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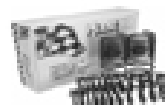
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Solo Results—National Tour

Race Results NERRC # 3



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From the RE



A lot of exciting activity continues to flourish across all programs throughout the NER. With several months of racing still to come, 2001 promises to become one of our best ever for participants, workers, and racers.

In June, NER conducted our first High Performance Car Control Clinic at Lime Rock Park. What a great success, as over 120 novice drivers and want-to-be racers in street cars motored around the 1.5 mile road course in Connecticut. This relatively new adventure for SCCA is a non-competitive opportunity for car enthusiasts and budding race car drivers to learn first hand the principles and skills of the sport of motor racing from

experienced road racing instructors at safe non-racing speeds. All participants were required to wear helmets and seat belts were mandatory. These Car Clinics are great showcases for SCCA, its programs and fun activities, and hopefully will encourage these folks to become members and join in on the fun. It also provided the opportunity for some of our long time workers to get on the track and experience the thrill. Would you believe that lifetime flaggers Al Olmstead and Russ Horton were observed playing in this event? This first, in what we hope will become an annual festivity, was planned and organized by Dick Patullo and Jeff Benagh, with superb help from John Howe, Maryanne and Dave Lyons, and our dedicated workers in tech, grid, flagging and communications, and the stewards. Special kudos to all involved in making this an absolutely super event.

Also in mid June, the Solo Program held its annual National Tour at Fort Devens and again NER produced a superb event with nearly 250 entries, the largest solo ever in NER Solo's illustrious history. Sponsorship from Berkshire Mountain Spring Water, Hoosier Tire, and Sunoco Race Fuels contributed to this giant success.

The Mount Washington Hill Climb was run in late June, as over 70 entrants attempted to tame the climb to the clouds. Several courageous NER drivers entered this, the oldest motorsports contest in the nation, including Dave Patten, Dan Sheppard, and Ray Blethen and sons, Raymond and Stephan. Special thanks go to the father and son team of Richard and Christopher Duppllesses from Bethel, Maine, for responding to a serious crash and fire, and pulling the driver to safety in a life saving rescue.

Getting back to the Road Racing Program, my steward prepares an Observers Report at each event. These critiques are reported to Denver (HQ SCCA) and are used primarily to help regions build upon any issues or problems so as to make future events even better for both the competitor and the worker. These reports also relate what good and positive things that regions may be doing in the conduct of their racing programs. Thus far, this year's reports have been very positive, so let me share a few comments:

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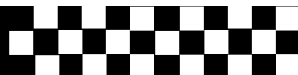
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RIC



Dear NER Members;

As many of those interested already know I will be assuming the position of NER archivist. Some have used the title historian, though it will take quite some time before my knowledge of our club's history could make me worthy of that title. Before outlining my intentions I would first like to acknowledge the efforts of my predecessor, Ted Goddard. While I haven't taken possession of the archives yet, I have visited Ted's house and made use of them. All of us in the club, and especially those who place importance on the club's history, owe Ted a debt of gratitude. The archives are exceptionally well organized, well kept and rich in content. Through the years Ted has recognized the future value of that which others would simply discard, and he has preserved it. Over the years I've contacted other clubs and regions in pursuit of historical information and have encountered none with resources equal to those of NER. In fact, one query submitted to our national archives returned no matches, though our archives produced several. If in the future our archives earn your gratitude, please voice your thanks to Ted.

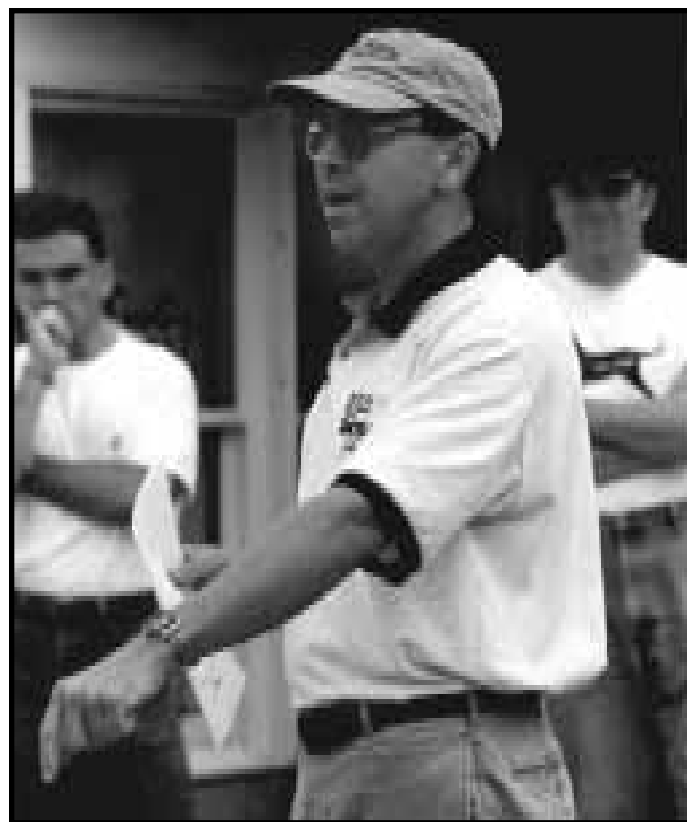
I have two fundamental goals that I would like to achieve as archivist. First and foremost is the continued preservation of the physical material. All documents are subject to ravages of time, particularly those that were never intended for longevity. I have a personal collection of Sports Car magazines that starts in the late 40's. In addition to their outstanding photography and writing, they are good quality productions that will stand the test of time. Early Pit Talk issues, on the other hand, were cheap, disposable sources of information, the importance of which was considered fleeting... they were simply newsletters. Ironically, it is the latter, more delicate documents that contain the most comprehensive and useful archival data. I will readily admit that I'm not an expert in the preservation of written and printed documents, but I know where to find those who are and I will review with them our care of the physical material.

The second fundamental goal is to make our archives accessible. In the past these two goals were detrimentally opposed. Access to archival information meant the handling of it, which in turn accelerated its demise. My primary service as archivist will be to aid those searching for simple data... information about a certain car driven by a certain driver during a certain season. As the Ellis Island web site has so impressively demonstrated, what was once sequestered in dusty store rooms can now be accessed, read and reproduced via the computers in our homes and libraries, without ever being handled. What the computer is making obsolete it is also helping to preserve. Provided that it meets with the approval of the NER membership, my second goal for our archives will involve capturing the data in such a way that it can be accessed through NER's web site. This is a lofty goal, and I'll state out front that I won't have the time to accomplish it on my own. Nevertheless, a suggestion by my father, Bob Valpey (who is also the keeper of an automotive

archive) got me thinking. To wit, he suggested that I contact several New England universities to see whether an intern, aided perhaps by a small grant, might be found to help catalog the material. I will do this, but with the goal of transferring the archival data to a digital media.

Lastly, I would be remiss if I didn't mention another contribution being made to our archives. Omer Norton has long served our club and region in many capacities, Registrar among them. While he wasn't required to save years of entry forms, he did nevertheless and they will be preserved along with our other material. They contain personal information and will therefore not be made directly available, though a means for access to limited information may be worked out. Those who've chased the history of a vehicle or driver can appreciate the significance of these documents. Thank you, Omer.

I will make the trips to Ted's and Omer's to retrieve our archives within a few weeks, after which they will be stored at my place of business. Next, probably this winter, I will begin the process of



Although claiming he had no idea what he was doing half the time, John Howe, Assistant Chairman to the NER Car Control Clinic put together an excellent program that was met with great success. Here, at the introduction meeting, he stresses the major point of the weekend... HAVE FUN! Photo: R Beaulieu

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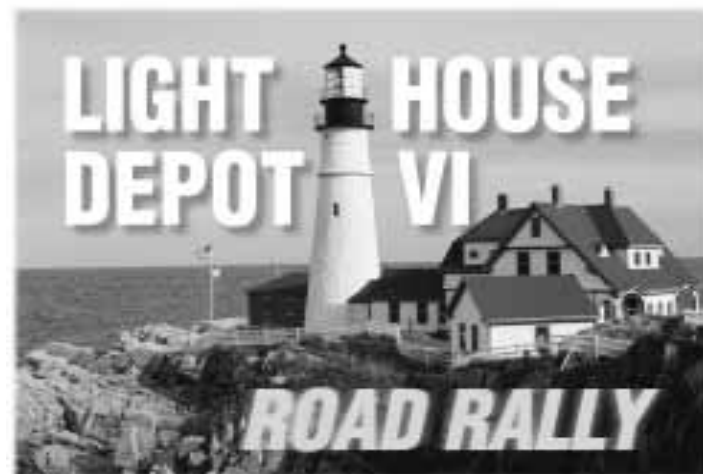
RE Report — continued from page 3.

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FINISH: The Kennebec Tavern, Bath, Maine. The cost of appetizers here is included in the rally fee.

Rally master:
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Wed., Sept. 5	Mailing of General Instructions begins	
Fri. Sept. 14	7:30 — 10 PM Registration at Holiday Inn 8:30 PM Novice Rally School	
Sat. Sept. 23	7:30 — 8:30 AM Registration at Holiday Inn 8:31 AM Car #1 starts rally 3:00 PM (app.) Car # 1 ends rally 5:15 PM (app.) Awards presentation	
Sun. Sept. 16	Tentative: CMC autocross in Portland. FM: Jason Neptune 207.621.8640	

REGISTRATION:
This event will be conducted in accordance with the 1996 NER/SCCA Road Rally Regulations. The entrant warrants that an auto insurance policy with liability limits of not less than \$20,000/\$40,000/\$10,000, or the minimum requirements in the state of registry, whichever is higher, is in force for the vehicle entered. Also, said vehicle is in safe operating condition for the state in which it is registered. In signing this form, we agree to abide by all of the regulations and decisions of the rally committee. (If either the driver or navigator is under 18, a minor release form must be obtained and filled out before the rally.)

This certainly confirms that NER organizes excellent road racing events run by outstanding chiefs in all specialties. Congratulations to you all, and keep up the truly super work!

It is time to start thinking about the 2001 SCCA Valvoline Runoffs held September 17-23 at Mid Ohio Sports Car Course. This annual championship is our club's premier national road racing event and presents the absolute best racing in the world. If you can make it, I encourage all involved, including drivers, crewmembers, and workers to attend this outstanding social get together. Official driver entries must be postmarked by 20 August, and worker forms are due by 27 August. As a long time 16-year flagger at the Runoffs, I highly recommend that you join us. All the details plus the entry/worker forms are included in the latest copy of SportsCar. Hope to see ya!

For the Solo community, the 2001 Solo II National Championship will be held at Forbes Field, Topeka, Kansas, on September 10-14. This terrific competition brings racers together from across the country, and NER is always very well represented with racers and workers. With an entry cap of 1250, get your entry in early.

That's it from my corner of the region. Hope to see you at an NER event soon-for the fun of your life! —Bob

Mail completed form and checks to the Lighthouse Depot VI Registrar:
Howard Mikkelsen, 1372 Intervale Rd., New Gloucester, Me 04260
Driver _____

Street _____

City _____ ST _____ Zip _____

Phone _____ Member? _____

e-mail _____

Navigator _____

Street _____

City _____ ST _____ Zip _____

Phone _____ Member? _____

e-mail _____

Class A _____ B _____ C _____ STOCK _____ Novice _____

Fees:
\$40/ car for SCCA & CMC members registering by 9/4 _____
\$45/ car for late members & general public _____

\$4.00 for 1996 NER/SCCA REGS _____

TOTAL (MAKE CHECK PAYABLE TO : NER, SCCA, INC.) _____

finding the manpower needed to transfer the data to a digital media. Any help or suggestions would be greatly appreciated. I can be contacted during the day 603/524-7972, by fax at 603/524-4732 or at vmax@cyberportal.net.

Best Regards, Ed Valpey, NER archivist/historian

To NER Members;

I had a great time at the Car Control Clinic at Lime Rock. I had Wilson Wright (past two time National Champion in GT4) as instructor in sessions 1 and 3 and Grant McStay (in my mind a National Champion flagger and a racer yet to meet his potential) as instructor in session 2; both helped alot. I don't normally brake on the street very hard so at the end of the straight when Willy kept telling me to brake—brake—BRAKE!; it took me awhile to partially get it.

You can get away with late braking until you turn for Flag Station 3 then you run out of road! Another place I had a little trouble was at the downhill (Flag Station 11) where I don't think I got on the gas soon enough. Considering I had never worn a helmet before (ask Karen how long I held up the false grid), I think I did O.K.; mainly it was fun.

The things I'll remember besides the screeching tires at Station 3: Jean Petryshyn turning around on the cool-off lap and giving me a "celestial" pose at the top of the uphill (Flag Station 8) and Mary Caniero at the bridge (Flag Station 10) signalling with two arms high and fingers touching her head (I think flaggers and some drivers know the meaning of the sign). I think Greg Barrington-Smith and myself were the only workers that took advantage of the "such a deal" for the Clinic and that surprised me; if there's a "next time," you workers would have an unbelievable experience if you entered!

Thanks for the great time!—Al Olmstead

To the NER Membership;

I would like to express my sincere appreciation to all the people that helped out as instructors at the New England Region Car Control clinic at Lime Rock on June 15th and 16th. Throughout the weekend I received numerous compliments on the knowledge and professionalism you each displayed to the participants. Although this was the first time New England Region has run such an event, and I really did not know what I was doing, all of you made the region look like we had done this a thousand times. If we have the opportunity to do this event in future years, I hope you will be able to join us again. Thank you.

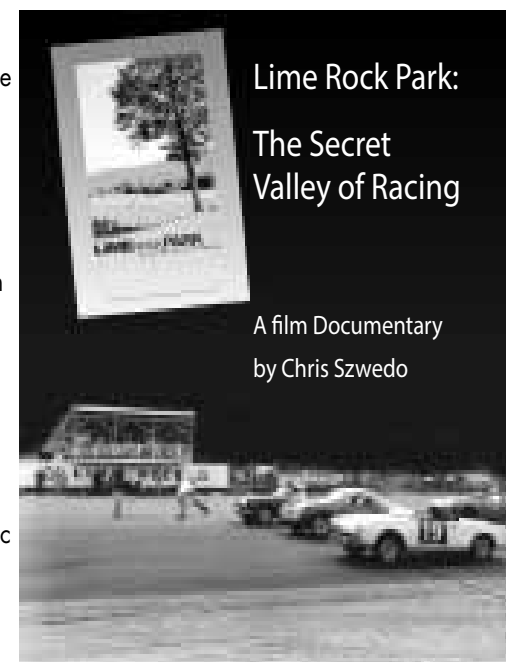
John Howe—Asst. Chairman

Lime Rock Park: The Secret Valley of Racing—Now Available

Chris Szewedo, an independent filmmaker with fifteen years of commercial work to his credit, visited Lime Rock Park and fell in love with the surroundings like most first time visitors. The beauty of the Berkshires, the atmosphere, the personalities... the story of Lime Rock, he felt all needed telling.

With his talent and artistic eye, Chris for the next year-and-a-half produced this very reflective 57-minute essay that covers the excitement, history and personalities that have been part of Lime Rock Park since its opening in 1957.

First shown on Connecticut Public Television, the program received rave reviews from numerous automotive sources. **Autoweek** places



Lime Rock Park:
The Secret Valley of Racing

A Film Documentary
by Chris Szewedo

the documentary with equal footing to Grand Prix and Le Mans and claims "... the images, narration, interviews, and music all weave together as a tapestry that is both entertaining and thought provoking..."

Not your typical action-packed race-arama of thrills and chills and who did what, this film captures all the beauty, and essence of why, we all as SCCA members, race from season to season. From its opening scenes of vacant flag stations in the midst of a snow storm, to the brilliant colors of the fall

foliage during the NASCAR Busch North race, this is a film, that like a finely photographed and printed book, deserves a cherished spot in your home.

And the best news, is now you do not have to wait to see which Public Broadcast Station will be airing the documentary. You can now purchase the tape for your personal library by calling **1-800-RACE-LRP.**

Congratulations to Chris on producing such an excellent product that does the justice to which our sport deserves! —R—

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

Here To Speak My Mind

By Jon D. Lamkins

I'm back! Kelli, Jordan, Samantha, and I have been getting settled in our new home. Along with the myriad of stuff that needs to be done, we're finding that moving the computer to the bedroom, (from the basement) is not as conducive to writing. So here's what's been on my mind.

Indy 2001—The Dream is Dead

In my mind, the total dominance of the Penske and Ganassi teams of the 2001 Indianapolis 500, did not signify that the CART teams have the better drivers. Rather it simply means that they have more money. There are many talented drivers in both series. Unfortunately, the more money a team has, the better equipment and personnel the team can give the driver. Before the CART invasion, some IRL teams had more money than others did, but the financial differences between them were not great. Therefore, any team and driver could show up at Indy and win the race, just like in the golden days of the race, or so it seemed to me. No one can ever accuse Penske and Ganassi of being under-funded, nowadays. And with more CART teams saying they'll run in 2002, the dream of the average Joe winning Indy, has once again died.

Double Standards in F1

Is it just me, or does Michael Schumacher and Ferrari get to play by a different set of rules than every one else. How come the officials ignore his blatantly dangerous driving at the GP of Europe where he nearly put his brother Ralf into the wall at the start by swerving and constantly changing his line, while Ralf gets hit with a 10-second penalty for harmlessly crossing a white line at the pit exit? With the way Michael and Ralf are competing this year, it's only time before they take each other out. I'd love to hear what their parents will have to say to them after that.



A perfect scenario that old production cars never die. Drew Wagner is in the lead TR 3 exiting the big Bend at Lime Rock sometime in 1976 (or 78). The car can still be seen exiting the same turn, now campaigned by Joe Borouch in the Volvo series. Photo: Arni Spahn, Bridge Hill Studios

Nascar's New TV Deal—The Halfway point

Despite the new deal supposedly making it easier for fans to find the race, I still had trouble between Fox and FX, nevermind trying to find the Busch race on Fox, FX, or Fox Sport Net. Once, I couldn't see the cup event at all, because my local affiliate choose to run a telethon instead. Noble, but frustrating.

To their credit, the broadcasting team of Mike Joy, Darrell Waltrip, and Larry McReynolds was much better than I expected. (Although I recommend dropping McReynolds and hiring Ned Jarrett). The Pit Reporting was another thing. Ralph Shaheen and Dick Bergren were knowledgeable. But Ray Dunlap was too boisterous and over the top, while the blond woman, who's name escapes my, was obviously forgettable.

We're now into the second half of the season and NBC/TNT will be taking over the coverage. Once again, I suspect the confusion of 'where is the race?' Will it be on NBC, TNT, TBS, or TNN? If it's on NBC, will they cut away from the end of the event to cover Golf?

How will the NBC coverage team do? Benny Parsons will be good. Although Allen Bestwick has the personality of a cardboard cut out, he does at least know when to talk and when not to talk. Wally Dallenbach Jr., may not last the season, in my mind. Although he has many years of experience on the NASCAR circuit, I have no idea what his 'on air' personality will be like, since he was seldom interviewed as a driver, except when asked why he failed finish. I don't know who the pit reporters will be, but having Liz Allison on board for color commentary (or whatever she's supposed to do) is risky. She should know her way around the garage, but it's been over eight years since she's been there. Plus, her presence could open the old wounds of Davy's death, which might not be wise in the same year that Dale passed away.

RIP Oldsmobile and Plymouth

It occurred that only two automobile brands that I've ever owned are Oldsmobile's and Plymouths (myself, not Kelli). And now they're both no more.

My first car was the family 1978 Oldsmobile Cutlass station wagon. Dubbed the Crimson Haybailer, it got me through college and the beginning of my professional career. It had plenty of room, but constantly suffered from carburetor/choke problems and the headliner was history after the first year I had it (1986).

The first car I bought was a 1990 Plymouth Sundance. It was a great car that put up the punishment that Kelli and I submitted to on many rallies. I traded it in for a 1998 Plymouth Neon. The dealer sold it to his secretary, and she's still driving it. (And based on how it currently looks, it's still putting up with a lot of punishment.)

The Neon's a fun car. The five-speed transmission and DOHC engine makes it a great pocket rocket. It's not as good on Rally's as the Sundance, but it's great for laying them out.

Now that Olds and Plymouth are deceased (or soon to be deceased), I wonder what my next car will be?

Michael T. Oconnor
Chinedum Oli
Tobias J. Ostapchuk
Michael P. Payne
Todd D. Pecor
Adam Peirce
Eric E. Pinho
Joseph Pinto
Alan Porter
Barry Primus
Kevin Primus
Emilee A. Randall
Matt Rema
Paul Repasky
Walter Rhoades
William & Sally Richter
Edward Mary Risk
Waldecy Rodrigues
Jae D. Roh
Tony Rolfe
Kory Rooks
Suzanne M. Rouelle
Jay Rudolph
Richard Schaefer
Davie Scheidel
Theresa C. Schneiderheinze
James Scott
Frank & Nancy Selldorff
Patrick Sheehan, SR.
Alexandra G. Shekita
Brian Sherwin
Junio E. Silva

Danbury, CT
Worcester, MA
Darien, CT
Augusta, ME
Waitsfield, VT
Avon, CT
Warren, RI
Warren, RI
Haverhill, MA
Lynn, MA
Revere, MA
Princeton, MA
Hooksett, NH
Hillsborough, NH
Bolton, MA
W. Hartford, CT
Vernon, CT
Somerville, MA
Wellesly, MA
Hingham, MA
Attleboro, MA
Waitsfield, VT
Warwick, RI
Beverly, MA
Simsbury, CT
Bedford, NH
Milton, MA
Boston, MA
Burlington, VT
Leominster, MA
Hampton, NH
Somerville, NH

Paul Simpson
Dennis Sirois
Dean, Maria, Jessica & Krysta Smith
Ruth A. Smith
Tom Spacie
Richard A. Spencer
Mayer Spivack
ara Stadelmann
John Stone
Kevin Stone
Pamela Storm
Anne L. Strinie
Jim Sullivan
John F. Sutter
John Sykes
Erik Then
Andrew Thomson
Steve Turgeon
Chistopher Vanoosterhout
Brian Vecchiarelli, Jr.
William F. Venezia
Charles W. Veth
Paul N. Vetrand
Henry Wallace
Bill Wanduloski
Kenneth Watson
Ian C. Welome
Donal Wickham
Amy Wilensky
James D. Wilson
George Zakreta
Michael F. Zimicki

Tyngsboro, NH
Goffstown, NH
Lincoln, MA
Stoughton MA
Marlborough, MA
E. Harwich, MA
Marblehead, MA
Brockton, MA
Stoughton, MA
Monson, MA
Hingham, MA
Avon, CT
Wethersfield, CT
Northampton, MA
Hollis, NH
Dorchester, MA
Salem, NH
Peabody, MA
Fairfield, CT
Enfield, CT
Granby, CT
Madison, CT
Norwich, CT
Southborough, MA
New Milford, CT
Yarmouthport, MA
Burlington, VT
Middletown, NY
Easton, CT
Chelmsford, MA
Southington, CT
S. Londonderry, VT

Jurg Zwahlen
Worcester, MA

Family Memberships:
William & Susan Hirschaut
Peabody, MA
added another member, Koby
William & Tobi McDonough;
W. Newbury, MA
added Maximus to the NER membership
James Apuzzo
New Canaan, CT
added Carol, Maria, & Joseph,
Robert Latuga
Worcester, MA,
added Susan Daniel.
Transferring into New England Region this month was
Steven D. Spangler
E Hampton, CT
from the Florida Region.
Omer Norton—Membership Chairman

CHANGE OF ADDRESS

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

The **PIT TALK** mailing list is generated from this same list, so if you have just moved and are not receiving **PIT TALK**, make sure Omer and National offices have been notified.

Bill's Notes on Flying Solo

by Bill Gendron

A Good Solid Program

A couple of years ago I asked the SEB this question at a Solo Town Meeting in Topeka, "What is the most important factor in having a good, solid Solo program?" The answer I received was, "Good Sites". There is no doubt that we can't run without good locations and pavement, but I believe the other side of the story, the people, are just as important. Here are three vignettes from the NE Tour hosted by NER on 6/15-17 at Devens.

Remember, Friday and Saturday were humid with temp's in the 90's. Sunday was rain, rain and more rain. At one point Sunday the event was paused when the visibility went down to 150 ft or so. By 6:30 PM there were only a few NER stalwarts left doing site cleanup. You all know these people. They are all folks trained in one way or another by the person MOST responsible for the success of the NER Solo program, Kathy Barnes. In any case, as we wrapped up the last details of receipts and cleanup, I noticed Mark Chessick, Chief of Tech for the event, moving the last of the trash to the dumpster with his trailer. This was trash thoughtfully left behind in the pits by competitors who couldn't make the 200 yard trek to the dumping area. Mark was one of the first NER people on site Friday, making sure that all 253 drivers got teched. He worked Saturday morning to ensure the teching of late entries (about 30). He was done driving in

the rain at about 11:30 am, but here he was at the bitter end helping out!

There were an extraordinary number of DSQ's at this event. They were from drivers leaving before their work assignment on Sunday. Some raced and left, some just left. The rest of us worked twice as hard, in that same rain that made the absentees whine "I have a long drive", to get the event finished with just as much quality as the first two days.

Because this event is a National Tour, some decisions are made by the National Staff. Work assignments, run order, and in this case, the decision to not have a trophy presentation due to the inclement weather. Because of the size of the event and the Devens site, the only shelter was the 30x60 tent we had erected next to the runway. As I drove out of the site and through the town, I saw LOTS of drivers pulled into fast food places, gas stations and rest areas. They all stayed to the end and were hoping to share the events of the day with the people who would understand them best. Let's face it, your spouse or your work buddies may listen to your stories of heroism between the cones on a rainy day with polite interest, but no one appreciates the situation more than the 252 drivers that suffered with you and had a great time anyway. I am sure that, if we had staged a trophy ceremony, there would have been a special significance for those of us who worked, raced and organized this part of a good, solid Solo program.

See you at the races—Bill Gendron

Bill Gendron is a 30+ year Solo driver and winner of the 1997 B-Modified National and 1998 & 1999 Stirling Moss titles. He designed and built the 1999 Overall national Champion Dragon F1 at his shop, Small Fortune Racing in Monson, MA.

Membership Report—May 2001

The month of May was a great month for adding new members. We added 167 to the New England Membership list to bring the total to a new record high of 3569.

Lets welcome the new members of New England Region.

Michael Ambroszewski Quincy, MA
 Chuck Annicelli Clinton, CT
 Pedro Araujo Stoughton, MA
 Paul Arnett Bristol, CT
 Trevers Astheimer Norwood, MA
 Joe Bagshaw Worcester, MA
 Drew Balfour Somerville, MA
 John Bandy Richmond, VT
 Terry Barnard Hillsboro, NH
 Dave Barton E. Granby, CT
 Elery Beale, Jr. Augusta, ME
 Donald D. Bigelow Charlestown, NH
 Reid B. Black Watertown, CT
 Lutz H. Bolte Bristol, CT
 Stephen P. Bonin Foxborough, MA
 John Bonneville Clairmont, NH
 Barbara Borchardt Cumberland, ME
 Miles Bradley Poughkeepsie, NY
 Nicholas Branch Raymond, ME
 Brian Brennan S. New Berlin, NY
 Renee Brickey Simsbury, CT
 Ed Broadway Essex Jct, VT
 Shannon Brown Durham, NH
 Dave Burl Manchester, NH
 Morgana R. Cabral Somerville, MA
 Gregory A. Carrira Westfield, MA
 Anderson & Kelly Chaboudt Somerville, MA
 Philippe Chanial Watertown, MA
 Peter R. Chapman Bedford, MA
 Carol Chappell Brookline, MA
 Skip Ciccarelli Royalston, MA
 Jack & Virginia Clauson Peabody, MA
 Adam Clemmey Leiceser, MA
 Craig C. Cochi Plymouth, MA
 Stephen B. Corn Boston, MA
 Derek Couture New Ipswich, NH
 Henry Cox Haverhill, MA
 Phil Cracco Thomaston, CT
 Christopher Craft Brookfield, CT
 Kathleen Crowder S. Royalton, VT
 Richard Cureio Norwalk, CT
 Robert E. D'Amore Arlington, MA
 John & Nancy D'Urso Warwick, RI
 Michael Dahood Salem, NH
 Kevin Daly Nashua, NH
 Tad Dana Northfield, VT
 Brian Darrow Portsmouth, NH
 Chad Derosier Cumberland, RI
 Kevin Derwin Windsor Lock, CT
 Matt Devincent Belmont, MA
 Frederick Dewey Cambridge, MA
 Jim M. Dillard Simsbury, CT
 John C. Dittommaso Ashly, MA
 Warren E. Dorr Peru, ME
 Beth Doughty Orrs Island, ME
 Jake Doughty Orrs Island, ME

Members celebrating membership anniversaries in May 2001

44 Years	Theodore N. Goddard	23 Years	James F. Regan Dean P. Robidoux
43 Years	William G. Lafontana	22 Years	Deborah J. Bruce Jonathan M. Bruce Robert E. Larson Verna I. Larson
40 Years	John W. Payson	21 Years	Steven M. Lako
38 Years	Thomas Galloway	20 Years	James D. Brown, III Samuel A. Gilliland, Jr.
33 Years	Frank A. Delvecchio	15 Years	Mark J. Besso William M. Casson Dudley Cunningham Stephen P. Thomas Gurdon S. Wattles
32 Years	Ian M. Mackay	10 Years	Barbara Greenstein John Pizzagalli G. Hayden Reynolds John B. Sibley Marsha Sibley Jeff Wright
31 Years	Stephen Gikas Roger Ostrander		
30 Years	Ken Payson		
29 Years	William L. Sinkler		
26 Years	Robert B. Lapane		
25 Years	Gerald Sheehe		
24 Years	Randee S. Lewis Howard Mikkelsen		

John Dupuis Ledyard, CT
 Nate Dweley Bangor, ME
 Matthew Eastwood Goffstown, NH
 William Ellsworth Clinton, MA
 Jason E. Fennessey Andover, MA
 Nelson & Donna Fernandes Woonsocket, RI
 Mitchel K. Fernie Cumberland, ME
 Heather Fitts Merrimack, NH
 Jennifer Frank Nashua, NH
 Todd Freiswick Northbridge, MA
 Mark R. Gagne Warner, NH
 Will Garner Brookline, MA
 Matthew D. Garrow S. Burlington, VT
 Melvin Glanz Litchfield, CT
 George E. Gudasukas New Milford, CT
 David Hansen Cambridge, MA
 Ken Hayward Litchfield, CT
 Eric P. Herbst S. Yarmouth, MA
 Zachary R. Hewson Tamworth, NH
 Charles D. Hibbard Boston, MA
 Karen Hodgson W. Newbury, MA
 Gary Hoffman Bedford, NH
 Alex Hofstetter Cranston, RI
 Daniel Howard Portsmouth, NH
 Eric Isabelle Farmington, NH
 Dallas Itzen Fairfield, CT
 John Jameson Uxbridge, MA
 Diane Jones Somerville, MA
 ohn Jordan Hancock, NH
 Jacob Kalnenieks Broad Brook, CT
 Thomas A. Kane Bedford, MA
 Lee Kay Winooski, VT
 Michael Kellstrand Franklin, MA
 Matt Kesser Wallingford, CT
 Chyld King Boston, MA

John King, Yarmough, ME
 Brian Knapp Oxford, MA
 Robert D. Kolb, Jr., Fleetwood, PA
 Cody Kosiba E. Kingston, NH
 Frank J. Kosiba, Jr. E. Kingston, NH
 Dan Krostawitz Massapequa, N
 Robert H. Kruggel Jericho, VT
 Joseph LaChance Portland, CT
 Peter K. Lee Brighton, MA
 Greg Leif Westport, CT
 Howard H. Levine Stamford, CT
 Chen Li Lin Burlington, MA
 Jack Lock Burlington, VT
 Bill Lockwood Burlington, VT
 Robert, Thomas, & Victoria Lott Nashua, NH
 Paul Maguire Southborough, MA
 Joseph Manfredi Quincy, MA
 Kenneth Martin Dublin, OH
 Heather Martino Bristol, CT
 Bill McCarthy Derry, NH
 Alan P. McCartney Bradford, NH
 Maygen Mccarty Palermo, ME
 Dawn McCormack Worcester, MA
 Ronald & Ginelisa Meida Malden, MA
 Franceso Melandri Cambridge, MA
 Jonathan Miles Croton-on-Hudson, NY
 Justin Mitchell Wobrn, MA
 Michael J. Molle N. Smithfield, RI
 David J. Moquin Westfield, MA
 Masaki Murayama Conway, MA
 Nikolay I. Nemchuk N. Andover, MA
 Oliver B. Niewisch New Fairfield, CT
 David Nimmo E. Longmeadow, MA
 Jeffrey R. Nolin Derry, NH
 Sara O'Brien Durham, NH

2001 New England Region SCCA Calendar

RALLY—New England Rally Championship

Aug. 18 **Hurdle 2001** Northeast CT
 Jon Lamkins, 860.747.9514
 john.lamkins@snet.net
 Sept. 15 **Lighthouse Depot** Bath, ME
 Patti Mikkelsen, 207.583.4148
 mikks@megalink.net
 Oct. 13 **The Search** Sturbridge, MA
 Mark Rerick, 401.942.1708
 search4gp@home.com
 Nov. 3 **Covered Bridge** Central VT
 Ted Goddard, 802.263.5678, nhisopsbette@aol.com

Novice Series

Aug. 5 **St. Joseph's** Meriden, CT
 John Riter, 203.421.8389, jriter@snet.net
 Sept. 3 **Day Off** Lime Rock, CT
 Chris & Ray Wenzel, 860.496.7502
 wenzelcm@aol.com

Performance Rally

Dec. 1 **Green Mountain Club** Dover, VT
 Ted Goddard, 802.263.5678

Rally Cross

Nov. 4 Central VT
 For complete details, check the NER website at
<http://www.ner.org/rally/roadrally.html>

WANTED

Chief of Sound Control and Radio Tech

Dedicated individual sought for start of 2002 season; I will train throughout 2001. Health and business pressures forcing my retirement from this fulfilling position.
 Blair March. Call 508.359.6548, or the Road Racing Info Line, 413.566.2830

2001 NERRC Competition Board Meeting Schedule

Aug. 17, Sept. 14, Oct. 19, Nov. 16

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

NEW TO SCCA? CONFUSED BY NER?

Need help in finding your way through the NER maze?
 Then call Karen Petersen at (860) 523-9252 evenings

SOLO II

July 22 NER SEVEN Ft. Devens
 Aug. 12 NER EIGHT Ft. Devens
 Aug. TBA Northeast Divisional Championship TBA
 Sept. 1 TEST AND TUNE Ft. Devens
 Sept. 2 NER NINE Ft. Devens
 Sept. 30 TEAM CHALLENGE/
 STIRLING MOSS (125 car limit) Smith and Wesson
 Oct. 21 NON-POINTS EVENT Ft. Devens
 *If the June 3 event does not happen, the September 30 date will become a points event and Stirling Moss will be moved to Oct. 21.

For complete information on dates, events or listings, please contact:
 Paul Zahornasky, 978.372.3971 (before 9PM please) p.zahornasky@att.net

RACES/REGIONAL

July 28, 29 Regional Watkins Glen
 Aug. 10, 11 Regional Lime Rock
 Aug. 18, 19 Regional Summit Pt.
 Aug. 25, 26 Regional NHIS
 Sept. 1, 2, 3 Double Regional Summit Pt.
 Sept. 8, 9 Dbl Reg/Cheap Date NHIS
 Sept. 15, 16 Double Regional Watkins Glen
 Sept. 28, 29 NARRC Runoffs Lime Rock
 Oct. 12, 13 Busch/Restricted Regional/Enduro Lime Rock
 Oct. 13, 14 Regional Watkins Glen

RACES/NATIONALS

Aug. 4, 5 National Pocono
 Sept. 1, 2 National Mosport
 Sept. 17—23 SCCA Runoffs Mid-Ohio

RACE SCHOOLS

Oct. 12, 13 School Watkins Glen
 Oct. 27, 28 School Summit Pt.
 Oct. 27, 28 School Summit Pt.

SPECIAL EVENTS

Aug. 3, 4 Ferrari Historic Challenge* Lime Rock
 Jan. 11-13, 2002 NER Annual Meeting, Rocky Hill, CT
 *For complete details on how you can become a worker, call Pego Mack at 860.246.4688, 10:30 AM to 6:00 PM or after 7:00 PM, call Charlie Hinchclife at 860.647.8771.

2001 Board of Directors Meeting Schedule

All meetings are held on the third Wednesday of the month at 7:30 PM at the Ramada Inn in Auburn, MA.
 August 15, September 26, October 17, November 14, December 12

New England Region Board of Directors Minutes April 18, 2001

The New England Region Sports Car Club of America Board of Directors met on Wednesday April 18, 2001 at Auburn MA. Directors attending were Jeff Benagh, Robert Introne, Jon Lamkins, Lew Llewellyn, Roisin KC McElroy, Richard Patullo and Lou Shames. Directors absent were Harold Craig, Jack Kinney and Fred White. Also attending were Kathy Barnes, Stacy Sawyer and Tyson Sawyer. Regional Executive Bob Introne called the meeting to order at 7:38pm.

Secretary Report

The March minutes were approved (mnt. Llewellyn, sec. Patullo, unanimous).

Treasurer Report

No report.

Membership

Omer Norton reported that NER had 3334 members in March. There were 80 new members and 64 non-renewals.

Web Site

Lew Llewellyn reported that the new web site is up and had 24,000 hits per week so far in April. His assistants from each program are working well. The board approved a budget to purchase some software related to the web site (mnt. Lamkins, sec. Shames, unanimous).

New Track Committee

Richard Patullo reports that they dropped one site from consideration but are looking at one site in central MA and another in southern NH.

Area 1 Director

Kathy Barnes reported on the national club. The Mid Ohio national has been combined into a four day event with ALMS and Trans AM. Steve Johnson will oversee pro racing — Nick Craw is out. Steve has negotiated a World Challenge insert for a racing fan magazine.

Concerning the New England FSAE solo challenge, Kathy has contacted five schools and heard from three.

Rally

Jon Lamkins reported that the Cape Rally was tough but the participants enjoyed it. There were 35 cars. The first rally novice series event will be April 21.

Solo

Stacy Sawyer presented a solo budget amendment for the National Tour event to be held June 16-17, 2001. The amendment was approved (mnt. Patullo, sec. Benagh, unanimous). She presented a second budget amendment for the Evolution School to be held June 14-15, 2001. The amendment was approved (mnt. Patullo, sec.

Benagh, unanimous). Since the first solo event was cancelled, we have rescheduled to May 27, 2001. NESCC will host and NER-SCCA will sanction the event. The equipment van was purchased and registered.

Road Racing

We have 120 cars preregistered for the April 21 race and 40 for the April 22 school at NHIS which is very good. We are still resolving the final contract with Lime Rock.

Publicity

The Yankee Candle open house and tech event went well. We held a luncheon and annual tech'ed 40 cars. We need help with the Lime Rock booth on Memorial Day. The NSX Club would like to do a Nickel Tour at NHIS on July 14.

Assistant Regional Executive

Jon Lamkins reported on his contacts with Subaru of New England about the new SCCA membership program for buyers of some Subarus. They discussed how to do SCCA promotion and Subaru-specific SCCA events with NER.

RE Report

Steve Johnson has directed the national staff to respond to phone and email messages within 24 hours. The newsletter competition categories were redefined. NER is still in the Jumbo category but the category now includes regions with more than 1401 members. This means there are 10 competitors.

Old Business

Roisin McElroy reported on her review of the 1981 operations manual. She will ask the various chairmen to review missing pieces in the 1996 version.

New Business

There was no new business. The meeting adjourned at 9:38pm (mnt. Lamkins, sec. McElroy, unanimous).

Respectfully submitted. Jeffrey Benagh, Secretary

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2001 Ford F550, XL, 17,500 # GVWR, 7.3L Diesel, Auto, 4x4, A/C, Lim. Slip, Galion 9' steel body S/N 4258



2001 Isuzu NPR, 12,000 # GVWR, Turbo Diesel, 5-speed, Supreme 14' Alum. Dry Van Body S/N 4233



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UPS SHIPPING DAILY

days of competition. In the end however it was Vincent taking the lone trophy, taking fast time each day on her last run.

The Integra of Perry Aidelbaum was fast, but was the subject of a paper-writing party. Richard West took advantage of his all wheel drive Impreza's capabilities to have fast time in the wet on Sunday and was moved to the top trophy position from second place after the ruling was handed down. Anthony Crea ('93 Civic) Matthew Kogan ('91 SE-R) and Nathan Whipl ('93 Civic) all moved up one spot each after the Integra was deemed illegal.

Heat 5 by Paul Zahornasky

Street Modified was one of the more popular classes at the Ayer Tour with 13 drivers in a wide variety of cars. Karl Witt and Fedja Jeleskovic battled all weekend for bragging rights. Jeleskovic set the pace in an Eagle Talon with a 58.419 on his first run, while Witt's Camaro killed a cone on his 58.258. After both drivers DNF'd on their second runs, Jeleskovic dropped his car into the 56's with a 56.967 but a cone call negated this run. Witt, seeing the door open, took advantage and dropped to a 57.400 to take the lead after the first day. Sunday's rain seemed to open the door wide open for the AWD contingent while at the same time ending any hopes for the Camaros. Witt, and teammate Jocelyn Sharp, had other plans. Using the Brotherhood of the Bowtie, Witt borrowed a set of Hoosier Dirt

Biggest Watersplash from STPR

The water splash at the STPR National Pro Rally always draws up to a few hundred spectators (if not more in the woods) and they boo the hell out of the cars that creep through the water crossing... which a lot of cars do. A lot of drivers who just idled through found water pouring in under their doors....along with the hissing of the crowd!

However, I had that crossing in mind when I made my sumpguard like a boat hull...to divert the water from the engine compartment, and to hit the crossing at full click, achieving two objectives, keeping on time, and of course, receiving full approval from the faithful gathered as I "cannonballed" my Mazda through the proverbial, watering hole — Andrew Havas



Stocker rain tires from CP driver Scott Jessurun. The rains didn't help Sharp as much she dropped from third to fifth on Sunday. Tom Powderly gathered in third with his AWD Audi S4 while Russ Siggelkoe jumped from sixth to fourth in an AWD Eclipse. Witt used the rains to run a 50.681, and then backed it up with a 50.363. Jeleskovic seemed to struggle with the rain, with first a 54, then a 52 second time. Knowing he needed a 49.3 or better to win, the Talon pilot attacked the course in a spin or win run. It almost worked as the timer flashed a 51.296, but a cone, leaving Jeleskovic in second and giving the win to Witt, was called in.

In A Stock, Mike Solomon and Pat Salerno bested each other on each of their Saturday runs. Solomon started his Honda S2000 with a 58.594. Salerno drove his Porsche Boxter three tenths faster on his first run. Each driver went faster on his and third runs with Salerno claiming a .099 of a second lead at the end of the day. Solomon set the pace on Sunday with a 48.972, and then extended his lead with a 47.906. Salerno struggled to get into the 49's on his first two attempts, not making it out of the 50's either time. Not knowing that Solomon had gone faster on his last run, Salerno left nothing on the table for his third try. His 48.784 would have been enough had Solomon not improved, but left him .779 short of first place.

Andy Bettencourt, driving a Porsche 993 for the first time ever and in his first competitive autocross of the year, led ASP after the first day. His 58.456 easily topping the 60.663 of Ray Benoit's MR-2 and the 62.765 of John Ward's Porsche 911 SC. Sunday's rain brought excitement to the class as Ray Benoit grabbed the lead on the strength of a 51.890 on his second run. Bettencourt, the last driver in the class, matched and raised him with a 51.406 on the same run set. Benoit could not improve on his third run, staying in second. After a pair of DNF runs, Ward pulled a quick 52.044 to stay in third.

Honda's were the name on the game in CSP. White Honda's to be specific. Travis LaRiviere used his white CRX to set the bar in the 60's with a 60.608. Jim Blanton, in a Miata, took the lead on his first run with a 60.045, while Kugler let everyone know that there was a ton more time, posting a 58.681 with a cone. LaRiviere accepted the challenge with a 58.946 then a 58.222. Tom Kearney dropped to 59.315 on his second run, while Blanton dropped a second on each of the next runs to get to 58.095. Kugler, in the meantime, was dropping the bar on the ground with first a 57.578, then a 56.855 on his last run. By the end of the second set of runs on Sunday, it was obvious that the battle was for second. Kugler, on the strength of a second run, 47.528, led by 2.6 seconds. LaRiviere, needing a 46.1 managed a fast 47.360 and attached a cone with it. Kearney dropped a couple of tenths on his last run and needed it to hold off Blanton for third. Blanton's 50.602 was enough to claim fourth and become the only non-Honda in the trophies.

Although the drenching weather cancelled the trophy presentation, the National Tour at Ayer was definitely a success.

THE SEARCH FOR THE GREAT PUMPKIN

Saturday, October 13, 2001

The Search for The Great Pumpkin is a TSD Road Rally in NER/SCCA's 2001 Road Rally Championship hosted by the Touring Club of New England. In addition to TSD competition in Classes A, B, C, and D, the tradition of The Search as a trap rally will be retained by inclusion of several simple traps & failsafe off-course loops, which will present occasions to visit/miss that Halloween favorite, The Great Pumpkin. These visits are monitored by special passage controls along the route. Whether or not contestants execute the traps correctly, and visit/miss The Great Pumpkin at passage controls, TSD timing/scoring will not be affected. A separate scoring system and special awards apply to visits to The Great Pumpkin at these passage controls.

RALLY HEADQUARTERS, ACCOMMODATIONS, START, & FINISH

The Sturbridge Host Hotel and Conference Center, U.S. 20, Sturbridge, Mass., will serve as the start/finish location. A small block of overnight rooms will be held until September 12, 2001; \$129., single or double occupancy plus tax. Call the Reservations Dept., 1-800-582-3232 or 508-347-7393 x700, and mention New England Region of Sports Car Club of America. Reservations must be received by September 12, 2001 to receive the special rate. Alternate accommodations nearby include Comfort Inn (508) 347-3306 (\$109./ double incl. complimentary Continental breakfast) & Best Western (508) 347-9121 (\$95./dbl). All rally related activities at the Sturbridge Host take place in the Charlton/Brimfield Room.

THE SCHEDULE

Friday, October 12, 2001	
7:30 - 9:30 p.m.	Rally Registration
Saturday, October 13, 2001	
7:00 - 8:30 a.m.	Rally Registration
7:31 a.m.	Car 1 receives Route Instructions
8:11 a.m.	Car 1 begins The Search
4:45 p.m.	Car 1 finishes
6:30 p.m.	Awards

SPECIAL FEATURES

- 1996 NER/SCCA Road Rally Regulations (Amended) & and sanctioned additions and changes to the Regs apply.
- Open and DIY timing controls, on-course and off-course Passage (Pumpkin) controls.
- Out markers will be used at Open controls; odometer zeroed at all Out Markers.
- Less than three (3) miles of unpaved roads on the 185-mile route
- Assigned speeds are moderate; liberal use of pauses, free zones and transit zones.
- NRIs are frequently referenced to Official Mileages. Several LRIs are used, including LRI TRI.
- General Instructions mailed to driver for entries received by 10/08/01
- Placement awards in NER Classes A, B, C, and D.
- Distinctive brass tri-color dash plaques for both driver and navigator.
- Special Dead Last But Finished (DLBF) trophy for driver and navigator

Printable entry forms and additional information about the Search are available online at: <http://members.home.net/rmarker1/> Full registration will be in the August issue of **PIT TALK**

Rally Registrar: Mary Beth Folsom, 860.243.8557, mbgflosom@aol.com

PUBLICITY NEWS AND COMMENTS

By Christine Wenzel

SCCA MEMBERSHIP BOOTH: I'd like to thank all you volunteers involved in the SCCA information Booth at Lime Rock Park on Memorial Day Weekend. What a great success! Special Thanks to Kathy Barnes and Paul Krysiak and Stephen Griffith for spending the most time at the booth. Thanks to Ken Hayward, Wayne Hughes, Joe Chimbolo, Lester Cote, John Solteiz, Alex Bareska and Joe DeLuca. Ken Hayward is a brand new member to the SCCA as of just a few weeks ago and has already expressed his interest in Tech or Sound Control. Welcome Ken! Ken's first exposure to the club was meeting me at LRP on May 12 and was put to work bringing refreshments out to the corner workers in the rain.

Thank you Kelly Garcia who joined the New York Region a few months ago, tried to put in a lot of time at the booth, but was booted out to work the Grid with Karen Peterson. And it seems she fits right in on Grid and already plans to bring her son, Miles age 17, aboard as well. This is a family club after all. Welcome Kelly. And Miles, we look forward to meeting you.

Thank you Eric & Maria Kroth and Pete Kroth from Mo-Hud and thank you Walt Huber from Northern New Jersey Regions also participated. They brought their knowledge of SCCA, their newsletters and other miscellaneous information along.

If I have missed anyone, I apologize, but know that your help was greatly appreciated.

We had two cars in attendance as well. Gregory Byrd from Stamford Subaru called me a few weeks prior to Memorial Day and let me know that Don Byrd suggested Stamford Subaru have their new Rally Car at LRP. Greg is not a member...yet. The car on display is actually the show car as the real Pro Rally car is being put together to run The Maine Pro Rally this summer. Thank you Greg and Ron.

The other Pro Rally car was a mystery. Jeff Denmeade just showed up and dropped off the Mitsu Evo and apparently ran in the World Challenge race. The story is that he is here from overseas, heard about the booth and decided to drop the car off to showcase. What a great attention-getter.

PIT TALK:

I believe that **PIT TALK** has been appropriated by the necessary members to hand out. If anyone still needs copies to have on hand, please let me know and I will mail them out to you or if you need a large quantity I'll try to get them to. Please let me know. Here is a brief list of people who have them: Bob Introne, Kathy Barnes, Bruce Rodman, Dick Patullo.

Let's have some fun...Chris

NERRC #THREE



Photo: R. Beaulieu

New York Region SCCA N.A.R.R.C. #5/NERRC #3

Lime Rock Park June 9, 2001

Compiled by: Denise Paton

Race 1: ITS, SSB, SSC

Pos	Cl	#	Region	Driver	Car	Best Lap	Lp
1	ITS	1	NEng	Gordon Cooper		01:02.3	15
2	ITS	13	NePa	Marc Cefalo		01:02.3	15
3	ITS	86	NER	Russ Jones		01:04.1	15
4	ITS	8	NYR	Alex Krugman		01:03.5	15
5	ITS	16	NYR	Phil Parlato		01:03.8	15
6	ITS	02	NER	C. Branson		01:03.8	15
7	ITS	80	NYR	Karl Bocchieri		01:04.5	15
8	ITS	8	NER	Brian Reilly		01:03.6	15
9	ITS	09	NYR	Tae-Hyung Kim		01:05.5	15
1	SSB	41	NER	Garry Delea		01:06.6	15
2	SSB	33	NER	Fred Ferguson		01:05.9	15
1	SSC	18	NePa	Joel Lipperini		01:06.5	15
10	ITS	25	NER	George Zakreta		01:06.0	15
11	ITS	04	NER	J Domenic Levro		01:05.6	15
3	SSB	10	NER	S. Fondakowski		01:06.6	15
12	ITS	3	NNJ	Ben Phillips		01:06.8	15
2	SSC	79	NER	Richard Taylor		01:06.8	15
13	ITS	48	NER	Roger Daskam		01:07.0	15
14	ITS	31	NER	Ron Holmes		01:06.6	15
15	ITS	61	NYR	Mark Lovell		01:06.2	15
3	SSC	70	NER	Barry Hess		01:07.8	14
4	SSC	27	NER	Jeffrey Wells		01:07.6	14
5	SSC	11		Robert Kleinman		01:07.9	14
4	SSB	24	NER	Jason Fernandes		01:08.7	14
6	SSC	98	NER	Brett Eisenlohr		01:09.3	14
5	SSB	7	NNJ	Rick Pfeiffer		01:08.8	14
7	SSC	6	NePa	David Beccaris		01:10.0	14
16	ITS	88		Douglas Fields		01:10.0	14
8	SSC	87	SNJ	Brock Yates		01:11.1	14
17	ITS	17	NER	John Wicko		01:07.5	14
6	SSB	4	NNJ	Gregory Marley		01:12.0	13
18	ITS	0	MohUd	Brian Blizzard		01:05.4	12
19	ITS	32	NER	Marcus Rider		01:05.8	12
DNF	ITS	93	NePa	Michael Cefalo		01:15.6	4
DNF	ITS	65	NNJ	Trevor Pounder			

Race 2: FF, NCF

1	FF	21	NER	Arthur Foster Jr	Van Dieman	57.798	12
2	FF	2	NY	Joseph Graham	Swift DB-3	59.064	12
3	FF	23	NEng	Doug Fisher	Van Diema	59.883	12
4	FF	78	MohUd	Jim Quaile	Swift DB-1	59.969	12
1	NCF	91	NY	Adam Grill	Crossle 32F	01:01.1	12
5	FF	82	Phil	L. Hendrickson	Swift DB1	01:00.2	12
2	NCF	98	NER	James Whalley	Crossle 35F	01:00.8	12
3	NCF	11	NER	Chris Yeaton	MIRE FF1600	59.964	12
6	FF	89	NER	Todd McAfee	Reynard 85F	01:00.3	12
4	NCF	3	NER	Robert Weiner	Crossle 45F	01:01.9	12
5	NCF	63	NER	John Merriman	Zink Z-16	01:02.5	12
6	NCF	76	Phila	Greg Kokolus	PRS RH-01	01:01.1	12
7	NCF	87	NER	Bruce Allen	Crossle 40F	01:02.4	12
7	FF	4	NER	Bill Baribeault	Van Deimen	01:03.8	12
8	FF	12	NER	C.Gaydos	Reynard 85	59.886	12
9	FF	60	NER	Jon Woodbury	Van Diemen	01:03.7	12
8	NCF	1	NER	David Fenton	Crossle	01:02.2	12
10	FF	32	NER	Raymond Boyer	Van Dieman	01:05.5	12
9	NCF	72	NYR	Virgilio Rosalez	Zink Z-10	01:04.6	12
10	NCF	69	NER	Alan Walker	Citation	01:04.8	12
11	NCF	77	NER	Geoffrey Rainville	Zink Z-10C	01:04.6	12
12	NCF	13	NER	Glenn Taylor	PRS RH01	58.035	11
13	NCF	01	NER	Donald Denomme	Van Diemen	58.375	10
14	NCF	86	NER	R.Blanchard	Van Dieman	01:00.7	9
11	FF	75	NER	Krista Botsford	Swift DB-1	01:02.8	7
DNF	NCF	37	NER	Michael Rand	Crossle 30F	58.67	5
DNF	FF	6	NER	David Dexter	Viking/Thor	58.817	5
DNF	NCF	44	NER	Edward Callo	Royale RP3	01:00.8	5
DNF	FF	40	NER	Peter Symonds	Van Diemen	59.775	5
DNF	FF	58	NY	Mark Cohen	Van Dieman	59.407	4
DNF	FF	33	NER	David Tenenbaum	Van Dieman	01:03.2	3

Race 3: GT4, GT5, EP, FP, GP, HP, SP

1	SP	87	NER	Bill Morgan	7/8 ProStock	01:02.6	15
1	GT5	28	NER	Al Perotti	Nissan 210	01:03.0	15
2	GT5	99	NNJR	Bob Dowie	Nissan Sentra	01:03.0	15
2	SP	21	NER	Shawn Morgan	7/8 Prostock	01:03.1	15
3	SP	12	NER	Brenton Piekarski	Gr ST Chevy	01:03.5	15
1	E	0	MohUd	David Austin	MGB	01:03.8	15
3	GT5	92	NYR	Andre Zawislak	Nissan 1200	01:04.2	15
2	E	46	NER	Bruce Fernie	Alfa Romeo	01:04.9	15
3	E	35	MohUd	Robert Smart	BMW 320i	01:06.0	15
4	E	54	NER	Mark Megliola	VW GTi	01:04.6	15
1	H	6	NYR	Johannes Krauss	VW Scirocco	01:07.0	14
4	GT5	57	NER	David Reid	Austin Cooper	01:05.2	14
4	SP	68	MohUd	David Dartt	Ford/Coupe	01:07.3	14
1	G	32	NER	Robert Beaulieu	Spitfire	01:09.8	14
5	E	44	MohUd	Les Apple	MGB	01:06.8	13
2	G	27	MohUd	Kim Graff	MGA	01:09.3	13
5	SP	93	Phila	Joseph Plunkett	Legends	01:11.6	13
1	F	24	NER	Jim Wood	Triumph Spitfir	01:15.0	13
2	F	7	MohUd	Hillary Graff	MG Midget	01:13.7	13
2	H	14	NER	M.d Francke	A-H Sprite	01:18.2	12
3	G	61	MohUd	Brian Hanaburgh	MGA	01:08.2	11
6	E	04	NER	Jay Dedrick	MGB GT	01:11.4	9
5	GT5	86	NYR	David Saul	Mini Cooper	01:17.2	7
DNF	GT4	98	NYR	Chris Vohl	Honda Civic	01:30.1	2
DNS	F	17	NER	J. Wolff-Hopkinson	Spitfire		

Race 4: FC, FA, FM, S2000, ASR, CSR, DSR

1	FC	70	NER	Thomas Fatur	Van Diemen	53.471	15
2	FC	7	NER	Alan Guibord	VanDieman	53.79	15
3	FC	31	NER	Christopher Dona	Crossle	54.448	15
4	FC	42		?		54.486	15
5	FC	83	NER	T. Migliaccio	Crossle 71F	54.473	15
6	FC	92	NER	Paul Dos Santos	VanDieman	54.619	15
7	FC	24		Kevin Boeckle	Van Dieman	54.821	15



SS (the Z06 class?) was REAL exciting in the rain. Rob Faulkner used the wet to move from second to first and take the win from Richard Beecher.

ESP was small this weekend, but Ed Varney still had Chinedum Oli to keep him honest. Ed got the win in his Camaro with a 115.9 clocking.

CSPL was just Denise Kugler. She can relax, right? Not Denise. She ran a 109.8 which would have yielded 6th in the large open class.

ASL found Paula Leverone similarly lonesome, but she drove her BMW M3 to good times both days. Nice to see you back Paula.

FSP saw Al Berardi dominate both days for a large 10.6 second victory margin. Al's rivals were seen looking under his car for propellers or similar devices.

AM is always exciting. Sometimes too exciting. Like when you find a front wheel loose on the second corner! No matter, Driver of Eminence Bill Goodale drove to FTD on Saturday and the AM win in his Dragon F1. Cris Commack did a nice job of controlling his SAE car to hold second place.

BM was a battle of Dragon SR1's with Vern Lyle bringing his from Pennsylvania. Bill Gendron had the dry edge with the second fastest overall dry time and proceeded to motor away in the wet setting the fastest wet time of 42.4 seconds and event FTD of 91.937.

EM has modified production cars with BIG motors. Not the best choice for severe rain, but Steve Hayward did a nice job of taming the beast on his way to the EM win. He also kindly lent his car to the competition when gremlins befell Paul Shaver's Midget.

Heat 4 by Steve Ostrovitz

Heat number 4 brought a mixed bag of cars to the table, from C Mod Ladies machines, E Stock grocery-getters, to the Big Iron of BSP. Great

battles were to be found throughout the heat. Wet conditions added to the excitement.

CSL was representative of the back and forth competition in the heat. Pennsylvanians Kristel Janusz and Mari Clements slugged it out in this two car class. MR2 pilot Janusz, just .013 ahead after Saturday's runs, held on through Sunday to take the sole class trophy over Clements.

E Stock provided similarly close racing throughout the weekend. Rob Foley ('00 Celica) and Tim Richmond ('98 Neon), one and two respectively after Saturdays runs, were surprisingly off the pace set by Mathew Pointer and Andre Downey on Sunday. Poynter, driving a '92 Sentra, laid down fast time of the class on day two with a blistering 49 second run, the only ES driver to visit sub-50 second territory for the afternoon. Downey was also very quick with a 50.358. Poynter's last run heroics gave him the top trophy for the weekend, with Downey second. Foley held on for third, with Richmond taking the last trophy in class.

G Stock Ladies was Kari Townsend's from start to finish. The only trophy winner in this three-car class, Prelude driver Townsend took a convincing win over Probe GT pilot Lydia Hatch. Kelly Anderson failed to take any of her Sunday runs in her Subaru, never getting the chance to exploit the all wheel drive advantage in the rain of day two.

The battle in H Stock proved once again that while these cars may not be associated with blistering speed and performance, a top notch driver can wring a lot out of any ride. Six drivers competed for two trophies on a weekend where a majority of the field threatened to take home some hardware.

Jason Minehart in his Mazda Protégé and Bruce Kosakowski both made noise throughout the weekend with some great runs, but in the end it was Matt Murray claiming the number one spot with Cliff Strout in second. Murray, (in a very large BMW 318i) was surprisingly off the pace on Sunday, but the commanding two seconds he had put on the field on the field on Saturday was enough to preserve his overall win by about three tenths over Strout (who had fast time in class on Sunday) and his Golf.

B Street Prepared at the 2001 Ayer National Tour was proof positive of the changing face of Solo II. Once the exclusive playground of Corvettes, the six-car field at Devens sported three BMW M-3's. The remaining cars were indeed Vetoes, but even there diversity reigned, with a C-4, a C-5 and a '66 model rounding things out. Barbara Beecher, up from Ft. Lauderdale took home op honors in her '01 Z06. Francis O'Connor was just three tenths back in his '95 M.

AP was a one man show, with the familiar 64 Turner driven by Charlie Levesque the sole entry.

C Mod Ladies was one of those battles that looked a lot closer in real-time than it was on paper. Anne Vincent and Stacey Sawyer, sharing the Vincent family Van Diemen, dueled back and forth throughout both

—continued next page

NER hosts National Tour at Ayer, MA

by Bill Gendron, Nick Leverone, Paul Zahornasky, Steve Ostrovitz,

This year marked the tenth time that NER has hosted a National Tour event. I believe that this is the record for regions willing to take on the challenge of this big (250+ driver) event. This year's Tour was chaired by Tyson Sawyer with support from the entire NER. Everything went according to plan until the "Curse of the Bambino" struck once again on Sunday. Approx. 2.5" of rain soaked the course and competitors making for an extreme driving challenge. Here is a commentary on the event contributed by the announcers for each heat:

First Heat by Nick Leverone

C Stock started out the event. Eric Clements and Jonathan Roberts, brought the first runs into the 59s, with Eric at a 59.6 and Jonathan with a 59.7. In the second runs, Glen Hernandez brought the bar down to a 59.4, while driving the Clements' MR2. Jonathan Roberts continued with another 59.7. For the third runs, Glen continued his rampage with a 59.1 and Eric at a 59.3. It should be noted that Ken Fry had been keeping up with both Eric and Glen, and even had fast time for the course on his third run with a 59.005. Unfortunately for Ken he had miscalculated his fuel and left the grid in between the first and second runs. This resulted in his second and third being scored as a DNS, and his first run put him in fourth place.

Day two gave the First Heat the only real dry runs of the day. With the shortened reverse course, only two drivers were able to bring their runs into the 43-second range, and only one could do it cleanly. Glen had two runs in the 43 range but both of them had pylons. But even if Glen's runs were clean, they did not match Jonathan Robert's 43.372. Eric Clements was able to get to a 44.1, followed by Ken Fry getting a 44.4 on his first run.

The MR2 Spyder has invaded B Stock, the former spec Miata class. It might also have been the Tim Aro spec class. Tim dominated both days, even with his final run Sunday being affected by the impending rain. Eric Peterson tried to catch Tim, but after Saturday's runs, he was .863 behind Tim. Eric did tighten things up on Sunday, trailing Tim by .4. With Tim's commanding lead from Saturday, he could afford his spin on Sunday. Chris Franson finished in third place as the highest placing Miata pilot.

The G Stock four-wheel drive crowd really wanted rain all weekend. Art Emerson brought in a ringer to co-drive his Audi TT. G.H. Sharp seemed to adapt to the TT very quickly, and since G.H. has driven extremely well in the rain before, it was a perfect match. Except that it didn't rain for the G Stock crowd. Sam Krauss, in his Eclipse made sure that G.H. didn't have an easy time. He was only .219 behind the TT on Saturday. Sam was followed by Keith Casey who was aboard one of the new Subaru WRX wagons. On Sunday, G.H.'s first run was

the keeper for the class, with his remaining runs not being clean. Sam was just .3 behind G.H. to end up in second.

Betsi Lyle, in B Mod Ladies, Debbie Kansler, in F Mod Ladies, and Julie Shaver, in E Mod Ladies, all were uncontested. I suspect they scared away any competition, as the all ran very fast runs.

The key in the Formula Junior classes is to have a Kart that will finish. Reliability issues plagued many of the competitors. Fortunately, this class was able to run in the dry both days, and not add water to the drivability problems. The Scannells, David and Jonathon finished first and third respectively, and Chris Cuifo finished in second.

Heat 2 by Bill Gendron

There was some great action in heat number two. First up was the heavy metal class of stock, FS. Saturday saw Paul Kozlak take the lead with a 57.1 on his third run. Mike Johnson, Lynn Rothney-Kozlak and Sam Strano were all within striking distance for Sunday. Sunday started out innocent enough with heat one getting all dry runs, however heat two would only see a few dry runs before the rain started. Unfortunately, it affected many of the classes. FS saw first runs dry and they had to make them count. Paul held onto his lead and Sam jumped to second displacing Mike to third. Lynn did not get a dry run as the rain had started before she could get in the Camaro.

HSL saw BJ Steere in her Focus take down Paula Whitney who had borrowed a Mazda Protégé. BJ had some great runs in the wet on Sunday to make up the half-second deficit from Saturday.

DS saw Tyson Sawyer demoralize the rest of the field turning the only sub 61 second run Saturday, he never looked back. STSL was a one car field consisting of Mell Walsh in the ex-Leverone Neon.

DSP was ruled by Mark Daddio running the familiar Neon, now in DSP trim, that dominated DS for so many years. Mike Neary waited until his last run on Saturday to run the second fastest time after DNF'ing on his first two and he held on for second.

CP saw Scott Jessurun run away from the rest of the field. There was a great battle for second however with Steve Ostrovitz pulling out a convincing lead over Doug Smith and the new CP car of Jerry Bowden.

Robert Lang had some great runs in FP to defeat Dean VanDeCarr.

CM, like FS was another class that saw first drivers get dry runs and second drivers wet. Bob Miller took advantage of that first dry run and won over Paul Zahornasky.

Heat 3 by Bill Gendron

EP was the first class in heat 3. This one of the larger classes in NER and put on a good show. Daryl Beck was the class of the class on Saturday with 57.1. His second place finish on Sunday gave him his first NT win since moving to EP. Brian Levesque came in a close second with Matt Wilder's TR and Paul Krysiak's Honda filling the trophy spots.

8	FC	10	NER	Rocco DeSimone	IlVanDieman	54.067	15
9	FC	26	NER	Ronald Ignatowski	Van Diemen		15
1	FA	76	NER	Shelton Lindsay	Reynard 90H	55.753	15
10	FC	5	NY	Jeff McClusker	Van Diemen	55.368	15
DISQ	FC	17		Paul Sweeny	Van Diemen		15
11	FC	71	NER	Scott Brickey	Van Diemen	56.372	15
12	FC	12	NY	Bruce Kafenbaum	VanDiem	56.493	15
13	FC	97	NY	Christopher Burke	Van Diemen	54.831	15
2	FA	11	NYR	Glen Pashlex	Swift DB4	54.395	15
14	FC	46	NER	Douglas Rocco	Van Diemen	56.681	15
15	FC	57		Alan Guibord	Van Dieman	56.045	14
16	FC	88	NYR	David Wilklow	Van Diemen	58.296	14
1	DSR	30	NER	Paul Blanchette	Diasio D962	58.682	14
1	FM	9	NYR	J.Tyler Mayo,III	F. Mazda	57.559	14
1	S2	90	NER	Simon Green	Tiga SC81	58.612	14
17	FC	07	NER	Robert Lavery	Van Diemen	7.571	14
18	FC	22	NNJ	Jonathan Beeler	Van Diemen	8.695	14
2	S2	18	NER	Jack Little	Lola 598	01:00.5	13
3	S2	34	NER	Art Ferguson	Tiga SC-81	01:03.1	13
DISQ	FC	27	NER	Bob Stafford	Van Diemen		13
19	FC	4	Glen	William Weaver	Van Dieman	01:03.5	13
2	DSR	3	NY	David Lapham	Kokopelli	57.897	10

Race 5: GT1, GT2, GT3, AS, ITE, T1, T2

1	GT1	74	NNJR	Frank Tavolacci	Camaro	57.108	15
2	GT1	39	NYR	Scott Quaille	Camaro	57.138	15
3	GT1	99	MoHu	George L. Smith	Camaro	57.638	15
4	GT1	90	NY	Douglas Krpata	Chevy Beretta	59.384	15
5	GT1	52		Jeanette Udway	Corvette	58.654	15
1	AS	1	NER	Matthew Roberts	Mustang	01:01.8	15
6	GT1	09	NER	Alan Friedman	Camaro	59.653	15
7	GT1	14	NER	W.Thompson	Corvette	01:01.9	15
2	AS	42	NER	Michael Lavigne	Mustang	01:02.7	15
3	AS	78	NER	Bob Gallagher	Mustang	01:02.7	15
8	GT1	26	NNJ	Jeff Lewis	Camaro	01:02.5	15
1	ITE	55	NER	Woodie Weiss	Panoz GTS	01:01.5	15
4	AS	84	NER	Darryl Peck	Camaro	01:02.7	15
5	AS	72	NER	John S Masters	Capri	01:02.9	15
2	ITE	76	NER	R.Pourkhomami	BMW M3	01:02.8	15
6	AS	50	NER	Ray Blethen III	Ford Mustang	01:03.0	15
3	ITE	02	NYR	Walter Markes	BMW 328	01:03.8	15
1	T2	3	NER	Allan Wolfe	Camaro	01:04.0	15

4	ITE	69	NYR	Clark Greenland	BMW 325	01:02.7	15
5	ITE	9	NYR	Carol Ashley	BMW 328	01:05.0	15
6	ITE	5	NY	Guillermo Chang	BMW 325	01:05.9	15
7	ITE	6	22	Joe Zanavilh	Ford Mustang	01:06.6	15
1	GT3	40	NNJ	Andrew King	VW Golf	01:06.5	15
7	AS	15	NER	Hal Kahn	Camaro	no transponder	
7	AS	2	NePa	Keith Herman	Ford Mustang	01:08.6	14
8	ITE	34	NYR	Michael Caputo	Ford	01:15.8	13
2	GT3	19	PHIL	Karl lochum	Ford Pinto	01:16.7	13
1	GT2	8		Terry Lippincott	Jaguar XKE	01:11.1	12
9	ITE	94		Brian Formel	78 Malibu	01:06.5	11
10	ITE	33	NER	Greg Eisenlohr	Camaro	01:12.7	10
DNF	AS	97	MoHud	Jason Smith	Ford Mustang	01:02.8	3
DNF	GT1	66	NY	Frank Amendola	Ford Mustang	01:36.4	2

Race 6: SRF

1	94	NNJ	Michael F. Feno		01:01.9	15
2	48	NY	Michael Hill		01:01.7	15
3	8	NYR	Dale Furnia		01:01.8	15
4	13	NER	Don Kahn		01:02.4	15
5	87	NYR	Sid Krugman		01:02.7	15
6	33	NYR	Richard A. Simon		01:03.2	15
7	80	NER	Anthony Gigliotti		01:02.5	15
8	73	NER	Bob Deval		01:04.2	15
9	84	NER	Louis Salamone		01:04.1	15
10	4	NNJR	John Bertolini		01:04.2	15
11	42		Duncan Potter		01:05.4	15
12	24	WDC	Richard Brown		01:08.3	14
13	34	NER	Peter Blachard		01:02.0	13
14	21	NER	Lee McNeish		01:04.9	13
15	3		Jean August Egger		01:07.3	13

Race 7: FV, F500

1	F500	41	NER	Richard Judd	KBS MKV	01:00.3	15
2	F500	30	NER	B.Golankiewicz	KBS MK5	59.653*	15
3	F500	44	NYR	Rich LoDuca	Invader	01:01.9	15
1	FV	43	MoHu	Dick Stewart	Protoform	01:03.1	15
2	FV	15	NER	Bob Plencner	Zink C-4	01:03.3	15
4	F500	17	NY	Nick Thompson	QRE QC1A	01:03.5	14
3	FV	55	NER	Bruce Rodman	Caracal	01:03.8	14
4	FV	72	NY	Jeff Baringer	Gecko	01:04.0	14

—continued next page



An assortment of IT cars navigate the Esses at the Lime Rock Regional. Photo: Steve Ostrovitz

5	FV	3	NER	J. Stackawitz	Zeitler	01:03.7	14
6	FV	25	NER	Richard Clark	Zeiter	01:04.2	14
7	FV	58	NNJ	Jeffery L. Bower	Caldwell D-13	01:05.3	14
8	FV	79	NER	Robert Zatz	BRD	01:05.6	14
9	FV	19	MoHud	Bob Bownes	Mysterian	01:05.1	14
10	FV	11	NER	Paul Faford	Caracal 'C'	01:05.2	14
11	FV	57	NER	Rich Ernst	VDF FV	01:05.4	14
12	FV	82	BIMt	Tammy Oswald	Viper FV-2	01:09.8	13
13	FV	33	NER	Jason Fennessey	Scorpion	01:09.8	13
14	FV	48	NER	Robert Douglas	Caldwell D-13	01:10.9	13
15	FV	9		David Sklarz	Caldwell	01:15.6	12

* Better than existing track record

Race 8: ITB, SM

1	ITB	97	NNJR	Joel High		01:05.2	11
2	ITB	3	NER	Jim MacMahon		01:04.6	11
1	SM	44	NY	Serge Lentz		01:05.6	11
3	ITB	62	NER	Paul M. Curran		01:05.8	11
2	SM	49	NER	Bradley Helsel		01:05.7	11
3	SM	71	NER	Joseph Trout		01:06.3	11
4	SM	78	NYR	Laurence Matlin		01:07.5	11
4	ITB	50	NER	Stephen Blethen III	01:06.7	11	
5	ITB	63	NER	Richard Gleason		01:07.6	11
5	SM	72	NER	William Traut		01:06.5	11
6	ITB	18	NER	Eric Pedersen		01:07.2	11
6	SM	54	NER	Bill Whitney		01:08.7	11
7	ITB	90	NNJR	Jerry Monaghan		01:08.6	11
8	ITB	03	NER	Tim Mullen		01:08.7	11
9	ITB	2	NER	Nat Wentworth		01:08.7	11
7	SM	19	NER	Ben Hohn		01:09.4	11
10	ITB	7	NER	Alan Lourenco		01:08.5	11
8	SM	4	NER	Jerry Rigoli		01:08.8	11
11	ITB	41	NNJR	Bhima Niita		01:10.2	11
12	ITB	95	NNJR	Paul Colasacco		01:09.9	11
13	ITB	79	NER	Johannes Larsen		01:10.0	11
14	ITB	15	NER	Don Peaslee		01:10.6	11
9	SM	29	NER	Karl Roth		01:09.5	11
10	SM	87	NER	Robert Freitas		01:07.3	10
11	SM	47	NER	James Hermiston III		01:08.1	10
15	ITB	38	NER	Don Bayley		01:11.7	10
16	ITB	76	NER	Mark Wagner		01:17.4	10
DNF	ITB	14	NYR	Dave Zaslow		01:08.8	5
DNF	SM	57		Frank Nolfi		01:08.7	6
DNF	ITB	28	NER	Susan Brano		01:27.5	3

Race 9: ITA, ITC

1	ITA	26	NNJR	Tom Blaney		01:03.3	12
2	ITA	00	NER	Ian Prout		01:04.0	12
3	ITA	97	MoHud	Peter Smith		01:03.5	12
4	ITA	24	NY	Windell Holmes		01:03.9	12
5	ITA	77	NER	Dan Shepard		01:04.0	12
6	ITA	66	NYR	Dom Vigliotti		01:04.4	12
7	ITA	40	MoHud	Frank Pietroccola		01:04.4	12
8	ITA	10	MoHud	T.J. Hanifan		01:05.0	12
9	ITA	14	NER	Philip Gott		01:05.1	12
10	ITA	8	NER	Don Reilly		01:05.0	12
11	ITA	86	NER	Anthony Ruddy		01:03.9	12
12	ITA	62	NER	Ray Lee Chee		01:04.7	12
1	ITC	42	NER	Rick Gile		01:06.3	12
2	ITC	80		Jeff Leone		01:06.6	12
13	ITA	94	MoHud	Chip Van Slyke		01:05.9	12
14	ITA	50	MoHud	Fred Fox		01:06.6	12
15	ITA	16	NER	Brandon Bogart		01:07.0	12
3	ITC	41	NER	Christopher Johnson		01:07.0	12
16	ITA	18	NER	Noam Levine		01:07.5	12
4	ITC	0	NYR	Anthony Spiridigliozzi		01:07.6	11
17	ITA	37	WDC	Nathan Brasz		01:08.1	11
5	ITC	08	NER	Scott Rosnick			11
18	ITA	2	NER	John Gardella		01:09.7	11

6	ITC	96	DC	Evan Webb		01:09.6	11
19	ITA	7	MMJR	Doug Case		01:09.8	11
7	ITC	93	NER	Robert Tackman		01:09.2	11
20	ITA	6	NER	David Faita		01:15.0	10
21	ITA	12		Steve Ohlinger		01:09.0	8
DNF	ITA	69	NER	Shane Hawthorne			6
DNF	ITA	3	NER	Robert Reid		01:17.7	1



John Merriman drove his Club Ford at a recent Pocono Regional. Photo: Roz Rosintaski

LRP Enduro Saturday June 16, 2001

Race Group 1: ITE, ITS, ITA, ITB, ITC, SM, SSC, SP, CGT, EP, SRF

Pos	#	Class	Driver	Car	LP	Fast Lap
1	66	SRF	John Steinmetz	SRF	163	1:01.794
2	41	SRF	Trevor Hopwood	SRF	162	1:01.805
3	13	SRF	Don Kahn	SRF	161	1:02.090
4	24	SRF	Tony Gigliotti	SRF	159	1:02.151
1	40	ITS	Christopher Tier	Nissan	157	1:05.734
1	49	SM	Brad Helsel	Miata	156	1:05.409
1	8	ITA	Don Reilly	CRX si	155	1:05.299
1	30	SP	Paul Blanchette	Diasio	154	1:00.643
2	77	ITA	Dan Sheppard	Mazda RX7	152	1:04.881
3	89	ITA	Bill Argyle	CRX si	152	1:07.094
1	43	ITC	Andrew Appleton	Scirocco	152	1:07.857
2	12	SM	Jason Stockwell	Miata	152	1:06.289
3	74	SM	Marc Martin	Miata	150	1:05.829
4	19	SM	Jeremy Stackawitz	Miata	148	1:06.481
1	59	ITB	Ed Funk	Opel Manta	147	1:08.092
2	80	ITC	Jeff Leone	Fiesta	147	1:07.210
2	91	ITB	David Celani	Golf	147	1:09.163
2	3	ITS	William Leitner	BMW 325i	147	1:07.190
5	87	SM	Robert Freitas	Miata	146	1:07.847
1	47	SSC	John Williamson	Nissan	146	1:08.072
3	83	ITS	Charles Boehly	Nissan	145	1:07.650
4	18	ITS	Brian Reilly	Mazda RX7	144	1:04.108
3	2	ITC	Paul Kamaki	Honda Civic	143	1:10.928
6	9	SM	David Faita	Miata	141	1:07.770
1	76	ITE	Fred Ferguson	BMW M3	135	1:03.599
5	1	ITS	John Nicko	Mazda RX7	127	1:07.132
6	34	ITS	Pamela Richardson	Mazda RX7	123	1:05.415
3	39	ITB	Tom West	Volvo	111	1:07.395
5	7	SRF	John Stott	SRF	108	1:02.796
1	01	CGT	Dave Clark	MGBGT	106	1:05.638
7	44	SM	Serge Lentz	Miata	103	1:05.291
DNF	42	ITC	Rick Gile	Rabbit	48	1:07.693
DNF	0	ITS	Brian Blizzard	Jetta	31	1:05.932
DNF	58	ITA	Gene Litz	Mazda RX7	50	1:09.742

1T	Al Berardi	78 Volkswagen Scirocc	61.943	60.056	DNF	109.477	Wayland, MA	BERARDI Automotive	51.266	50.687	49.421	
2T	Mike Toombs	86 Toyota Celica	66.088(1)	DNF	64.172	120.066	Rochester, NY			55.894	56.901	56.973
(10.589)												
3	Mike Provost	82 Volkswagen Scirocc	67.892	66.011	66.58	122.242	Cranston, RI			57.671	56.231	DNF
(2.176)												
4	Robert J. Barone	89 Suzuki Swift GT	66.830	67.603(1)	DNF	122.724	Ellington, CT	You Gotta Wanna Racing	56.944	55.955	55.894	(0.482)
A Prepared												
1T	Charles Levesque	64 Turner 1500	58.382	58.028	57.798	116.839	Lyndeboro, NH	C & W Auto	60.564	61.902(1)	59.041	
C Prepared												
1T	Scott Jessurun	83 Chevrolet Camaro	57.987	57.224	56.892	104.078	Barrington, NH	NAPA	47.186	48.063(1)	78.000(2)	
2T	Steve Ostrovitz	71 Chevrolet Camaro	63.988	62.444	61.060	112.704	Frammingham, MA	Flatout Motorsports	52.972	51.644	DNF	(8.626)
3T	Douglas Smith	73 Pontiac Trans Am	64.114	62.104	63.140(1)	113.839	Wrentham, MA		51.881	51.735	DNF	
(1.135)												
4	Jerry Bowden	87 Ford Thunderbird	64.432	63.482	61.966	113.950	Garrison, NY	JPS/Chicken Coop Rcg	53.923	51.984	DNF	(0.111)
5	Michael Shaw	65 Ford Mustang	64.497	64.064	62.476	114.566	Holliston, MA	Why Me, Inc	52.090	52.179	69.435	(0.616)
6	Diana Shaw	65 Ford Mustang	71.425	68.644	111.869	129.884	Holliston, MA	Why Me, Inc	DNF	61.240	DNF	(15.318)
7	colt Lewis	97 Chevrolet Camaro	DNF	DNF	DNF	No Time	Columbia City, IN	KS Motorsports	DNF	DNF	DNF	
C Prepared Ladies												
1T	Nancy Bowden	87 Ford Thunderbird	67.221	63.804	63.014	63.014	Garrison, NY	JBS/Chicken Coop Rcg				
2	Kathy Lewis	97 Chevrolet Camaro	DNF	DNF	DNF	No Time	Columbia City, IN	K S Motorsports				
D Prepared												
1T	17 Wade Scannell	64 Austin Healey Spr	61.357	57.533	56.723	117.826	Griswold, CT	Motorcars + More	73.014	61.103		
E Prepared												
1T	Daryl Beck	84 Volkswagen Jetta S	58.660	57.382	57.104	105.944	Greenfield, MA	Greenfield Imported	50.459	51.640(1)	48.840	
2T	Brian Levesque	86 Honda CRX	58.836	57.912	57.849	107.007	Wilton, NH		49.971	49.747	49.158	
(1.063)												
3T	Matthew Wilder	67 Triumph TR4a	57.880	57.228	58.079	108.336	Surry, NH	Team Wild	51.108	55.271(1)	DNF	(1.329)
4T	Paul Krysiak	86 Honda Civic	60.248	60.270	62.027(1)	108.698	Tolland, CT	HoosierTireEast/Airborn	51.529(1)	48.450	48.540	(0.362)
5	Eli Garrett	87 Volkswagen Scirocc	58.789	60.190(1)	60.288(1)	109.488	Walpole, MA		50.699	DNF	DNF	71.920
(0.790)												
6	John M. Peterson	82 Volkswagen Scirocc	61.381	61.72	60.724	109.952	Montpelier, VT			DNF	DNF	49.228
(0.464)												
7	Kathy Barnes	86 Honda Civic	60.017	60.536(1)	59.706	110.462	Tolland, CT	HoosierTireEast/Airborn	50.855	60.064	50.756	(0.510)
8	Scott Phelps	88 Yugo GVX	61.366	59.580	DNF	113.146	S Royalton, VT	Phelps Automotive	60.008(1)	55.289(1)	53.566	(2.684)
9	Richard Hunter	87 Honda Civic	DNF	DNF	64.720(1)	113.508	Belchertown, MA	SchoolBoyRacing	49.191	49.340	48.788	(0.362)
10	Michael R. Jackson	84 Volkswagen Scirocc	63.671	62.351	63.721(1)	118.896	Andover, MA		57.285	DNF	DNF	56.54
(5.388)												
11	Jonathan Ranney	88 Yugo GVX	63.811(1)	61.603	71.659(4)	124.142	S. Royalton, VT	Phelps Automotive	DNF	DNF	62.539	(5.246)
12	Jason Levesque	86 Honda CRX	64.929(1)	62.672	DNF	No Time	Milford, NH	C & W Auto	DNF	DNF	DNF	
F Prepared												
1T	Robert Lang	73 Triumph TR6	59.403	61.030(2)	59.893(1)	107.897	Stanhams, MA	GT Classics	49.979	48.494	59.082	
2	Dean VanDeCarr	73 Triumph TR-6	DNF	61.695	62.661	113.296	Hopewell Junction,		53.188	51.601	DNF	(5.399)
A Modified												
1T	William Goodale	98 Dragon F1	DNF	53.632(1)	48.823	95.544	Milford, MA	Small Fortune Racing/	46.721	47.765	46.725	
2T	Christopher Cammack	01 WPI FSAE	57.896(1)	68.373	55.330	113.846	Worcester, MA	WPI Motorsports	69.218	62.475	58.516	(18.302)
3	Darrell Rondeau	00 WPI FSAE	57.922	55.191	57.164(1)	117.960	Worcester, MA		64.331	62.769	63.596	
(4.114)												
4	Jerry Shields	71 VolkswagenTUI Supe	69.786(1)	DNF	56.143	127.362	Littleton, MA	Small Fortune Racing	71.219	77.039	77.622	(9.402)
B Modified				</								

DS	Duncan Kennedy	02 Subaru WRX	DNF	DNF	DNF	No Time	Lake Placid, NT		DNS	DNS	DNS	
G Stock Ladies												
1T	Kari Townsend	97 Honda Prelude	71.143	67.731	67.358	120.700	Ellington, CT	Townsend Racing	57.528	DNF	53.342	
2	Lydia Hatch	95 Ford Probe GT	86.668(1)	80.910(1)	75.193	135.451	Belmont, MA	Yellow Dog Racing	71.926	63.307	60.258	(14.751)
DS	Kelly Anderson	02 Subaru WRX	68.389	69.923(1)	68.312(1)	No Time	Lake Placid, NY					
H Stock												
1T	Matthew Murray	96 BMW 318i	66.234(1)	61.840	60.037	113.192	Westport, CT	Hoosier Racing Tires	57.026	55.011(1)	53.155	
2T	Cliff Strout	97 Volkswagen Golf GT	64.224(1)	63.290	62.514	113.507	Newton, MA	Fun Hondas Racing	50.993	51.502	51.523	(0.315)
3	Jason Minehart	00 Mazda Protege	62.555	62.163	62.088	115.758	Raleigh, NC	Team Underdog	54.412	53.670	54.280	(2.251)
4	Bruce P. Kosakoski	83 BMW 320i	67.374	DNF	65.547	117.817	Averill Park, NY			53.534	53.094	52.270
(2.059)												
5	Joseph Pitassi	00 Ford Focus 2 x 3	73.716	71.540	71.266	127.305	Providence, RI	Focusolo	DNF	58.097	56.039	(9.488)
DS	Jeff Bayard	01 Honda Accord	70.000	69.058	69.300	No Time	Swampscott, MA			DSQ	DSQ	DSQ
H Stock Ladies												
1T	Barbara Steere	00 Ford Focus Zx3 Mid	64.747	64.995	64.312	112.174	Weare, NH	SRT Racing	47.862	51.246	50.183	
2	LewAnn Ellison	00 Mazda Protege	78.401(1)	64.451	63.840	114.191	Grapevine, TX	Team Underdog!	50.351(1)	50.824	DNS	(2.017)
A Street Prepared												
1T	Andy Bettencourt	97 Porsche 993	66.769(4)	59.546	58.456	109.862	Bridgewater, MA	Flat Out Motorsports	57.798(2)	51.406	DNF	
2T	Ray Benoit	91 Toyota MR2 Turbo	DNF	61.823(1)	60.663	112.553	Marlborough, MA			54.278	51.890	56.808(1)
(2.691)												
3T	John R. Ward	78 Porsche 911 SC	62.332	62.783	62.765	114.376	Gill, MA			DNF	DNF	52.044
(1.823)												
4	Mark VanDeCarr	70 Lotus Elan +2	DNF	66.964	DNF	122.531	Rhinebeck, NY	M & M Auto	62.544	56.882	55.567	(8.155)
5	Bob Ande	75 Porsche 911s	DNS	DNS	DNS	No Time	Beverly, MA			DNS	DNS	DNS
6	Charles Stromeyer III	97 Porsche 933 Turbo	DNF	63.168	63.222	No Time	Concord, MA			DNF	DNF	DNF
7	John Henry	78 Porsche 911 SC	DNF	DNF	DNF	No Time	Torrington, CT			65.704(1)	59.730	DNF
B Street Prepared												
1T	Barbara Beecher	01 Chevrolet Corvette	59.367	59.088	60.140	110.776	Ft. Lauderdale, FL	CSC Motorsports	DNF	53.141	51.688	
2T	Francis J. O'Connor	95 BMW M3	59.533	59.176	58.036	111.128	Worcester, MA	TurnerMotorsprts	55.214	53.092	54.325(1)	(0.352)
3	Ron Katona	95 MBW M3	59.479	58.335	57.603	111.700	Laurel, MD	Alien Racing	55.346	56.190(1)	54.097	(0.572)
4	Thomas N. Moore	66 Chevrolet Corvette	64.995	60.619	60.742	114.419	Bloomfield, CT	YUOGOTAWANNA	53.858	56.019	53.800	(2.719)
5	Steven Hazard	98 BMW M3 Sedan	61.338	59.206	58.492	No Time	Newbury Port, MA	BMW of Peabody	DNS	DNS	DNS	
C Street Prepared												
1T	Allen Kugler	89 Honda CRX	60.681(1)	57.578	56.855	103.122	Springtown, PA	DART	49.910	47.528	46.267	
2T	Travis LaRiviere	91 Honda CRX Si	60.608	58.946	58.222	107.004	Tolland, CT	PAX RATS	DNF	48.782	49.360(1)	3.882
3T	Tom Kearney	89 Honda CRX	DNF	59.315	60.433(1)	108.672	Fairport, NY	DART	50.342	49.578	49.357	(1.668)
4T	Jim Blanton	90 Mazda Miata	60.045	59.722	58.095	108.697	Turnersville, NJ			54.455	DNF	50.602
(0.025)												
5	Duane Lariviere	91 Honda CRX	65.555(2)	60.243	62.516(1)	109.778	Coventry, CT	PAX RATS	DNF	51.625(1)	49.535	1.081
6	David Ciufa	90 Mazda Miata	60.007	DNF	59.602	110.560	Livonia, NY			52.570	50.958	53.552(1)
(0.782)												
7	Brian Bagnall	86 Mazda RX-7	62.846	DNF	61.333	115.827	Wilbraham, MA		DNF	55.122	54.494(1)	(5.267)
8	Jeff Yatsko	97 Honda Del Sol	64.973(1)	60.481	60.099	116.310	Spotswood, NJ	FM Motorsports	56.211(1)	57.202(2)	DNF	(0.483)
9	Lee Walsh	90 Mazda Miata	79.362(4)	63.362(1)	DNF	117.097	Windham, NH	JcksnRcgIntake	60.126	DNF	53.735	(0.787)
10	Rick Russell	71 Porsche 914	63.629	61.399	61.402	120.168	Newton, NH	Gruppe Evergreen	58.769	DNF		(3.071)
11	John Hanson	71 Porsche 914	62.965	62.276	61.867	121.242	Kingston, NH	Gruppe Evergreen	DNF	59.375		(1.074)
12	Gene Tricozzi	90 Mazda Miata	67.604(1)	64.836	63.560	No Time	Scotia, NY	Northern Funding	DNS	DNS	DNS	
13	Steve Ashcraft	90 Mazda Miata	DNF	DNF	DNF	No Time	Kendall Park, NJ	Team Nagoya	67.174(3)	54.457	52.137	
C Street Prepared Ladies												
1T	Denise Kugler	89 Honda CRX	59.795	61.111(1)	58.668	109.814	Springtown, PA	DART	DNF	DNF	51.146	
D Street Prepared												
1T	Mark Daddio	96 Dodge Neon ACR	57.860	58.222	60.007(1)	105.547	Beacon Falls, CT	SVE	47.687	48.138	50.647	
2T	Mike Neary	97 Acura Integra GS-R	DNF	DNF	59.607	110.227	Millersville, MD	GTR Motorsports	DNF	50.620	54.060	(4.680)
3T	Tom Bracci	96 Dodge Neon ACR	69.269(1)	61.186	60.480	110.975	Trumbull, CT			53.009	50.495	58.659(1)
(0.748)												
4T	Mark W. Seelbinder	81 Fiat X1/9	61.579	60.027	60.223	111.298	Spencerport, NY			DNF	51.271	54.789
(0.323)												
5T	Dan Dalessio	95 Ford Probe GT	65.187	63.267	69.610(2)	112.092	Canton, MA	CD Auto Repair	48.825	57.093(3)	52.309	(0.794)
6	Chip Van Slyke	90 Acura Integra	DNF	61.840	DNF	112.293	Albany, NY			DNF	50.453	55.714
(0.201)												
7	Brian Reeves	82 Fiat X1/9	7.748(2)	DNF	62.918	112.688	Rochester, NY			49.770	50.876(1)	52.947
(0.395)												
8	Doug Morrell	94 Acura Integra GS-R	64.559	63.991	62.337	112.996	Richmond, VT			51.346	50.659	
(0.308)												
9	Phil Kogan	88 BMW 325i	62.837	62.279	61.155	113.295	E. Douglas, MA	KRS	52.140	52.320	54.815	(0.299)
10	John Bandy	87 Volkswagen Scirocc	DNF	63.907	DNF	113.700	Richmond, VT			49.793	50.529	DNF
(0.405)												
11	Gary Coryer	94 Acura Integra GSR	65.050	63.456	63.319	114.360	Colchester, VT			51.041	51.835	55.545
(0.660)												
12	Eric J. Kroth	90 Acura Integra	64.841	67.124(2)	69.351(2)	114.493	Delmar, NY	AccuChip Engineering	49.652	52.528(1)	50.479(1)	(0.133)
13	Tina Reeves	82 Fiat X1/9	64.382	61.766	61.185	114.971	Rochester, NY			54.772(1)	53.786	54.386
(0.478)												
14	Steve Norton	95 Acura Integra	63.565	62.956	62.756	117.691	Wakefield, MA			63.233	55.080	54.935
(2.720)												
15	Lawrence Beck	97 Dodge Neon	64.579	DNF	63.415	No Time	Canandaigua, NY	Magic Turnip Racing	DNS	DNS	DNS	
E Street Prepared												
1T	Edward Varney	99 Chevrolet Camaro	63.956	62.968	62.129	115.983	West Springfield, MA		54.774	54.797	53.854	
2	Chinedum Oli	98 Mitsubishi Eclipse	70.185	72.873(3)	DNF	130.777	Worcester, MA			80.697(1)	60.696	60.592(1)
(14.794)												
F Street Prepared												

Hurdle 2001 Road Rally, Saturday, August 18, 2001

Come to Connecticut to Celebrate summer with the 2000 Rally of the Year Award Winner!

Hurdle 2001 begins at the Holiday Inn in Cromwell, Connecticut. From there, the course will run throughout Eastern Connecticut for approximately 150 - 170 miles with morning and afternoon breaks in Norwich, CT. The rally will end in Glastonbury, CT at JB Williams Park with a cookout (tickets for cookout must be purchased separately. You must pre-register for the cookout. No tickets will be sold the day of the event). Hurdle 2001 is suitable for both experienced and novice rallyists with a special class for First Timers.

Hurdle 2001 will be run in compliance with the 1996 NER/SCCA Road Rally Regulations, as amended. It will be part of New England Road Rally Championship and the SCCA Northeast Division Road Rally Championship.

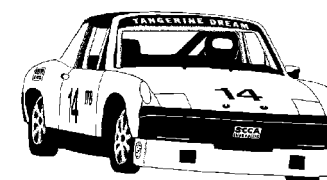
Lodging: Rooms are available at the Cromwell, CT, Holiday Inn for a rate of \$79.00/night which includes continental breakfast. Call 860-635-1001 and mention Sports Car Club of America to receive the special rate, which will be available until July 13, 2001.

Questions: Further information or questions about the event can be asked of Rallymasters Jon and Kelli Lamkins, 71 Hazelwood Drive, Southington, CT, 06489, kijlamkins@hotmail.com, 860-621-5964 (home), 860-277-8440 (work)

Schedule of Events (tentative)



METAL SALES CUSTOM ROLLCAGES FORMULA CAR UPDATES PORSCHE 914 SPECIALIST:



Competition Exhaust,
Steel Flares,
Brake Ducts,
Rust Repair

Phone & FAX: (860) 647-1917

Small and unusual requests welcome!

Friday, August 17, 2001

7:00 pm - 9:00 pm

7:30 pm

Saturday, August 18, 2001

7:30 am - 8:30 am

9:01 am

4:00 pm

Registration

Novice Seminar (tentative)

Registration

First Car Off

Approximate finish time for Car #1

Hurdle 2001 Entry Form

Driver _____

Street _____

City _____ ST _____ Zip _____

Phone _____ Member? _____

e-mail _____

Navigator _____

Street _____

City _____ ST _____ Zip _____

Phone _____ Member? _____

e-mail _____

Class A ___ B ___ C ___ D (Novice) ___ F (First Time) ___

SCCA Member? _____

FCSCC Member? _____

Send General Instructions to (circle one): Driver Navigator

Competition Class (circle one): A B C D (Novice) F (First Time)

Vehicle Information:

Make: _____ Year: _____ Model: _____

License Plate: _____ State: _____

Registration Fees:

\$30.00 (SCCA/FSCC Member before 08/01/2001) _____

\$35.00 (Non-members/Members after 08/01/2001) _____

NER Regs _____ X \$4.00 _____

Cookout: (\$12.00 per person) _____ X \$12.00 _____

(YOU MUST PRE-REGISTER FOR THE COOKOUT)

Total _____

(Please make checks payable to 'NER/SCCA')

THE ENTRANT WARRANTS THAT AN AUTO INSURANCE POLICY WITH LIABILITY LIMITS OF NOT LESS THAN \$100,000/\$300,000/\$50,000 IS IN FORCE FOR EACH VEHICLE ENTERED. IN SIGNING THIS FORM, I AGREE TO ABIDE BY ALL THE REGULATIONS AND DECISIONS OF THE RALLY COMMITTEE.

Driver Signature _____

Navigator Signature _____



Photo: Chang Ho Kim

Super Stock											
1T	Rob Falkner	01 Chevrolet Z06	57.343	59.072(1)	56.79	105.278	Clover, SC	SF Motorsports	48.484	68.150(1)	49.529
2T	Richard Beecher	01 Chevrolet Corvette	58.654(1)	56.298	56.232	105.756	Ft. Lauderdale, FL	CSC Motorsports	DNF	49.524	49.721 (0.478)
3T	Chuck Wasserott	01 Chevrolet Corvette	57.863	57.603	57.777	109.405	Fairfax Station, VA	More Performance	51.802	DNF	55.130 (3.649)
4	Steve Landstra	01 Chevrolet Corvette	61.721(1)	59.635	63.793(2)	112.540	Chester Springs, PA	Diversipak	52.905	54.215	60.901(1) (3.135)
5	Jim Howard	01 Chevrolet Corvette	61.051(1)	61.333(2)	DNF	114.332	Sterling, VA	More Performance	53.281	56.426(2)	63.388(5) (1.792)
6	J. Kurt Eikenberg		DNF	DNF	65.810		117.774	Stewartstown, PA	Dogpatch Racing	DNF	DNF
51.964		(3.442)									
7	Dan Cernese	95 Mazda RX-7	65.324(2)	68.024	DNF	119.798	Pepperell, MA		54.474	DNF	55.013
(2.024)											
A Stock											
1T	Mike Solomon	01 Honda S2000	58.594	57.925	57.498	105.404	Easton, CT	Novaworks Racing	48.972	50.375(1)	47.906
2T	Pat Salerno	99 Porsche Boxster	58.284	57.752	57.399	106.183	Paubury, CT	Novaworks Racing	51.813	52.302(1)	48.784 (0.779)
3	Nick Leverone	95 BMW M3	58.561	58.693	58.192	107.447	Worcester, MA	Flatout Motorsports	51.038	49.963	49.255 1.264
4	Etar Nerenberg	00 Honda S2000	59.368	DNF	59.133	109.608	Milton, MA	Small Fortune Racing	52.362	DNF	50.475
(2.161)											
5	Jason Bundas	93 Toyota MR2 Turbo	64.549	63.073	62.041	115.080	Marrimack, NH		DNF	53.850	53.039
(5.472)											
6	Tom Goltz	97 BMW M3 Coupe	67.245	89.471(1)	68.588(2)	No Time	Nashua, NH		DNF	DNF	DNF
A Stock Ladies											
1T	Paula Leverone	95 MBW M3	63.841	61.159	64.574	113.423	Worcester, MA	Flatout Motorsports	53.774	52.264	55.087(2)
B Stock											
1T	Tim Aro	00 Toyota MR2	61.147(1)	58.541	58.261	101.667	Richmond, VA	McGeorgeToyota	43.839	43.406	DNF
2T	Eric Peterson	00 Toyota Spyder	59.906	59.124	60.231(1)	102.986	Hillsborough, NC	McGeorge Toyota	45.271	DNF	43.862 1.319
3T	Chris Franson	99 Mazda Miata	67.922(3)	61.264	61.867	106.805	Vernon, CT		DNF	45.541	
47.753(1)		(3.819)									
4T	Rod McGeorge	00 Toyota Spyder	62.223	62.036	60.851	107.280	Monakin-Sabot, VA	McGeorge Toyota	49.193(1)	47.000	46.429 (0.475)
5	Ed Sangmeister	99 Mazda Miata	62.301	78.777(1)	62.488	108.403	Panndez, PA		48.219	46.102	
48.759(1)		(1.123)									
6	Robert Leone	00 Toyota MR2 Spyder	63.660	62.360	62.497	109.012	Churchville, PA		48.225	46.981	46.652
(0.609)											
7	Brian Czernicki	99 Mazda Miata Sport	63.868	64.259	63.217	110.734	Unionville, CT		47.824	47.517	DNF
(1.722)											
8	Charles Frank	99 Mazda Miata	67.458	70.165(2)	DNF	116.881	Raleigh, NC	Chs Frank,Goldsmith	49.926	DNF	49.423 6.147
9	Ed Sangmeister Sr.	99 Mazda Miata	DNF	73.328	DNF	127.016	Bensalem, PA		55.801	53.834	53.688
(10.135)											
10	William Gesvantner	00 Toyota MR2 Spyder	DNF	DNF	DNF	No Time	New Windsor, NY	Fast Company	47.873	52.682	47.908
11	Richard Wayne	00 Toyota MR-2 Spyder	DNF	DNF	DNF	No Time	Jamaica, NY	unorthodoxracing.com	47.215(1)	44.243	44.539
B Stock Ladies											
1T	Donna Frank	99 Mazda Miata	DNF	DNF	65.910	119.289	Raleigh, NC	Team Pointless/Chs Frank	54.926	56.422(1)	53.379
2	Lori Leone	00 Toyota MR2 Spyder	66.718	65.633	64.047	122.792	Churchville, PA		58.745	DNF	DNF
(3.503)											
C Stock											
1T	Jonathan Roberts	91 Toyota MR2	59.788	59.742	59.352	102.724	Blacksburg, VA		46.486(1)	43.630	43.372
2T	Glen Hernandez	91 Toyota MR2	60.289	59.412	59.133	103.373	Bothel, WA	Thanks Eric & Mari !!	45.960(1)	44.240	45.414(1) (0.649)
3T	Eric Clements	91 Toyota MR2	59.620	60.483	DNF	103.802	Port Matilda, PA		44.182	44.855	44.718
(0.429)											
4T	Ken Frey	91 Toyota MR2	60.386	DNF	DNF	104.789	Greenwich, CT	Hooiser/Align Tech	44.403	DNF	44.554 (0.987)
5T	Michael Potocki	91 Toyota MR2	62.782(1)	62.698(1)	60.424	105.026	Buffalo, NY	Stranoparts.com	46.060	44.602	44.681 (0.237)
6	Chris Shenefield	91 Toyota MR2	DNF	60.827			105.563	Trucksville, PA	Cannon Fodder Racing	45.905	44.844
44.736		(0.537)									
7	Jim Roberts	91 Toyota MR2	DNF	61.891	DNF	107.126	Kitty Hawk, NC		DNF	45.657	45.235

(1.563)											
8	Mark Schnoerr	88 Pontiac Fiero	64.311	61.735	61.088	107.489	Stamford, CT	www.realcarsplus.com	47.282	48.358(1)	46.401 (0.363)
9	Jean Minehart	91 Toyota MR2	63.275	DNF	65.921	109.501	Raleigh, NC	Team Underdog	46.399	47.151	46.226 (2.012)
10	Chris Janusz	91 Toyota MR2	63.988(1)	DNF	DNF	111.397	Hunlock Creek, PA	Cannon Fodder Racing	48.546	49.746(1)	47.409 (1.896)
11	Jim Pastorius	93 Toyota MR2 Aquamar	DNF	DNF	65.312	111.589	Raleigh, NC	Darkside Racing	49.738	46.740	46.277 (0.192)
12	Henry Wallace	93 Toyota MR2	66.089(1)	65.119	65.077	112.022	Southborough, MA			47.238	46.952 46.945
(0.433)											
13	David Potocki	91 Toyota MR2	DNF	66.541	66.580(1)	115.063	Kenmore, NY			51.432(1)	48.522 49.507
(3.041)											
14	Armand Auclair	90 Mazda Miata	74.292	70.983	67.481	117.918	Endsburg, VT	Plum Crazy Motorsports	51.717	50.437	50.957 (2.855)
15	Mark Hoffmann	90 Mazda RX-7	70.559	DNF	83.307(3)	123.137	Haverhill, MA			57.416(2)	52.578(1) DNF
(5.219)											
C Stock Ladies											
1T	Kristell Janusz	91 Toyota MR2	64.820	63.103	62.733	113.395	Hunlocks Creek, PA	Cannon Fodder Racing	55.153	51.539	50.662
2	Mari Clements	91 Toyota MR2	DNF	64.271	62.746	114.497	Port Matilda, PA			54.095	DNF 51.751
(1.102)											
D Stock											
1T	Tyson Sawyer	98 Dodge Neon	74.015(4)	64.390(2)	60.959	108.118	Rindge, NH			47.159	63.343(4) 51.446
2T	Tom Ernst	95 Dodge Neon from He	DNF	62.559	65.507(2)	109.596	N. Collins, NY	Obnoxious Motorsports	47.037	47.073	50.825 (1.478)
3T	Marc J. Sibilia	98 Dodge Neon ACR	DNF	63.553	62.670	109.877	Princeton, NJ			47.207	51.358 51.460
(0.281)											
4	Tony Savini	97 Dodge Neon ACR	DNF	64.056	62.185	111.490	Cochranville, PA			49.305(1)	50.366 50.888
(1.613)											
5	Timothy Dennison	98 Dodge Neon	62.905	DNF	62.071	112.080	Wappingers Falls, NY	Racing for Tots	56.912(2)	50.009	DNF (0.590)
6	Nathan Draper	88 FunHondas CRX si	64.373	66.565(1)	63.319	113.274	Ashland, MA	Fun Hondas Racing	49.955	56.463(1)	52.517 (1.194)
7	Chang Ho Kim	88 FunHondas CRXsi Si	64.631	62.392	62.499	114.448	Waynard, MA	Fun Hondas Racing	58.306(3)	62.422(2)	52.056 (1.174)
8	Edward Savage	98 Plymouth Neon ACR	63.560	63.333	63.221	115.509	Webster, MA	Fur Ball Racing	DNF	DNF	52.288 (1.061)
9	Richard Hagan	01 Dodge Neon ACR	68.161	76.237(3)	69.143(1)	120.167	Meriden, Ct	American Crow	52.006(1)	64.695(2)	DNF (4.658)
E Stock											
1T	Matthew Poynter	92 Nissan Sentra	64.008	63.645	62.298	111.549	Huntington, VT			50.117	50.469 49.251
2T	Andre Downey	91 Volkswagen GTI	64.103	64.290	62.927	113.285	Philadelphia, PA	Woodlawn Garage	52.163	51.454	50.358 (1.736)
3	Rob Foley	00 Toyota Celica	63.728(1)	63.290	61.457	113.584	Randolph, NJ	HUOA Racing	55.646(1)	54.007	52.127 (0.299)
4T	Tim Richmond	98 Plymouth Neon	62.277	61.734	61.511	114.679	Pl Valley, NY	Timmah !	55.003	54.031	53.168 (1.095)
5	Jim Hall	00 Honda Civic Si	64.823	64.815	64.412	115.763	Fishkill, NY			55.881	53.952 51.351
(1.084)											
6	Mark Verchick	86 Honda Prelude	64.524	64.226	62.277	116.106	Manchester, CT	PAX RATS	DNF	53.829	54.098 (0.343)
7	Keith Crossley	98 Plymouth Neon	66.078	66.236(1)	64.850	119.272	Webster, NY	Our Front Porch	DNF	DNF	54.422 (3.166)
8	Charles Rutan	98 Acura Integra RS G	66.970	DNF	DNF	120.391	Old Saybrook, CT	Rutan Racing	57.524	55.250	53.421 (1.119)
9	Marshall Cone	87 Honda CRX	65.978	DNF	DNF	121.201	Ashburn, VA	Cone Toy Racing	58.346	56.005	55.223 (0.810)
10	Ryan P. Jenkins	95 Saturn SX2	69.486(1)	66.448	67.141(1)	138.433	Hanover, NH	saturperformance.com	71.985	DNF	DNF (17.232)
F Stock											
1T	Paul Kozlak	89 Chevrolet IROC 350	58.908	57.711	57.183	101.035	Harleysville, PA	Retro Racing	43.852	49.234(1)	51.437(2)
2T	Sam Strano	01 Chevrolet Camaro	58.223	60.124(1)	58.421	101.729	Brookville, PA	stranoparts.com/	43.506	46.635	48.985(1) (0.694)
3T	Mike Johnson	95 Chevrolet Camaro	60.746(1)	57.717	57.618	102.560	Rutherford, NJ	HUOA Racing	44.942(1)	46.850	DNF (0.8314T)
4T	Lynne Rothney-Kozlak	89 Chevrolet IROC 350	58.623	58.573	57.775	104.134	Harleysville, PA	Retro Racing	46.359(1)	47.495	DNF (1.574)5
5	Jim Fossum	98 Chevrolet Z-28	63.568(1)	60.041	61.607(1)	105.709	Saratoga Springs, NY		45.668	50.625(1)	54.256(2) (1.575)6
6	Karl Bender	01 Pontiac Firebird	60.779	59.841	59.224	106.178	Boalsburg, PA			46.954(1)	49.625 DNF
(0.469)											
7	Bruce Bellom	00 Chevrolet Z28	62.714	62.472	61.189	106.754	Garrison, NY	Team Bellom	45.565	48.591	DNF (0.576)
8	Ken Hurd	98 Chevrolet Camaro	61.815	62.576(1)	60.924	107.424	Hinesburg, VT	PJ's AutoVillage	46.500(1)	48.097	DNF (0.670)
9	John T. MacDonald	97 Pontiac TransAm	61.585	62.360(1)	60.053	109.606	Southboro, MA			50.047(2)	52.747(2) 49.553
(2.182)											
10	Jeremy Sereyka	91 Pontiac Firebird	63.937	63.490	62.257	110.987	Wilkes-Barre, PA	J & H Racing	48.730(1)	50.141	52.753(1) (1.381)
11	Mark Valera	01 Chevrolet Camaro	DNF	63.926	61.728	111.540	Jamaica Estates, NY			49.812(1)	50.587 5