Much of the paddock is gravel but I was amazed that it really does not stick to the tires. They would have a layer of dust but no rocks stuck to them at all. I wish NHMS had the same gravel. It looks like we had 80 cars for the Friday test and 111 cars on Saturday not counting the double dip entries. The paddock was pretty full but I am sure we could fit about 175 if we were a little better at parking. Hopefully the huge bathroom and shower complex will be operation when we are back in three weeks but the bathroom trailer they have there was not that bad and there were plenty of porta potties.

The track itself is very busy. There is really nowhere to take a rest. The front straight is very busy, if you get it right you are holding on tight coming on to it moving across to set up for the first turn and then picking your brake point before you know it. I found there are 5 segments per lap where you need to try to carry speed and 5 transitions where you try not to lose too much while setting up for the next speed section. The racing line and the fast lap line may be quite different. During one of the Sunday races JB (Jeff Swan) took a run at me and we were side by side racing for second from station 4 all the way to station 9. I think it would have been longer but JB realized the leader was getting away and fell back in line. Smart move as JB won that race.

In the last race I was leading and Paul took three hard runs at me before he got by and my attempt to get back by ended with us side by side at the checker we me losing my a tenth of a second.

It was said after Thompson opened that like that track or not we were blessed that the three tracks in New England all have totally different characters. Well Whiskey Hill Raceway at Palmer Motorsports Park is like no other track I have ever raced. If you were not there you missed something special. Don't miss the next one. It is cool to drive but it is amazing to race.

I concur with Dick, A great addition for racers of New England How fortunate we are, four tracks basically within two to three hours of our homes. Add Watkins Glen and Pocono, New Jersey and we have a dearth of choices to race that many racers in other parts of the U.S. would envy. Whisky Hill will certainly be part of that consortium.. between Open practice on Friday, racing on Saturday and Sunday, and on my departure, cars were streaming in for the Audi Club event to be held the following Monday...Whisky Hill is part of any motorsports enthusiasts "must do" Itinerary...I can only wish the best success for this great new track.

A NEW BEGINNING WHISKY HILL AUGUST 22 & 23, 2015 RACE ONE

| PIC # | Name | Class | Laps | Diff | Avg. Sp. | Best Tm | Lap Make |
|---------------------------------------------------|----------------------|-------|------|----------|----------|----------|-----------------|
| Group 1 - GT1-2-3, SPO, T1-2, ITE - P | | | | | | | |
| 1 1 6 | Douglas Valley | GT1 | 8 | | | 1:44.55 | 7 Mustang Cobra |
| 2 1 18 | Dave Maynard | GT2 | 8 | 3.933 | 76.937 | 1:46.025 | 7 BMW 330 |
| 3 1 64 | Robert Tucker | ITE | 8 | 40.180 | 73.829 | 1:51.035 | 5 Porsche 911 |
| 4 2 35 | Anthony Kalkandis | ITE | 8 | 40.557 | 73.798 | 1:49.903 | 8 Porsche 944 |
| 5 3 #59 | Michael Goulde | ITE | 8 | 42.341 | 73.652 | 1:51.005 | 5 BMW 328 |
| 6 1 #14 | Daniel Ciani | AS | 8 | 43.321 | 73.571 | 1:50.930 | 7 Camaro |
| 7 1 #24 | Peter (Tony) Lewis | T2 | 8 | 40.215 | 70.426 | 1:55.572 | 7 Camaro |
| 8 2 #80 | Maurizio Cerasoli | GT2 | 8 | 1.975 | 70.278 | 1:53.397 | 8 Porsche 944 |
| 9 4 #54 | Jeff Campbell | ITE | 8 | 7.219 | 69.744 | 1:56.938 | 2 Porsche 964 |
| 10 5 #72 | Peter A Lombardo | ITE | 8 | 15.389 | 68.632 | 1:58.606 | 6 Abarth |
| 11 6 #47 | John Tirrell | ITE | 8 | 0.140 | 68.622 | 1:58.613 | 8 Abarth |
| 12 2 #48 | Duncan Milne | AS | 7 | 1 Lap | 66.717 | 2:02.544 | 2 Mustang |
| 13 2 #22 | Ted Sullivan | GT1 | 6 | 2 Laps | 54.870 | 76.152 | 6 Camaro |
| Group 2 - ITB, ITR, ITS, T4, ITEZ, SPU - P | | | | | | | |
| 1 1 #73 | Mark Ketenci | ITR | 9 | | 70.342 | 1:50.785 | 2 BMW 328 |
| 2 2 #50 | Stephen Blethen | ITR | 9 | 4.765 | 70.028 | 1:50.590 | 8 RX8 |
| 3 1 #17 | Joseph A. Boruch III | SPU | 9 | 25.459 | 68.692 | 1:52.668 | 9 S2000 |
| 4 1 #7 | Jared Lendrum | T4 | 9 | 31.924 | 68.285 | 1:54.422 | 5 Subaru BRZ |
| 5 3 #51 | Raymond Blethen | ITR | 9 | 35.532 | 68.060 | 1:55.221 | 2 RX8 |
| 6 1 #82 | Robert Blake | ITS | 9 | 46.207 | 67.403 | 1:56.679 | 2 Mazda RX-7 |
| 7 1 #0 | Zachary Kelly | ITB | 9 | 47.337 | 67.334 | 1:55.795 | 3 Golf |
| 8 2 #2 | Nat Wentworth | ITB | 9 | 48.067 | 67.289 | 1:55.912 | 8 Volvo 142 |
| 9 1 #47 | John Tirrell | ITEZ | 9 | 1:09.542 | 66.009 | 1:59.618 | 5 Abarth 500 |
| 10 3 #31 | Jacob Hart | ITB | 9 | 1:10.433 | 65.957 | 1:58.925 | 3 Golf |
| 11 2 #33 | Rebecca Harvey | ITEZ | 9 | 1:11.184 | 65.914 | 1:58.496 | 7 Miata |
| 12 3 #72 | Peter A Lombardo | ITEZ | 9 | 1:14.094 | 65.744 | 1:58.748 | 7 Abarth |
| 13 4 #67 | Eli Garrett | ITB | 9 | 1:14.405 | 65.726 | 1:59.053 | 6 Scirocco |
| 14 5 #65 | Paul Curran | ITB | 9 | 1:30.397 | 64.812 | 2:00.083 | 4 Honda |
| 15 6 #35 | Christian Blake | ITB | 9 | 1:52.512 | 63.589 | 2:03.101 | 7 Golf |
| 16 2 #58 | William Dergosits | T4 | 8 | 1 Lap | 61.739 | 2:06.586 | 6 Subaru |
| 17 2 #14 | Glenn Lawton | ITS | 2 | 7 Laps | 52.165 | 2:45.271 | 1 RX-7 |
| Group 3 - SM, SM5, SMT, T3, B Spec | | | | | | | |
| 1 1 #9 | Jesse Schmidt | SM | 9 | | 73.494 | 1:51.617 | 2 Miata |
| 2 2 #58 | Doug Fambrough | SM | 9 | 13.137 | 72.554 | 1:52.994 | 4 Miata |
| 3 3 #91 | David Quinlan | SM | 9 | 18.281 | 72.192 | 1:53.715 | 5 Miata |
| 4 4 #80 | Jason Daoust | SM | 9 | 21.628 | 71.959 | 1:54.000 | 3 Mazda MX-5 |
| 5 5 #13 | Robert Reed | SM | 9 | 21.930 | 71.938 | 1:54.105 | 8 Miata |
| 6 6 #70 | Jimmy Locke | SM | 9 | 29.414 | 71.422 | 1:52.375 | 8 Miata |
| 7 7 #30 | Tom Bogar | SM | 9 | 30.135 | 71.373 | 1:54.404 | 9 Miata |
| 8 8 #129 | John Raudat | SM | 9 | 31.502 | 71.279 | 1:53.996 | 5 Miata |
| 9 9 #83 | Xiang Li | SM | 9 | 32.100 | 71.239 | 1:54.594 | 8 Miata |
| 10 10 #07 | Kenneth Burt | SM | 9 | 38.965 | 70.774 | 1:54.523 | 9 Miata |
| 11 11 #05 | Dwayne Bennett | SM | 9 | 39.435 | 70.743 | 1:54.736 | 9 Miata |
| 12 12 #04 | John Mason | SM | 9 | 44.675 | 70.393 | 1:55.817 | 9 Miata |
| 13 13 #51 | Skip Day | SM | 9 | 45.134 | 70.362 | 1:55.768 | 9 Miata |
| 14 14 #19 | Shelby Churchill | SM | 9 | 47.141 | 70.229 | 1:54.217 | 2 Miata |
| 15 15 #06 | Jeff Longo | SM | 9 | 49.093 | 70.100 | 1:55.983 | 8 Miata |
| 16 16 #24 | Morgan Duffy | SM | 9 | 1:06.605 | 68.964 | 1:57.632 | 9 Miata |
| 17 17 #38 | Hunter Bogar | SM | 9 | 1:10.501 | 68.716 | 1:58.505 | 2 Miata |
| 18 18 144 | Dave Kuchrawy | SM | 9 | 1:12.692 | 68.578 | 1:59.459 | 9 Miata |
| 19 19 #89 | Wendy Cappola | SM | 8 | 1 Lap | 64.591 | 2:04.596 | 8 Miata |
| 20 20 #3 | Charles Tanck | SM | 8 | 1 Lap | 59.389 | 2:14.608 | 2 Miata |
| 21 1 #36 | Derrick Reade | T3 | 6 | 3 Laps | 67.448 | 1:57.078 | 4 Neon srl4 |
| 22 21 #77 | Richard Astacio | SM | 6 | 3 Laps | 56.071 | 1:54.235 | 5 Mazda Mx-5 |
| 23 22 #8 | Linda Lemelin | SM | 5 | 4 Laps | 61.639 | 1:59.093 | 3 Miata |
| Group 4 - SRF, SRF3, EVSRS | | | | | | | |
| 1 1 #0 | James Regan | SRF3 | 9 | | 76.191 | 1:48.083 | 2 SRF |
| 2 2 #36 | Kevin Treffeisen | SRF3 | 9 | 0.580 | 76.146 | 1:47.767 | 7 SRF3 |
| 3 3 #12 | Steve Introne | SRF3 | 9 | 6.430 | 75.693 | 1:48.747 | 6 SRF |
| 4 1 #22 | Lee McNeish | SRF | 9 | 14.145 | 75.105 | 1:49.341 | 2 SRF |
| 5 2 #77 | Jeffrey Lehner | SRF | 9 | 14.579 | 75.072 | 1:49.218 | 3 SRF |

—continued on the next page

| | | | | | | | | | | |
|----|---|-----|----------------|------|---|----------|--------|----------|---|-----|
| 6 | 3 | #7 | Jack Lehner | SRF | 9 | 16.429 | 74.932 | 1:49.883 | 4 | SRF |
| 7 | 4 | #3 | John Illich | SRF | 9 | 19.153 | 74.728 | 1:50.012 | 2 | SRF |
| 8 | 4 | #42 | Miguel Fidalgo | SRF3 | 9 | 36.062 | 73.482 | 1:51.617 | 5 | SRF |
| 9 | 5 | #66 | Bill Watts | SRF | 9 | 37.441 | 73.382 | 1:51.959 | 4 | SRF |
| 0 | 6 | #17 | Don Kahn | SRF | 9 | 37.914 | 73.348 | 1:51.866 | 2 | SRF |
| 11 | 7 | #20 | Steve Owens | SRF | 9 | 39.111 | 73.261 | 1:52.127 | 9 | SRF |
| 12 | 8 | #85 | Chris Andrews | SRF | 9 | 58.372 | 71.900 | 1:53.747 | 5 | SRF |
| 13 | 9 | #62 | Mark Saviet | SRF | 9 | 1:03.860 | 71.521 | 1:53.835 | 3 | SRF |

Group 5 - SSM, SM2, STU, STL

| | | | | | | | | | | |
|----|----|-----|------------------|-----|---|----------|--------|----------|---|------------|
| 1 | 1 | #9 | Jesse Schmidt | SM2 | 9 | | 73.329 | 1:52.309 | 6 | Miata |
| 2 | 2 | #70 | Jimmy Locke | SM2 | 9 | 4.739 | 72.988 | 73.705 | 7 | Miata |
| 3 | 3 | #58 | Doug Fambrough | SM2 | 9 | 5.290 | 72.949 | 1:52.473 | 9 | Miata |
| 4 | 1 | #91 | David Quinlan | STL | 9 | 11.503 | 72.508 | 1:53.158 | 3 | Miata |
| 5 | 4 | #80 | Jason Daoust | SM2 | 9 | 13.766 | 72.349 | 1:53.497 | 3 | Mazda MX-5 |
| 6 | 2 | #16 | Rob Sturgis | STL | 9 | 14.772 | 72.278 | 1:53.322 | 6 | Miata |
| 7 | 3 | #95 | Kenneth Payson | STL | 9 | 16.297 | 72.171 | 1:53.584 | 8 | Miata |
| 8 | 1 | #07 | Kenneth Burt | STU | 9 | 18.556 | 72.014 | 1:53.667 | 7 | Miata |
| 9 | 2 | #13 | Robert Reed | STU | 9 | 19.374 | 71.957 | 1:53.696 | 7 | Miata |
| 10 | 5 | #19 | Shelby Churchill | SM2 | 9 | 22.402 | 71.747 | 1:54.286 | 7 | Miata/ |
| 11 | 3 | #05 | Dwayne Bennett | STU | 9 | 22.650 | 71.730 | 72.829 | 7 | Miata |
| 12 | 6 | #30 | Tom Bogar | SM2 | 9 | 32.698 | 71.043 | 72.906 | 4 | Miata |
| 13 | 7 | #00 | Nathan Gardella | SM2 | 9 | 42.269 | 70.400 | 1:55.231 | 8 | Miata |
| 14 | 8 | #18 | Evan Karl | SM2 | 9 | 43.325 | 70.330 | 1:55.802 | 4 | Miata |
| 15 | 9 | #06 | Jeff Longo | SM2 | 9 | 46.001 | 70.153 | 1:56.363 | 6 | Miata |
| 16 | 10 | #08 | Robert Karl Jr. | SM2 | 9 | 47.222 | 70.072 | 1:55.370 | 5 | Miata |
| 17 | 11 | #25 | Katie Day | SM2 | 9 | 47.863 | 70.030 | 1:56.618 | 9 | Miata |
| 18 | 4 | #33 | Rebecca Harvey | STU | 9 | 1:01.694 | 69.132 | 1:56.482 | 3 | Miata |
| 19 | 12 | #38 | Hunter Bogar | SM2 | 9 | 1:02.842 | 69.058 | 1:57.828 | 3 | Miata |
| 20 | 13 | #20 | Robert Karl | SM2 | 9 | 1:03.200 | 0.358 | 1:57.414 | 9 | Miata |
| 21 | 14 | #40 | Ian Prout | SM2 | 9 | 1:31.323 | 28.123 | 2:00.531 | 7 | Miata |
| 22 | 4 | #89 | Wendy Cappola | STL | 9 | 1:59.535 | 28.212 | 2:04.196 | 8 | Miata |
| 23 | 15 | #24 | Morgan Duffy | SM2 | 8 | 1 Lap | 64.019 | 1:58.675 | 4 | Miata |
| 4 | 16 | #66 | Ronald Buckler | SM2 | 8 | 1 Lap | 14.402 | 2:08.934 | 8 | Miata |
| 25 | 1 | #77 | Paul Perry | SSM | 8 | 1 Lap | 57.069 | 2:17.609 | 1 | Miata |

Group 6 - FV, F5, FST, F6

| | | | | | | | | | | |
|---|---|----|-------------------|----|---|----------|--------|----------|---|---------------|
| 1 | 1 | 05 | Nicholas Galuardi | FV | 9 | | 74.484 | 1:49.444 | 7 | Caldwell D-13 |
| 2 | 2 | 3 | Mike Sampson | FV | 9 | 2.538 | 74.295 | 1:50.863 | 7 | Adams Aero |
| 3 | 3 | 79 | John Petillo | FV | 9 | 6.721 | 73.987 | 1:50.761 | 9 | Speedsport V |
| 4 | 4 | 61 | Walter Popiak | FV | 9 | 26.988 | 72.527 | 1:52.842 | 8 | CITATION 95V |
| 5 | 5 | 71 | Jeffrey Adams | FV | 9 | 39.708 | 72.720 | 1:53.506 | 8 | citation |
| 6 | 6 | 75 | Kevin O'Day | FV | 9 | 40.293 | 71.600 | 1:53.200 | 8 | Caldwell D-13 |
| 7 | 7 | 32 | Thomas Kenney | FV | 9 | 1:00.782 | 70.218 | 1:55.048 | 6 | Predator P- |
| 8 | 8 | 20 | Thomas Galuardi | FV | 9 | 2:10.096 | 65.913 | 2:03.589 | 2 | BarrCar |

Group 7 - ITA, IT7, ITC, EP, FP, HP, GTL

| | | | | | | | | | | |
|-----|---|-----|--------------------|-----|---|----------|--------|----------|---|-----------|
| 1 | 1 | #08 | Jeff Wasilko | ITA | 9 | | 73.732 | 1:50.854 | 3 | Miata |
| 2 | 2 | #96 | Matt Rowe | ITA | 9 | 20.501 | 72.266 | 1:53.026 | 2 | Neon |
| 3 | 3 | #42 | Jeff Baker | ITA | 9 | 21.298 | 72.210 | 1:53.414 | 2 | Miata MX5 |
| 4 | 1 | #49 | Don Stevenson | EP | 9 | 34.568 | 71.293 | 1:55.164 | 9 | BMW 325is |
| 5 | 1 | #6 | Laurent Fumex | FP | 9 | 45.362 | 70.565 | 1:56.402 | 3 | MG B |
| 6 | 2 | #17 | Joseph Boruch | EP | 9 | 46.128 | 70.513 | 1:54.618 | 6 | S200 |
| 7 | 4 | #00 | Nathan Gardella | ITA | 9 | 47.081 | 70.450 | 1:55.970 | 9 | Miata |
| 8 | 1 | #62 | Drew Young | IT7 | 9 | 1:20.548 | 68.289 | 1:58.597 | 3 | RX-7 |
| 9 | 5 | #90 | David Colbey | ITA | 9 | 1:25.281 | 67.994 | 1:59.331 | 4 | Honda CRX |
| 10 | 1 | #01 | Brian Mushnick | HP | 9 | 1:38.312 | 7.195 | 1:59.234 | 4 | golf |
| 11 | 2 | #67 | Matthew Baldoni | HP | 9 | 1:44.292 | 5.980 | 2:02.455 | 2 | Scirocco |
| 12 | 2 | #81 | JB Swan | IT7 | 9 | 1:45.671 | 1.379 | 2:02.382 | 2 | RX-7 |
| 13 | 3 | #35 | Paul DeYeso | IT7 | 9 | 1:46.308 | 0.637 | 2:02.204 | 2 | RX-7 |
| 14 | 4 | #15 | Richard Patullo | IT7 | 9 | 1:52.889 | 6.581 | 2:02.299 | 2 | RX7 |
| 15 | 5 | #71 | Jack Burrows | IT7 | 8 | 1 Lap | 1 Lap | 2:12.883 | 2 | RX7 |
| 16 | 6 | #84 | John Branscombe II | ITA | 5 | 4 Laps | 3 Laps | 1:55.769 | 4 | Integra |
| 17 | 6 | #21 | Dave Patten | IT7 | 5 | 4 Laps | 7.126 | 1:59.209 | 3 | RX7 |
| 18 | 3 | #39 | Fred White | HP | 3 | 6 Laps | 2 Laps | 2:01.631 | 2 | Honda CRX |
| DNS | | #91 | David Quinlan | ITA | | | | | | Miata |

Group 8 - FA-B-C-E-F-M, CFC, NCF, FS, P1

| | | | | | | | | | | |
|---|---|-----|--------------------|-----|----|----------|--------|----------|----|------------------|
| 1 | 1 | #84 | Keegan Van Sicklen | P1 | 10 | | 86.347 | 1:34.430 | 9 | Stohr WF1 |
| 2 | 1 | #13 | Douglas Hertz | FB | 10 | 2.867 | 86.090 | 1:34.742 | 8 | Elan DP04 |
| 3 | 2 | #17 | Kevin Boeckle | FB | 10 | 34.921 | 83.313 | 1:37.546 | 8 | Elan DBO |
| 4 | 1 | #02 | Fred Bross | FC | 10 | 36.625 | 83.171 | 1:38.222 | 7 | Van Diemen RF02 |
| 5 | 1 | #4 | Dennis McCarthy | FS | 10 | 38.864 | 82.984 | 1:38.709 | 10 | Van Diemen RF-95 |
| 6 | 1 | #46 | Douglas Rocco | CFC | 10 | 39.151 | 82.960 | 1:38.727 | 10 | VANDIEMAN RF94 |
| 7 | 1 | #99 | Dexter Czuba | FF | 10 | 1:05.178 | 80.852 | 1:41.424 | 4 | Van Diemen RF98 |
| 8 | 2 | #36 | Steve Roux | FF | 10 | 1:26.710 | 79.187 | 1:43.075 | 2 | Wyvern SR1 |

RACE TWO

Group 1 - GT1-2-3, SPO, T1-2, ITE

| | | | | | | | | | | |
|----|---|-----|--------------------|-----|---|----------|----------|----------|---|-------------|
| 1 | 1 | #6 | Douglas Valley | GT1 | 8 | 78.506 | 1:42.920 | 80.451 | 4 | Mustang |
| 2 | 1 | #18 | Dave Maynard | GT2 | 8 | 21.214 | 76.581 | 1:44.500 | 2 | BMW 33 |
| 3 | 2 | #80 | Maurizio Cerasoli | GT2 | 8 | 38.979 | 75.039 | 1:48.445 | 8 | Porsche 944 |
| 4 | 1 | #64 | Robert Tucker | ITE | 8 | 39.712 | 74.977 | 1:48.747 | 6 | Porsche 911 |
| 5 | 2 | #35 | Anthony Kalkandis | ITE | 8 | 40.224 | 74.934 | 1:48.337 | 8 | Porsche 94 |
| 6 | 3 | #59 | Michael Goulde | ITE | 8 | 43.248 | 74.678 | 1:48.880 | 7 | BMW 328i |
| 7 | 1 | #24 | Peter (Tony) Lewis | T2 | 8 | 1:10.179 | 72.478 | 1:52.237 | 8 | Camaro/ |
| 8 | 4 | #54 | Jeff Campbell | ITE | 8 | 1:47.775 | 9.614 | 1:57.035 | 2 | Porsche |
| 9 | 1 | #48 | Duncan Milne | AS | 7 | 1 Lap | 67.149 | 2:01.261 | 7 | Mustang |
| 10 | 2 | #22 | Ted Sullivan | GT1 | 3 | 5 Laps | 78.307 | 1:43.766 | 2 | Camaro |

Group 2 - ITB, ITR, ITS, T4, ITEZ, SPU -

| | | | | | | | | | | |
|-----|---|-----|----------------------|------|---|----------|--------|----------|---|-----------|
| 1 | 1 | #50 | Stephen Blethen | ITR | | | 74.499 | 1:49.038 | 2 | RX8 |
| 2 | 1 | #17 | Joseph A. Boruch III | SPU | 8 | 17.622 | 73.051 | 1:51.191 | 2 | S2000 |
| 3 | 2 | #73 | Mark Ketenci | ITR | 8 | 18.314 | 72.995 | 1:48.991 | 3 | BMW 328 |
| 4 | 3 | #51 | Raymond Blethen | ITR | 8 | 26.616 | 72.333 | 1:53.300 | 2 | RX8/ |
| 5 | 1 | #0 | Zachary Kelly | ITB | 8 | 33.787 | 71.771 | 1:53.924 | 4 | Gol |
| 6 | 1 | #14 | Glenn Lawton | ITS | 8 | 43.290 | 71.040 | 1:52.852 | 5 | RX-7 |
| 7 | 2 | #2 | Nat Wentworth | ITB | 8 | 45.312 | 70.886 | 1:53.667 | 5 | Volvo 142 |
| 8 | 3 | #31 | Jacob Hart | ITB | 8 | 53.753 | 70.252 | 1:55.416 | 4 | Golf |
| 9 | 1 | #33 | Rebecca Harvey | ITEZ | 8 | 1:07.831 | 69.218 | 1:57.306 | 3 | Miata |
| 10 | 4 | #67 | Eli Garrett | ITB | 8 | 1:08.253 | 69.188 | 1:57.111 | 3 | Scirocco |
| 11 | 5 | #65 | Paul Curran | ITB | 8 | :20.44 | 68.318 | 1:59.444 | 3 | Honda c |
| 112 | 6 | #35 | Christian Blake | ITB | 8 | 1:36.5 | 67.201 | 2:01.331 | 8 | Golf/ |
| 13 | 1 | #58 | William Dergosits | T4 | 8 | 1:58.37 | 65.746 | 2:03.087 | 8 | Subaru |
| 14 | 2 | #47 | John Tirrell | ITEZ | 1 | 7 Laps | 54.665 | | - | |

Group 3 - SM, SM5, SMT, T3, B Spec

| | | | | | | | | | | |
|----|----|------|------------------|----|---|--------|--------|----------|---|------------|
| 1 | 1 | #9 | Jesse Schmidt | SM | 7 | | 69.506 | 1:50.038 | 3 | Miata |
| 2 | 2 | #58 | Doug Fambrough | SM | 7 | 4.564 | 9.128 | 1:50.577 | 3 | Miata |
| 3 | 3 | #70 | Jimmy Locke | SM | 7 | 5.581 | 69.044 | 1:50.961 | 7 | Miata |
| 4 | 4 | #129 | John Raudat | SM | 7 | 8.533 | 68.802 | 1:51.740 | 3 | Miata |
| 5 | 5 | #80 | Jason Daoust | SM | 7 | 17.400 | 68.086 | 1:52.779 | 3 | Mazda MX-5 |
| 6 | 6 | #19 | Shelby Churchill | SM | 7 | 20.888 | 67.808 | 1:53.461 | 6 | Miata |
| 7 | 7 | #30 | Tom Bogar | SM | 7 | 21.423 | 67.765 | 1:53.355 | 4 | Miata |
| 8 | 8 | #13 | Robert Reed | SM | 7 | 21.608 | 67.751 | 1:53.407 | 6 | Miata |
| 9 | 9 | #05 | Dwayne Bennett | SM | 7 | 22.212 | 67.703 | 1:53.068 | 6 | Miata |
| 10 | 10 | #83 | Xiang Li | SM | 7 | 26.210 | 67.388 | 1:53.352 | 5 | Miata |
| 11 | 11 | #07 | Kenneth Burt | SM | 7 | 27.467 | 67.290 | 1:53.777 | 4 | Miata |
| 12 | 12 | #04 | John Mason | SM | 7 | 33.081 | 66.854 | 1:54.241 | 4 | Miata |
| 13 | 13 | #06 | Jeff Longo | SM | 7 | 36.072 | 66.624 | 1:55.208 | 3 | Miata |
| 14 | 1 | #36 | Derrick Reade | T3 | 7 | 50.67 | 65.524 | 1:56.233 | 7 | Neon srt4 |



SRF's, SPL's etc, exit Turn Four toward the climb to the crest of the hill past Sound Control . Photo: R. Beaulieu

RACE THREE

| | | | | | | | | | | |
|----|----|-----|-----------------|----|---|---------|--------|----------|---|-------|
| 15 | 14 | #38 | Hunter Bogar | SM | 7 | 52.283 | 65.406 | 1:57.319 | 5 | Miata |
| 16 | 15 | 144 | Dave Kuchrawy | SM | 7 | 53.596 | 65.309 | 1:57.426 | 5 | Miata |
| 17 | 16 | #91 | Nathan Gardella | SM | 7 | 53.946 | 65.283 | 1:58.360 | 6 | Miata |
| 18 | 17 | #8 | Linda Lemelin | SM | 7 | 1:16.25 | 63.683 | 2:00.197 | 5 | Miata |
| 19 | 18 | #89 | Wendy Cappola | SM | 7 | 1:26.01 | 63.007 | 2:02.085 | 6 | Miata |
| 20 | 19 | #3 | Charles Tanck | SM | 7 | 2:13.97 | 59.885 | 2:09.176 | 3 | Miata |

Group 4 - SRF, SRF3, EVSR

| | | | | | | | | | | |
|----|---|-----|------------------|------|---|--------|--------|----------|---|------|
| 1 | 1 | #36 | Kevin Treffeisen | SRF3 | 8 | | 76.509 | 1:45.459 | 2 | SRF |
| 2 | 2 | #0 | James Regan | SRF3 | 8 | 0.126 | 76.498 | 1:45.115 | 2 | SRF3 |
| 3 | 3 | #12 | Steve Introne | SRF3 | 8 | 0.287 | 76.484 | 1:47.079 | 2 | SRF3 |
| 4 | 4 | #42 | Miguel Fidalgo | SRF3 | 8 | 25.062 | 4.357 | 1:50.082 | 2 | SRF3 |
| 5 | 1 | #7 | Jack Lehner | SRF | 8 | 25.594 | 74.312 | 1:49.861 | 3 | SRF |
| 6 | 2 | #17 | Don Kahn | SRF | 8 | 25.673 | 74.306 | 1:49.954 | 3 | SR |
| 7 | 3 | #66 | Bill Watts | SRF | 8 | 26.501 | 74.237 | 1:50.291 | 8 | ISRF |
| 8 | 4 | #20 | Steve Owens | SRF | 8 | 33.550 | 73.655 | 1:50.537 | 2 | SRF |
| 9 | 5 | #85 | Chris Andrews | SRF | 8 | 46.808 | | 1:52.350 | 2 | SRF |
| 10 | 6 | #62 | Mark Saviet | SRF | 8 | 54.722 | 1.961 | 1:52.869 | 8 | SRF |
| 11 | 7 | #3 | John Illich | SRF | | 8 Laps | - | - | - | SRF |

Group 5 - SSM, SM2, STU, STL

| | | | | | | | | | | |
|----|----|-----|------------------|-----|---|---------|--------|----------|---|------------|
| 1 | 1 | #9 | Jesse Schmidt | SM2 | 8 | | 74.299 | 1:50.514 | 2 | Miat |
| 2 | 2 | #70 | Jimmy Locke | SM2 | 8 | 4.180 | 73.952 | 1:51.363 | 6 | Miata |
| 3 | 1 | #95 | Kenneth Payson | STL | 8 | 8.577 | 73.591 | 1:51.037 | 3 | Miata |
| 4 | 2 | #16 | Rob Sturgis | STL | 8 | 9.414 | 73.523 | 1:51.411 | 8 | Miata |
| 5 | 3 | #30 | Tom Bogar | SM2 | 8 | 13.876 | 73.160 | 1:51.934 | 4 | Miata |
| 6 | 1 | #07 | Kenneth Burt | STU | 8 | 14.508 | 73.109 | 1:51.665 | 7 | Miata |
| 7 | 2 | #05 | Dwayne Bennett | STU | 8 | 16.387 | 72.958 | 1:52.019 | 6 | Miata |
| 8 | 3 | #13 | Robert Reed | STU | 8 | 16.592 | 72.942 | 1:52.080 | 6 | Miata |
| 9 | 4 | #80 | Jason Daoust | SM2 | 8 | 17.949 | 72.833 | 1:52.442 | 6 | Mazda MX-5 |
| 10 | 5 | #19 | Shelby Churchill | SM2 | 8 | 27.571 | 72.070 | 1:53.407 | 3 | Miata |
| 11 | 6 | #18 | Evan Karl | SM2 | 8 | 33.652 | 71.597 | 1:53.373 | 6 | Miata |
| 12 | 7 | #08 | Robert Karl Jr. | SM2 | 8 | 38.197 | 71.247 | 1:53.686 | 3 | Miata |
| 13 | 8 | #06 | Jeff Longo | SM2 | 8 | 40.906 | 71.040 | 1:54.788 | 3 | Miata |
| 14 | 3 | #91 | Nathan Gardella | STL | 8 | 43.763 | 70.823 | 1:54.820 | 8 | Miata |
| 15 | 4 | #33 | Rebecca Harvey | STU | 8 | 47.217 | 0.562 | 1:55.677 | 8 | Miata |
| 16 | 9 | #20 | Robert Karl | SM2 | 8 | 48.080 | 70.497 | 1:55.757 | 5 | Miata |
| 17 | 10 | #38 | Hunter Bogar | SM2 | 8 | 55.969 | 69.910 | 1:56.111 | 2 | Miata/r |
| 18 | 4 | #89 | Wendy Cappola | STL | 8 | 1:33.3 | 67.257 | 2:01.026 | 5 | Miat |
| 19 | 11 | #66 | Ronald Buckler | SM2 | 8 | 2:03.90 | 65.233 | 2:04.506 | 7 | Miata |
| 20 | 1 | #77 | Paul Perry | SSM | 7 | 1 Lap | 60.461 | 2:14.318 | 7 | Miata |
| 21 | 12 | #58 | Doug Fambrough | SM2 | 4 | 4 Laps | 70.419 | 1:51.553 | 3 | Miata |
| 22 | 13 | #14 | K.Knickerbocker | SM2 | 2 | 6 Laps | 63.811 | 2:06.014 | 1 | Miata |

Group 6 - FV, FS, FST, F6 - Race 2

| | | | | | | | | | | |
|---|---|----|-------------------|----|---|---------|--------|----------|---|---------------|
| 1 | 1 | 05 | Nicholas Galuardi | FV | 8 | | 75.377 | 1:48.884 | 8 | Caldwell D-13 |
| 2 | 2 | 79 | John Petillo | FV | 8 | 3.476 | 75.080 | 1:49.451 | 7 | Speedsport V |
| 3 | 3 | 3 | Mike Sampson | FV | 8 | 16.625 | 73.977 | 1:51.029 | 2 | Adams Aero |
| 4 | 4 | 61 | Walter Popiak | FV | 8 | 27.208 | 73.113 | 1:51.945 | 5 | CITATION 95V |
| 5 | 5 | 71 | Jeffrey Adams | FV | 8 | 46.408 | 71.596 | 1:52.115 | 5 | citation |
| 6 | 6 | 20 | Thomas Galuardi | FV | 8 | 1:45.97 | 67.265 | 2:01.668 | 7 | Barcar 004 |
| 7 | 7 | 32 | Thomas Kenney | FV | 7 | 1 Lap | 64.883 | 1:54.155 | 4 | Predator P-3 |

Group 7 - ITA, IT7, ITC, EP, FP, HP, GTL

| | | | | | | | | | | |
|----|---|-----|-----------------|-----|---|---------|--------|----------|---|-----------|
| 1 | 1 | #08 | Jeff Wasilko | ITA | 8 | | 73.992 | 1:49.737 | 2 | Miata |
| 2 | 1 | #17 | Joseph Boruch | EP | 8 | 17.409 | 72.580 | 1:52.748 | 7 | S2000 |
| 3 | 2 | #49 | Don Stevenson | EP | 8 | 18.136 | 72.523 | 1:52.656 | 2 | BMW 325is |
| 4 | 2 | #42 | Jeff Baker | ITA | 8 | 21.343 | 72.269 | 1:53.246 | 2 | Miata |
| 5 | 3 | #84 | John Branscombe | ITA | 8 | 22.270 | 72.196 | 1:53.732 | 2 | Integra |
| 6 | 1 | #6 | Laurent Fumex | FP | 8 | 28.621 | 71.700 | 1:52.575 | 8 | MG B |
| 7 | 4 | #96 | Matt Rowe | ITA | 8 | 43.960 | 70.529 | 1:51.022 | 2 | Neon |
| 8 | 1 | #01 | Brian Mushnick | HP | 8 | 1:12.82 | 68.426 | 1:59.790 | 7 | golf |
| 9 | 2 | #67 | Matthew Baldoni | HP | 8 | 1:23.94 | 67.649 | 2:00.932 | 4 | Scirocco |
| 10 | 1 | #81 | JB Swan | IT7 | 8 | 1:33.97 | 66.963 | 2:02.083 | 4 | RX-7 |
| 11 | 2 | #15 | Richard Patullo | IT7 | 8 | 1:36.70 | 66.779 | 2:02.937 | 2 | RX7 |
| 12 | 3 | #35 | Paul DeYeso | IT7 | 8 | 1:37.22 | 66.743 | 2:01.354 | 6 | RX-7 |
| 13 | 4 | #71 | Jack Burrows | IT7 | | 3.251 | 8 Laps | 8 Laps | | RX7 |

Group 8 - FA-B-C-E-F-M, CFC, NCF, FS, P1

| | | | | | | | | | | |
|---|---|-----|--------------------|----|---|---------|--------|----------|---|------------------|
| 1 | 1 | #84 | Keegan Van Sicklen | P1 | 9 | | 85.459 | 1:32.988 | 3 | Stohr WF |
| 2 | 1 | #02 | Fred Bross | FA | 9 | 6.044 | 84.871 | 1:36.316 | 6 | Van Diemen RF0 |
| 3 | 1 | #46 | Douglas Rocco | FC | 9 | 9.648 | 84.524 | 1:36.836 | 9 | VANDIEMAN RF94 |
| 4 | 1 | #4 | Dennis McCarthy | FS | 9 | 37.291 | 81.955 | 1:38.421 | 8 | Van Diemen RF-95 |
| 5 | 1 | #36 | Steve Roux | FF | 9 | 1:03.35 | 79.671 | 1:42.513 | 7 | Wyvern SR1 |
| 6 | 2 | #61 | Steven Frederick | FC | 9 | 1:14.99 | 78.691 | 1:43.016 | 8 | Van Diemen RF-97 |

Group 1 - GT1-2-3, SPO, T1-2, IT

| | | | | | | | | | | |
|----|---|-----|--------------------|-----|---|---------|--------|----------|---|-----------------|
| 1 | 1 | #6 | Douglas Valley | GT1 | | | 79.014 | 1:42.867 | 3 | Mustang |
| 2 | 1 | #18 | Dave Maynard | GT2 | 8 | 4.265 | 78.614 | 1:43.766 | 2 | BMW 330 |
| 3 | 2 | #22 | Ted Sullivan | GT1 | 8 | 17.445 | 77.403 | 1:45.131 | 4 | Camaro |
| 4 | 2 | #80 | Maurizio Cerasoli | GT2 | 8 | 38.091 | 75.580 | 1:48.321 | 1 | Porsche 944 |
| 5 | 1 | #64 | Robert Tucker | ITE | 8 | 50.617 | 74.515 | 1:50.257 | 2 | Porsche 91 |
| 6 | 2 | #35 | Anthony Kalkandis | ITE | 8 | 55.480 | 74.109 | 1:48.300 | 8 | Porsche 944 |
| 7 | 1 | #24 | Peter (Tony) Lewis | T2 | 8 | 1:11.29 | 72.820 | 1:51.626 | 8 | Camaro |
| 8 | 3 | #54 | Jeff Campbell | ITE | 8 | | | 1:57.167 | 2 | Porsche 964 |
| | | #48 | Duncan Milne | AS | 7 | 1 Lap | 68.814 | 1:58.122 | 4 | Mustang |
| 10 | 4 | #47 | John Tirrell | ITE | 7 | 1 Lap | 67.226 | 1:59.243 | 3 | Fiat Abarth 500 |

Group 2 - ITB, ITR, ITS, T4, ITEZ, SPU

| | | | | | | | | | | |
|----|---|-----|-------------------|------|---|---------|--------|----------|---|-------------|
| 1 | 1 | #73 | Mark Ketenci | ITR | 8 | | 75.998 | 1:48.040 | 7 | BMW 328 |
| 2 | 2 | #50 | Stephen Blethen | ITR | 8 | 0.321 | 75.970 | 1:48.083 | 7 | RX8 |
| 3 | 1 | #17 | Jo.A. Boruch III | SPU | 8 | 15.985 | 74.629 | 1:49.758 | 8 | S2000 |
| 4 | 3 | #51 | Raymond Blethen | ITR | 8 | 36.136 | 72.972 | 1:52.258 | 8 | RX8 |
| 5 | 1 | #14 | Glenn Lawton | ITS | 8 | 36.531 | 72.941 | 1:52.302 | 8 | RX-7 |
| 6 | 1 | #2 | Nat Wentworth | ITB | 8 | 44.600 | 72.298 | 1:53.276 | 2 | Volvo 142 |
| 7 | 2 | #0 | Zachary Kelly | ITB | 8 | 45.312 | 72.242 | 1:53.090 | 2 | Golf |
| 8 | 3 | #31 | Jacob Hart | ITB | 8 | 1:01.2 | 71.008 | 1:55.198 | 2 | Golf |
| 9 | 1 | #33 | Rebecca Harvey | ITEZ | 8 | 1:16.87 | 69.838 | 1:57.568 | 2 | Miata |
| 10 | 4 | #67 | Eli Garrett | ITB | 8 | 1:17.96 | 69.758 | 1:57.773 | 8 | Scirocco |
| 11 | 5 | #65 | Paul Curran | ITB | 8 | 1:30.7 | 68.834 | 1:58.769 | 6 | Honda |
| 12 | 6 | #35 | Christian Blake | ITB | 8 | 1:33.4 | 68.637 | 1:59.098 | 5 | Golf |
| 13 | 2 | #47 | John Tirrell | ITEZ | 8 | 1:46.77 | 67.704 | 2:00.595 | 7 | Fiat Abarth |
| 14 | 1 | #58 | William Dergosits | T4 | 8 | 1:52.50 | 67.309 | 2:01.442 | 7 | Impreza |

Group 3 - SM, SM5, SMT, T3, B Spec

| | | | | | | | | | | |
|----|----|------|------------------|----|---|--------|--------|----------|---|-----------|
| 1 | 1 | #9 | Jesse Schmidt | SM | 8 | | 74.338 | 74.784 | 2 | Miata |
| 2 | 2 | #70 | Jimmy Locke | SM | 8 | 2.417 | 74.137 | 74.476 | 2 | Miata |
| 3 | 3 | #13 | Robert Reed | SM | 8 | 16.323 | 73.000 | 73.784 | 3 | Miata |
| 4 | 4 | #129 | John Raudat | SM | 8 | 17.025 | 72.944 | 73.626 | 2 | Miata |
| 5 | 5 | #00 | Doug Fambrough | SM | 8 | 17.800 | 72.882 | 74.519 | 8 | Miata |
| 6 | 6 | #07 | Kenneth Burt | SM | 8 | 21.549 | 72.582 | 73.539 | 8 | Miata |
| 7 | 7 | #30 | Tom Bogar | SM | 8 | 4.830 | 72.322 | 73.346 | 4 | Miata |
| 8 | 8 | #19 | Shelby Churchill | SM | 8 | 26.796 | 72.167 | 72.781 | 4 | Miata |
| 9 | 9 | #83 | Xiang Li | SM | 8 | 31.809 | 71.775 | 72.791 | 3 | Miata |
| 10 | 10 | #04 | John Mason | SM | 8 | 35.841 | 71.463 | 72.556 | 2 | Miata/r |
| 11 | 11 | #05 | Dwayne Bennett | SM | 8 | 35.878 | 71.460 | 73.307 | 4 | Miata |
| 12 | 12 | #38 | Hunter Bogar | SM | 8 | 51.614 | 70.267 | 71.323 | 2 | Miata/r |
| 13 | 13 | #91 | Nathan Gardella | SM | 8 | 51.783 | 70.255 | 71.401 | 4 | Miata |
| 14 | 14 | #06 | Jeff Longo | SM | 8 | 51.90 | 70.246 | 71.011 | 4 | Miata |
| 15 | 15 | #144 | Dave Kuchrawy | SM | 8 | 53.139 | 70.154 | 71.163 | 5 | Miata |
| 16 | 16 | #89 | Wendy Cappola | SM | 8 | 1:39.1 | 66.895 | 2:01.466 | 6 | Miata |
| 17 | 17 | #3 | Charles Tanck | SM | 7 | 1 LaP | 60.348 | 2:13.022 | 1 | Miata/r |
| 18 | 18 | #80 | Jason Daoust | SM | 5 | 3 Lap | 71.891 | 1:52.778 | 4 | Mazda MX- |
| 19 | 1 | #36 | Derrick Reade | T3 | 5 | 3 Lap | 68.713 | 1:55.864 | 2 | Neon |

Group 4 - SRF, SRF3, EVSR

| | | | | | | | | | | |
|----|---|-----|------------------|------|---|--------|--------|----------|---|-----|
| 1 | 1 | #0 | James Regan | SRF3 | 8 | | 77.210 | 1:45.921 | 4 | SRF |
| 2 | 2 | #12 | Steve Introne | SRF3 | 8 | 1.264 | 7.096 | 1:46.293 | 2 | SRF |
| 3 | 3 | #36 | Kevin Treffeisen | SRF3 | 8 | 18.627 | 75.569 | 1:46.729 | 1 | SRF |
| 4 | 4 | #42 | Miguel Fidalgo | SRF3 | 8 | 19.366 | 75.505 | 1:48.599 | 2 | SRF |
| 5 | 1 | #3 | John Illich | SRF | 8 | 24.806 | 75.040 | 1:49.342 | 4 | SRF |
| 6 | 2 | #66 | Bill Watts | SRF | 8 | 26.204 | 74.921 | 1:49.846 | 7 | SRF |
| 7 | 3 | #20 | Steve Owens | SRF | 8 | 36.212 | 4.083 | 1:50.221 | 2 | SRF |
| 8 | 4 | #62 | Mark Saviet | SRF | 8 | 48.86 | 73.049 | 1:51.802 | 3 | SRF |
| 9 | 5 | #85 | Chris Andrews | SRF | 8 | 49.10 | 73.029 | 1:52.159 | 4 | SRF |
| 10 | 6 | #7 | Jack Lehner | SRF | 7 | 1 Lap | 66.498 | 1:50.332 | 6 | SRF |
| 11 | 7 | #17 | Don Kahn | SRF | 1 | Laps | 63.074 | | 0 | SRF |

Group 5 - SSM, SM2, STU, STL

| | | | | | | | | | | |
|----|---|-----|------------------|-----|-------|--------|--------|----------|---|-------|
| 1 | 1 | #00 | Doug Fambrough | SM2 | 8 | | 73.397 | 1:50.71 | 6 | Miata |
| 2 | 2 | #70 | Jimmy Locke | SM2 | 8 | 0.775 | 73.334 | 1:50.731 | 5 | Miata |
| 3 | 3 | #9 | Jesse Schmidt | SM2 | 8 | 1.637 | 73.264 | 1:50.197 | 7 | Miata |
| 4 | 1 | #13 | Robert Reed | STU | 8 | 2.381 | 73.203 | 1:51.772 | 3 | Miata |
| 5 | 1 | #16 | Rob Sturgis STL | 8 | 4.736 | | 73.013 | 1:51.227 | 8 | Miata |
| 6 | 2 | #07 | Kenneth Burt | STU | 8 | 5.351 | 72.964 | 1:50.738 | 7 | Miata |
| 7 | 4 | #30 | Tom Bogar | SM2 | 8 | 14.039 | 72.272 | 1:52.395 | 8 | Miata |
| 8 | 5 | #18 | Evan Karl | SM2 | 8 | 21.074 | 71.722 | 1:53.353 | 5 | Miata |
| 9 | 6 | #19 | Shelby Churchill | SM2 | 8 | 22.447 | 71.615 | 1:53.745 | 7 | Miata |
| 10 | 2 | #91 | Nathan Gardella | STL | 8 | 26.815 | 71.279 | 1:54.120 | 7 | Miata |

| | | | | | | | | | | |
|----|----|-----|-------------------|-----|---|--------|--------|----------|---|-------|
| 11 | 3 | #33 | Rebecca Harvey | STU | 8 | 42.373 | 70.105 | 1:55.257 | 8 | Miata |
| 12 | 7 | #20 | Robert Karl S | M2 | 8 | 42.698 | 70.081 | 1:55.227 | 8 | Miata |
| 13 | 8 | #38 | Hunter Bogar | SM2 | 8 | 30.351 | 67.901 | 1:59.705 | 5 | Miata |
| 14 | 3 | #89 | Wendy Cappola | STL | 8 | 2.185 | 67.749 | 1:59.950 | 3 | Miata |
| 15 | 9 | #06 | Jeff Longo | SM2 | 8 | 11.210 | 66.981 | 1:54.450 | 7 | Miata |
| 16 | 10 | #14 | Kei.Knickerbocker | SM2 | 8 | 18.189 | 65.771 | 2:02.058 | 5 | Miata |
| 17 | 11 | #66 | Ronald Buckler | SM2 | 8 | | | 2:04.171 | 6 | Miata |
| 18 | 1 | #77 | Paul Perry | SSM | 7 | 1 Lap | | 2:17.773 | 6 | Miata |

Group 6 - FV, F5, FST, F6

| | | | | | | | | | | |
|---|---|----|-------------------|----|---|---------|--------|----------|---|---------------|
| 1 | 1 | 05 | Nicholas Galuardi | FV | 8 | | 75.104 | 1:49.063 | 5 | Caldwell D-13 |
| 2 | 2 | 79 | John Petillo | FV | 8 | 7.265 | 74.491 | 1:50.489 | 7 | Speedsport V |
| 3 | 3 | 61 | Walter Popiak | FV | 8 | 17.050 | 73.680 | 1:50.747 | 4 | CITATION 95V |
| 4 | 4 | 3 | Mike Sampson | FV | 8 | 17.981 | 73.604 | 1:51.153 | 4 | Adams Aero |
| 5 | 5 | 71 | Jeffrey Adams | FV | 8 | 30.492 | 72.595 | 1:51.579 | 3 | |
| 6 | 6 | 20 | Thomas Galuardi | FV | 8 | 1:51.17 | 66.697 | 2:02.87 | 6 | Barrcar 004 |



Nate Wentworth goes a little off line in his ITB volvo 142.

Photo: Roz Rosintoski



Nicholas Galuardi in Formula Vee D-13 (with selfie Go-Pro) proved unbeatable all weekend , scoring firsts in all races.

Photo: Roz Rosintoski

Group 7 - ITA, IT7, ITC, EP, FP, HP, GTL

| | | | | | | | | | | |
|----|---|-----|-------------------|-----|---|---------|--------|----------|---|------------|
| 1 | 1 | #08 | Jeff Wasilko | ITA | 8 | | 74.146 | 1:50.814 | 4 | Miata |
| 2 | 1 | #49 | Don Stevenson | EP | 8 | 14.786 | 72.939 | 1:52.440 | 4 | BMW 325is |
| 3 | 1 | #6 | Laurent Fumex | FP | 8 | 15.773 | 72.860 | 1:52.254 | 3 | MG B |
| 4 | 2 | #17 | Joseph Boruch | EP | 8 | 17.19 | 72.746 | 1:52.512 | 4 | S2000 |
| 5 | 2 | #84 | Jo. Branscombe II | ITA | 8 | 17.85 | 72.693 | 1:52.740 | 6 | Integra |
| 6 | 3 | #42 | Jeff Baker | ITA | 8 | 21.655 | 72.391 | 1:53.453 | 4 | Miata MX5/ |
| 7 | 4 | #96 | Matt Rowe | ITA | 8 | 21.827 | 72.378 | 1:53.131 | 5 | Neon |
| 8 | 1 | #01 | Brian Mushnick | HP | 8 | 1:09.76 | 68.775 | 1:59.136 | 5 | golf |
| 9 | 1 | #35 | Paul DeYeso | IT7 | 8 | 1:32.42 | 67.194 | 2:01.301 | 8 | RX-7 |
| 10 | 2 | #15 | Richard Patullo | IT7 | 8 | 1:32.5 | 67.186 | 2:01.244 | 8 | RX7 |
| 11 | 3 | #81 | JB Swan | IT7 | 8 | 1:35.0 | 67.013 | 2:02.586 | 8 | RX-7/ |

Group 8 - FA-B-C-E-F-M, CFC, NCF, FS, P1

| | | | | | | | | | | |
|---|---|-----|------------------|----|---|-------|--------|----------|---|------------------|
| 1 | 1 | #84 | Ke. Van Sicklen | P1 | 9 | | 84.760 | 1:33.241 | 3 | Stohr WF1 |
| 2 | 1 | #46 | Douglas Rocco | FC | 9 | 6.586 | | 1:37.383 | 6 | VANDIEMAN RF94 |
| 3 | 1 | #36 | Steve Roux | FF | 9 | 45.09 | 80.624 | 1:41.652 | 7 | Wyvern SR1 |
| 4 | 2 | #61 | Steven Frederick | FC | 9 | 46.64 | 80.490 | 1:41.877 | 2 | Van Diemen RF-97 |



Matt Rowe three wheelin' in his ITA Neon.

Photo: Roz Rosintoski



A couple of Miatas negotiate (turn #10??) at the multi-layered Whisky Hill Raceway.

Photo: Puckstopper Photography

A BRAVE NEW WORLD

WHISKY HILL, September 12 & 13, 2015

(Race Three Results, Sunday PM Only)

Group 1 - FA-B-C-E-F-M, CFC, NCF, FS-V-5, FST, P1-2, ASR

| Pos | No. | Name | Class | Laps | Diff | Gap | BEST LAP |
|-----|-----|----------------------|-------|------|----------|----------|----------|
| 1 | #31 | Justin Noble | FV | 11 | | | 1:56.921 |
| 2 | #02 | Jon Van de Car | FV | 11 | 8.844 | 8.844 | 1:55.513 |
| 3 | #23 | Christopher Zarzycki | FV | 11 | 1:39.488 | 1:30.644 | 1:50.465 |
| 4 | #71 | Jeffrey Adams | FV | 11 | 1:47.063 | 7.575 | 2:06.872 |
| 5 | #61 | Walter Popiak | FV | 10 | 1 Lap | 1 Lap | 2:12.602 |
| 6 | #37 | Shawn McClure | FB | 10 | 1 Lap | 1:05.303 | 1:54.040 |
| DNS | #77 | Craig Swinehart | FV | | | DNS | 0 |

Group 2 - GT1, GT2, GT3, SPO, AS, T1, T2, ITE, ITR, ITS, STU

| | | | | | | | |
|----|------|---------------------|-----|----|----------|--------|----------|
| 1 | #18 | Dave Maynard | GT2 | 12 | | | 1:42.408 |
| 2 | #13 | Walter Markes | ITE | 12 | 12.656 | 12.656 | 1:45.408 |
| 3 | #80 | Maurizio Cerasoli | GT2 | 12 | 14.605 | 1.949 | 1:46.339 |
| 4 | #23 | Thomas Capizzi Jr. | ITR | 12 | 17.056 | 2.451 | 1:46.900 |
| 5 | #73 | Mark Ketenci | ITR | 12 | 19.915 | 2.859 | 1:47.627 |
| 6 | #20 | Robert Nimkoff | ITR | 12 | 20.400 | 0.485 | 1:46.587 |
| 7 | #50 | Stephen Blethen | ITR | 12 | 22.696 | 2.296 | 1:48.378 |
| 8 | #35 | Anthony Kalkandis | ITE | 12 | 23.192 | 0.496 | 1:48.048 |
| 9 | #64 | Robert Tucker | ITE | 12 | 27.834 | 4.642 | 1:49.081 |
| 10 | #28 | James B. Ray III | ITE | 12 | 29.731 | 1.897 | 1:49.960 |
| 11 | #21 | Robert Thiele | ITR | 12 | 41.512 | 11.781 | 1:52.010 |
| 12 | #14 | Glenn Lawton | ITS | 12 | 41.987 | 0.475 | 1:52.095 |
| 13 | #59 | Michael Goulde | ITE | 12 | 45.940 | 3.953 | 1:51.902 |
| 14 | #84 | Darrel Stein | ITS | 12 | 53.520 | 7.580 | 1:53.296 |
| 15 | #54 | Jeff Campbell | ITE | 12 | 58.746 | 5.2260 | 1:55.825 |
| 16 | #10 | Matt Miskoe | ITS | 12 | 1:00.961 | 2.215 | 1:55.862 |
| 17 | #44 | Joe Stadelmann | ITS | 12 | 1:01.558 | 0.597 | 1:55.774 |
| 18 | #29 | Domenic Crugnale | ITR | 12 | 1:02.015 | 0.457 | 1:56.116 |
| 19 | #144 | Dave Kuchrawy | ITS | 12 | 1:02.756 | 0.741 | 1:56.032 |
| 20 | #27 | David Burke | GT3 | 12 | 1:12.960 | 10.204 | 1:58.167 |
| 21 | #3 | Brian Bagnall | ITR | 12 | 1:17.678 | 4.718 | 1:58.023 |
| 22 | #81 | Zachary Slater | STU | 12 | 1:36.834 | 19.156 | 2:02.733 |
| 23 | #51 | Raymond Blethen | ITR | 11 | 1 Lap | 1 Lap | 1:55.575 |
| 24 | #89 | Jason Taylor Coupal | ITS | 10 | 2 Laps | 1 Lap | 1:40.837 |
| 25 | #6 | Douglas Valley | GT1 | 8 | 4 Laps | 2 Laps | 1:55.246 |
| 26 | #24 | Peter (Tony) Lewis | | | | | |

Group 3 - SM, ITB, ITC, T3, T4, B Spec, ITEZ, SM5, SSM

| | | | | | | | |
|---|-----|-----------------|----|----|--------|--------|----------|
| 1 | #50 | Ralle Rookey | SM | 12 | | | 1:49.823 |
| 2 | #9 | Jesse Schmidt | SM | 12 | 1.364 | 1.364 | 1:49.657 |
| 3 | #80 | Jason Daoust | SM | 12 | 17.748 | 16.384 | 1:51.030 |
| 4 | #29 | Richard Bennett | SM | 12 | 26.355 | 8.607 | 1:51.494 |

| | | | | | | | |
|----|-----|----------------|------|----|----------|--------|----------|
| 5 | #63 | Craig McHaffie | SM | 12 | 31.670 | 5.315 | 1:50.886 |
| 6 | #2 | Nat Wentworth | ITB | 12 | 59.632 | 27.962 | 1:53.132 |
| 7 | #8 | Linda Lemelin | SM | 12 | 1:19.110 | 19.478 | 1:55.307 |
| 8 | #15 | Doug Fisher | SM | 12 | 1:19.271 | 0.161 | 1:54.538 |
| 9 | #36 | Derrick Reade | T3 | 11 | 1 Lap | 1 Lap | 1:58.169 |
| 10 | #33 | Rebecca Harvey | ITEZ | 11 | 1 Lap | 21.244 | 1:59.836 |
| 11 | #65 | Paul Curran | ITB | 11 | 1 Lap | 13.862 | 1:56.873 |
| 12 | #39 | David Celani | ITB | 11 | 1 Lap | 20.777 | 2:03.179 |
| 13 | #77 | Paul Perry | SSM | 10 | 2 Laps | 1 Lap | 2:10.444 |

Group 4 - SRF, SRF3, EVSR, SPU, EP, FP, HP, GTL, STL

| | | | | | | | |
|----|-------|---------------------|------|----|--------|--------|----------|
| 1 | #6 | David Ferguson | SRF3 | 10 | | | 1:46.764 |
| 2 | #42 | Miguel Fidalgo | SRF3 | 10 | 1.760 | 1.760 | 1:47.058 |
| 3 | #35 | Richard Wiehl | SRF3 | 10 | 3.513 | 1.753 | 1:46.990 |
| 4 | #97 | Jeff Swann | SRF3 | 10 | 5.093 | 1.580 | 1:47.993 |
| 5 | #8 | Jonathan Emms | SRF3 | 10 | 6.910 | 1.817 | 1:48.564 |
| 6 | #17 | Don Kahn | SRF | 10 | 9.614 | 2.704 | 1:48.564 |
| 7 | #66 | Bill Watts | SRF | 10 | 11.454 | 1.840 | 1:48.582 |
| 8 | #98 | J P DeVillars | SRF3 | 10 | 13.288 | 1.834 | 1:48.512 |
| 9 | #12 | Federico Burgos | SRF | 10 | 17.482 | 4.194 | 1:50.630 |
| 10 | #16 | Rob Sturgis | STL | 10 | 21.464 | 3.982 | 1:50.194 |
| 11 | #95 | Kenneth Payson | STL | 10 | 23.310 | 1.846 | 1:50.465 |
| 12 | #33 | Greg Amy | STL | 10 | 25.933 | 2.623 | 1:50.246 |
| 13 | #10 | Matt Miskoe | STL | 10 | 31.890 | 5.957 | 1:53.997 |
| 14 | #78 | Blaine Stine | SPU | 10 | 35.819 | 3.929 | 1:53.935 |
| 15 | #89 | Jason Taylor Coupal | STL | 10 | 37.881 | 2.062 | 1:54.049 |
| 16 | #63Su | Hugh McCaffey | STL | 10 | 40.826 | 2.945 | 1:54.479 |
| 17 | #31 | Leslie Kurz | SRF | 10 | 56.994 | 16.168 | 1:56.478 |
| 18 | #39 | Fred White | HP | 10 | 57.776 | 0.782 | 1:56.824 |
| 19 | #01 | Brian Mushnick | HP | 10 | 58.910 | 1.134 | 1:57.790 |
| 20 | #5 | Robert Zatz | HP | 9 | 1 Lap | 1 Lap | 1:58.202 |
| 21 | #55 | Andrew Bairley | SRF | 9 | 1 Lap | 17.179 | 2:01.795 |
| 22 | #20 | Steve Owens | SRF | 8 | 2 Laps | 1 Lap | 1:49.165 |
| 23 | #85 | Chris Andrews | SRF | 8 | 2 Laps | 0.397 | 1:48.749 |

Group 5 - HRG

| | | | | | | | |
|-----|------|-----------------|------|----|----------|----------|----------|
| 1 | #172 | Phil Hollenbeck | HRG4 | 12 | | | 1:53.446 |
| 2 | #35 | David Rose | HRG3 | 12 | 1:15.298 | 1:15.298 | 2:00.992 |
| 3 | #90 | Paul Paparella | HRG3 | 12 | 1:17.784 | 2.486 | 2:02.548 |
| DNS | #22 | Mark Kearney | HRG1 | | | DNS | 0 |
| DNS | #17 | Dan Ferguson | HRG2 | | | DNS | 0 |
| DNS | #61 | Tom Drake | HRG2 | | | DNS | 0 |

—continued on page 38

Keegan Van Stricklin crests the Hill at Station Five, unaware of the Massachusetts panorama behind him. Photo: Roz Rosintoski



JOHN STIMM MEMORIAL RACES

Photo: Roz Rosintowski

Thompson, CT, October 9 & 10, 2015

RACE TWO

Pos No. Class PIC Name Laps Best Tm Gap Model

Grp 1 - ITA, IT7, SM2

| | | | | | | | | |
|-----|------|-----|----|---------------------|----|----------|--------|-------------|
| 1 | #97 | SM2 | 1 | Jesse Schmidt | 13 | 1:32.402 | | Miata |
| 2 | #16 | SM2 | 2 | Evan Karl | 13 | 1:33.156 | | Miata/ |
| 4 | #14 | SM2 | 4 | Keith Knickerbocker | 13 | 1:36.633 | 46.132 | Miata |
| 5 | #135 | SM2 | 5 | Dominic Karl | 13 | 1:37.175 | 8.247 | Miata |
| 6 | #8 | SM2 | 6 | Robert Karl Jr. | 13 | 1:35.117 | 0.139 | Miata |
| 7 | #06 | SM2 | 7 | Jeff Longo | 13 | 1:37.083 | 3.777 | Miata |
| 8 | #77 | IT7 | 1 | Daniel Sheppard | 13 | 1:36.134 | 1.167 | RX7 |
| 9 | #83 | ITA | 1 | Denise VanBuren | 13 | 1:37.413 | 1.047 | Acura |
| 10 | #24 | SM2 | 8 | Morgan Duffy | 13 | 1:37.799 | 6.702 | Miata |
| 11 | #37 | ITA | 2 | Abhijeet Ghatak | 13 | 1:33.559 | 13.235 | Miata |
| 112 | #20 | SM2 | 9 | Robert Karl | 13 | 1:38.645 | 3.549 | Miata |
| 13 | #81 | IT7 | 2 | JB Swan | 13 | 1:39.899 | 6.659 | RX-7 |
| 14 | #27 | IT7 | 3 | Donald Blunt | 13 | 1:39.352 | 1.142 | rx7/ |
| 15 | #35 | IT7 | 4 | Paul DeYeso | 13 | 1:39.797 | 3.359 | RX-7 |
| 16 | #19 | SM2 | 10 | Shelby Churchill | 12 | 1:40.209 | 1 Lap | Miata |
| 17 | #7 | IT7 | 5 | Serge Lentz | 12 | 1:41.099 | 5.953 | RX7 |
| 18 | #95 | IT7 | 6 | Michael Turchuk | 12 | 1:40.718 | 10.627 | RX-7 |
| 19 | #12 | ITA | 3 | Demetrius Mossaidis | 7 | 1:38.139 | 5 Laps | Honda Civic |

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

| | | | | | | | | |
|----|------|-----|---|--------------------|----|----------|----------|-------------|
| 1 | #18 | GT2 | 1 | Dave Maynard | 14 | 1:24.831 | | BMW 330 |
| 2 | #23 | ITR | 1 | Thomas Capizzi Jr. | 14 | 1:29.138 | 1:17.565 | BMW 323i |
| 3 | #28 | ITE | 1 | James B. Ray III | 13 | 1:31.375 | 1 Lap | Mustang GT |
| 4 | #96 | ITR | 2 | Theresa Condict | 13 | 1:31.622 | 0.728 | Acura RSX |
| 5 | #73 | ITR | 3 | Mark Ketenci | 13 | 1:31.917 | 7.866 | BMW 328 |
| 6 | #50 | ITR | 4 | Stephen Blethen | 13 | 1:31.276 | 0.639 | Mazda RX8 |
| 7 | #64 | ITE | 2 | Robert Tucker | 13 | 1:31.251 | 2.925 | Porsche 911 |
| 8 | #177 | ITS | 1 | Richard Astacio | 13 | 1:33.205 | 4.822 | Mazda Mx-5 |
| 9 | #33 | ITR | 5 | Ben Phillips | 13 | 1:33.189 | 3.644 | Porsche 968 |
| 10 | #54 | ITE | 3 | Jeff Campbell | 13 | 1:33.317 | 0.562 | Porsche 964 |
| 11 | #6 | GT1 | 1 | Douglas Valley | 13 | 1:29.785 | 17.008 | Mustang |
| 12 | #27 | ITR | 6 | Anthony Serra | 13 | 1:35.874 | 19.983 | BMW 328i |
| 13 | #144 | ITS | 2 | Dave Kuchrawy | 13 | 1:35.719 | 3.438 | Miata |
| 14 | #59 | STU | 1 | Greg Goss | 12 | 1:41.147 | 1 Lap | S2000 |
| 15 | #11 | ITE | 4 | George Perreault | 12 | 1:42.587 | 8.505 | Camero |
| 16 | #17 | ITE | 5 | David Micciulla | 12 | 1:43.570 | 11.207 | Fiat Abart |
| 17 | #80 | GT2 | 2 | Maurizio Cerasoli | 6 | 1:47.201 | 6 Laps | Porsche |
| 18 | #24 | T2 | 1 | Peter Lewis | 1 | 1:59.925 | 5 Laps | Camaro |

Grp 3 - SM, ITB-C, T3-4, BSpec, ITEZ

| | | | | | | | | |
|----|------|------|----|---------------------|----|----------|--------|-----------------|
| 1 | #70 | SM | 1 | Jimmy Locke | 13 | 1:28.521 | | Miata |
| 2 | #9 | SM | 2 | Jason Taylor Coupal | 13 | 1:29.005 | 9.816 | Miata |
| 3 | #87 | T3 | 1 | Chris Outzen | 13 | 1:28.499 | 0.410 | Nissan 350Z |
| 4 | #129 | SM | 3 | John Raudat | 13 | 1:31.465 | 10.696 | Miata |
| 5 | #0 | ITB | 1 | Zachary Kelly | 13 | 1:30.055 | 9.984 | Golf |
| 6 | #177 | SM | 4 | Richard Astacio | 13 | 1:32.885 | 11.319 | Mazda Mx-5 |
| 7 | #19 | SM | 5 | Shelby Churchill | 13 | 1:32.039 | 17.296 | Miata |
| 8 | #24 | SM | 6 | Morgan Duffy | 13 | 1:32.508 | 2.114 | Miata |
| 9 | #72 | ITEZ | 1 | Peter A Lombardo | 13 | 1:31.830 | 6.361 | Fiat Abarth |
| 10 | #144 | SM | 7 | Dave Kuchrawy | 13 | 1:32.188 | 11.060 | Miata |
| 11 | #06 | SM | 8 | Jeff Longo | 13 | 1:34.735 | 4.095 | Miata |
| 12 | #15 | SM | 9 | Douglas Fisher | 13 | 1:32.745 | 3.777 | Miata |
| 13 | #49 | ITEZ | 2 | Michael Collier | 13 | 1:34.939 | 13.443 | Porsche 944 |
| 14 | #47 | ITEZ | 3 | John Tirrell | 12 | 1:34.308 | 1 Lap | Fiat Abarth 500 |
| 15 | #33 | ITEZ | 4 | Rebecca Harvey | 12 | 1:35.206 | 18.545 | Miata |
| 16 | #89 | SM | 10 | Wendy Cappola | 12 | 1:37.898 | 18.919 | Miata |
| 17 | #17 | ITEZ | 5 | David Micciulla | 12 | 1:39.281 | 14.847 | Fiat Abarth |
| 18 | #77 | SSM | 1 | Paul Perry | 11 | 1:43.448 | 1 Lap | Miata |
| 19 | #91 | SM | 11 | Michael Condict | 10 | 1:38.105 | 1 Lap | Miata |
| 20 | #65 | ITB | 2 | Paul Curran | 8 | 1:39.740 | 2 Laps | Honda civic |

Grp 4 - SRF, SRF3, EVSR, SPU, EP, FP, HP

| | | | | | | | | |
|----|------|------|---|---------------------|----|----------|----------|----------------|
| 1 | #129 | STL | 1 | John Raudat | 13 | 1:33.807 | | Miata |
| 2 | #31 | EP | 1 | George Kline | 13 | 1:34.471 | 5.723 | Caterham S |
| 3 | #12 | SRF3 | 1 | Steve Introne | 13 | 1:36.832 | 17.591 | SRF3 |
| 4 | #42 | SRF3 | 2 | Miguel Fidalgo | 13 | 1:38.180 | 41.336 | SRF |
| 5 | #89 | STL | 2 | Wendy Cappola | 13 | 1:39.905 | 19.590 | Miata |
| 6 | #97 | SRF3 | 3 | Jeff Swann | 13 | 1:38.871 | 8.275 | SRF 3 |
| 7 | #20 | SRF | 1 | Steve Owens | 13 | 1:41.380 | 5.368 | SRF |
| 8 | #66 | SRF | 2 | Bill Watts | 12 | 1:43.079 | 1 Lap | SRF |
| 9 | #1 | SRF3 | 4 | Anthony Carbone Jr. | 12 | 1:42.922 | 1.632 | SRF |
| 10 | #10 | SRF | 3 | Doug Garrison | 12 | 1:43.187 | 3.363 | SRF |
| 11 | #37 | SRF | 4 | Leslie Kurz | 12 | 1:45.866 | 58.270 | SRF |
| 12 | #172 | SRF | 5 | Steven Spano | 12 | 1:45.529 | 0.458 | SRF |
| 13 | #7 | STL | 3 | Mitchell Baker | 12 | 1:45.877 | 11.942 | RX7 |
| 14 | #67 | STL | 4 | Hugh McHaffie | 11 | 1:34.054 | 1 Lap | Mazda MX-5 |
| 15 | #55 | FP | 1 | Jack Hanifan | 11 | 1:50.821 | 2:43.175 | Miata |
| 16 | #62 | SRF | 6 | Mark Saviet | 11 | 1:41.674 | 25.290 | SRF |
| 17 | #22 | FP | 2 | Philip G. Perron | 1 | 3:15.594 | 10 Laps | Sunbeam Alpine |



Jeffrey Adams is pursued closely by Michael Hinkle in the well-subscribed Formula Vee field. Photo: Roz Rosintowski

Grp 5 - FA-B-C-E-F-M, CFC, NCF, FS, FV

| | | | | | | | | |
|----|------|-----|----|----------------------|----|-----------|----------|---------------|
| 1 | #84 | P1 | 1 | Keegan Van Sicklen | 16 | 1:09.467 | | Stohr WF1 |
| 2 | #37 | FB | 1 | Shawn McClure | 16 | 1:11.375 | 15.736 | Stohr F1000 |
| 3 | #17 | FB | 2 | Kevin Boeckle | 16 | 1:12.489 | 9.841 | Elan DBO4 |
| 4 | #4 | FS | 1 | Dennis McCarthy | 16 | 1:13.264 | 22.433 | FS |
| 5 | #14 | FC | 1 | Michael Gould | 16 | 1:13.749 | 0.453 | Van Diemen |
| 6 | #15 | P2 | 1 | Paul Omichinski | 16 | 1:14.952 | 17.899 | Stohr 04D |
| 7 | #41 | FF | 1 | Ryan Bjerke | 15 | 1:15.650 | 1 Lap | Van Diemen/ |
| 8 | #99 | FF | 2 | Dexter Czuba | 15 | 1:16.426 | 28.357 | Van Diemen |
| 9 | #9 | CFC | 1 | Jack Dinehart | 15 | 1:17.364 | 19.178 | Van Diemen |
| 10 | #31 | FV | 1 | Justin Noble | 14 | 1:21.167 | 1 Lap | Citation FV |
| 11 | #5 | FV | 2 | Nicholas Galuardi | 14 | 1:21.331 | 0.904 | Caldwell D-13 |
| 12 | #23 | FV | 3 | Christopher Zarzycki | 14 | | | Citation 93 |
| 13 | #71 | FV | 4 | Jeffrey Adams | 14 | 1:22.412 | 0.083 | citation |
| 14 | #151 | FV | 5 | John Ferreira | 14 | 1:23.108 | 15.711 | SpeedSport |
| 15 | #61 | FV | 6 | Walter Popiak | 14 | 1:24.271 | 6.249 | CITATION 95 |
| 16 | #51 | FV | 7 | Ronald Bass | 14 | 20:17.374 | 1:24.387 | Mysterian |
| 17 | #32 | FV | 8 | Thomas Kenney | 14 | 1:23.852 | 0.191 | Predator P-3 |
| 18 | #20 | FV | 9 | Thomas Galuardi | 13 | 1:31.037 | 1 Lap | Barrcar 004 |
| 19 | #2 | FV | 10 | Robert Plencner | 13 | 1:31.576 | 4.541 | Caracal C |
| 20 | #21 | F5 | 1 | Richard Johnson Jr | 12 | 1:19.552 | 1 Lap | Red Devil |
| 21 | #22 | FV | 11 | Michael Hinkle | 12 | 1:23.142 | 24.391 | BRD AFV02 |
| 22 | #10 | FV | 12 | David Cardillo | 12 | 1:31.572 | 2:22.115 | Edge II |
| 23 | #70 | NCF | 1 | Daren Blandin | 5 | 1:22.222 | 7 Laps | Crossle 45F |
| 24 | #75 | FV | 13 | Kevin O'Day | 3 | 1:33.704 | 2 Laps | Caldwell D-13 |

HRG - Race 2

| | | | | | | | | |
|----|------|------|---|--------------------|----|----------|--------|---------------|
| 1 | #172 | HRG4 | 1 | Phil Hollenbeck | 1 | 1:21.618 | | Datsun 240Z |
| 2 | #11 | HRG5 | 1 | Jim Glass | 14 | 1:23.138 | 15.317 | Corvette |
| 3 | #481 | HRG2 | 1 | John Clapp | 14 | 1:22.766 | 5.787 | Datsun 240Z |
| 4 | #40 | HRG3 | 1 | Robert Lang | 14 | 1:24.835 | 31.154 | Triumph TR6 |
| 5 | #68 | HRG5 | 2 | Michael Dube | 14 | 1:25.069 | 8.084 | Camaro |
| 6 | #5 | HRG3 | 2 | Robert J. Thompson | 14 | 1:26.928 | 11.502 | Datsun 510 |
| 7 | #6 | HRG3 | 3 | Laurent Fumex | 14 | 1:24.746 | 1.193 | MG B |
| 8 | #18 | HRG3 | 4 | Kurt Smith | 13 | 1:29.361 | 1 Lap | Porsche 914-6 |
| 9 | #72 | HRG5 | 3 | Timothy Santhouse | 13 | 1:29.036 | 14.873 | Mustang/ |
| 10 | #90 | HRG3 | 5 | Paul Paparella | 13 | 1:32.651 | 6.106 | BMW 200 |
| 11 | #22 | HRG1 | 1 | Mark Kearney | 13 | 1:31.122 | 0.802 | Austin Coope |
| 12 | #48 | HRG5 | 4 | W. Scott Stickle | 13 | | | Jaguar XKE |
| 13 | #02 | HRG2 | 1 | Anthony Hess | 12 | 1:37.468 | | MG B |
| 14 | #7 | HRG1 | 2 | Ge.Michael Harmuth | 12 | 1:36.501 | 0.555 | Spitfire |
| 15 | #25 | HRG2 | 2 | James Acquilano | 11 | 1:43.697 | 1 Lap | MG B |
| 16 | #71 | HRG3 | 6 | Nuno Ferreira | 6 | 1:35.687 | 5 Laps | Fiat 124 |
| 17 | #93 | HRG4 | 3 | Joseph Riolo | 1 | | 5 Laps | Datsun 240 |

RACE THREE

Grp 1 - ITA, IT7, SM2

| | | | | | | | | |
|---|------|-----|---|---------------------|----|----------|----------|-------|
| 1 | #97 | SM2 | 1 | Jesse Schmidt | 13 | 1:32.402 | | Miata |
| 2 | #16 | SM2 | 2 | Evan Karl | 13 | 1:33.156 | 8:06.676 | Miata |
| 3 | #70 | SM2 | 3 | Jimmy Locke | 13 | 1:32.857 | 2.693 | Miata |
| 4 | #14 | SM2 | 4 | Keith Knickerbocker | 13 | 1:36.633 | 46.132 | Miata |
| 5 | #135 | SM2 | 5 | Dominic Karl | 13 | 1:37.175 | 8.247 | Miat |
| 6 | #8 | SM2 | 6 | Robert Karl Jr. | 13 | 1:35.117 | 0.139 | Miata |
| 7 | #06 | SM2 | 7 | Jeff Longo | 13 | 1:37.083 | 3.777 | Miata |
| 8 | #77 | IT7 | 1 | Daniel Sheppard | 13 | 1:36.134 | 1.167 | RX7 |
| 9 | #83 | ITA | 1 | Denise VanBuren | 13 | 1:37.413 | 1.047 | Acura |



At the conclusion of the Friday races, this years' workers appreciation party was held, with many thanks (and goodies) passed out to the hard working volunteers that support the NERRC series. JB Swan and Stephen Blethen talk up the crowd. Photo Bob Beaulieu

| | | | | | | | | |
|----|-----|-----|----|---------------------|----|-----------|--------|-------------|
| 10 | #24 | SM2 | 8 | Morgan Duffy | 13 | 1:37.799 | 6.702 | Miata |
| 11 | #37 | ITA | 2 | Abhijeet Ghatak | 13 | 1:33.559 | 13.235 | Miata |
| 12 | #20 | SM2 | 9 | Robert Karl | 13 | 1:38.645 | 3.549 | Miata |
| 13 | #81 | IT7 | 2 | JB Swan | 13 | 1:39.899 | 6.659 | RX-7 |
| 14 | #27 | IT7 | 3 | Donald Blunt | 13 | 1:39.352 | 1.142 | RX7 |
| 15 | #35 | IT7 | 4 | Paul DeYeso | 13 | 1:39.797 | 3.359 | RX-7 |
| 16 | #19 | SM2 | 10 | Shelby Churchill | 12 | 1:40.209 | 1 Lap | Miata |
| 17 | #7 | IT7 | 5 | Serge Lentz | 12 | 1:41.099 | 5.953 | RX7 |
| 18 | #95 | IT7 | 6 | Michael Turchuk | 12 | 1:40.718 | 10.627 | RX-7 |
| 19 | #12 | ITA | 3 | Demetrius Mossaidis | 7 | 21:59.331 | 5 Laps | Honda Civic |

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

| | | | | | | | | |
|----|------|-----|---|--------------------|----|----------|----------|-------------|
| 1 | #18 | GT2 | 1 | Dave Maynard | 14 | 1:24.831 | | BMW 330 |
| 2 | #23 | ITR | 1 | Thomas Capizzi Jr. | 14 | 1:29.138 | 1:17.565 | BMW 323 |
| 3 | #28 | ITE | 1 | James B. Ray III | 13 | 1:31.375 | 1 Lap | Mustang |
| 4 | #96 | ITR | 2 | Theresa Condict | 13 | 1:31.622 | 0.728 | Acura RSX |
| 5 | #73 | ITR | 3 | Mark Ketenci | 13 | 1:31.917 | 7.866 | BMW 328 |
| 6 | #50 | ITR | 4 | Stephen Blethen | 13 | 1:31.276 | 0.639 | Mazda RX8 |
| 7 | #64 | ITE | 2 | Robert Tucker | 13 | 1:31.251 | 2.925 | Porsche 911 |
| 8 | #177 | ITS | 1 | Richard Astacio | 13 | 1:33.205 | 4.822 | Mazda Mx-5 |
| 9 | #33 | ITR | 5 | Ben Phillips | 13 | 1:33.189 | 3.644 | Porsche 968 |
| 10 | #54 | ITE | 3 | Jeff Campbell | 13 | 1:33.317 | 0.562 | Porsche 964 |
| 11 | #6 | GT1 | 1 | Douglas Valley | 13 | 1:29.785 | 17.008 | Mustang |
| 12 | #27 | ITR | 6 | Anthony Serra | 13 | 1:35.874 | 19.983 | BMW 328i/ |
| 13 | #144 | ITS | 2 | Dave Kuchrawy | 13 | 1:35.719 | 3.438 | Miata |
| 14 | #59 | STU | 1 | Greg Goss | 12 | 1:41.147 | 1 Lap | Honda S2000 |
| 15 | #11 | ITE | 4 | George Perreault | 12 | 1:42.587 | 8.505 | Camero |
| 16 | #17 | ITE | 5 | David Micciulla | 12 | 1:43.570 | 11.207 | Fiat Abarth |
| 17 | #80 | GT2 | 2 | Maurizio erasoli | 6 | 1:47.201 | 6 Laps | Porsche 944 |
| 18 | #24 | T2 | 1 | Peter Lewis | 1 | 1:59.925 | 5 Laps | Camaro |

Grp 3 - SM, ITB-C, T3-4, BSpec, ITEZ

| | | | | | | | | |
|----|------|------|----|---------------------|----|----------|--------|-------------|
| 1 | #70 | SM | 1 | Jimmy Locke | 13 | 1:28.521 | | Miata |
| 2 | #9 | SM | 2 | Jason Taylor Coupal | 13 | 1:29.005 | 9.816 | Miata |
| 3 | #87 | T3 | 1 | Chris Outzen | 13 | 1:28.499 | 0.410 | Nissan 350Z |
| 4 | #129 | SM | 3 | John Raudat | 13 | 1:31.465 | 10.696 | Miata |
| 5 | #0 | ITB | 1 | Zachary Kelly | 13 | 1:30.055 | 9.984 | Golf |
| 6 | #177 | SM | 4 | Richard Astacio | 13 | 1:32.885 | 11.319 | Mazda Mx-5/ |
| 7 | #19 | SM | 5 | Shelby Churchill | 13 | 1:32.039 | 17.296 | Miata |
| 8 | #24 | SM | 6 | Morgan Duffy | 13 | :32.508 | 2.114 | Miata |
| 9 | #72 | ITEZ | 1 | Peter A Lombardo | 13 | 1:31.830 | 6.361 | Fiat Abarth |
| 10 | #144 | SM | 7 | Dave Kuchrawy | 13 | 1:32.188 | 11.060 | Miata |
| 11 | #06 | SM | 8 | Jeff Longo | 13 | 1:34.735 | 4.095 | Miata |
| 12 | #15 | SM | 9 | Douglas Fisher | 13 | 1:32.745 | 3.777 | Miata |
| 13 | #49 | ITEZ | 2 | Michael Collier | 13 | 1:34.939 | 13.443 | Porsche 944 |
| 14 | #47 | ITEZ | 3 | John Tirrell | 12 | 1:34.308 | 1 Lap | Fiat Abarth |
| 15 | #33 | ITEZ | 4 | Rebecca Harvey | 12 | 1:35.206 | 18.545 | Miata |
| 6 | #89 | SM | 10 | Wendy Cappola | 12 | 1:37.898 | 18.91 | Miata |
| 17 | #17 | ITEZ | 5 | David Micciulla | 12 | 1:39.281 | 14.847 | Fiat Abarth |
| 18 | #77 | SSM | 1 | Paul Perry | 11 | 1:43.448 | 1 Lap | Miata |
| 19 | #91 | SM | 11 | Michael Condict | 10 | 1:38.105 | 1 Lap | Miata |
| 20 | #65 | ITB | 2 | Paul Curran | 8 | 1:39.740 | 2 Laps | Honda civic |

Grp 4 - SRF, SRF3, EVSR, SPU, EP, FP, HP

| | | | | | | | | |
|---|------|------|---|----------------|----|----------|--------|----------|
| 1 | #129 | STL | 1 | John tRaudat | 13 | 1:33.807 | | Miata |
| 2 | #31 | EP | 1 | George Kline | 13 | 1:34.471 | 5.723 | Caterham |
| 3 | #12 | SRF3 | 1 | Steve Introne | 13 | 1:36.832 | 17.591 | SRF3 |
| 4 | #42 | SRF3 | 2 | Miguel Fidalgo | 13 | 1:38.180 | 41.336 | SRF3 |

—continued on the next page

| | | | | | | | | | | | | | | | | | |
|----|------|------|---|---------------------|----|----------|----------|------------|----|-----|------|---|---------------------|----|----------|--------|-------------|
| 5 | #89 | STL | 2 | Wendy Cappola | 13 | 1:39.905 | 19.590 | Miata | 13 | #02 | HRG2 | 1 | Anthony Hess | 12 | 1:37.468 | | MG B |
| 6 | #97 | SRF3 | 3 | Jeff Swann | 13 | 1:38.871 | 8.275 | SRF 3 | 14 | #7 | HRG1 | 2 | Geor.MichaelHarmuth | 12 | 1:36.501 | 0.555 | Spitfire |
| 7 | #20 | SRF | 1 | Steve Owens | 13 | 1:41.380 | 5.368 | SRF | 15 | #25 | HRG2 | 2 | James Acquilano | 11 | 1:43.697 | 1 Lap | MG MGB |
| 8 | #66 | SRF | 2 | Bill Watts | 12 | 1:43.079 | 1 Lap | SRF | 16 | #71 | HRG3 | 6 | Nuno Ferreira | 6 | 1:35.687 | 5 Laps | Fiat 124 |
| 9 | #1 | SRF3 | 4 | Anthony Carbone Jr. | 12 | 1:42.922 | 1.632 | SRF | 17 | #93 | HRG4 | 3 | Joseph Riolo | 1 | 2:18.052 | 5 Laps | Datsun 240Z |
| 10 | #10 | SRF | 3 | Doug Garrison | 12 | 1:43.187 | 3.363 | SRF | | | | | | | | | |
| 11 | #37 | SRF | 4 | Leslie Kurz | 12 | 1:45.866 | 58.270 | SRF | | | | | | | | | |
| 12 | #172 | SRF | 5 | Steven Spano | 12 | 1:45.529 | 0.458 | SRF | | | | | | | | | |
| 13 | #7 | STL | 3 | Mitchell Baker | 12 | 1:45.877 | 11.942 | RX7 | | | | | | | | | |
| 14 | #67 | STL | 4 | Hugh McHaffie | 11 | 1:34.054 | 1 Lap | Mazda MX-5 | | | | | | | | | |
| 15 | #55 | FP | 1 | Jack Hanifan | 11 | 1:50.821 | 2:43.175 | Miata | | | | | | | | | |
| 16 | #62 | SRF | 6 | Mark Saviet | 11 | 1:41.674 | 25.290 | SRF | | | | | | | | | |
| 17 | #22 | FP | 2 | Philip G. Perron | 1 | 3:15.594 | 10 Laps | Sunbeam | | | | | | | | | |

Grp 5 - FA-B-C-E-F-M, CFC, NCF, FS, FV

| | | | | | | | | |
|----|------|-----|----|----------------------|----|----------|---------|---------------|
| 1 | #84 | P1 | 1 | Keegan Van Sicklen | 16 | 1:09.467 | | Stohr WF1/ |
| 2 | #37 | FB | 1 | Shawn McClure | 16 | 1:11.375 | 15.736 | Stohr F1000 |
| 3 | #17 | FB | 2 | Kevin Boeckle | 16 | 1:12.489 | 9.841 | Elan DBO4 |
| 4 | #4 | FS | 1 | Dennis McCarthy | 16 | 1:13.264 | 22.433 | FS |
| 5 | #14 | FC | 1 | Michael Gould | 16 | 1:13.749 | 0.453 | Van Diemen |
| 6 | #15 | P2 | 1 | Paul Omichinski | 16 | 1:14.952 | 17.899 | Stohr 04D |
| 7 | #41 | FF | 1 | Ryan Bjerke | 15 | 1:15.650 | 1 Lap | Van Deimin |
| 8 | #99 | FF | 2 | Dexter Czuba | 15 | 1:16.426 | 28.357 | Van Diemen |
| 9 | #9 | CFC | 1 | Jack Dinehart | 15 | 1:17.364 | 19.178 | Van Diemen |
| 10 | #31 | FV | 1 | Justin Noble | 14 | 1:21.167 | 1 Lap | Citation FV |
| 11 | #5 | FV | 2 | Nicholas Galuardi | 14 | 1:21.331 | 0.904 | Caldwell D-13 |
| 12 | #23 | FV | 3 | Christopher Zarzycki | 14 | 1:22.806 | 19.174 | Citation 93 |
| 13 | #71 | FV | 4 | Jeffrey Adams | 14 | 1:22.412 | 0.083 | citation |
| 14 | #151 | FV | 5 | John Ferreira | 14 | 1:23.108 | 15.711 | SpeedSport |
| 15 | #61 | FV | 6 | Walter Popiak | 14 | 1:24.271 | 6.249 | CITATION 95V |
| 16 | #51 | FV | 7 | Ronald Bass | 14 | 1:24.387 | 8.304 | Mysterian |
| 17 | #32 | FV | 8 | Thomas Kenney | 14 | 1:23.852 | 0.191 | Predator P-3 |
| 18 | #20 | FV | 9 | Thomas Galuardi | 13 | 1:31.037 | 1 Lap | Barrcar 004 |
| 19 | #2 | FV | 10 | Robert Plencner | 13 | 1:31.576 | 4.541 | Caracal C |
| 20 | #21 | F5 | 1 | Richard Johnson Jr | 12 | 1:19.552 | 1 Lap | Red Devil 97 |
| 21 | #22 | FV | 11 | Michael Hinkle | 12 | 1:23.142 | 24.391 | BRD AFV02 |
| 22 | #10 | FV | 12 | David Cardillo | 12 | 1:31.572 | 2:22.11 | Edge II |
| 23 | #70 | NCF | 1 | Daren Blandin | 5 | 1:22.222 | 7 Laps | Crossle 45F |
| 24 | #75 | FV | 13 | Kevin O'Day | 3 | 1:33.704 | 2 Laps | Caldwell D |

Grp 6 - HRG

| | | | | | | | | |
|----|------|------|---|--------------------|----|----------|--------|---------------|
| 1 | #172 | HRG4 | 1 | Phil Hollenbeck | 14 | 1:21.618 | | Datsun 240 |
| 2 | #11 | HRG5 | 1 | Jim Glass | 14 | 1:23.138 | 15.317 | Corvette |
| 3 | #481 | HRG4 | 2 | John Clapp | 14 | 1:22.766 | 5.787 | Datsun 240Z |
| 4 | #40 | HRG3 | 1 | Robert Lang | 14 | 1:24.835 | 31.154 | Triumph TR6 |
| 5 | #68 | HRG5 | 2 | Michael Dube | 14 | 1:25.069 | 8.084 | Camaro |
| 6 | #5 | HRG3 | 2 | Robert J. Thompson | 14 | 1:26.928 | 11.502 | Datsun 510 |
| 7 | #6 | HRG3 | 3 | Laurent Fumex | 14 | 1:24.746 | 1.193 | MG B |
| 8 | #18 | HRG3 | 4 | Kurt Smith | 13 | 1:29.361 | 1 Lap | Porsche 914-6 |
| 9 | #72 | HRG5 | 3 | Timothy Santhouse | 13 | 1:29.036 | 14.873 | Mustang |
| 10 | #90 | HRG3 | 5 | Paul Paparella | 13 | 1:32.651 | 6.106 | BMW 2002 |
| 11 | #22 | HRG1 | 1 | Mark Kearney | 13 | 1:31.122 | 0.802 | Austin Cooper |
| 12 | #48 | HRG5 | 4 | W. Scott Stickle | 13 | | | Jaguar XKE |

RACE FIVE

Grp 1 - ITA, IT7, SM2

| | | | | | | | | |
|-----|------|-----|----|---------------------|----|----------|----------|-------------|
| 1 | #97 | SM2 | 1 | Jesse Schmidt | 14 | 1:22.493 | | Miata |
| 2 | #70 | SM2 | 2 | Jimmy Locke | 14 | 1:22.735 | 0.769 | Miata |
| 3 | #12 | ITA | 1 | Demetrius Mossaidis | 14 | 1:22.981 | 22.338 | Honda Civic |
| 4 | #8 | SM2 | 3 | Robert Karl Jr. | 14 | 1:23.649 | 1.696 | Miata |
| 5 | #16 | SM2 | 4 | Evan Karl | 14 | 1:23.456 | 0.709 | Miata |
| 6 | #19 | SM2 | 5 | Shelby Churchill | 14 | 1:24.130 | 0.526 | Miata |
| 7 | #37 | ITA | 2 | Abhijeet Ghatak | 14 | 1:23.297 | 12.063 | Miata |
| 8 | #135 | SM2 | 6 | Dominic Karl | 14 | 1:24.898 | 3.336 | Miata |
| 9 | #14 | SM2 | 7 | Keith Knickerbocker | 14 | 1:24.993 | 0.247 | Miata |
| 10 | #83 | ITA | 3 | Denise VanBuren | 14 | 1:24.982 | 6.015 | Acura |
| 11 | #20 | SM2 | 8 | Robert Karl | 14 | 1:26.675 | 21.454 | Miata |
| 12 | #183 | SM2 | 9 | Tom Minuto | 13 | 1:28.707 | 1 Lap | Miata |
| 13 | #29 | IT7 | 1 | Michael Buccella | 13 | 1:29.247 | 12.795 | RX7 |
| 14 | #4 | ITA | 4 | Donald Barron | 13 | 1:28.634 | 3.216 | Miata |
| 15 | #81 | IT7 | 2 | JB Swan | 13 | 1:30.268 | 3.975 | RX-7 |
| 16 | #06 | SM2 | 10 | Jeff Longo | 13 | 1:26.323 | 3.581 | Miata |
| 17 | #95 | IT7 | 3 | Michael Turchuk | 13 | 1:31.044 | 10.716 | RX-7 |
| 18 | #35 | IT7 | 4 | Paul DeYeso | 12 | 1:29.679 | 1 Lap | RX-7 |
| 19 | #7 | IT7 | 5 | Serge Lentz | 12 | 1:31.657 | 1:15.753 | RX7 |
| 20 | #27 | IT7 | 6 | Donald Blunt | 2 | 1:38.680 | 10 Laps | rx7 |
| 21 | #77 | IT7 | 7 | Daniel Sheppard | 1 | 1:31.252 | 1 Lap | RX7 |
| DNS | #40 | SM2 | | Ian Prout | | | | Miata |

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

| | | | | | | | | |
|----|------|-----|---|--------------------|----|-----------|----------|-------------|
| 1 | #6 | GT1 | 1 | Douglas Valley | 15 | 1:14.457 | | Mustang |
| 2 | #18 | GT2 | 1 | Dave Maynard | 15 | 1:15.551 | 2.397 | BMW 330 |
| 3 | #80 | GT2 | 2 | Maurizio Cerasoli | 15 | 1:17.644 | 34.295 | Porsche 944 |
| 4 | #27 | ITR | 1 | Anthony Serra | 15 | 1:19.645 | 30.956 | BMW 328i |
| 5 | #20 | ITR | 2 | Robert Nimkoff | 15 | 1:20.274 | 5.488 | BMW 325i |
| 6 | #50 | ITR | 3 | Stephen Blethen | 15 | 1:20.094 | 0.522 | Mazda RX8 |
| 7 | #96 | ITR | 4 | Theresa Condict | 15 | 1:20.097 | 2.807 | Acura RSX |
| 8 | #73 | ITR | 5 | Mark Ketenci | 14 | 1:20.788 | 1 Lap | BMW 328 |
| 9 | #4 | SPO | 1 | John Hellmers | 14 | 1:19.383 | 3.622 | Cavalier |
| 10 | #51 | ITR | 6 | Raymond Blethen | 14 | 1:21.366 | 9.251 | Mazda RX8 |
| 11 | #64 | ITE | 1 | Robert Tucker | 14 | 1:20.972 | 1.563 | Porsche 911 |
| 12 | #33 | ITR | 7 | Ben Phillips | 14 | 1:21.483 | 0.136 | Porsche 968 |
| 13 | #23 | ITR | 8 | Thomas Capizzi Jr. | 14 | 1:19.908 | 5.153 | BMW 323i |
| 14 | #28 | ITE | 2 | James B. Ray III | 14 | 1:22.110 | 8.086 | Mustang |
| 15 | #14 | ITS | 1 | Glenn Lawton | 14 | 19:43.381 | 1:22.212 | Mazda RX-7 |
| 16 | #59 | STU | 1 | Greg Goss | 14 | 1:23.703 | 14.151 | S2000 |
| 17 | #54 | ITE | 3 | Jeff Campbell | 14 | 1:23.656 | 0.523 | Porsche |
| 18 | #30 | ITR | 9 | Thomas Kelly | 14 | 1:23.530 | 11.253 | BMW 328i/ |
| 19 | #144 | ITS | 2 | Dave Kuchrawy | 14 | 1:25.561 | 18.901 | Miata |



Chris Horner and Jim Glass relive 1967 in their classic (B-Production) Sting Rays!

Photo: Roz Rosintowski



The last few laps of the SRF race on Friday turned into darkness and rain, Michael Fidalgo slogs through.

Photo: Bob Beaulieu

Big Lap 19 Rally

—The Hills

hoto: Scot Belliveau

By Scott Carlson

On a frosty October morning in the Upper Valley of the Connecticut River, 12 rally teams gathered at The Car Store in Norwich, VT to drive the route of Scott Beliveau's Big Lap Rally.

The Big Lap usually runs in June but, with a long list of rally related tasks and events on Mr. Beliveau's plate, it was pushed back to October. No complaints from here, the weather was perfect, traffic was light and most of the throngs of leaf peeping tourists had headed somewhere south of this rally's route. Mostly comprised of dirt roads, Big Lap took teams on a tour of the NH hills northeast of Norwich in the morning. Teams headed north of Hanover, NH into the white mountains first and visited the roads in the forests of Lyme and Orford. The oak trees that were still clinging to their leaves made it a bit more difficult to concentrate on the route and not on the scenery that the mountains around Indian Pond afford. The rallymaster gave us a great transit zone

along Peirmont Heights Rd. that takes you through a notch between Indian Pond Mountain and Piermont Mountain. There were several water bars along this stretch of road that made the narrow stretch of road a very good time. We found several check points along the route that reached it's furthest point from The Car Store, way out in the town of Wentworth, NH. There was a short break at Shawnee's General Store where local kids were selling cookies and then we were back into the hills to wander through Dorchester, Canaan and Hanover on our way back to Norwich for a cook out lunch.

The afternoon loop didn't leave Vermont. The roads were in great shape and the biggest issue that I saw was a farmer that was moving a small barn on a trailer up an even smaller road. We took a short time allowance as the building made it's way up the hill behind the tractor. The scenery in Vermont was as good as it gets. The hills and valleys peppered with picturesque farms were amazing to drive through. It

Big Lap 19 Rally Results October 24, 2015

| Cl. | Driver/ Nav | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total |
|-----|---------------------------------------|-----|-----|-----|-----|----|-----|-----|----|----|-----|-----|-----|-----|-------|
| 1 | A Dave Talbot/John Buffum | 3 | 1 | 1 | 0 | 1 | 1 | 2 | 2 | 1 | 3 | 1 | 6 | 6 | 28 |
| 2 | A Chris Regan/ Kathy Moody | 1 | 2 | 0 | 2 | 0 | 0 | 7 | 1 | 6 | 6 | 3 | 7 | 6 | 41 |
| 3 | A Mike Beliveau/Kaitlyn Murdough | 1 | 3 | 1 | 9 | 1 | 0 | 5 | 5 | 6 | 8 | 1 | 10 | 11 | 61 |
| 4 | A Satish Gopalkrishnan/Savera D'Souza | 1 | 1 | 1 | 0 | 65 | 3 | 13 | 2 | 3 | 70 | 40 | 66 | 26 | 291 |
| 5 | A Bob Schenk / Jim Anderson | 81 | 119 | 52 | 81 | 57 | 11 | 175 | 23 | 15 | 200 | 200 | 200 | 200 | 1414 |
| 11 | N Jon Smith/ Jennifer Smith | 6 | 95 | 37 | 0 | 24 | 3 | 10 | 20 | 1 | 18 | 60 | 0 | 17 | 291 |
| 10 | N Andre Perron/ Gillian Perron | 200 | 200 | 142 | 33 | 11 | 200 | 16 | 44 | 2 | 95 | 139 | 59 | 18 | 1159 |
| 12 | N Chris Rullo/ Laura Cannon | 65 | 200 | 21 | 75 | 97 | 12 | 81 | 18 | 71 | 99 | 177 | 199 | 173 | 1288 |
| 8 | S Steve McLafferty/ Pauline Lambert | 24 | 29 | 8 | 109 | 14 | 22 | 48 | 8 | 7 | 32 | 15 | 5 | 21 | 342 |
| 9 | S Barry Follet/ Ashley Follett | 0 | 32 | 85 | 58 | 3 | 32 | 8 | 2 | 9 | 12 | 29 | 73 | 30 | 373 |
| 7 | S Kenn Lamb /Scott Carlson | 13 | 20 | 4 | 8 | 48 | 9 | 53 | 1 | 34 | 35 | 30 | 79 | 57 | 391 |
| 6 | S Gary Hamilton/Steve McKelvie | 40 | 47 | 64 | 85 | 35 | 61 | 91 | 68 | 41 | 46 | 81 | 35 | 48 | 742 |

Rallymaster: Scott Beliveau Checker: Kathy Beliveau Checkpoints: Colin Roddy

reminds me of how lucky we are here in New England to live in a place that spoils us with fun dirt roads that wander through hills and hollows as pretty as any others around. Norwich, Hartford, Sharon, Woodstock and Queechee were all towns where we ran the back roads. The twists of gravel led us over covered bridges and past sugar houses stacked with the wood to boil next springs sap. There were check points placed in conspicuous locations that you've never been and may never be back to, waiting with workers or run/workers to let you know when you should have arrived and what time you'll depart on your next leg.

The field of cars running the rally varied from a 1959 MGA to a 2015 VW GTI. From a Fiat 500 Abarth to a Toyota Land Crusier. It was quite a field. It was quite a drive. All the teams had some sort of adversity, some more than others. The MGA suffered from a lack of power on the steep mountain roads and decided to call it a day before they were stranded in the middle of nowhere. I know the Subaru that I was piloting got some new scuffs on the front lip from too much fun over the water bars. (We also suffered from too many points due to arriving early at most if not all of the afternoon checkpoints.)



Gary Hamilton and Steve McKelvie roll into a checkpoint at the Big Lap 19. Photo: Scot Belliveau

After a full day driving around and finding 13 checkpoints, here's how the classes top finishers did.

"A" Class was won by John Buffum and Dave Talbot with 28 points. They finished ahead of Kathy Moody and Chris Regan who scored 41 penalty points.

"S" Class had the top 3 teams separated by .49 minutes of penalty points. The winners were Steve McLafferty and Pauline Lambert with a score of 342. Second in "S" was the team of Barry and Ashley Follett with a score of 373.

Novice class was a run away win with Jon and Jen Smith scoring 291 (which also would have taken the top podium spot in S Class) Second in Novice was Andre and Gillian Perron with a score of 1159.

Many thanks to Scott Beliveau for putting together another really fun rally. Congratulations to the teams who took home hardware! Thank you to the Car Store for hosting the rally. Thank you to Colin Roddy for getting to the checkpoints he worked (mostly on time) in his WRX. And finally, thank you to the teams who run/worked check points so we could all drive around all day. It was another great day on the back roads of New England.

See you at Vermont Winter Challenge Rally in February!

The Big Lap Reunites Rally Team Of Fifty Years Past

by Steve McKelvie

This weekend of October 25th, the New England Region of the Sports Car Club of America held a combined rally, the Big Lap 19 and the Car Store Rally in Norwich, Vermont. By far the most interesting entry was the team of Dave Talbot/John Buffum. Fifty-one years ago, in 1964, Dave Talbot asked his friend John Buffum if he wanted to enter a car rally with him. John Buffum responded to Dave by saying: "What's a rally?" John ultimately agreed and entered his first rally as the navigator while Dave drove. For that first rally Dave borrowed a white MGA.

At Saturday's rally one other competitor showed up to compete with a white 1959 MGA! What serendipity! As a result, John and Dave were able to pose with a white MGA at a car rally 51 years later!

Dave and John rallied together for a year or so then went their separate ways. By this time John was truly bit by the rally bug



John Buffum and Dave Talbot Pose with a 1959 MGA
Photo: Steve McKelvie

and went on to win the U.S. National PRO Rally Championship eleven times, become a nine time winner of the U.S./Canada North American Rally Cup Championship, break the record at Pikes Peak, win a European Rally Championship event, and in his first rally in Europe, the 1969 Monte Carlo rally, as a young unknown US soldier on an extended weekend pass drive his own Porsche to a 12th place

finish which, I believe, is still the highest finish ever for an American in this event. He also has two second-place finishes and a third-place finish in the Rallye Monte Carlo Historique.



Dave Talbot and John Buffum, with Rally Master Scott Beliveau, won Class A and first overall in the Big Lap 19 Rally at the Car Store in Norwich, VT.
Photo: Steve McKelvie

While John was doing all of this rallying, Dave Talbot settled down to a comfortable non-rally linked life living and working on scenic Cape Cod.

On Friday night before last weekend's rally, Gary Hamilton and I had

—continued on page 30

NER RALLY-X CHAMPIONSHIP



Okemo Rallycross September 27, 2015 Event #Eight

By John Perkins

We begin to see all of the hallmarks of the Autumn season as September draws to a close. Beautiful New England foliage, the crisp Fall breeze, the return of Pumpkin Spice oil changes at your local Jiffy Lube, and Okemo RallyCross. A NER RallyCross Favorite due to its high-speed gravel slaloms, the eighth RallyCross of our program's year-round racing season brought fifty four competitors and a multitude of volunteers to the Jackson-Gore Inn on a crisp and foggy Sunday morning.

Our courses at Jackson-Gore utilize a long and relatively narrow gravel lot with a slight uphill grade, with the course extending into a grassy field for the afternoon runs. Thanks to Adam Brodeur bringing a weedwhacker, cones were easily visible in the tall grass so nobody had an excuse for going off-course - although some still did!

A NER Rally Cross Favorite due to its high- speed gravel slaloms....

Stock Front surprisingly only had four competitors, but there was still a very close battle between Chang Ho Kim (Honda Del Sol) and Dmitri Beliaev (Fiesta ST). Both drivers swapped times all day, but ultimately it was Chang's victory by over three seconds.

Stock AWD saw ten competitors with very tight competition in the podium spots. Michael Lodsins decided to give AWD a try, and took top honors behind the wheel of Le Toad II. Only just past a half-second behind Lodsins was James Caswell, just one cone on the final run of the day snatching away victory - but still impressing everyone with just how fast he can drive that S10 against all of the Subarus. Dan Smith had a few cones but still finished only seven-tenths behind Jimmy in a respectable third place and maintaining his points lead for the 2015 Championship.

Prepared FWD had four drivers competing at Okemo. Patrick Munhall kept the Rallying spirit of the Mini Cooper alive with a commanding and cone-free class win, followed by Peter Yetman in second place. Jay Lewis and Sam Titus rounded off the PF class in their Neon and Eclipse, respectively.

Seven entries in the hotly-contested Prepared AWD class, with the usual suspects all vying for a class win and precious points toward the 2015 Championship. Chris Regan has been tough to beat as always - even moreso with his new steed, the glorious "Black Cherry" Mazdaspeed 6. Despite Cliff's attempt to weigh down the Mazda with decorative stickers, Chris and daughter/codriver Tolby took the PA win by nearly seven seconds. Cliff "brought it" in the afternoon but wasn't able to reel in the Black Cherry beast. Adam



Chang HO Kim aced FWD stock.

Photos this spread: Daggerslade Media

| Pos | # | Driver | Run#1 | Run#2 | Run#3 | Run#4 | Run#5 | Run#6 | Run#7 | Run#8 | Run#9 | Run#10 | Total |
|---------------------|-----|--------------------|----------|----------|----------|----------|----------|-----------------|-----------|-----------|----------|----------|---------|
| Fwd Stock | | | | | | | | | | | | | |
| 1 | 24 | Kim, Chang Ho | 37.329 | 33.707 | 33.485 | 32.459 | 31.848 | 66.673 | 64.113 | 62.222 | 54.959 | 54.096 | 470.891 |
| 2 | 7 | Beliaev, Dmitri | 35.027 | 33.795 | 33.096 | 32.354 | 32.293 | 65.662 | 63.645 | 64.322+1 | 55.821 | 56.198 | 474.213 |
| 3 | 73 | Melnikov, Andrey | 41.839+8 | 35.357 | 36.458 | 35.795 | 36.465 | 73.289 | 73.131 | 69.916+1 | 65.406 | 64.026 | 549.682 |
| 4 | 88X | Barnes, Andrew | 38.792 | 38.253 | 36.838 | 44.910+1 | 36.277 | 81.003+1774.304 | | 72.655+1 | 71.285+1 | 62.795 | 597.112 |
| Awd Stock | | | | | | | | | | | | | |
| 1 | 120 | Lodsins, Michael | 36.861 | 35.387+2 | 35.733 | 34.916 | 37.558 | 59.653+2 | 58.577 | 60.616+2 | 58.735 | 59.937+2 | 493.973 |
| 2 | 808 | Caswell, James | 37.683 | 36.494 | 37.837 | 37.367 | 37.239 | 64.376 | 59.646 | 59.511 | 61.186 | 61.179+1 | 494.518 |
| 3 | 28 | Smith, Dan | 35.967 | 35.323 | 37.453 | 36.410 | 38.103+1 | 61.727+1 | 59.274 | 59.484+1 | 59.065+1 | 60.416+2 | 495.222 |
| 4 | 413 | Clark, Scott | 37.673+1 | 36.449+1 | 37.492 | 36.156 | 36.553+2 | 63.386+3 | 59.586+1 | 59.660 | 61.887 | 62.120+1 | 508.962 |
| 5 | 17 | Wandas, Ryan | 38.404 | 36.997+1 | 37.120 | 37.207 | 37.534 | 65.440 | 62.856 | 64.108 | 65.516 | 64.882 | 512.064 |
| 6 | 23 | Smith, Jon | 40.122 | 39.924+1 | 37.549 | 38.016+2 | 39.149+1 | 64.425 | 60.805+1 | 60.336+1 | 63.175 | 61.161 | 516.662 |
| 7 | 174 | Hart, John | 38.232 | 38.696+3 | 39.480 | 41.742 | 38.278 | 63.419+1 | 62.586 | 63.672 | 63.976 | 64.624 | 522.705 |
| 8 | 51 | Salisbury, Randall | 40.282 | 42.527+1 | 40.557 | 40.990 | 41.595 | 70.848 | 67.638+1 | 66.803 | 67.821 | 66.467 | 549.528 |
| 9 | 923 | Smith, Jennifer | 40.589 | 41.649 | 39.171+2 | 39.690+2 | 43.115 | 73.081 | 69.435 | 67.858 | 70.941 | 69.275 | 562.804 |
| 10 | 13 | Barton, Scott | 41.093+1 | 36.455+2 | 39.537+2 | 37.400 | 37.618+1 | 68.555+3 | 64.748+12 | 65.319+10 | 65.791+5 | 65.600+3 | 600.116 |
| Fwd Prepared | | | | | | | | | | | | | |
| 1 | 37 | Munhall, Patrick | 38.908 | 36.938 | 37.539 | 35.664 | 36.708 | 62.235 | 58.913 | 60.528 | 63.460 | 62.304 | 493.197 |
| 2 | 12 | Yetman, Peter | 38.176 | 37.098+1 | 38.131 | 36.752+1 | 36.578+1 | 65.257+1 | 61.277 | 61.334+1 | 61.562+1 | 64.718 | 512.883 |
| 3 | 22 | Lewis, Jay | 40.126 | 38.731 | 40.013+1 | 37.939 | 38.545 | 65.010+3 | 61.788 | 62.159+1 | 66.897 | 62.336 | 523.544 |
| 4 | 902 | Titus, Sam | 36.721 | 36.726+1 | 37.266 | 37.733+1 | 37.396+1 | 63.562+4 | 60.771+1 | 69.682+6 | 63.740+1 | 63.803 | 537.400 |
| Awd Prepared | | | | | | | | | | | | | |
| 1 | 9 | Regan, Chris | 33.105+1 | 31.392 | 31.017 | 30.597 | 30.149 | 60.959+1 | 59.967+2 | 60.006 | 52.825 | 51.530 | 449.547 |
| 2 | 69 | Kangas, Clifton | 34.773 | 31.838 | 32.069 | 31.180 | 31.297 | 62.851 | 59.924 | 62.996 | 54.305 | 53.151+1 | 456.384 |
| 3 | 187 | Brodeur, Adam | 33.382 | 33.157 | 31.995 | 31.405+5 | 31.675 | 63.680 | 61.741 | 61.349 | 54.437 | 52.358 | 465.179 |
| 4 | 106 | Bowin, Sarah | 35.729 | 34.150 | 34.810 | 34.299 | 31.171 | 66.189+1 | 65.928 | 66.238+1 | 57.478 | 57.936+1 | 489.928 |
| 5 | 10 | Kubec, Vojtech | 35.662 | 32.901 | 32.184 | 31.985 | 31.146 | 69.028+2 | 65.034+5 | 65.971+1 | 63.576+1 | 60.738 | 506.225 |
| 6 | 19 | Weslowski, Andrew | 35.568 | 33.897 | 36.984+1 | 33.495+1 | 35.086+1 | 69.262 | 67.866+2 | 67.221 | 60.069+1 | 60.580 | 512.028 |
| 7 | 99 | Jusino, Manuel | 37.108 | 34.996+1 | 35.439 | 34.818 | 34.546+1 | 73.121+1172.137 | | 69.273 | 65.710+2 | 60.855 | 548.003 |
| Fwd Modified | | | | | | | | | | | | | |
| 1 | 88 | Lamoreaux, Phil | 35.779 | 35.000 | 35.860+1 | 37.720 | 35.197 | 58.910 | 57.342 | 57.431 | 58.745 | 58.946 | 472.930 |
| 2 | 91 | Beliveau, James | 37.270 | 36.420 | 36.248 | 35.694 | 36.403 | 63.831 | 58.987+1 | 58.313 | 60.545+1 | 59.979 | 487.690 |
| 3 | 16 | Denmeade, Jeff | 37.619 | 35.458+1 | 37.503 | 34.580 | 36.501 | 62.841 | 57.980 | 59.777 | 62.104 | 61.747+1 | 490.110 |
| 4 | 188 | Carlson, Tom | 40.170 | 37.733+1 | 37.967+2 | 37.305+2 | 37.425 | 61.038+1 | 62.283 | 59.674 | 60.578 | 60.024+1 | 508.197 |
| 5 | 29 | Beliveau, Scott | 37.227 | 36.562+2 | 35.580+1 | 36.424+3 | 37.275 | 60.720+3 | 60.524+1 | 65.195 | 63.487 | 61.874+4 | 522.868 |
| 6 | 116 | Denmeade, Cathe. | 40.289 | 39.880 | 38.551 | 39.293 | 38.341 | 65.097 | 64.140 | 63.194 | 64.736 | 67.734+2 | 525.255 |
| 7 | 58 | Moody, Kathy | 41.072 | 41.208 | 40.805 | 39.128 | 40.166 | 65.255+1 | 65.616+1 | 64.255 | 63.401 | 63.257 | 528.163 |
| Rwd Modified | | | | | | | | | | | | | |
| 1 | 142 | Downey, Daniel | 38.399 | 37.831 | 38.153+2 | 37.154 | 38.923 | 62.034 | 60.787 | 61.401 | 64.379 | 62.082 | 505.143 |
| 2 | 66 | Day, Michael | 38.129 | 36.829+1 | 36.676+3 | 36.953+1 | 38.143+1 | 60.580+2 | 61.240 | 60.298+1 | 60.845+1 | 62.359+1 | 514.052 |
| 3 | 71 | Chuckta, Andrew | 40.065 | 38.014 | 38.926+1 | 37.721 | 38.795 | 62.963+1 | 63.341+1 | 62.456 | 63.321+1 | 65.934+1 | 521.536 |
| 4 | 6 | Henry, Alex | 39.587+2 | 38.001+1 | 39.180+2 | 37.575 | 38.085 | 61.919 | 62.118 | 61.683 | 64.205+2 | 65.861 | 522.214 |
| 5 | 787 | Lombardi, Alex | 39.875 | 39.358 | 40.507+1 | 40.378 | 38.579 | 64.766+1 | 66.479 | 65.279 | 67.049+1 | 64.812+1 | 535.082 |
| 6 | 781 | Brolin, Kevin | 39.289 | 38.518+1 | 37.779+1 | 39.366 | 38.401 | 66.064+2 | 64.234+3 | 64.634+1 | 66.201 | 67.437 | 537.923 |
| 7 | 11 | Hart, Shawn | 42.762+1 | 40.725+3 | 41.082 | 39.119 | 41.354 | 64.384+2 | 66.391 | 65.310+1 | 67.075+3 | 66.083+1 | 556.285 |
| 8 | 18 | Gondyke, Dylan | 41.162+1 | 40.706+1 | 41.047+1 | 40.784+2 | 44.166 | 67.411 | 66.681 | DNF | DNS | DNS | |

Brodeur had an unfortunate incident taking out five cones, changing Cliff's decoration on his car from "ATOM BOMB" to "ATOM BOMBed", but was able to keep a podium spot with some fast and clean runs in the afternoon.

Modified FWD saw an interesting addition to the usual battle of Golfs in the form of a genuine JDM, full Rally / Hillclimb spec Honda Integra Type R (which ran Pikes Peak this year!) piloted by Jeff and Catherine Denmeade. Jeff is certainly a big deal in the motorsports community, and his right-hand-drive Integra was a welcome sight at Okemo. The top spot in the group of fast MF'ers was taken by Phil LaMoreaux after a day of very fast and clean runs. Jamie Beliveau finished second in the yellow BBR Rallygolf and third was Denmeade in the Integra.



Modified RWD is always a spectator favorite, and it's been excellent to see the class be so well-represented lately with an eclectic mix of vintage and modern machines. This event is no different, with a lifted and turbocharged E30 BMW, an RX-7 and even a 1969 Mercury Cougar representing the RWD crowd. Dan Downey claimed a well-deserved win in his red E30, followed by Mike Day in the loud and rowdy turbo E30. Andrew Chuckta drifted his RX-7 to the final podium spot. Driving the crowd favorite car at Okemo, Dylan Gondyke was putting on quite a show

—continued on page 30

Sarah Bowin, competes in both Solo and RallyCross.

NER RALLY-X CHAMPIONSHIP



DirtMASSacre Rallycross October 17, 2015 Event #Nine

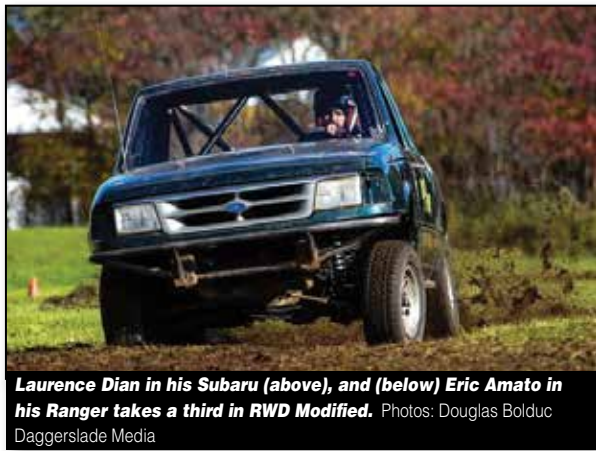
By Phil LaMoreaux

It seems odd that after so many years of NER Rallycross, and considering there have been events in every other New England state, this was the first event ever run in Massachusetts. It seemed that fate was conspiring to keep us out of the state when the originally scheduled date of October 20 arrived with an excess of precipitation. The owner of the venue notified us that the only way we were going to be able to compete was with snorkel kits on all of the vehicles. The event was rescheduled in between the November Covered Bridge event and the December Wolf Chase. This made for a great four week period with three rallycross events. Considering the overall success of the event, we look forward to returning to this venue.

*...the course did the usual
warm up and get muddy...*

The morning greeted us with typical fall weather. The nights had been cold enough to set a few inches of frost into the ground. As the competitors walked the course, it was unclear what tires would provide the best grip for a course that would undoubtedly be changing rapidly throughout the day. Being a "traction limited" event, rallycross drivers are often fighting to get as much grip as possible to negotiate the rigors of the course. The course did its normal "warm up and get muddy" routine as expected. At various points in the day drivers had to negotiate frozen icy grass, wet heavy muck, thick grassy areas and grippy loam. Various competitors had luck with competition gravels, snows and all-season tires.

The competition site was set into a bowl shaped field bounded by an elevated town road on one edge and a nicely rising hill on the other. The course designers were able to incorporate more elevation changes than many of the other venues where we have the opportunity to compete. Negotiating through a slalom is an entirely different challenge when it is on a slippery hillside. The afternoon course presented a blind crest with turn that was fun to negotiate.



Laurence Dian in his Subaru (above), and (below) Eric Amato in his Ranger takes a third in RWD Modified. Photos: Douglas Bolduc
Daggerslade Media

Turnout for this event was respectable, with forty-three drivers. This allowed for a total of nine runs for each driver. At least one vehicle was entered in each of the nine classes. The stock and prepared all-wheel drive classes were the most heavily enrolled followed by modified front-wheel drive, then modified all-wheel drive. Stock front-wheel drive and prepared rear-wheel drive had two entries each. Stock rear-wheel drive, prepared front-wheel drive and modified rear-wheel drive each had a single driver.

Justin Hughes piloted a retired cruiser to victory in the Stock Rear class. Six cones is a fairly clean day considering the difficulties of piloting a behemoth like this around a slip-

| Pos | # | Driver | Run#1 | Run#2 | Run#3 | Run#4 | Run#5 | Run#6 | Run#7 | Run#8 | Run#9 | Run#10 | Total |
|---------------------|-----|--------------------|----------------|----------|----------|----------|-------------|----------|----------|----------|-----------|----------|-------|
| Rwd Stock | | | | | | | | | | | | | |
| 1 | 86 | Menke, Joshua | Mercedes-Benz | 51.535 | 48.356 | DNF | DNS | DNS | DNS | DNS | DNS | DNS | DNF |
| Fwd Stock | | | | | | | | | | | | | |
| 1 | 124 | Hapgood, Kim | Honda DelSol | 43.814 | 44.275 | 44.558+ | 44.289 | 51.447+3 | 49.269 | 49.882 | 45.398+1 | 382.932 | |
| 2 | 24 | Kim, Chang Ho | honda | 46.515 | 45.021 | 44.051 | 44.320+1 | 51.737 | 49.855+1 | 48.321+2 | 45.215+1 | 1385.035 | |
| 3 | 717 | Chapin, Andrew | Hyundai Accent | 48.755 | 47.132 | 48.447 | 47.504 | 53.646 | 52.922 | 51.918+1 | 48.586 | 400.910 | |
| 4 | 803 | Beck, Daryl | vw tdi | 49.129 | 47.189 | 47.158 | 46.441 | 55.016 | 53.284+1 | 53.302 | 47.418 | 400.937 | |
| 5 | 7 | Belieav, DMitri | Ford Fiesta | 46.977+1 | 45.677 | 50.346+8 | 44.389 | 53.903 | 50.934 | 49.571 | 46.307 | 406.104 | |
| 6 | 809 | Rucki, Eric | Toyota Avalon | 48.508 | 47.439 | 49.817+1 | 47.976 | 57.337+1 | 54.239+1 | 55.126 | 52.622 | 419.064 | |
| 7 | 771 | Chapin, Corey | Hyundai Accent | 53.196 | 53.674 | 51.989 | 51.700 | 63.463+8 | 59.665 | 57.461 | 55.143 | 462.291 | |
| Awd Stock | | | | | | | | | | | | | |
| 1 | 28 | Smith, Dan | Subaru WRX | 45.973 | 45.260 | 44.311 | 42.405+1 | 52.756 | 49.829+1 | 49.515 | 46.121 | 380.170 | |
| 2 | 413 | Clark, Scott | Subaru 2.5 RS | 46.377+1 | 45.087 | 45.493 | 44.828+1 | 51.828 | 50.014+1 | 50.392 | 48.804 | 388.823 | |
| 3 | 808 | Caswell, James | Chevrolet s10 | 46.840 | 44.992 | 46.454 | 45.324 | 54.012 | 51.115+1 | 49.232+2 | 45.928 | 389.897 | |
| 4 | 23 | Wandas, Ryan | Galant VR-4 | 48.376 | 46.441 | 45.915 | 45.630 | 53.685 | 52.220 | 52.738 | 48.476 | 393.481 | |
| 5 | 177 | Beauregard, Jeff | Subaru Impreza | 48.158+1 | 47.487+1 | 45.815 | 46.548 | 51.766+1 | 52.241 | 51.910+1 | 48.386 | 400.311 | |
| 6 | 26 | Caporello, Michael | Subaru Impreza | 48.695+1 | 47.085 | 46.174 | 47.703 | 55.852+1 | 54.489 | 55.045+2 | 49.928+1 | 414.971 | |
| 7 | 19 | Barton, Scott | Subaru 2.5RS | 49.262+2 | 48.756 | 47.572 | 46.935+1 | 54.266 | 52.927 | 54.016+3 | 50.099 | 415.833 | |
| 8 | 128 | Smith, Katherine | Subaru WRX | 47.550 | 47.993 | 48.780+1 | 47.390+1 | 52.687+2 | 53.238+1 | 54.952+1 | 52.864 | 417.454 | |
| 9 | 126 | Olson, Michael | Subaru | 50.961 | 47.516 | 48.968 | 49.889 | 56.074 | 53.401+2 | 55.729 | 51.157 | 417.695 | |
| 10 | 807 | Holden, Jennie | Subaru Impreza | 48.238 | 47.626+1 | 47.454 | 49.594 | 58.387 | 55.728+1 | 57.155 | 51.606+1 | 421.788 | |
| 11 | 800 | Maturo, Matt | Subaru impreza | 49.640 | 47.056 | 46.410+1 | 48.146 | 58.228+8 | 52.001 | 52.442+1 | 49.494 | 423.417 | |
| 12 | 11X | Boulanger, Alan | Subaru | 48.229+4 | 47.379+1 | 48.986+2 | 46.903 | 54.629+1 | 53.741+2 | 52.678+5 | 52.725+9 | 453.270 | |
| 13 | 51 | Salisbury, Randall | Subaru impreza | 53.507+8 | 49.514 | 48.839 | 50.195 | 56.572 | 60.509+3 | 267.144 | 53.278+1 | 521.558 | |
| Fwd Prepared | | | | | | | | | | | | | |
| 1 | 22 | Lewis, Jay | Dodge Neon | 48.987 | 43.394 | 47.758+1 | 49.541+1 | 46.836 | 51.801 | 50.583 | 53.175 | 396.075 | |
| 2 | 33 | Anderson, Steven | Honda Civic | 47.317 | 46.729+1 | 49.001 | 52.286 | 49.518 | 48.969+1 | 50.521 | 51.549 | 399.890 | |
| 3 | 333 | Webb, Tom | Honda civic | 50.954+8 | 46.222 | 50.372 | 52.566 | 50.430+1 | 48.981+1 | 49.684 | 52.154+1 | 423.363 | |
| 4 | 18 | Merrill, Charles | Toyota Paseo | 48.301 | 42.872 | DNF | DNF | 48.353+2 | 49.432+2 | 54.503+1 | 52.647+12 | 548.088 | |
| Awd Prepared | | | | | | | | | | | | | |
| 1 | 9 | Regan, Chris | Mazdaspeed6 | 43.502 | 43.473+1 | 44.751 | 43.248 | 49.108 | 49.909 | 49.053 | 45.204 | 370.248 | |
| 2 | 69 | Kangas, Clifton | Subaru impreza | 43.342 | 42.822 | 43.871 | 43.466 | 49.515 | 50.065+1 | 55.423 | 45.570 | 376.074 | |
| 3 | 187 | Brodeur, Adam | Subaru Impreza | 45.938 | 44.956 | 45.734 | 44.889 | 49.958 | 50.472 | 50.850 | 46.384 | 379.181 | |
| 4 | 45 | Kuhner, Alex | Subaru Impreza | 44.294 | 43.515 | 44.998+1 | 44.709 | 52.302+1 | 51.612 | 51.323+1 | 46.537 | 385.290 | |
| 5 | 805 | Hill, Jason | Subaru WRX | 49.215+1 | 48.136 | 47.498 | 48.133 | 54.482 | 53.716 | 53.477 | 51.160 | 407.817 | |
| 6 | 451 | Beery, Will | Subaru Impreza | 48.347+2 | 47.728+2 | 48.459 | 48.303 | 55.251+1 | 55.419+1 | 54.974+1 | 49.232+2 | 425.713 | |
| 7 | 182 | Smith, Justin | Subaru Impreza | 46.330+1 | 45.433 | 44.629 | 45.534+1 | 51.993+2 | 61.022+8 | 51.850+1 | 51.353+2 | 428.144 | |
| 8 | 17 | Jsuno, Manuel | Subaru | 45.853+1 | 44.692+1 | 46.393+1 | 46.039 | 53.824 | 58.452+3 | 353.575 | 48.862 | 469.690 | |
| Fwd Modified | | | | | | | | | | | | | |
| 1 | 88 | LaMoreaux, Philip | Golf | 41.141 | 40.129 | 43.480 | 44.721 | 45.129 | 44.770 | 44.128 | 46.346 | 349.844 | |
| 2 | 188 | Carlson, Scott | Golf | 40.761 | 39.856 | 43.526 | 44.804 | 43.387 | 44.580 | 46.197 | 46.142+1 | 351.253 | |
| 3 | 410 | Ruizzo, Eric | Golf | 43.961+1 | 41.381 | 45.510+1 | 48.145 | 46.143 | 45.498 | 46.469+1 | 47.243 | 370.350 | |
| 4 | 79 | Perkins, Jacob | vw | 45.738 | 43.999 | 47.165 | 48.839 | 46.791 | 44.905 | 47.284 | 48.224 | 372.945 | |
| 5 | 786 | Whitsell, Jesse | Golf | 47.111+1 | 42.326 | 46.677 | 48.020 | 47.075 | 45.312+1 | 47. | 49.694 | 377.736 | |
| 6 | 120 | Lodsin, Michael | Dodge Neon | 45.448+1 | 42.933+1 | 47.894+1 | 48.127 | 44.773 | 46.137 | 47. | 48.064 | 378.585 | |
| 7 | 12 | Carlson, Erik | Dodge Neon | 43.605 | 43.484+2 | 45.417 | 46.044+1 | 44.913+2 | 43.956+2 | 45.846+2 | 46.9 | 386.209 | |
| 8 | 802 | Turk, Bruce | Saab | 48.718 | 44.337 | 47.555 | 49.515 | 48.385 | 48.541 | 50.240+8 | 52.165 | 405.456 | |
| 9 | 119 | Andrade, Kevin | Jetta GLI | 50.330 | 46.768+5 | 48.992 | 51.279 | 49.072 | 50.619 | 49 | 51.647 | 408.504 | |
| 10 | 611 | Mazzochi, Bryce | GTI | 50.446 | 47.947 | 49.372 | 88.888(DNF) | 46.751 | 47.361 | 47.832+1 | 50.146 | 430.743 | |
| 11 | 143 | Chumak, Pavel | Honda Civic | 52.808 | 53.512+1 | 59.168+1 | 58.888+1 | 54.530+1 | 53.572+8 | 57.669+1 | 60.728 | 476.875 | |

pery field full of cones. Dave Estey and his Miata bested Brian Dube in his Tacoma for the Prepared Rear class, although it sounds like Dave is having second thoughts about returning to the dirt with his Miata. Dave collected 9 cones throughout the day to Brian's count of eleven. Alex Lombardi drove clean all day in his 944 to take the Modified Rear class victory.

Trevor Hermance piloted the Fox that just keeps on going to victory in Stock Front with only one cone. Dan Tesler ran clean after an unfortunate off course on the first run of the day to take second in the class. Mike Lodsin turned in many quick times in his Prepared Front class Neon to take an uncontested class win as well.

The Modified Front class had seven drivers spread amongst four cars. Chang Ho Kim bested the

—continued on page 31

That's Elizabeth, Adam, and future Rally Crossover, Joshua Brodeur enjoying the early morning chill at the Dirt MASSacre rally cross. Photo: Frog Racing



Okemo Rallycross— continued from page 27

with his 1969 Cougar until steering-system issues ended his day early.

Modified AWD was the largest class at Okemo with fourteen entries. Luis Teixeira put Wicked Nasty Motorsports at the top with some very fast times in the soon-to-be-caged Impreza 2.5RS. Emmanuel Cecchet finished second, less than

three seconds behind Luis in the "PrincesSTI" Rally / Hillclimb Subaru. Liam Laurence took the third place spot in his flat-six powered Outback to round out the Modified AWD podium.

When all was said and done, results and awards were announced inside the Inn as

competitors and volunteers enjoyed chicken wings and talked about the highs of another excellent day of RallyCross. Thanks to everyone that makes these events possible, and to the entire community for helping NER SCCA host the best RallyCross program in the country. We'll see you all next at CunninghamFairgrounds for Dirt MASSacre!

AWD Modified

| | | | | | | | | | | | | | |
|----|-----|-------------------|----------|----------|----------|----------|----------|-----------|----------|-----------|----------|----------|---------|
| 1 | 77 | Teixeira, Luis | 33.677 | 31.637+1 | 31.526+1 | 30.796+1 | 29.399+1 | 160.449+1 | 59.481 | 59.066+1 | 51.662 | 52.216+2 | 455.909 |
| 2 | 966 | Cecchet, Emmanuel | 33.268 | 32.798 | 32.116 | 31.385 | 31.020+1 | 163.444 | 61.956+1 | 60.784 | 51.865 | 53.676+1 | 458.312 |
| 3 | 91 | Laurence, Liam | 34.335 | 31.747+1 | 32.224 | 31.593 | 30.818+1 | 163.190 | 61.766 | 62.364 | 53.938 | 52.994 | 458.969 |
| 4 | 357 | Carr, Jesse | 33.374 | 31.960 | 33.045 | 31.265 | 30.203+2 | 166.475+1 | 63.462 | 60.628+1 | 54.029 | 55.681 | 468.122 |
| 5 | 8 | Carlson, Scott | 33.010 | 32.319 | 31.950 | 30.944 | 30.128+1 | 163.178+1 | 62.083 | 63.803+1 | 56.117 | 57.416+1 | 468.948 |
| 6 | 165 | Wilcox, Ryan | 36.320 | 34.844 | 34.235 | 32.002 | 31.484 | 67.930 | 63.378 | 62.968 | 56.247 | 53.528 | 472.936 |
| 7 | 919 | Laurence, Dan | 35.367 | 34.133 | 33.001 | 32.906 | 32.641+2 | 165.784+1 | 62.707 | 62.776+1 | 56.025 | 56.832 | 480.172 |
| 8 | 199 | Nemchuk, Nikolay | 37.141 | 33.272+1 | 32.966 | 32.397 | 31.504 | 68.659 | 65.613 | 64.855 | 57.384 | 57.631 | 483.422 |
| 9 | 64 | Merkuryev, Alex. | 35.101 | 32.554 | 31.925 | 32.430 | 32.099 | 69.164 | 64.957+1 | 67.034+1 | 60.396 | 62.266 | 491.926 |
| 10 | 775 | Verge, Kadence | 35.284+1 | 33.520+1 | 32.819 | 33.031+2 | 31.155+3 | 166.356+1 | 64.969+3 | 62.046+1 | 54.801+2 | 53.972 | 495.953 |
| 11 | 96 | Sharon, Margaret | 37.742 | 34.057+1 | 34.434 | 33.817 | 35.102 | 69.538 | 66.163 | 66.601 | 59.162+1 | 57.654+1 | 500.270 |
| 12 | 47 | Miller, Zak | 40.654 | 37.780 | 36.566 | 36.908 | 35.689 | 73.191+2 | 69.135+2 | 68.764+1 | 61.625 | 60.314 | 530.626 |
| 13 | 577 | Verge, Keith | 34.950+3 | 33.745+1 | 32.773+2 | 32.034+4 | 35.182+1 | 167.288 | 64.409+1 | 68.608+13 | 57.638+3 | 53.480+2 | 540.107 |
| 14 | 4 | Leung, Ho Fong | 43.166 | 37.979+1 | 35.004 | 37.536+1 | 40.123+9 | 174.101+2 | 73.021+1 | 74.095+8 | 65.643+1 | 62.655+2 | 593.323 |

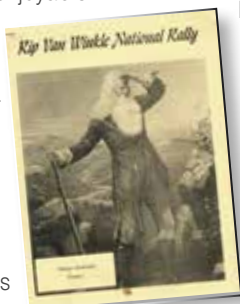
Big Lap Reunites continued from page 25

the opportunity to have dinner with Dave Talbot and John Buffum in Vermont. Many rally stories were told. It was very enjoyable.

In a story-book finish Dave Talbot and John Buffum went on to win this weekend's rally - 51 years after their first rally together! The photo above shows rallymaster, Scott Beliveau, presenting Dave and

In a story-book finish Dave Talbot and John Buffum went on to win this weekend's rally - 51 years after their first rally together! The photo above shows rallymaster, Scott Beliveau,

presenting Dave and John with their trophies.



1965 Rip Van Winkle National Rally Route Instructions Cover Sheet

In keeping with the theme of rallying 50 years ago, John Buffum brought along some information related to some rallies that he and Dave competed in during 1965. John was generous in loaning to me some information on the 1965 Rip Van Winkle National Rally. This was the first "big" rally that Dave and John said that they competed in.

As a person interested in rally history, it is interesting to look at the Route



Page 1 Of Directions

Instructions from that rally. I have included below a scanned copy of the first page from the Route Instructions from the first day of the three-day 1965 Rip Van Winkle National Rally.

I also have the Entry List from that rally as well. I have included it in this post as I was wondering who else who competed in this rally 50 years ago is still active in rallying. If anyone knows of any of these competitors who are still active, then please share this post with them, as I'm sure that it will bring back memories.

As I knew that John Buffum was going to be at the rally, I did something that had been on my to-do list for sometime. I brought along my copy of Tom Grimshaw's book about John and I got John to autograph it.

I hope that is inspiring to young rallyists that such a successful rallying career can begin at a small humble local rally and to see that it is an activity that can still be done well 51 years later. In addition, it is great that two guys can have a rallying related friendship that can last at least 51 years. It was a great day.



THE 12TH ANNUAL WINTER CHALLENGE RALLY

FEB. 13, 2016

Time • Speed • Distance • Instructions; map; brisk tulips
Start: The Hollow Inn, Barre, Vermont
WINTERCHALLENGERALLY.COM

Dirt MASSacre Rallycross— continued from page 29

field by a nine second margin in the Acura powered Civic GSR for the class win. His co-drivers Kathy Moody and Kim Hapgood picked up third and fourth respectively. Scott Carlson picked up second in the class with one cone. Neal Blair found a good luck charm and produced a pair of quick runs at the end of the day. Justin Carven was able to let his new Greasecar stretch its legs at an SCCA event.

James Caswell continues to torment the Stock All-wheel field of Subarus with his ZR-2 truck, but he wasn't able to hold down Clifton Kangas. Cliff took out one extra cone over James, but made up for it with quicker times for the

class win. Drivers are finding success in this class with RS's, WRX's, STI's and Outback sports.

The Prepared All-wheel drive class was another Subaru fight, save for one BMW. Beliveau Boys Racing brothers Jamie and Mike fought it out for the top spot with the younger James besting Mike by 20 seconds including one additional cone penalty. Nikolay Nemchuk and Alexander Merkuryev took positions in third and fifth respectively flanking the BMW of Chris Regan

The Modified All-wheel drive field produced more close results as Warren Elliot carried the

For the best in Rally and Rally Cross Photos, Contact Douglas Bolduc at www.facebook.com/DaggerSLADEmedia

class with half a second over hard driving co-driver Justin Baltrucki. Ryan Wilcox continues to gain on the drivers of the terminator. First-timer Becky Bennett brought up sixth place with style.

Thanks again to our NER members that spearhead the effort to keep us all competing: Scott Beliveau, Chris Regan, and Kathy Moody and all of the volunteers that keep these events fun and safe.

Rwd Modified

| | | | | | | | | | | | | |
|----|-----|-----------------|----------------|----------|----------|----------|----------|----------|----------|----------|----------|---------|
| 1 | 810 | Day, Mike | BMW 325i | 48.893+1 | 46.843 | 46.302+1 | 45.545+1 | 53.304 | 53.602 | 52.023 | 48.047 | 400.559 |
| 2 | 61 | Kimsey, Thomas | Merkur XR4Ti | 48.321 | 47.932 | 47.360 | 48.188 | 54.443 | 54.249 | 53.015 | 49.940 | 403.448 |
| 3 | 99 | Amato, Eric | Ford Ranger | 49.877 | 47.866 | 48.175 | 48.048+1 | 55.183+1 | 54.450 | 54.070 | 51.772 | 413.441 |
| 4 | 142 | Downey, Daniel | BMW 325is | 52.064 | 48.868 | 49.531 | 48.344 | 55.093 | 53.605 | 54.680 | 51.185+1 | 415.370 |
| 5 | 787 | Lombardi, Alex | Mazda rx 7 | 50.346+1 | 47.314+3 | 47.529+1 | 47.424 | 54.228 | 52.957+1 | 53.661+1 | 48.313 | 415.772 |
| 6 | 71 | Chuckta, Andrew | Mazda RX7 | 48.622 | 47.807+1 | 48.276+1 | 48.300+2 | 54.341+1 | 52.934+1 | 53.955 | 50.541 | 416.776 |
| 7 | 14 | Gondyke, Dylan | Mercury Cougar | 49.118+3 | 47.964 | 48.041+1 | 48.636+1 | 57.551+1 | 56.619+2 | 55.466 | 49.871+1 | 431.266 |
| 8 | 357 | Carr, Jesse | Toyota xrunner | 53.289+1 | 51.602+1 | 50.977+1 | 51.496+1 | 61.081 | 56.566+2 | 55.778+1 | 52.155 | 446.944 |
| 9 | 702 | Miller, Zack | BMW 325is | 50.382+2 | 49.603+1 | 47.890 | 60.073+1 | 56.911+1 | 57.383+1 | 56.152+2 | 50.727+1 | 447.121 |
| 10 | 781 | Brolin, Kevin | Toyota Tacoma | 52.463+1 | 50.123+1 | 51.833 | 51.149+1 | 56.756+1 | 57.930+2 | 57.657+2 | 51.724+1 | 447.635 |
| 11 | 70 | Miller, Mark | BMW 325is | 55.019 | 55.605 | 54.026 | 52.108 | 78.321+1 | 61.523 | 59.578+1 | 56.421 | 476.601 |

Awd Modified

| | | | | | | | | | | | | |
|----|-----|-------------------|----------------|----------|----------|----------|----------|----------|----------|-------------|-----------|---------|
| 1 | 966 | Cecchet, Emm. | Subaru STI | 42.957 | 41.963 | 44.417 | 45.375 | 45.600 | 44.457 | 46.656+1 | 47.132+1 | 362.557 |
| 2 | 81 | Chuong, Benjamin | Subaru Impreza | 46.208 | 42.238 | 45.245 | 47.650 | 45.836 | 46.905 | 46.047 | 47.159 | 367.288 |
| 3 | 77 | Teixeira, Luis | Subaru Impreza | 43.424 | 41.384 | 45.706 | 45.976+1 | 45.204 | 48.688+1 | 46.283 | 48.780 | 369.445 |
| 4 | 64 | Merkuryev, Alex. | Subaru WRX | 43.945 | 44.695 | 46.060+1 | 46.766+1 | 46.163+1 | 45.483 | 47.431 | 49.393+1 | 377.936 |
| 5 | 919 | Laurence, Dan | Subaru outback | 50.609+1 | 45.591 | 46.920+1 | 45.959 | 44.546 | 46.388 | 47.138 | 48.629 | 379.780 |
| 6 | 91 | Laurence, Liam | Subaru outback | 43.601 | 42.381 | 45.382 | 46.708 | 44.791 | 44.742 | 47.200+9 | 47.111 | 379.916 |
| 7 | 199 | Nemchuk, Nikolay | Subaru impreza | 45.284+1 | 43.449+1 | 45.512+1 | 47.532 | 47.384 | 46.936+1 | 47.430 | 49.023 | 380.550 |
| 8 | 11 | Sharron, Margaret | Subaru STI | 48.352 | 44.867 | 47.467+1 | 48.673 | 48.053+1 | 46.538 | 47.657+1 | 50.045 | 387.652 |
| 9 | 816 | Ferris, Craig | Subaru Impreza | 52.385 | 47.811 | 50.465 | 48.444 | 49.673 | 50.432 | 49.498+1 | 51.306+1 | 404.014 |
| 10 | 251 | Scott, Micah | Subaru Impreza | 51.202 | 47.959 | 50.939+1 | 50.204+1 | 48.075+1 | 48.387 | 49.874+3 | 50.646+2 | 413.286 |
| 11 | 577 | Verge, Keith | Subaru 2.5 rs | 44.444 | 43.956+1 | 46.773 | 49.445 | 47.774+2 | 48.866+2 | 48.130+1051 | 152+2 | 414.540 |
| 12 | 3 | Anderson, Toddie | Subaru Outback | 53.422+8 | 46.692 | 49.889 | 52.611+1 | 48.666+1 | 48.057+1 | 50.452+1 | 52.456+7 | 440.245 |
| 13 | 804 | Denicourt, Gary | Subaru WRX | 51.230+8 | 53.450 | 52.637 | 52.879 | 49.899 | 49.506 | 51.068+8 | 53.624+1 | 448.293 |
| 14 | 15 | Collagan, Drew | Subaru Impreza | 55.055 | 52.826 | 57.139+1 | 58.639 | 54.684+1 | 54.068+1 | 55.997 | 55.893 | 450.301 |
| 15 | 999 | Werk, Robert | Subaru | 49.429 | 44.169 | 50.500+1 | 46.925+8 | 51.672 | 47.913+9 | 51.033+8 | 51.733+10 | 465.374 |
| 16 | 801 | Abide, Justin | Honda Civic | 42.810 | 43.075+1 | 46.019 | 46.240 | DNF | DNS | DNS | DNS | DNF |



A Classic Cougar for Rally Cross.. why not, as Dylan Gondyke displays and enjoys. All photos: Douglas Bolduc, Daggerslade Media



...and another unique classic from decades past. Bruce Turk competes in both Rally and Rally Cross with his Safari Saab 96.. Ironically he finished just behind Erik Carlson in his Dodge Neon.

By Scott Beliveau

LAKE MOREY, VERMONT

The 49th Annual running of the Cover Bridge Rally took place on a beautiful and unseasonably warm November 7th. Unfortunately, due to illness, the rallymaster of the event, Ted Goddard, was unable to attend or prepare the route. In his stead, the very capable Fred Mappleback and John Buffum plotted the route through Vermont, taking us through many of Vermont's historic covered bridges. *"Though not Ted, Fred and John did an awesome job finding challenging roads and keeping us all on our toes, all day long"*, reported Kathy Moody.

This year, Lake Morey Resort in Fairlee, Vermont hosted this popular rally. The morning saw 32 teams enjoying the hospitality of the resort while decoding NRI's such as "left at crossroad OR right at T". And that was on the odometer check! One had to have a firm grasp on the rule book and the generals or you were sure to get tripped up. It was obvious Buffum had at least a small hand in this event. The roads were great! Where rallymasters find such awesome roads in the middle of nowhere is beyond me. But thank you for doing so!

Rick Beattie (and son Paul) traveled in again this year from out of region to contest the rally. *"John Buffum and Fred Mapplebeck did a great job helping Ted Goddard with this year's 49th Covered Bridge Roadrally. With my son Paul driving, we were finally able to come out on top after running Covered Bridge for the sixth time,"* explained Rick. Placing behind the Beatties was another out of region team, Mike Mazoway and Frank Beyer, from NY. Mike Beliveau and Kaitlyn Murdough were the highest placing NER

team, earning the bronze.

It wasn't all easy for the winners as Beattie explained. *"We brought our own problems with clock errors, course following mistakes, equipment failures and the inability to read carefully, but Paul's recent try at go-cart racing (and a few timely mileages inserted by JB) probably accounted for our good scores more than my navigating."*

Tom Kimsey usually races in the NER RallyCross series. He provided this summary of his first TSD road rally experience.

"The 49th running of the Covered Bridge TSD was my first road rally. I heard about the road rally through attending rallycross events, and since the TSD and rallycross event took place on the same weekend in Vermont I thought it would be fun to try. I paired up with my friend Dan Downey as co-driver because he had driven at the Frost Heaves TSD earlier this year and has

co-driven in ralliesprints and Rally America events. Dan is also a fellow competitor in the modified rear wheel drive rallycross class. Our day started with registration at the Lake Morey Resort in Fairlee Vermont where we were given the notes for the day. Being my first NER road rally event, I had no idea what to expect for the detail and style of the notes. Dan had attended the Frost Heaves rally informed me that they would probably be tulip notes, but a glance at the

notes indicated that they were definitely not tulip notes. The notes were an interesting combination of location descriptions and

directions based on landmarks, like 'Right after "Maple Syrup." Unpaved.' Since neither Dan nor I had seen these types of notes before, we asked a few of the other competitors at registration for some tips, and in traditional NER fashion we received a lot of help.

The event started out relatively easy; we drove to the telephone

pole marking the start, and at our assigned time took off on the odometer calibration leg. This was the first time I had ever attempted to drive this car at a specific speed and it took a bit of getting used to. I had to force myself to not stare at the speedometer too long and to actually keep my head up and pay attention to the road. After the odometer leg we started the first of the official legs of the rally. Everything was going well until the 'Right after "Maple Syrup." Unpaved' note.

Dan and I were expecting to see a large sign or building advertising their maple syrup. However the sign was not very big and we completely missed it. We had driven about four miles before we realized we had missed the sign. Missing that note made us much more aware of the notes and the roads we were on. I began to have Dan reread almost every note just to make sure that I was looking for whatever the note indicated. We finished out the morning a bit more cautious and a little more leery of the increasingly tricky notes.

Ten minutes into the afternoon loop and we were lost again. We were on an unpaved road and the note simply said "Right". There was a brief crossing over a paved road, so we took this sudden change of the road surface to pavement as indication that we had gone too far. We turned around and ended up finding someplace that we could have taken a right at, so we went down that road, which turned out to be a class IV road that ended at a few cabins on a lake. We turned around once again and started to go back to the original road. A few other competitors had made the same mistake and we met headfirst on this one lane class IV road. It was tight, but



49th Annual Covered Bridge Rally



Photo: Scott Beliveau

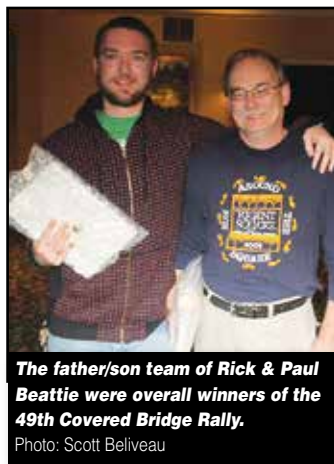
we managed to traverse around those cars, back to the road, and continued over the paved section that originally turned us around. Shortly after this paved section was the "Right" that we had been looking for. We used up what was remaining of our time allowance and managed to get back on track for the rest of that leg.

The rest of the afternoon was a blast! Dan and I started to get the hang of the seemingly trickier and more complicated notes. By the end of the day we were getting very close to the target times and catching our mistakes much earlier. For only being our first and second road rallies, we could not have asked for more. The constant uncertainty of whether or not we were going the right way and if we had interpreted the note correctly kept us on our toes throughout the day. To top it off, the roads and scenery were spectacular!"

Steve McKelvie shed light on a delay that delayed the lunch break for many teams. "In the morning some workers were removing a very large tree along the road. After approximately 50 percent of the rally cars had passed the tree, the workers dropped the tree across the road blocking all traffic. Obviously this resulted

in a big delay to the rally cars. Eventually the tree was removed sufficiently to allow the rally cars to pass by. We had to take a big Time Allowance for that blockage."

The team of Kathy Moody and Samara Coble, competing in Stock Class, started their 4th year together running Covered Bridge Rally as car number 32. A fun loving auto enthusiast more than a serious rallyist, Moody recalled



The father/son team of Rick & Paul Beattie were overall winners of the 49th Covered Bridge Rally.

Photo: Scott Beliveau

their adventure, "As usual, we talked too long and started the rally late. Then, thanks to a "are my car keys in your car" text from Samara's boyfriend, we missed the first turn on the odo check. Oops. We got ourselves back on course eventually and made it to the first checkpoint before it closed. Half way thru the morning section I decided to let Samara drive my car. She has spent years as my co-driver and I wanted to give her a chance to try driving. She only commented a couple times about how different it was to drive while I fed her the same amount of directions she feeds me, the bare minimum. She did great, we laughed often, and the clutch on my car is no worse

for wear. We finished the event with me back in the driver seat. All day we were challenged

by the instructions, or lack thereof, and had a blast. We will be back next year."

Travelling in from western Pennsylvania, Beattie noted "The unpaved roads in Vermont are smoother than the paved roads in Pittsburgh and even this late in the year the autumn colors continue to make it an enjoyable drive."

McKelvie was impressed by the

wide range of vehicles at the rally. Competing as the navigator from the seat of a Chevy Tahoe, Steve was able to look down at the Mazda Miata with the top down, BMWs, a Merkur XR4Ti, a Corvette, and a Datsun 240Z which were scattered amongst the hoard of more common Subarus and such.

Beattie concluded, "Covered Bridge rightly deserves its place as one of SCCA's great events. It means a lot to win it. We're looking forward to seeing Ted at CB 50 next year."

From the rally's General Instructions, "Automatic Pause: Pause 0.30 minutes [18 seconds] within 0.3 mi each time you travel through a covered bridge. This special automatic pause continues a Covered Bridge tradition." If you want to know what this tradition is, then you will have come to Vermont next year for the running of the 50th Covered Bridge Rally. The 50th and final Covered Bridge Rally will be on November 5, 2016. Mark your calendar.

49th Covered Bridge 2015 Results

| Overall Names | # | PIC | TOTAL |
|--------------------------------|----|-----|-------|
| 1 P. Beattie/R. Beattie | 2 | 1A | 11 |
| 2 M. Mazoway/F. Byer | 1 | 2A | 24 |
| 3 M. Beliveau/K. Murdaugh | 6 | 3A | 34 |
| 4 S. Gopalkrishnan/S. D'Souza | 5 | 4A | 54 |
| 5 Q. Golden/B. Shrader | 4 | 5A | 127 |
| 6 D. Guertin/D. Guertin | 12 | 1S | 131 |
| 7 D. Praetorius/C. Roddy | 30 | 2S | 149 |
| 8 S. Curtin/S. McKelvie | 28 | 3S | 300 |
| 9 D. Kennedy/M. Kennedy | 10 | 4S | 308 |
| 10 J. Benner/A. Brodeur | 31 | 5S | 483 |
| 11 M. Dinwiddie/B. Nadeau | 24 | 1D | 819 |
| 12 C. Kim/S. Annis-Brown | 15 | 6S | 920 |
| 13 A. Burden/J. Noeding | 26 | 7S | 925 |
| 14 S. Moore/J. Moore | 17 | 2D | 977 |
| 15 T. Kimsey/D. Downey | 14 | 8S | 1028 |
| 16 S. Strait/T. Piersza | 33 | 3D | 1037 |
| 17 J. Everett/M. Everett | 3 | 6A | 1088 |
| 18 P. Morgan/P. Mann | 20 | 4D | 1109 |
| 19 C. Prescott/K. Prescott | 19 | 5D | 1140 |
| 20 B. Lyle/K. Lyle | 13 | 9S | 1150 |
| 21 M. Landau/D. Huber | 18 | 6D | 1177 |
| 22 R. Wenzel/K. Wenzel | 9 | 10S | 1183 |
| 23 M. Gopnik/O. Gopnic-McManus | 16 | 12D | 1391 |
| 24 M. Kwang/B. Dryer | 25 | 8D | 1530 |
| 25 G. Jacobsohn/B. Perlin | 27 | 9D | 1593 |
| 26 R. Connary/K. Connary | 23 | 10D | 1803 |
| 27 K. Moody/S. Colde | 32 | 11D | 1891 |
| 28 M. Cumsky/B. Cumsky | 11 | 11S | 1911 |
| 29 C. Ray/J. Wentworth | 22 | 12D | 1920 |
| 30 J. Rowe/C. Rowe | 29 | 12S | 1933 |
| 31 S. Edgerton/K. Edgerton | 21 | 13D | 1957 |
| 32 R. Gonzalez/G. Viscomi | 8 | 13S | 2057 |

Rallymaster: Ted Goddard

Asst. rallymasters: J. Buffum/F. Mapplebeck

Workers: S. & R. Gosselin, D. Taylor & G. Parotto, D. & D. Burden

New England Region **SOLO** Championship

Solo Points Event #8, August 29, 2015

Super Street

1Tm 42 Russ Siggelkoe Elise 64.029 -

A Street

1Tm 24 Carolyn Green-Gott Solstice 67.238 -

B Street

1Tm 94 Fedja Jeleskovic Lancer 64.793
 2Tm 42 Derek White S2000 64.891 +0.098
 3Tm 97 Paul Kozlak Corvette 65.859 +0.968
 4Tm 197L. Rothney-Kozlak Corvette 66.194 +0.335
 5 m 36 Josh Brockman S2000 67.938 +1.744
 6 m 45 Jeff Martynuska Corvette 68.770 +0.832
 7 111 Gene Torres WRX STi 69.732 +0.962
 8 Jose Troncoso Subaru 70.150 +0.418
 9 m 59 Scott Monti Subaru 70.428 +0.278
 10 m 98 Ryan Bettencourt Porsche 79.238 +8.810

C Street

1Tm 66 Brian Doherty RX-8 64.960
 2Tm 23 Brent vander werf Mazda 64.993 +0.033
 3Tm 22 William Brundige Scion 65.558 +0.565
 4 m 73 Michael Lodsini 350Z 65.944 +0.386
 5 m 122 Mathew Nieman Scion 67.367 +1.423
 6 m 173 Becca Nell 350Z 68.367 +1.000
 7 m 193 Steve Twaddle Scion 68.384 +0.017
 8 m 93 Amanda Twaddle Scion FR- 74.963 +6.579

D Street

1Tm 57 A.Archambault Subaru 70.944 [-]0.603
 2 m 93 Brent DeWitt Mini 71.547 +0.603

E Street

1Tm 90 Daniel Podolski MR2 66.394 [-]2.803
 2Tm 61 Lincoln Young Miata 9.197 +2.803
 3 m 161 Craig Clark Miata 69.722 +0.525
 4 12 Dan McCarthy Miata 73.538 +3.816

G Street

1Tm 13 Charlie Thompson Mini 66.420 [-]1.954
 2Tm 11 Barbara Seeger Ford 68.374 +1.954
 3 m 18 Elbert Clark Subaru 69.430 +1.056
 4 m 166 Justin Vogel Subaru 70.933 +1.503
 5 m 19 William Cioni Subaru 71.449 +0.516
 6 m 66 Lorena Vogel Subaru 77.492 +6.043

H Street'

1Tm 14 Nathan Winters Fiesta ST 67.969 [-]0.862
 2Tm 180 Jason Fair Fiesta ST 68.831 +0.862
 3Tm 80 Paul Krysiak Fiesta ST 70.918 +2.087
 4Tm 107 Daryl Beck Golf TDI 71.144 +0.226
 5 m 70 Kathleen Barnes Mini 72.033 +0.889
 6 78 Gavin Williams Toyota 72.142 +0.109
 7 120 Louis Waddell Honda 72.811 +0.669
 8 m 48 allen parker Honda 72.867 +0.056
 9 m 88 Robert Vermilyea Mazda 3 73.281 +0.414
 10 m 7 Jacqueline Hill Golf 74.608 +1.327
 11 20 Ellen F Waddell Honda 75.102 +0.494

Street Touring FWD

1Tm 16 Yavuz Kiremit Mazda 2 9.226

Street Touring S

1Tm 69 Ben Wagstaff Miata 62.055 [-]2.379
 2Tm 34 Sam Creasey Honda 64.434 +2.379
 3 m 14 Alex Jackson Miata 68.970 +4.536
 4 9 Matt Harrison MR2 75.080 +6.110
 5 m 7 Leah Honor Miata 75.681 +0.601
 6 Bruce Harrison MR2 76.458 +0.777

Street Touring X

1Tm 78 David Thomas RX8 62.832 [-]0.219
 2Tm 197 Jeff Anderson BMW 63.051 +0.219
 3 m 48 Alan Salnikov Scion FR 63.177 +0.126
 4 m 148 John Rappa Scion FR 63.189 +0.012
 5 97 Eric Anderson BMW 66.239 +3.050

Street Touring R

1Tm 74 Tim Kong S2000 CR 62.992 [-]0.221
 2Tm 187 Evan Clavijo MR2 63.213 +0.221

3Tm 117 William Koscielny S2000 63.237 +0.024
 4Tm 98 Matt Cwieka Mazd 63.566 +0.329
 5 m 87 Vinnie McMahon MR2 64.283 +0.717
 6 m 174 Andrew Krystinik S2000 65.194 +0.911
 7 m 42 Stephen Yablonski MX-5 66.792 +1.598
 8 26 Andrew Grigg Miata 67.372 +0.580
 9 m 45 Carl Williams BMW M 67.908 +0.536
 10 m 16 Athena DeGangi Miata 69.230 +1.322
 11 m 37 Joanne Ago Miata 71.104 +1.874

Street Touring U

1Tm 16 Jesse Olsen Corvette 66.317 [-]1.074
 2 3 Ryan Yee BMW M3 67.391 +1.074
 3 m 27 Robert Dionne Subaru 70.606 +3.215

A Street Prepared

1Tm 54 Matthew Mickle Subaru 61.627 [-]2.326
 2 m 154 Derek Sivret Subaru 63.953 +2.326
 3 11 David Levine Impreza 68.745 +4.792

B Street Prepared

1Tm 27 Lana Tsurikova BMW M3 61.708 -

C Street Prepared

1Tm 91 Ryan Field Miata 59.541 [-]0.684
 2Tm 96 Tamra Hunt Miata 60.225 +0.684
 3 m 66 Mike Stukalin Miata 61.295 +1.070
 4 m 55 Rob MacAlpine Miata 61.493 +0.198
 5 56 Ryan Evers Miata 71.832 +10.339

D Street Prepared

1Tm 71 Mark Pierson Mazda 73.872 70.999 -

Classic American Muscle

1Tm 7 William Salie Corvette 65.513 [-]0.902
 2Tm 19 Jeffrey Bakken Corvette 66.415 +0.902
 3 m 77 Joseph Haskell Mustang 67.407 +0.992
 4 m 119 Calvin Han Corvette 71.085 +3.678
 5 1 curtis balko Corvette 75.644 +4.559

X Prepared'

1Tm 47 Thomas Moore Mustang 67.703 [-]0.493
 2 m 147 Shaun Moore Mustang 68.196 +0.493
 3 m 91 Thomas Vincent Cobra 71.901 +3.705

C Prepared

1Tm 197 Jeff Seeger Mustang 64.417 [-]0.657
 2Tm 97 Casey Brown Mustang 65.074 +0.657
 3 m 14 Scott Jessurun Camaro 65.386 +0.312
 4 m 46 Phil Mackaronis Camaro 67.110 +1.724

E Prepared

1Tm 47 Brian Levesque Scirocco 62.135 [-]2.886
 2 m 147 Myron Steere Scirocco 65.021 +2.886

Heritage Classic

1Tm 114 David Gott TR4A 61.605 [-]4.737
 2 m 14 Philip G Gott TR4A 66.342 +4.737

Street Modified

1Tm 41 Billy Haley Subaru 62.683 [-]1.612
 2 m 99 Jojo Corrales-Kean 240sx 64.295 +1.612
 3 3 James Lombardo Infiniti 71.444 +7.149

Super Street Modified

1Tm 137 Brian Kuehl Honda 58.901 [-]1.263
 2Tm 11 Justin Chen Elise 60.164 +1.263
 3Tm 99 Rachel Baker 240SX 60.223 +0.059
 4 m 63 Jonathan Leith 60.496 +0.273
 5 m 37 Don Kuehl Honda 60.516 +0.020
 6 m 163 Chang Ho Kim Miata 60.519 +0.003
 7 m 111 Patrick Heck Elise 61.203 +0.684
 8 1 Jason Zike Elise 70.184 +8.981

A Modified

1Tm 38 Stacey Strout Dragon 55.625 [-]1.015
 2 m 138 William Goodale dragon 56.640 +1.015

B Modified

1Tm 49 Bill Gendron Dragon 55.968 [-]1.194
 2Tm 189 Jim Garry Cheeta 57.162 +1.194
 3 m 167 Greg VanDeCarr Winkelman 59.155 +1.993
 4 m 89 Russell Gorman Cheeta 61.441 +2.286
 5 m 67 Dean Van De Carr Winkelman 64.099 +2.658

C Modified

1Tm 28 Stephen Eckelman Ford 62.539 -

D Modified

1Tm 45 Mark Van De Carr Spitfire 4.552 -

F Modified

1T 3 Jeffrey Maldari Nassau FV 67.394 [-]1.307
 2 m 33 David Maldari Nassau FV 68.701 +1.307

Junior Kart A

1Tm 84 Polina Tsurikova Intrepid 70.276 -

Junior Kart B'

1Tm 52 Kimsoo Gopnik All Kart 64.157 [-]5.262
 2 m 99 Jessica Beck PTK 69.419 +5.262

Pro

1Tm csp 196 Billy Davis Miata 48.719 [-]2.204
 2Tm csp 96 Bob Davis Miata 50.923 +2.204
 3Tm sm 199 David White 240sx 51.060 +0.137
 4 m sm 99 Todd Kean 240sx 51.705 +0.645
 5 m ssr 57 Grant Reeve Corvette 52.084 +0.379
 6 m str 17 Eric Chiang S2000 52.163 +0.079
 7 m smf 37 Stephanie Reeve Honda 52.262 +0.099
 8 m bsp 27 Hank Wallace BMW M3 52.303 +0.041
 9 m cm 14 Joshua Parker Reynard 53.253 +0.950

Novice

1Tm cs 40 Chris Jordan Miata 57.740 [-]0.565
 2T bs 81 Roman Radkovets Evolution 58.305 +0.565
 3T ss 71 David Ferragamo Corvette 58.409 +0.104
 4T sts 114 Ifigenia Derekli Miata 59.313 +0.904
 5Tm hs 23 Dalton Petrillo Eclipse RS 59.604 +0.291
 6Tm es 80 Rick Mellin Miata 60.482 +0.878
 7 m gs 25 Eric Baker Focus ST 60.710 +0.228
 8 m gs 2 Justin Cupler Focus ST 60.719 +0.009
 9 fs 16 Ben Vandiver Tesla 61.355 +0.636
 10 m bs 7 joshua harris solstice 61.399 +0.044
 11 m ds 4 Kamil Vasudevan Subaru 62.587 +1.188
 12 sts 17 Mike Shea Miata 62.694 +0.107
 13 m gs 70 Carlton Schmidt Gti 63.388 +0.694
 14 m sts 8 Orlando Rodriguez Miata 63.910 +0.522
 15 m stx 19 Willis Daugherty Mazd 64.149 +0.239
 16 dsp 12 Russ Edmondson Impreza 64.424 +0.275
 17 str 36 Kamil Kolakowski Miata 64.531 +0.107
 18 hs 51 William Younie Hyundai 64.895 +0.364
 19 m hs 65 Jennie Holden Subaru 64.928 +0.033
 20 sts 1 Charles Manning Honda 65.440 +0.512
 21 hs 92 Cory Crosby Honda 67.835 +2.395
 22 str 117 Bob Mauceri Mr2 68.912 +1.077
 23 cam177 Mike Dietzel Mustang 69.001 +0.089
 24 m bs 54 Francis Govers Porsche 69.693 +0.692

Kathy Barnes poses with SMFL champ, Ginette Jorday. Photo: Chang Ho Kim



Solo Points Event #9, September 19, 2015

Super Street

1Tm 42 Russ Siggelkoe Elise 69.161 -

A Street

1Tm 96 Bryan Mancuso Chevrolet 68.697 [-]1.221
2Tm 196 Justin Lau Corvette 69.91 +1.221
3 m 86 Justin Tang Porsche 70.781 +0.863
4 186Ed Wong Porsche 72.007 +1.226

B Street

1Tm 136Derek White S2000 69.527 [-]0.116
2Tm 94 Fedja Jeleskovic EVO SE 69.643 +0.116
3 m 36 Josh Brockman S2000 70.538 +0.895
4 m 59 Scott Monti Subaru STI 74.694 +4.156
5 m 75 Joshua Noble Audi S4 75.326 +0.632
6 m 98 Ryan Bettencourt Boxster 80.617 +5.291

C Street

1Tm 193Steve Twaddle Scion FR-S 73.413 [-]2.338
2Tm 40 Chris Jordan Miata 75.751 +2.338
3Tm 43 Christo Baldelli Scion FR-S 76.861 +1.110
4 m 93 Amanda Twaddle Scion FR-S 77.981 +1.120
5 38 John Cope Subaru 78.183 +0.202
6 m 96 Jim Soucie Subaru BRZ 78.387 +0.204
7 m 86 Ryan Pope Scion FR-S 84.798 +6.411

D Street

1Tm 93 Brent DeWitt Mini 77.037 [-]5.173
2 15 Liam Laurence Saab 9-2x 82.210 +5.173

E Street

1Tm 90 Daniel Podolski MR2 71.490 [-]4.434
2 m 18 Craig Clark Miata 75.924 +4.434
3 m 118Elbert Clark Miata 77.014 +1.090

F Street

1T 64 Michael Prentice Camaro SS 77.507 [-]1.109
2T 164Mark LaFrance Camaro 78.616 +1.109
3 m 9 Taylor Shivel BMW 80.776 +2.160
4 90 Cameron Bosnic Mustang 82.158 +1.382

G Street

1Tm 13 Charlie Thompson Mini Cooper 1.407 [-]1.216
2Tm 11 Barbara Seeger Ford Focus 72.623 +1.216
3 m 3 Michael Li GTI 76.065 +3.442
4 25 Eric Baker Focus ST 76.548 +0.483
5 m 19 William Cioni Subaru 77.068 +0.520
6 77 Michael Smith GTI 77.322 +0.254

H Street

1Tm 80 Jason Fair Fiesta ST 73.601 [-]0.379
2Tm 14 Nathan Winters Ford Fiest 73.980 +0.379
3 m 70 Paul Krysiak Mini 76.249 +2.269
4 m 170Kathleen Barnes Mini 78.427 +2.178
5 m 48 allen parker Honda crx 78.485 +0.058
6 123Daboy Uong Honda 87.753 +9.268

Street Touring FWD

1Tm 16 Yavuz Kiremit Mazda 2 73.675 -

Street Touring S

1Tm 169Dan Kimber Honda 72.559 [-]2.161
2Tm 14 Alex Jackson Miata 74.720 +2.161
3 m 13 David Marchione Miata 76.413 +1.693
4 m 2 Orlando Rodriguez Miata 77.147 +0.734

Street Touring X

1Tm 48 Alan Salnikov Scion FR-S 68.272 [-]0.455
2Tm 197 John Rappa BMW 325i 68.727 +0.455
3 m 97 brent vander werf BMW 325is 69.555 +0.828
4 m 148David Thomas Scion FR-S 70.592 +1.037
5 m 39 David Gott BMW 330ci 71.004 +0.412
6 49 Ken Law Scion FR-S 73.698 +2.694

Street Touring R

1Tm 174Tim Kong S2000 CR 67.035 [-]0.729
2Tm 87 Sam Tocci MR2 Spyder 67.764 +0.729
3Tm 187Evan Clavijo MR2 Spyder 68.378 +0.614
4Tm 137Eric Chiang Mazda mx-5 69.082 +0.704
5 m 74 Andrew Krystinik S2000 CR 70.741 +1.659
6 m 11 Skaria Thomas S2000 71.088 +0.347
7 m 26 Omar Mendez S2000 71.928 +0.840
8 m 45 Carl Williams BMW M 73.026 +1.098
9 m 16 Athena DeGangi Miata 73.970 +0.944
10 m 37 Joanne Ago Miata 75.635 +1.665

A Street Prepared

1Tm 54 Matthew Mickle Subaru STi 66.591 [-]6.349
2 83 Jeremiah Mason Nissan 370z 72.940 +6.349
3 m 77 Gerald Papenhausen Subaru 77.731 +4.791

B Street Prepared

1Tm 27 Lana Tsurikova BMW M3 67.861 -

C Street Prepared

Tm 99 Tamra Hunt Miata 65.095 [-]1.242
2Tm 91 Ryan Field Miata 66.337 +1.242
3 m 55 Rob MacAlpine Miata 67.403 +1.066
4 49 Collin McGregor Miata 72.485 +5.082

D Street Prepared

1T 32 Zach Goldberg Focus ST 79.515 [-]0.659
2 12 Russ Edmondson Subaru 0.174 +0.659

S Street R

1T 88 Walter Lunsman Porsche GT3 70.162 -

Classic American Muscle

1Tm 17 Brian Levesque Miata 67.761 [-]2.018
2Tm 19 William Brundige corvette 69.779 +2.018
3Tm 9 Jeffrey Bakken Corvette 70.389 +0.610
4 m 7 William Salie corvette 71.001 +0.612
5 38 Chris Faircloth Corvette 71.626 +0.625
6 m 31 Bob Guenther Camaro SS 75.257 +3.631
7 94 curtis balko corvette 76.540 +1.283

X Prepared

1Tm 47 Thomas Moore Mustang 71.567 [-]1.397
2 m 147Shaun Moore Mustang 72.964 +1.397
3 91 kevin staudt Fiat x1/9 83.826 +10.862

C Prepared

1Tm 46 Phil Mackaronis Camaro 69.085 [-]0.323
2Tm 14 Scott Jessurun Camaro 69.408 +0.323
3 m 197Jeff Seeger Mustang 69.925 +0.517
4 m 97 Casey Brown Mustang 70.512 +0.587
5 m 50 Arnold Beebe Mustang 70.843 +0.331

Street Modified

1Tm 99 Jojo Corrales-Kean 240sx 67.068 [-]0.447
2Tm 41 Billy Haley Subaru STi 67.515 +0.447
3 m 49 Joseph Hayes Mustang 75.530 +8.015
4 3 James Lombardo Infiniti G20 77.707 +2.177

Super Street Modified

1Tm 137Ben Wagstaff Honda CRX 3.567 [-]0.270
2Tm 63 Jonathan Leith Miata 63.837 +0.270
3 m 37 Don Kuehl Honda CRX 65.062 +1.225
4 m 163Chang Ho Kim Miata 66.232 +1.170

B Modified

1Tm 189Jim Garry Cheetah 60.072 [-]2.589
2 m 89 Daryl Beck Cheetah 62.661 +2.589

E Modified

1Tm 97 Paul Kozlak Porsche 68.735 -

Junior Kart A

1Tm 184Polina Tsurikova Intrepid 74.638 [-]5.395
2 84 May Kimber Intrepid Kart 80.033 +5.395

Junior Kart B

1Tm 52 Kimsoo Gopnik Il Kart 68.445 [-]6.268
2 m 99 Jessica, Felix Orion PTK Cadet 74.713 +6.268

Novice

1T bs 81 Roman RadkovetsEvolution 0.829 [-]3.979
2Tm bs 14 John Nichols Subaru STI 4.808 +3.979
3T fs 21 Gene Ostrovskiy Infiniti G37S 65.969 +1.161
4T smf 57 Jorge Gonzalez Ford Focus 66.944 +0.975
5 m cs 86 Ken Davignon Subaru BRZ 67.443 +0.499
6 m stx 19 Willis Daugherty Mazda 68.315 +0.872
7 fs 52 Ed Kydd BMW e46 68.423 +0.108
8 hs 130 Noah Epstein Honda 69.863 +1.440
9 hs 47 Erik Herold Honda 69.989 +0.126
10 fs 4 Shashank Donthi Camaro 71.172 +1.183
11 csp 17 Jason Ethier MR2 72.852 +1.680
12 hs 30 Ray Bjorkman Honda 73.014 +0.162

Pro

1Tm csp 199 Billy Davis Miata 53.210 [-]1.865
2Tm csp 99 Bob Davis Miata 55.075 +1.865
3 m smf 37 Grant Reeve Honda CRX 55.207 +0.132
4 m smf 137 Stephanie Reeve Honda CRX 56.223 +1.016
5 m sm 199 David White 240SX 57.779 +1.556
6 m bsp 27 Hank Wallace BMW M3 57.942 +0.163

CONGRATULATIONS TO THE SEVEN NEW SOLO NATIONAL CHAMPIONS FROM NER!

Tamra Hunt - CSPL
Ginette Jordan - SMFL

Billy Davis - CSP
Dave White - SM

Grant Reeve - SSR,
Josh Parker - CM

Brian Kuehl - SMF

Congratulations also to all trophy winners:

Mark Daddio, Lynne Kozlak, Becca Nell, Barb Seeger, PJ Corrales, David Thomas, Will Koscielny, Tim Kong, Eric Chiang, Nicholas Barbato, Rachel Baker, Todd Kean, Jinx Jordan, Bill Goodale and Kimsoo Gopnik.

Also please congratulate top PAX finisher for Nationals:

Billy Davis; Pro Solo Super Challenge Champ, Mark Daddio; and ProFinale season winners, Ben Wagstaff, Brian Kuehl and Dave White

New England Region **SOLO** Championship

Solo Points Event #10, Stirling Moss Runoffs, October 11, 2015

Super Street

1 42 Russ Siggelkoe Elise 57.635 -

B Street

1 142 Derek White S2000 58.402 [-]2.633
2 59 Scott Monti Subaru 61.035 +2.633
3 98 Ryan Bettencourt Porsche 67.536 +6.501

C Street

1 42 Jacob Ronald Miata [-]2.404
2 5 Jayme Coggin Nissan 64.253 +2.404
3 40 Chris Jordan Miata 64.288 +0.035
4 38 John Cope Subaru 65.511 +1.223

D Street

1 11 Teradate Sunborn Subaru 61.129 [-]3.135
2 93 Brent DeWitt Mini 64.264 +3.135

E Street

1 137 Robert Woodsom Miata 62.538 [-]4.477
2 37 Evan Woodsom Miata 67.015 +4.477
3 11 Dan McCarthy Miata +0.738
4 34 Ryan Moyes MX-5 68.145 +0.392
5 72 Tina Moreau Miata 69.801 +1.656
6 61 Lincoln Young Miata dns

F Street

1 64 Michael Prentice Camar 65.224 [-]5.433
2 162 Lou Confrancisco BMW 70.657 +5.433

G Street

1 13 Charlie Thompson Mini 59.904 [-]3.686
2 19 Bill Cioni Subaru 63.590 +3.686

H Street'

1 180 Daryl Beck Fiesta 61.356 [-]0.340
2 80 Jason Fair Fiesta ST 61.696 +0.340
3 14 Nathan Winters Fiesta ST 62.444 +0.748
4 70 Paul Krysiak Mini 63.761 +1.317
5 120 Louis Waddell Civic Si 64.859 +1.098
6 170 Kathleen Barnes Mini 66.312 +1.453
7 20 Ellen F Waddell Civic Si 67.092 +0.780
8 55 Seth Bailey Jetta 71.443 +4.351

Street Touring FWD

1 16 Yavuz Kiremit 62.562 [-]0.706
2 9 Jack Nguyen 63.268 +0.706

Street Touring S

1 69 Ben Wagstaff Miata 56.666 [-]2.437
2 34 Sam Creasey Honda 59.103 +2.437
3 24 Justin Chen Civic Si +0.764
4 24 Chang Ho Kim Civic Si 60.125 +0.258
5 14 Alex Jackson Miata 63.263 +3.138
6 2 Orlando Rodriguez Miata 67.541 +4.278
7 37 Brian Chabot Mazda dns

Street Touring X

14 8 Alan Salnikov Scion 58.495 -

Street Touring R

1 1 Jeffrey Bakken miata 57.476 [-]0.566
2 42 Stephen Yablonski MX-5 58.042 +0.566
3 16 Athena DeGangi Miata 62.737 +4.695
4 4 Mark LaFrance Toyota 67.707 +4.970

Street Touring U

1 13 Ryan Yee BMW M3 59.353 [-]4.663
2 3 Carmine Senatore BMW M3 64.016 +4.663

C Street Prepared

1 91 Ryan Field Miata 54.684 [-]0.163
2 99 Tamra Hunt Miata 54.847 +0.163
3 49 Collin McGregor Miata 61.358 +6.511
4 37 Joanne Ago Miata 62.889 +1.531
5 71 Andrew Chuckta RX7 64.195 +1.306
6 56 Ryan Evers Miata 65.841 +1.646

'D Street Prepared

1T 146 Roger Whipple 1909 Mazda
RX8 White 56.679+2 54.920+155.634 55.053

54.996+1 55.608+1 55.053 [-]0.239

2 46 Marc Monnar RX-8 55.292 +0.239

E Street Prepared

1 117 Dylan Gonyky Cougar 71.782 -

F Street Prepared

1 14 Justin Vogel Jetta 65.220 -

Classic American Muscle

1 77 Joseph Haskell Mustang 62.291 -

C Prepared

1 14 Scott Jessurun Camaro 59.117 -

E Prepared

1 47 Brian Levesque Scirocco 56.270 [-]6.946
2 147 Myron Steere Scirocco 63.216 +6.946

F Prepared

1 185 Mark Humphrey Fiero 67.935 [-]3.316
2 85 Sam Patterson Fiero 71.251 +3.316

Heritage Classic

1 114 David Gott TR4A 56.456 [-]4.604
2 14 Philip G Gott TR4A 61.060 +4.604

Street Modified

1 54 Matthew Mickle Subaru 57.468 [-]0.957
2 41 Billy Haley Subaru 58.425 +0.957

Super Street Modified

1 163 Jonathan Leith Miata 53.767 [-]0.839
2 63 Eric Chiang Miata 54.606 +0.839
3 117 William Brundige Miata 56.428 +1.822
4 111 Patrick Heck Elise 56.520 +0.092
5 11 Derek Sivret Elise 57.263 +0.743
6 17 Mathew Nieman Miata 58.303 +1.040
7 70 Timothy Thomas Miata 61.894 +3.591

B Modified

1 189 Jim Garry Cheetah 49.730 [-]1.175
2 89 Alex Shchipkov Cheetah 50.905 +1.175
3 49 Bill Gendron Dragon 51.547 +0.642

C Modified

1 146 Stacey Strout Rreynard 64.378+dnf 57.234

E Modified

1 72 Andrew Krystinik Factory 5 57.428 -

Formula SAE

1 37 Jon Sobanski FSAE 56.129 [-]4.002
2 137 Anthony Pizzola SAE Car 60.131 +4.002

Adult Kart

1 84 Dan Kimber Intrepid 62.782 62.782 -

Junior Kart A

1 84 May Kimber Intrepid 74.243 -

Junior Kart B

1 52 Kimsoo Gopnik All Kart 60.414 [-]1.963
2 99 Jessica, Felix Orion PTK 62.377 +1.963

Pro'

1T csp 199 Billy Davis Miata 44.925 [-]0.920
2T smf 137 Brian Kuehl Honda 45.845 +0.920
3T smf 37 Don Kuehl Honda 46.644 +0.799
4T csp 99 Bob Davis Miata 46.884 +0.240
5 ssr 157 Grant Reeve Corvette 47.288 +0.404
6 cm 46 Joshua Parker Reynard 47.858 +0.570
7 ssr 57 Stephanie Reeve Corvette 48.509 +0.651
8 bs 99 Todd Kean 240sx 48.652 +0.143
9 bs 199 David White 240sx 50.073 +1.421
10 sm 99 Todd Kean 240sx 51.265 +1.192
11 sm 199 David White 240sx 51.810 +0.545

Novice

1T cs 23 Brian Pray BMW 52.919 [-]0.183
2T stu 7 John Zolock BMW M3 53.102 +0.183
3T asp 6 Lorenz Jakober Subaru 53.303 +0.201
4T bs 42 Peter White Honda 54.025 +0.722
5T bs 17 joshua harris Pontiac +0.695
6T hs 16 Jeffrey Croteau Hyundai 54.834 +0.114
7 bs 37 Nath.Bookbinder s2000 54.975 +0.141
8 stu 13 Piyapol Polchai Nissan 56.306 +1.331
9 gs 77 J. Bunnagitkarn Fiat 500 56.377 +0.071
10 es 71 Carlton Schmidt Miata 56.918 +0.541
11 ds 65 Rob Baynes Mini 57.961 +1.043
12 ds 97 Douglas Myers Mini C 58.131 +0.170
13 es 171 Hayw.Schmidt Miata 58.855 +0.724
14 cs 105 Kerry Plourde Nissan 59.176 +0.321
15 bs 117 Michael Harris solstice 60.913 +1.737
16 hs 116 Brianna Croteau Hyundai 62.669 +1.756
17 asp 67 Ron Nadeau camaro 62.739 +0.070
18 fp 42 Daniel Messing Supra 66.035 +3.296
19 hs 89 Sher. Stranieri Honda dnf +66.035

Bob Davis wins Stirling Moss Trophy for 2015

Congratulations, and a special note, this is only the second time a Father/Son duo has won this trophy, and this the first under the new regulation!

Second place was Tamra Hunt who was driving the same car. Tamra was the most consistent and therefore gets the most points for the afternoon session of the runoff but Bob was extremely close to her for consistency and was faster in the morning so he won on overall points. The top 4 were all crazy close on points. On a 200 point scale there was barely more than a point difference from 1st to 4th. The other two in the top four were myself and Ryan Field, out of the four I was not very consistent but my morning speed still got me close on points.

—Billy Davis

.Photo (archive): Eddie Savage



Rovin' the Roval— continued from page 21

This one ended up derailing him.

He had repassed the VW for fifth a place he had lost the lap prior because the transmission wouldn't shift into fourth, so he had chugged through the bus stop in fifth losing a position.

This time, he drafted up and past only to go for a downshift and get nothing. You need something other than neutral to get through there. The car skated off, kissing a tire wall and came to a stop. His day was done, about 1.5 miles from the end.

No major damage, just a huge disappointment to get so close only to have something like that take you out.

By comparison, at least from the stands, the night time Spec Miata race was downright tame. It was raining as we climbed into the stands, the lights reflecting off the puddles between the stands and the pedestrian walkway. The entire stands are new, with construction still in progress. We were told we couldn't go into active construction areas, so we didn't. Of course, I should have known we would get in trouble, not once but four times. Once for parking in the wrong area outside, once for going too far down the stands above the construction. I asked where we could go, and the guy waved us to a section. We went into that one only to have another security guard tell us we couldn't be there ten minutes later. The last time would be when we took the stairs down out of the stands. Apparently, that wasn't allowed either.

We don't play well with others, apparently.

The track spread out below us (once we had a chance to settle into a place where no one would move us along again). Rain clouds scudded overhead as the last of the light seeped away. On the grid, all you could see was a sea of headlights. Rain spattered our faces lightly as the headlights began to snake their way off of grid. There were so many of them that as the last car was exiting the grid, the pole sitter was midway through the infield.

o our surprise, the first lap was clean, and the rest of the race was relatively drama free. I was told it was pretty interesting on the screen; from the stands it was somewhat flat. The finish was amazing, with Jonathan Goring (another Norfolk home town boy) taking the win. As they crossed the line, fireworks erupted into the sky, an impressive show worthy of a Fourth of July celebration. I have to say, it created quite the impact.

They imploded and demolished the set of stands on the back part of the circuit the following week. A comment was made that they should have done it at the finish of the Spec Miata race. Along with the fireworks, it would have created a finish to remember.

This event was different in ways I didn't expect and met expectations I did have. At Daytona, they didn't have the volume of vendors they have had at other venues, which was a bit disappointing. On the plus side, the event was very well run, at least from what we witnessed.

It was enjoyable to meet new people from other parts of the country and to race with them. It was also interesting to see prep on other cars, to see how people addressed various needs in their car.

So in 2016, the Run Offs will be going back to Mid Ohio, an easier tow for many of us in the Northeast and a true road course. If you have not had the experience of running in the Run Offs before, I suggest you consider it. After all, for a true enthusiast, what better way to take a week's vacation?

BOD Minutes October— continued from page 9

out. Liz Winiarz and Jody Leverone are up for re-election. The nomination form has appeared in **PIT TALK** and will be distributed to all board members. It will also be posted to the NER website.

The National Convention will be held in January in Las Vegas. Our Annual Meeting will be held in February – to be planned by Solo.

Budgets: will be discussed at the December meeting. Wiley would like to add more street survival schools and will add that to his budget.

The Street Survival School with Fairfield CountySports Car Club lost a small amount of money this year.

MOTION: To cover the deficit for the Fairfield County Sports Car Club 2015 event not to exceed \$220.00 in the name of community service. (Mushnick/Gendron) All were in favor.

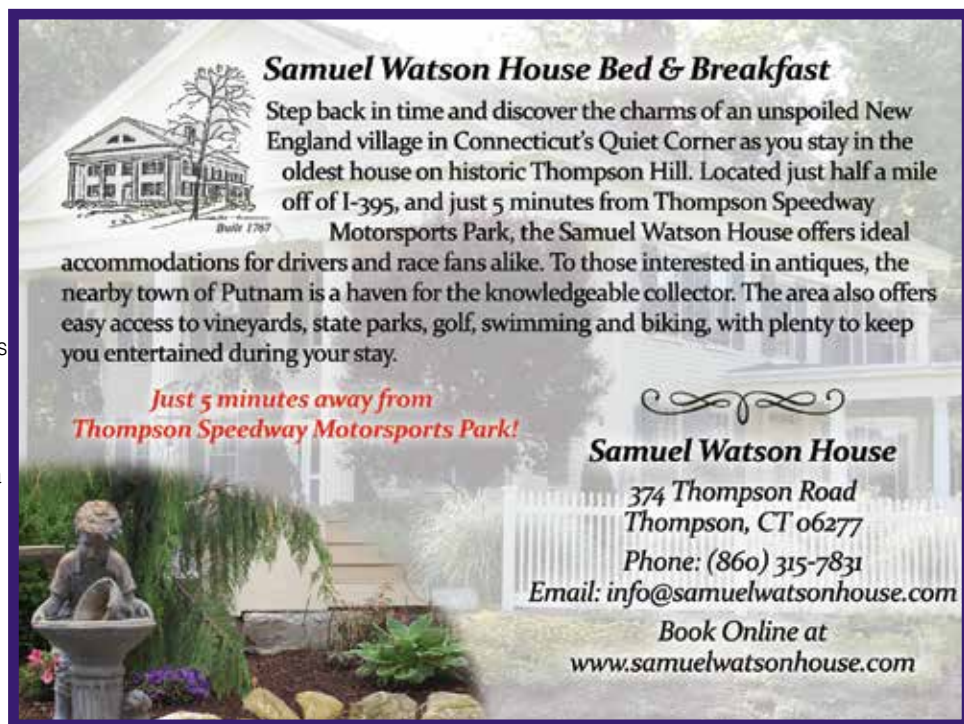
RAL: Brian Mushnick suggested that we move the RAL event to Thompson next year and have a golf tournament on Sunday morning.

Palmer: November 2 is the date of the next public meeting. Wiley will reach out to Fred Ferguson and offer our assistance if there is anything we can help with.

The meeting was adjourned at 8:55 pm (Gendron/Myers)

Respectfully submitted,

Elizabeth Winiarz, Secretary



Samuel Watson House Bed & Breakfast

Step back in time and discover the charms of an unspoiled New England village in Connecticut's Quiet Corner as you stay in the oldest house on historic Thompson Hill. Located just half a mile off of I-395, and just 5 minutes from Thompson Speedway Motorsports Park, the Samuel Watson House offers ideal accommodations for drivers and race fans alike. To those interested in antiques, the nearby town of Putnam is a haven for the knowledgeable collector. The area also offers easy access to vineyards, state parks, golf, swimming and biking, with plenty to keep you entertained during your stay.

Just 5 minutes away from Thompson Speedway Motorsports Park!

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Email: info@samuelwatsonhouse.com
Book Online at www.samuelwatsonhouse.com

2016 Calendar

RACE

| | |
|------------|----------------------|
| May 7-8 | Palmer |
| May 27-29 | NHMS School/regional |
| June 17-18 | LRP |
| July 22-23 | Thompson |
| Sept 10-11 | Palme |
| Oct 7-8 | Thompson |

RALLY-X SOLO RALLY

February 13 Winter Challenge. www.winterchallenge.com

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

TRACK NIGHT AMERICA

April 26, May 17, June 7, June 30, July 19, August 2 and August 30
(Dates are tentative, For information and easy Registration, log onto
<http://www.tracknightinamerica.com>

Save the Date 2015 ANNUAL MEETING February 6, 2016 Royal Plaza Hotel

181 Boston Post Road, West, Marlborough MA 01752

(Updates and registration will be available on www.ner.org)

Save the Date Save the Date
We are doing it again....

The Ice Breaker Road Race Style

Thompson Speedway Motorsports Park

April 29 and 30, 2016

Open to all competitors;

SCCA, BMWCCA, PCA, LeMons, Chump, NASA

Run groups: Two Small Bore Groups, a Big Bore Group
and a Legends Group

And, new this year, an Open Wheel Group...

FVs, FF, CF & F500 (no wings and things)

Tons of track time...eight on-track sessions with
two races per run group

HUGE Trophies!! Small cash prizes!!

No points, No pressure...just a fun weekend of
racing to get the season started.

Cost: Both days.....\$225.00

Saturday only.....\$200.00...Double dippers...\$100.00!

Complete Information available on
www.thompsons Speedway.com
and on MotorsportsReg



Whisky Hill Race Results— continued from page 19

Group 6 - ITA, IT7, SM2

| | | | | | | | |
|-----|------|---------------------|-----|----|----------|--------|----------|
| 1 | #08 | Jeff Wasilko | ITA | 12 | | | 1.49.471 |
| 2 | #9 | Jesse Schmidt | SM2 | 12 | 7.288 | 7.288 | 1.49.855 |
| 3 | #96 | Matt Rowe | ITA | 12 | 22.230 | 14.942 | 1.50.581 |
| 4 | #80 | Jason Daoust | SM2 | 12 | 25.716 | 3.486 | 1.50.923 |
| 5 | #88 | Robert Karl Jr. | SM2 | 12 | 32.759 | 7.043 | 1.52.418 |
| 6 | #42 | Jeff Baker | ITA | 12 | 33.726 | 0.967 | 1.52.120 |
| 7 | #16 | Evan Karl | SM2 | 12 | 34.108 | 0.382 | 1.52.377 |
| 8 | #38 | Hunter Bogar | SM2 | 12 | 58.466 | 24.358 | 1.54.215 |
| 9 | #84 | John Branscombe II | ITA | 12 | 1:00.310 | 1.844 | 1.50.893 |
| 10 | #14 | Keith Knickerbocker | SM2 | 12 | 1:08.651 | 8.341 | 1.54.974 |
| 11 | #77 | Daniel Sheppard | IT7 | 12 | 1:16.620 | 7.969 | 1.56.015 |
| 12 | #62 | Drew Young | IT7 | 12 | 1:17.337 | 0.717 | 1.56.194 |
| 13 | #27 | Mike Frost | ITA | 12 | 1:17.945 | 0.608 | 1.56.203 |
| 14 | #47 | Norman Latulippe | IT7 | 12 | 1:52.707 | 34.762 | 1.59.067 |
| 15 | #29 | Michael Buccella | IT7 | 12 | 2:00.180 | 7.473 | 1.59.756 |
| 16 | #81 | JB Swan | IT7 | 11 | 1 Lap | 1 Lap | 2.00.261 |
| 17 | #15 | Richard Patullo | IT7 | 11 | 1 Lap | 3.155 | 1.59.718 |
| 18 | #33 | Rebecca Harvey | ITA | 11 | 1 Lap | 0.279 | 2.00.257 |
| 19 | #90 | David Colbey | ITA | 11 | 1 Lap | 3.401 | 1.56.663 |
| 20 | #135 | Paul DeYeso | IT7 | 11 | 1 Lap | 5.391 | 2.00.253 |
| DNS | #37 | Abhijeet Ghatak | ITA | | | DNS | 0 |
| DNS | #20 | Robert Karl | SM2 | | | DNS | 0 |
| DNS | #35 | Dominic Karl | SM2 | | | DNS | 0 |
| DNS | #70 | Jimmy Locke | SM2 | | | DNS | 0 |
| DNS | #83 | Xiang Li | SM2 | | DNS | 0 | |



Sitting on the grid at the start of the recent NARRC Runoffs, Peter Moody in his Club Formula Ford. Peter, back from a long hiatus, started racing a MGA in the late 60's, and competed in the Pro Super Vee (air cooled) series in the early and mid 70's. Welcome back, Peter. Photo: Bob Beaulieu

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

TOTAL _____

Make check payable to NER, SCCA

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Street Address: _____

City: _____ State: _____ Zip: _____

Telephone #: _____

Email address: _____

Mail order form w/check payable to:

NER, SCCA _____

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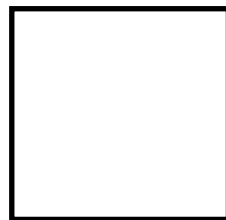
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