



SCCA
Sports Car Club of America



PIT TALK

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

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JULY, AUGUST, SEPTEMBER 2017



Thompson Majors Results

Lime Rock and NHMS Results

Solo Event 7 Results,

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COVER: Douglas Valley in his GT1 Mustang, chases David Maynard in his GT2 BMW as they crest the hill at NHMS's the Memorial Day Weekend event. Photo: Peter Villaume

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1/4 page 3 5/8 x 4 7/8
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3/5 Back cover	\$265/per issue or \$200 for 3 or more placements
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1/4 Page	\$140/issue or \$110/issue for 3 or more placements
1/3 Page	\$160/issue or \$135/issue for 3 or more placements
Business Card	\$90/issue or \$75/issue for 3 or more placements

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FROM THE RE:

A message from the RE on the day of the total eclipse of 2017: If you are reading this, then that means you heeded the warnings (of your mother) to not stare directly at the sun! I am grateful for that fact and also for the great competition that the Region has enjoyed this summer.



Sterling Cole, RE

We held many successful events over the past few months, and we are looking forward to carrying that trend into the fall. One of those successful events, which was a first-time occurrence for the Region, was a Majors club race. While we have held "nationals" in the past, this was the first opportunity that the Region had to host a Majors event since the program's inception. The event was well-attended and successful and helped to introduce many competitors outside the Region to Thompson Speedway Motorsports Park and our amazing membership and volunteers. If you came out, I hope you had a great time (I did)!

In keeping with the topic of "great times," we are thankful to have Bryan Rogers championing the RAL event this year.

Bryan races a Formula

Vee in club racing and has been essential in making the event happen. We have many things in store for our fundraising efforts including an amazing raffle, t-shirts, and stickers. Most meaningfully, Bryan has organized a trip for NER members to a pediatric leukemia ward. We plan to have the kids help design a helmet that will then be donated to the ward. Stay tuned to our social media for more information. We hope to see you at the RAL club racing event at Palmer Motorsports Park in September.

We staffed our own promotional booth at both pro racing events that Lime Rock Park held this season, which in addition to our presence at the Global Rally Cross event, Starting Line School, Street Survival School, Formula SAE competition, Track Night in America, and multiple automotive-themed shows, means we are really getting the word spread about our region. If you are interested in helping staff our booth at one of these events, email me at regionalexec@ner.org.

The Board has finished the update of our Operations Manual, and it came out great. You will notice that the bylaws are published again in this issue. By rule, we must run the changes in two consecutive issues before a vote can be made on their approval. Please be on the lookout for a special meeting invitation for that vote.

Two last, short topics before I end: The NER annual meeting and awards banquet will once again be held at Mohegan Sun, with the exact date still to be determined. Lastly, please find the nomination form for the Board of Directors in this issue. We are always looking for people to run for the Board, so get your forms in soon!

As always, enjoy the drive.

"..the event (majors) was well-attended and successful ..."

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

May 10, 2017

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

Present were: Regional Executive Sterling Cole, Assistant Regional Executive Brian Mushnick, Secretary Wiley Cox, Treasurer John Ferreira, Directors Jesse Honigs, Richard Currey, Doug Myers, Derek Sivret, Theresa Condict. Also in attendance were Kathy Barnes, Trevor Hermance, and Bryan Rogers

Meeting was called to order by Sterling Cole at 7:06pm.

7:10pm - Motion by to accept March 2017 BOD minutes, seconded (Currey, Honigs) – **MOTION PASSED**

Area 1 director report: submitted by email by Bob Dowie – Primary focus is finding a new SCCA president. New Upgrade to technology and AMS site for SCCA. Also working on finding a new president for National Club Racing. F4 series is strong and growing. Formula Enterprise well-received and growing. Attended the Thompson Track Night in America event, it was well-attended and well-run.

SPECIALTY REPORTS

Club Racing – 100 entries, 18 drivers signed off at the school, the first event went well, no car to car contact. The Bathrooms and showers at Palmer WORK! Next event May 27th-28th.

RallyX - April 22nd, 63 drivers at Rochester, varying conditions, 8 laps. May 13, Mt Snow, 52 signed up. June 10, Blue Lot in Ludlow, postponed due to town project until September. Remainder of series to be scheduled shortly. Owner of Barker Farm putting up a large solar farm on the field the group previously raced on. Rochester Fairgrounds closing after July 4th.

Solo – First two events of the year well attended, but novices down about 30% from last year. Investigating how novices find our event. All solo events added to google calendar (by Sterling)

CART HPDE – 35 entries at Thompson CART time trials event. Better than last year, but would like the to be higher. (29 on track, rain

to drying conditions), small profit made.

Membership - 4 months of gain. 2324 members in February. 2420 members today. Expired in March, 67. New in April, 65.

Treasurer report – Solo revenue incorrectly reported, Kathy corrected. Also questioned \$240 of sponsorship income. John will get back to Kathy. Discussion and elaboration made on TRPs program to be implemented.

Motion to accept specialty reports (Mushnick, Sivret) - 8:47pm – **MOTION APPROVED**

NEW BUSINESS

Kathy Barnes - Need 6 people for 4 days for an OEM driving event at Mohegan Sun

9:08pm - Motion to adjourn (Mushnick, Cox) – **MOTION APPROVED**

Respectfully submitted this 12th day of June, 2017

Wiley Cox, Secretary

June 14, 2017

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

Present were: Regional Executive Sterling Cole, Assistant Regional Executive Brian Mushnick, Secretary Wiley Cox, Treasurer John Ferreira, Directors Richard Currey, James Ray, Doug Myers. Also in attendance were Trevor Hermance and Andrew Ahern.

Meeting was called to order by Sterling Cole at 7:07pm.

7:13pm - Motion by to accept March 2017 BOD minutes, seconded (Currey, Cox) – **MOTION PASSED**

Area 1 director report, submitted by email by Bob Dowie – Mike Cobb started as President of the SCCA. Strong Biz background and franchise operation, branding, etc. Wants more of a focus on regional services. RE has conference all with the new President (Jumbo region conference call).

SPECIALTY REPORTS –

Treasurer Report – Treasurer has been

working with CPA to make records, “Audit-ready.” They have reconciled all issues related to, “New England Region LLC”.

Club Racing – Memorial Day event went well. Car count for Lime Rock is currently 168. Looking for a photographer for Thompson Majors, especially a podium picture. Also looking for a Trophy Announcer/Presenter.

RallyX – No Update

Solo – National Tour is June 17-18th. 171 entries entered.

CART HPDE – 36 entries at Thompson CART time trials event, cleared break-even. Wet in the morning, clear in the afternoon. More than 3 hours on track. Pocono for Labor day is the next event.

Membership – Lost 8 members in May 2017. 2412 as of now, 2420 in May, 2324 in February. New for May, 46. Expired for April, 78.

Merchandise – All restocked for this weekend's event at LRP. Constant Contact has increased to +\$60/yr starting next year.

Motion to accept specialty reports (Mushnick, Currey) - 7:44pm – **MOTION APPROVED**

OLD BUSINESS

RAL Update – FirstGiving site is up and running. Event is proceeding.

Lime Rock WC recap – Jesse H and other volunteers from SCCA staffed the booth. Set out candy and winning smiles, opportunity to win an NER T-Shirt or Umbrella every two hours. Going to invite Lou and Meghan (volunteers) for the IMSA race.

FCSCC Street Survival Sponsorship 2017 – Still need a safety steward. Paul K and Rich Currey will try to figure out if there are enough safety stewards for Paul K to come and be a safety steward for Street Survival.

Annual Meeting 2018 – No update

Operations Manual Revisions – Rich Currey mentioned changes needed for number of issues to be sent out if we send out printed issues. No other issues brought up now. **MOTION TO APPROVE CHANGES AS GIVEN** (Currey, Mushnick) (8: – Aye – Cole, Currey,

Myers, Mushnick, Cox, Abstain –James Ray

Archives and IMRRC – Wiley Cox provided update regarding lack of deal and need to renegotiate deal with IMRRC.

Lime Rock IMSA Staffing – Need for volunteers to work the event.

NEW BUSINESS

Resignation of Derek Sivret as Director

Election of Andrew Ahern as Director by the board – Motion to Elect Andrew Ahern as Successor for Director to replace Derek Sivret (Ray, Mushnick) – **MOTION APPROVED UNANIMOUS** (8:28pm)

Wiley to contact Secretary of state website to update Andrew, remove Derek.

Ascenders Program renewed for National SCCA conference (1 free per three paying members) for 2018

NER Brochure – Handouts for track night, booths, etc. 1000 copies, 10pt cover, gloss paper, matte aqueous coating. \$1100, Sterling to speak with SCCA national to see if they can develop a standard template to use.

July Meeting – Email the week before, conference call if needed (wiley to send ConCall numbers if needed)

8:48pm - Motion to adjourn to executive session (Currey, Mushnick) – **MOTION APPROVED**

Respectfully submitted this 12th day of June, 2017

Wiley Cox, Secretary

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

We, the undersigned ten members of New England Region, Sports Car Club of America, Inc. in good standing, nominate for the position of Director, for the 2018-2019 term:

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

The written nomination (this form or other document meeting the bylaw requirements) must be submitted to the Secretary or mailed to the Secretary and postmarked no later than Monday November 4, 2017 Send to:

Wiley Cox, 48 Bradfield Avenue, #1 Rosindale, MA 02131

In Memoriam

We received word of the death of Alan G. Howes, on Wednesday, June 28, 2017, at John Dempsey Hospital, Farmington, CT. He was 81 years old. Alan was a veteran of the Korean War and was a longtime member of New England Region, SCCA, since the early 1970s.

Alan, a lifelong automobile enthusiast had him around vehicles for both his professional and personal life, even though his career started in banking. He was a member of the Valley Collector Car Club, and of course a long time member of NER SCCA first joining in 1972, during which he was Regional

Executive and BOD member for twelve years. Alan was multiple E-Production champ driving his white, then purple Porsche Parlor 356. He was also the pace car driver at Lime Rock for many years. He was an entrant in two Rolex



—Photo: Stan Clinton

24 hour races at Daytona, as well as safety car driver for the event. Alan was also a valuable resource for the movie industry working for Cars on Location providing vehicles for *Riding in Cars with Boys*, *Spy Game* and *Super Troopers*

At the time of his SCCA involvement he owned the Portia Parlor in Canton Connecticut. Here his speciality was (obviously) Porsches, in vehicle recovery, restoration, rebuilding and repair, right until his demise. NER and the SCCA family extends heart-felt condolences to his family, and many close friends with the SCCA.

How NER Racing Has Changed Over The Years..

A personal recollection at how racing has changed since the early 70's From a single day events to Tech Inspections at each event...

By: Bob Beaulieu

SPECTATING My first event!

My brother had just graduated college the previous June, and promptly was awarded a position at the Falls River Regional High School as a math teacher.. Yes, the high school just before you arrive at Lime Rock Park. It was September 1962, and it was my fifteenth birthday, and I was already being consumed by my interest for European-style sports car racing. For that special occasion, my brother took me to see my first Sports Car Race at the Park. Squeezing into his Renault 4CV, the trip may as well have been to Oz as we entered the gates to the outfield parking at the end of the long straightaway....this was my introduction to Lime Rock Park.

I believe at that time it was a divisional event (there used to be regional, divisional and national race divisions.) The spectator area was full, and we could look across the paddock to the infield viewing area which seemed to wall-to-wall spectators. That's the kind of crowds Sports Car racing attracted at that time.

As my high school year progressed, Lime Rock was always a destination for a great day of spectating. Even through my early days of college, Lime Rock was the destination of choice. My first trip into the infield viewing area was with Paul Carrier and his Austin Healey Sprite. Paul, being short on cash, couldn't come up with his entry fee, so I crawled into

in the morning, and there were about about six, fifteen lap races in the afternoon. With such a short itinerary, car preparation was of the utmost importance. As the years progressed we gained the longer weekend format with practice and qualifying on Friday, and a much longer regional race on Saturday. Today we can enjoy the more relaxed atmosphere of the



Tech Inspection, for EVERY event was the norm...Photo Stan Clinton

the trunk area of the Bug eye. You may be aware, that there is no trunk opening in a Bugeye. In order to be within, one has to crawl behind the seat, over the rear axle hump and sette down in the negative area...and that is what I did! I can still hear him casually talking to the entrance personnel... I still wonder to this day if they figured out why the car was so low in the back.

ONE DAY EVENTS: Just like today, racing is banned from Lime Rock Park on Sundays. This led to a hectic schedule of a one day event. Practice and Qualifying was

two day event, with usually a great cook out on Friday night and many more laps of practice and racing, as well as receiving credit for two sanctioned road races.

Thompson events were held both Saturday and Sunday, but engines could not be started until noon on Sunday. As a participant, you had a chance to sleep in after a night of partying and camping on the hill in the infield. (yes, camping in a RV was way beyond affordability.)

Certainly, the multi-race format of today, in some cases a few laps shorter are so far superior. Nowadays, a

lot of racing can now be had for the buck!

DRIVERS SCHOOL: In the first number of decades of SCCA, there were no track days or track nights. Basically an SCCA license was nearly the only way to get on-track in racing conditions.

Having more enthusiasm than mechanical aptitude, it took four schools for myself and the F-Production MGA that I had purchased to finally get through school. A stock 1500 c.c. engine I found sitting under a tree for \$35.00 (and blow out the leaves in the manifold) proved to be the reliability I needed. Drivers school required six hours of track time and of course instructors approval. Six (honest) hours of track time, meant two event weekends. Fortunately, in the 70's New England Region usually held two to three drivers schools a year....with anywhere from fifty to a hundred entrants each! Back in the, mid-seventies, a weekend drivers school was approximately \$45.00

REGISTRATION:

This past weekend as I walked up to registration for the NHMS event, I was totally amazed that there was no line. And this was 7:20 in the morning. I remarked to myself on how much this has improved. Obviously, technology, pre-registration and Friday evening registration have all contributed to this. Let's re-

visit registration from years past.

More than likely you were notified of upcoming events through a post-card mailer. I'm sure this was a lot of work for each region. Not only do you mail to your current list of in-region drivers, but literally anyone whom may hold a license within the nearby regions as well. I forgot how we did register, but I believe we received a basic three page copy of supplemental regulations, and a registration application within. Easy, once again fill out the elongated form (repeating the same information from event to event), and send in a check! Did you receive confirmation of mailing your registration in? Rarely. The

...a brand new Formula Ford Lola T340, at Autodynamics was \$7,500

next dilemma, was registering at the track, and unless you showed up at six AM in the morning, to be first in line, figure that you may have anything from a half hour to an hour wait in line (and basically repeat the whole sign- in process that you mailed in.) Coupled with the tech inspection every event, you can imagine, what a hassle this was just to get on track.

Yes, I can only praise registration procedures as they are now.

TECH INSPECTION EVERY EVENT:

Not only were the entrants crunched into a one-day event, a full tech inspection was held for at every event.

This meant sitting in line in the paddock waiting for tech, wondering once again if your vehicle was properly prepared —every tech inspector seemed to have their own specific points of inspection.

My very first race in July of 1975, I joined the tech line early in the morning hoping to get through as quickly as possible and get onto the track for my first "official" practice. I heard the first closed-wheel practice beginning. I'm still in line! Then followed with the

open-wheel practice...I'm still in line! The second closed-wheel practice started as well



July, 1975, first race at Lime Rock Park, in a near stock MGA. Photo: Bridge Hill Studio

as another open wheel... still in line. I just had enough time to join the end of the queue to make the third and last practice, barely getting enough laps to familiarize

myself. After all that waiting, the session began with a stalled Corvette in the middle of Big Bend, with a locked and immovable rear end. Five laps of practice for my first time on track. (see "Just Keep Racing").

AFFORDABILITY: In 1974, a brand new formula Ford Lola T340 at Autodynamics was \$7,500. How about a used vee, on the low end could be purchased for \$600. A good front running production car could be easily had for \$2000. My first race car cost \$600 dollars with a trailer (but the engine was in a collection of liquor boxes) I sold my street MGA and bought a '67 International Harvester tow vehicle for another \$600. A drivers suit helmet etc, was only about \$150. Yes, affordable enough that many twenty-somethings could afford to enter the sport — even though net income still had not yet hit five figures!

JUST KEEP RACING:

FIRST CASE:

September, 1962 — Again, that first race that I attended at Lime Rock.

I was comfortably seated in the outfield spectating area and I had come equipped with my photo gear (a Kodak Brownie!) to capture the action. HP consisted of more Bugeye Sprites

—continued next page

Racing has changed...

Continued from page 7

than I had ever seen in one place. Their narrow tires producing much screaming and sliding.... spoked wheels were de rigueur on many of the racers. Unfortunately for one Healey pilot, his wheel came off at the entrance of Big End. The axle dug in and over and over the car went, resting just a few feet of the outside the asphalt surface of the track. The ambulance, wreckers and a half dozen flaggers and track personnel all hovered about the car as they extracted the driver on a stretcher (it was a mean snap-roll.) All this was taking place on the grass a few yards from the racing line. Did the race stop? In those days, just a local yellow. Did the cars slow down? Not by much. A few laps later, another car careened off the track as well, fortunately about ten yards past this accident.

Yes, safety (and common sense) have prevailed!

SECOND CASE: see *Tech Inspection* A Corvette spun at Big Bend, apparently with a locked up rear differential. Since the event was already running behind schedule, the vehicle was left sitting in the middle of the turn. Four more laps continued as the qualifiers dodged the car. And that, my friends was my first qualifying session!

THIRD CASE: A different perspective than the experience of my first race, in this case I was a spectator/driver.

Lime Rock Nationals, Summer 1978. Competing in my G-production MGA, grinding out lap after lap in the 30 lap event, A Mini Cooper must have lost it exiting West Bend and really clobbered the inside dirt



Lime Rock Park, Gravel was the norm for the paddock as well as the Pit straight!

embankment just before the bridge. As I approached, flaggers were running to the stricken car. The next lap, the flaggers were signaling to their position for assistance. Another lap later, the ambulance and emergency vehicles were just pulling up to the stricken vehicle. This continues with another lap, and I see the driver being pulled out on a stretcher. With the concluding lap of the incident, I see the the emergency vehicles driving away. This all seemed to be in stop motion animation as I passed the accident, a new snippet of information each time as I went by. After the initial lap of waving yellow, just a local yellow was displayed.

Fortunately these instances are far and few between, and the safety of the emergency crews and racers takes precedence, with either a

pace car or a red flag in the present.

THE PADDOCK: The paddock at Lime Rock, (no A or B as yet) was a mixture of gravel and grass with a few prime spots, (if you were early enough, shaded by a number of towering trees.) Relatively refreshing, the country picnic atmosphere was actually a pleasant

place that you could set up your lawn chairs and relax. (as Karen Pertersen says, "Better than a day at the beach!") Just don't



Early sixties, Lime Rock Park's "No Name Straight", seemed to have more of a curvature, when surrounded by berms of undergrowth...

Photo: John B. Dolan

drop that 10mm nut in the grass, because you may find yourself searching for it for the rest of day. Initially, the area of B paddock was a steep hill leading to the track, blocking the view of the down hill. Covered in trees and undergrowth, it was reputed for a large contingency of Copperhead snakes. When the new B paddock was created, it

proved very pleasant with its paved access paths, and again, a well cared for lawn to park your vehicles. As the single axle trailer towed by mom's station wagon or van, morphed into a 36 foot long RV and enclosed trailer (never mind 18 wheeler) as well as a continued crowding (and paving) the paddock began to resemble your local supermarket parking lot.

Bryar, in New Hampshire, was quite literally the next closest thing to a gravel pit, with larger stones that you always seemed to have to dodge as you went to and from the race track. Then again, you always had plenty of rocks you could use to hold down those tent poles, chock your wheels, or errant tarp.

Thompson's paddock, was right behind the main grandstand, where the turn four u-turn is.. Again, plenty of dust and plenty of gravel.



Thompson barriers were dirt berms. This is the left hander just before entering the Speedway Bowl. Photo Stan Clinton

CAMPING: With single-day events at Lime Rock, registration in many cases did not even open till 7:00 AM race day morning. In many cases, evening registration

and access to the track did not exist. The solution in many cases was to drive out the night before and literally camp within the parking area of registration. One such weekend, myself and a fellow racer got to the park at about 8 PM, and there was only one other camper on site. After retiring for the night, we woke up the next morning, and there must have been a hundred more campers on site, the area was mobbed. Either I must have been sleeping very soundly, or they were very quiet on arrival.

At Bryar, you could camp next to your car in the paddock, or you could go out back in the woods and experience a real outdoor in "in the forest" camping experience. One of our early forays in trying this, Elise (my wife) and I took the International to the "outback", set up a quasi, fictional looking camp site, and opened the tail gate to cook on our Coleman stove. First, it started to rain, and then bugs came down on us as if in a strafing run. I tried to make a little cover with a half attempt of a tarp with

little success. I looked over at Elise and she was weeping. "That's it we're out of here!" I exclaimed!

We got a hotel in Laconia that night, and never camped again. Elise's idea of "roughing it" is Motel Eight... and I have to agree!

At least it omitted all the paraphernalia that you had to pack associated with camping! Especially in those days, all my camping gear was four floors up in the attic.

Thompson: Before the closure road racing in 77, camping mainly took place at the foot of the hill within the infield viewing area. Like all closely knit camping communities, it got kind of wild and crazy, with all kinds of fun to be had, as well late night race car work in progress. In one case, I came across an individual repacking front wheel bearings on his SS Opel by the light of his Coleman lantern! Hey, you make do with what you got! With the late Sunday start, I found myself driving home the 75 miles each way to have the comfort of a clean shower and real bed!

if you got into trouble more than stopping your errant race car, you had a good chance of being launched into low orbit. If you had a similar problem on the back straight, it was definitely a swim in the swamp. For many years, at Lime Rock a mid-fifties Cadillac ambulance was parked over by the medical hut, but I don't think I ever saw it move or could it start in the first place?

One of my recollections was while competing at an EMRA time trial, I slid off-track at the exit of the down hill, got into the dirt on the side of the track and rolled the car over. (Of course when they righted the car, they continued the roll to ensure both sides of the car had beaten panels.) I was fine other than being a little hopped-up on adrenaline. When I was checked by the doctor, she said she had nothing in her medical bag; but had a thermos of chicken soup! Huh?

After that event, I promised I would never use a daily transit car on the track

RACE CAR PREPARATION:

Of course this has been a case of evolution since four wheels were put on a track and drivers challenged each other. The vehicles of the seventies were definitely considered race-prepared compared to the fifties. Where as looking at the vehicles of the seventies, they were not much more prepared than an IT race of today!

Blue Streak racing tires were "the item" in the late sixties, but with the advent of the new decade, (the 70's!) slicks became the norm. The passenger seat was also allowed to be removed. (My first MGA still had the passenger seat installed.) You also had to have a 2.5 pound fire extinguisher bolted to the floor or roll bar.

Roll bars were relatively simple. A few had discovered the strength and safety of the full cage, but many, as mandated, were still the simple full hoop, two rear supports, and a diagonal. In some cases, maybe a forward facing bar was attached to the frame near the passenger footwell. Side impact was not yet addressed.

The full Kirkey-style support seat was still in the future as you settled into more than likely a fiberglass bucket. Stock gas tanks were still in vogue, though fuel cells were gaining in popularity. Flares, air dams etc. were just coming into being. Suspension mod? How about transaxle lubricant instead of shock oil in your shocks, (MGA lever shocks) and maybe throw a sway bar on the front end. Voila. suspension completed.

Engine work, was still the big expense. Head and carb work, camshaft, pistons, balancing etc., Definitely had to be done in order to keep you competitive.

Your seasonal rebuilt could be had with machine work for \$600. In conclusion, the



Bryar: turn two. Hi-tech for the era, new tire "walls", which are still a good (inexpensive?) solution for barriers. Photo: George Miller

ON TRACK

SAFETY: Back then, Lime Rock was still the main configuration that it is today, but there were no guard rails, fences or B Paddock. The track was surrounded by dirt berms which

—continued on page 12

New England Region SCCA, By-Law Updates

Per By-law requirements, changes, updates or amendments must be published a minimum of twice for membership review before being voted on at the official "Meeting of Members", held at the NER Annual Meeting

Below, please find proposed changes to the New England Region SportsCar Club of America's group Bylaws. In accordance with our bylaws, we are publishing these proposed changes to the bylaws here and via other communications methods, to allow our membership sufficient time to review and comment on the proposed changes. These bylaws will be voted on at an official "meeting of members," for which there shall be given sufficient advance notice that all NER members wishing to attend will have the right and ability to do so. To comment on or propose changes to these Bylaws, please contact the Regional Executive, Sterling Cole, at regionalexec@ner.org, or the secretary, Wiley Cox, at wiley.cox@gmail.com. Thank you.

ARTICLE I – NAME, PURPOSE, EMBLEM, and SEAL

Section 1. – NAME:

The name of the club shall be the New England Region, Sports Car Club of America, Inc.

Section 2. – PURPOSE:

The nature of the activities to be conducted and the purposes to be promoted and carried out are as follows: To promote interest in sports cars and other fine automobiles and to encourage their safe and skillful operation, by developing, arranging and conducting closed circuit racing, rallying, and other forms of automotive competition, by dissemination of information through news releases and Club publications, and through related social and recreational activities for the instruction and enjoyment of its members.

Section 3. – EMBLEM:

The New England Region, SCCA club emblem shall be in the shape of a triangle as a V with a straight horizontal line closing the top of the V. The triangle outlined in black, is equal on all three sides representing the three specialties of NER: Racing, Rally and Solo. The background color is yellow (Pantone #109). The NER (capital letters) with New England Region located underneath NER, are in red (Pantone #186). Centered in the triangle is the outline/background of the six New England states in green (Pantone #349). The SCCA capital letters in red with a black outline and Sports Car Club of America® located underneath in black letters, are positioned over the state of Vermont and New Hampshire.



Section 4. – SEAL:

The Club seal shall be circular in form and inscribed with the name of the Club, the year of its incorporation, and the word "New England."

ARTICLE II– MEMBERSHIP and DUES

Section 1. – FULL MEMBERSHIP:

Any person eligible for election to full membership to National SCCA shall be eligible for membership in the New England Region. Full members in good standing are entitled to all the privileges of membership. By vote of the Board of Directors, any other conditions pertaining to or classes of membership may be approved and incorporated into membership requirements. Such changes or conditions must be approved at the next Annual Meeting.

Section 2. – DUES:

The annual dues for each class of membership shall be established each year by vote of the members at the Annual Meeting. Regional Full Membership dues shall be payable in conjunction with renewal of National SCCA membership.

Section 3. – EXPULSION:

Membership shall automatically lapse for nonpayment of dues at the end of 60 days after being billed for the current year.

Any member, after a hearing with the Board of Directors, may be suspended until the next Annual Meeting for infraction of the Club rules by vote of a majority of the Directors of the Club or for other cause if a majority of the directors shall deem such suspension to be in the best interest of the Club. Upon suspension, the member shall be so informed in writing.

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Any member suspended as provided above may be presented at the next Annual Meeting for expulsion and shall be expelled if a majority of the members present and voting, vote to expel them. The vote shall be by secret ballot.

Section 4. – RESIGNATION:

Any member may resign by directing a letter of resignation to the Secretary, either as a physical letter, or in an email to an acknowledged address for the Secretary. Their resignation shall be effective on receipt of the letter, provided all indebtedness to the Club is paid.

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ARTICLE III – MEETINGS of the MEMBERS

Section 1. – ANNUAL MEETING:

The Annual Meeting of the members shall be held annually in January, or such appropriate date as the Board of Directors may select, in each year for the purpose of electing directors and for the transaction of such other business as may lawfully come before the meeting. The meeting location will be within Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, or Vermont. If such Annual Meeting is omitted on the day herein provided, therefore, a special meeting of the members may be held in place thereof, and any business transactions or elections held at such special meeting shall have the same effect as transacted and held at the Annual Meeting, and in such cases all references in these ByLaws, to the Annual Meeting shall be deemed to refer to such special meeting. Any such special meeting shall be called and the purpose thereof shall be specified in the call, as provided in the Article.

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Section 2. – SPECIAL MEETINGS:

A special meeting of the members may be called at any time by the Board of Directors. Such call shall state the time, place, and purpose of the meeting.

Section 3. – NOTICE of MEETING of MEMBERS:

A written notice of each meeting of members, stating the place, day, hour thereof and the purpose for which the meeting is to be held shall be given not less than 14 days nor more than 45 days before such meeting, to each member entitled to vote thereat, by leaving such notice with them or at their residence or usual place of business, or by mailing it addressed to such member at their address as it appears on the books of the corporation. To facilitate correspondences, e-mail addresses, if provided, may be used in lieu of residential addresses.

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Section 4. – VOTING:

At all meetings of the members, twenty-five (25) members shall constitute a quorum. All action except amendment of the Articles of the Association and amendment of these ByLaws shall be by simple majority of those voting. The balloting process, except in the case of amendments to the Articles of the Association and amendments to these ByLaws, shall be at the discretion of the Board of Directors.

ARTICLE IV – BOARD of DIRECTORS

Section 1. – NOMINATION OF DIRECTORS

Any 10 members of New England Region in good standing may nominate a member as a candidate for director. Such nomination must be made in writing, signed by the members making the nomination, countersigned by the member so nominated, and delivered in person to the Secretary, emailed to an address acknowledged as a verified address for the Secretary, or postmarked by October 1st or 60 days prior to the date set for the next Annual meeting.

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Section 2. – Election of Directors:

An election of candidates for the Board of Directors shall be held annually at the Annual Meeting of the members. Ballots will be distributed at the Annual Meeting and members may cast a ballot for up to, but not exceeding as many positions of the Board are available in that election. Absentee ballots will be mailed via electronic mail or post to all members in good standing not less than thirty (30) days, nor more than ninety (90) days prior to the meeting. In the event that a member cannot attend the meeting, the absentee ballots may be filled out and delivered in person to the Secretary or emailed or posted to an address acknowledged as a verified address for the Secretary, to be included in the final ballot total for that election. The ballots will be totaled by the Secretary or their impartial delegate(s) at the Annual Meeting and the candidates with the most votes will be elected to the available positions.

Section 3. – BOARD:

A Board of not less than ten (10) directors shall constitute a Board of Directors. At each Annual Meeting of the membership, five (5) directors shall be elected for a term of two (2) years. The directors shall be members of the corporation. Each

director shall file with the Secretary a written acceptance of the trust before they is qualified. Effective January, 1996, each director shall hold office until their successor is elected and qualified, or until they sooner die, resign, is removed, or has served three (3) consecutive two-year terms.

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Section 4. – POWERS and DUTIES of the DIRECTORS:

The Board of Directors shall have and may exercise all the powers of the corporation, except such as are conferred upon the members by law, by the Agreement of the Association, or by these ByLaws.

SCCA Membership Application

Sports Car Club of America

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

Section 5, – MEETINGS of THE BOARD:

Regular meetings of the Board of Directors may be held without call or formal notice at such place and at such time as the Board may by vote from time to time determine.

Special meetings of the Board of Directors may be held at any time or at any place when called by the Chairman of the Board, the Regional Executive, the Treasurer, or two or more directors, reasonable notice thereof given to each director by the Secretary, or in the case of the death, absence, incapacity, or refusal of the Secretary, by the officer or directors calling the meeting.

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Section 6, – QUORUM of DIRECTORS:

At any meeting of the Board of Directors, a quorum for any election or for the consideration of any questions consist of a simple majority of the directors then in office, but not less than four. When a quorum is present at any meeting, the vote of the majority of the directors present and voting shall be requisite and sufficient for the election to any office, and a majority of the directors present and voting shall decide any question brought before such meeting, except in any case where a larger vote is required by law, by the Agreement of Association or by these ByLaws.

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ARTICLE V – OFFICERS

Section 1, – ELECTION of OFFICERS:

The Board of Directors shall annually choose a Regional Executive and an Assistant Regional Executive, who both shall be members of the Board; a Secretary and a Treasurer and such other officers or committee chairmen, if any, as the Board of Directors may in its discretion elect or appoint. So far as is permitted by law, any two or more offices may be held by the same person. The Secretary and Treasurer shall before entering upon these duties give a bond payable to the corporation conditioned upon the faithful performance of their duties. The bond shall be executed as surety by a surety company authorized to transact business in the Commonwealth of Massachusetts.

Subject to law, the Agreement of the Association and to the other provisions of these ByLaws, each officer shall have, in addition to the duties and powers herein set forth, such duties and powers as are commonly incident to their office and such duties and powers as the Board of Directors may from time to time determine. Each officer shall hold until the first meeting of the Board of Directors following the

next Annual Meeting of the members or until their successor is elected, appointed, or qualified, or until they sooner die, resign, are removed, or becomes disqualified.

Deleted: Section 1. – NOMINATION of OFFICERS: –

Deleted: Any ten members of New England Region in good standing may nominate a member as a candidate for director. Such nomination must be made in writing, signed by the members making the nomination, countersigned by the member so nominated, and delivered to the Secretary or postmarked by October 1 or 60 days prior to the date set for the Annual Meeting []

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ARTICLE VI – CHAIRMAN of the BOARD

The Regional Executive shall be the chief executive officer and Chairman of the Board of Directors of the corporation and shall have general charge and supervision of the corporation. The Regional Executive shall preside at all meetings of the Board of Directors at which they are present and at all meetings of the membership.

The Assistant Regional Executive shall have such duties and powers as shall be designated from time to time by the Board of Directors or by the Regional Executive, and in any case shall be responsible to and shall report to the Regional Executive.

ARTICLE VII – TREASURER

The Treasurer shall be the chief financial officer of the corporation and shall be in charge of its funds and valuable papers, and shall have such other duties and powers as may be designated from time to time by the Board of Directors or by its Regional Executive. The Treasurer shall also have the duties and powers of the Controller as provided by law. The Treasurer shall be responsible to and shall report to the Board of Directors but in the ordinary conduct of the corporation's business shall be under the supervision of the Regional Executive.

ARTICLE VIII – SECRETARY

The Secretary shall keep a list of members. They shall keep a record of all votes which shall show whether they were cast in person or by proxy; a record of all proceedings of all meetings of the Board of Directors and of the membership. The records so kept shall be evidence of all elections and all transactions to which they relate. In the absence of the Secretary from any such meeting, a Secretary pro tempore shall be chosen who shall record the proceedings thereof on the aforesaid books.

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ARTICLE IX – INVESTMENTS and EXECUTION of INSTRUMENTS

It shall be the duty of the Treasurer to supervise the investment of funds of the corporation and all other matters connected with the management of investments. All loans or purchases for the investment of funds of the corporation shall be submitted for approval to the Board of Directors. All investments shall be made in the name of the corporation, and must be executed jointly by two persons, to wit: the Regional Executive, the Assistant Regional Executive, the Secretary, and the Treasurer.

ARTICLE X – RESIGNATIONS and REMOVALS

Any director or officer may resign at any time by delivering their resignation in writing to the Regional Executive, or the Secretary, or to a meeting of the Board of Directors. The membership may at any meeting called for the purpose, by vote of a majority of members voting or entitled to vote at an election for the officer in question, remove from office any director. The Board of Directors may, by vote of a majority of the directors then in office, remove from office any officer. No director

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How racing has changed....

Continued from page 9

costs of racing (a production car) with maintenance, towing, camping, entries and gas (less a catastrophe) had escalated to about \$200 per event!

FLAGGING/ COMMUNICATIONS:

This may be the one area of SCCA where the past may have had an advantage. At least in numbers anyhow. Looking back at my first experience as a flagger at Lime Rock, it was the opening regional of the year, 1973. Once assignments were handed out, there were ten flaggers at the crest of the hill at Lime Rock. TEN! On one station! So many that, two to three took, an unofficial break every race. As the year continued, I discovered this amount was an exception, but, in most cases you had anywhere from four to five people per station. I wish we could say the same today.

I'm sure of fire and rescue, and medical puts to shame the facilities as they were back then.

TIMING AND SCORING...Lets see how many volunteers we could get to man the stop watches... it was always a thing to do if you had down time between races.. And results, took hours, many times, you just waited to see them published in PIT TALK. Yes the digital age does work!

TRAILERING: That's a whole other list of stories that's seems never ending. More on that in the future.

I have always said, I would much rather break down on track with the race car, than break down on the highway, trailering the race car.. and boy, I can give a few stories.. Why not share them with other readers of PIT TALK? I know, we all have at least one or two disastrous stories to tell.....

In conclusion, the times and procedures have changed, but in reality, only slightly. The enthusiasm, energy and thrill of New England Region racing proves as exciting as ever...

WANNA RACE!?

nor officer resigning , and (except where a right to receive compensation for a future period shall be expressly provided in a written agreement with the corporation duly approved by the Board of Directors) no director nor officer removed shall have any right to any compensation as such director or officer for any period following **their** resignation or removal, or any right to damages, whether **their** compensation be by the month or by the year.

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ARTICLE XI – VACANCIES
If the office of any director becomes vacant, by reason of death, resignation , removal or disqualification, a successor may be elected by the membership at a meeting called for the purpose, which may be the same meeting at which a former holder of such office was removed, or in the absence of such election by the members, a successor or successors may be elected by the Board of Directors by a majority of directors then in office. Each such successor shall hold office for the unexpired term, and until **their** successor is elected or appointed and qualified or until **they** sooner **die, resign, are** removed, or becomes disqualified. The Board of Directors shall have and may exercise all its powers notwithstanding if existence for more than one vacancy in its membership as fixed, provided there are at least four (4) directors in office.

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ARTICLE XII – INDEMNITY of DIRECTORS and OFFICERS
The Corporation shall, to the extent legally permissible, indemnify each of its directors and officers against all liabilities (including expenses) imposed upon or reasonably incurred by **them** in connection with any action, suit or other proceeding in which **they** may be involved or with which **they** may be threatened , while in office or thereafter, by reason of **their** acts or omissions as such director or officer, unless in such proceeding **they** shall be finally adjudged liable by reason of dereliction in the performance of **their** duty as such director or officer; provided, however, that such indemnification shall not cover liabilities in connection with any matter which shall be disposed of through a compromise payment by such director or officer, pursuant to a consent decree or otherwise, unless such compromise shall be approved as in the best interest of the corporation, after notice that it involves such indemnification (a) by vote of the Board of Directors in which no interested director or officer participates, or (b) by a written approval by the majority of the membership.

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ARTICLE XIII – FISCAL YEAR
Except as from time to time provided by the Board of Directors, the fiscal year of the corporation shall coincide with the calendar year.

ARTICLE XIV – AMENDMENT of ARTICLE of ASSOCIATION and BYLAWS
The Directors of the Club, or any Fifty (50) members in good standing by written petitions submitted to the Secretary, may propose an amendment to the Articles of Association or the ByLaws.
All proposed amendments must be presented to the members of the New England Region, Sports Car Club of America, Inc. through the medium of its official publication in a minimum of two successive editions. Balloting on a proposed amendment shall take place no sooner than sixty (60) days after the date of the first presentation of the proposed amendment in the official publication, with a copy of the proposal and ballots being mailed by the Secretary to all members entitled to vote.
If two-thirds of the members voting, vote in favor of the proposal and proposed amendment, the amendments shall be approved and adopted.

ARTICLE XV – OPERATIONS MANUAL
The Board of Directors may, as it deems necessary, prepare, or have prepared Operations Manual(s) governing the various activities and/or operations of the New England Region of the Sports Car Club of America, Inc. Such manual(s) are to be approved by the Board of Directors of New England Region, Sports Car Club of America, Inc. Additions, changes and modifications shall be done only with the approval of the Board of Directors.
END OF THE BY-LAWS
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Any ten members of New England Region in good standing may nominate a member as a candidate for director. Such nomination must be made in writing, signed by the members making the nomination, countersigned by the member so nominated, and delivered to the Secretary or postmarked by October 1 or 60 days prior to the date set for the Annual Meeting.

2017 Paddock Crawl Regional, Lime Rock Park, June 16 & 17, 2017

RACE ONE

Pos PIC No. Name Class Laps Diff Gap Best Tm Make

Results of Grp 1 - GT1-2-3,SPO,AS,T1-2,ITE-R-S,STU

1	1	22	Lee McNeish	SRF3	14			57.671	SRF3
2	2	12	Steve Introne	SRF3	14	5.334	5.334	58.169	SRF3
3	3	36	Kevin Treffeisen	SRF3	14	5.614	0.280	57.846	SRF3
4	4	35	Richard Wiehl	SRF3	14	8.827	3.213	58.036	SRF3
5	5	20	Steve Owens	SRF3	14	9.991	1.164	59.538	SRF3
6	6	10	Doug Garrison	SRF3	14	11.453	1.462	59.271	SRF3
7	7	72	Federico Burgos	SRF3	14	12.022	0.569	58.933	SRF3
8	8	8	Jonathan Emms	SRF3	14	13.558	1.536	59.410	SRF3
9	9	42	John Bertolini	SRF3	14	14.838	1.280	59.255	SRF3
10	10	98	J P DeVillars	SRF3	14	19.991	5.153	58.718	SRF3
11	1	66	John Steinmetz	SRF	14	21.416	1.425	1:00.224	SRF3
12	2	26	Chris Brassard	SRF	14	21.913	0.497	1:00.530	SRF
13	11	94	Mike Feno	SRF3	14	22.902	0.989	1:00.356	SRF
14	3	27	Steven Nelson	SRF	14	23.354	0.452	1:01.186	SRF
15	4	17	Don Kahn	SRF	14	24.752	1.398	1:01.154	SRF
16	12	73	Bob Devol	SRF3	14	26.494	1.742	1:01.066	SRF
17	13	97	Jeffrey Swann	SRF3	14	27.513	1.019	1:00.253	SRF
18	14	29	Josh Treffeisen	SRF3	14	28.507	0.994	1:01.501	SRF
19	5	85	Chris Andrews	SRF	14	29.189	0.682	1:00.999	SRF
20	6	4	Scott James	SRF	14	30.805	1.616	1:01.543	SRF
21	7	#03	Gary Vizioli	SRF	13	1 Lap	1 Lap	1:00.500	SRF
22	8	37	Abhi Ghatak	SRF	13	1 Lap	0.859	1:01.799	SRF
23	9	#04	Mark Peyser	SRF	13	1 Lap	4.410	1:01.094	SRF
24	10	69	Mark Saviet	SRF	13	1 Lap	1.269	1:02.392	SRF
25	11	31	Leslie Kurz	SRF	13	1 Lap	8.420	1:03.654	SRF
26	12	55	Andrew Bairley	SRF	9	5 Laps	4 Laps	1:05.721	SRF
27	13	13	Carl Warren	SRF	5	9 Laps	4 Laps	1:02.454	SRF

Results of Grp 2 - SM,SM5,SMT,T3

1	1	118	Jonathan Goring	SM	15			1:01.400	Miata
2	2	50	Ralle Rookey	SM	15	2.032	2.032	1:01.545	Miata
3	3	18	Evan Karl	SM	15	5.674	3.642	1:01.682	Miata
4	4	23	Peter Ludwig	SM	15	18.514	12.840	1:01.834	MIATA
5	5	80	Richard Astacio	SM	15	20.541	2.027	1:02.435	Miata
6	6	70	Jimmy Locke	SM	15	29.748	9.207	1:02.885	Miata
7	7	11	Richard Bennett	SM	15	30.160	0.412	1:03.290	Miata
8	8	8	Linda Lemelin	SM	15	40.982	10.822	1:04.101	Miata
9	9	15	Doug Fisher	SM	15	54.522	13.540	1:04.442	Miata
10	10	95	Roni Dersovitz	SM	15	55.296	0.774	1:03.998	Miata
11	11	42	Kurt Uzbay	SM	15	56.368	1.072	1:04.320	Miata
12	12	#02	Pratt Tanner	SM	14	1 Lap	1 Lap	1:06.153	Miata
13	13	76	Alfred Candito	SM	14	1 Lap	1.181	1:05.865	Miata
14	14	33	Rebecca Harvey	SM	14	1 Lap	28.221	1:08.245	Miata
15	15	90	Ryan Duke	SM	14	1 Lap	1.746	1:07.175	Miata
16	16	#00	Kurt Schmid	SM	14	1 Lap	2.094	1:07.730	Miata

17	17	92	Cody Connelly	SM	14	1 Lap	0.534	1:07.212	Miata
18	18	43	Wendy Cappola	SM	14	1 Lap	20.687	1:08.256	Miata

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

1	1	6	Douglas Valley	GT1	15			56.660	Mustang
2	1	87	Joe Nolette	T1	15	8.082	8.082	57.762	BMW M3
3	1	19	Luiz Serva	ITE	15	0.425	2.343	58.086	BMW M3
4	2	13	Walter Markes	ITE	15	18.476	8.051	58.234	BMW M3
5	2	153	Stephen Tise	T1	15	37.410	18.934	59.609	Mustang
6	3	36	James Candelaria	T1	15	38.680	1.270	59.381	Corvette
7	1	29	Peter Kulka	T2	15	39.617	0.937	1:00.135	Corvette
8	3	22	Chuck Fernandez	ITE	15	46.917	7.300	59.543	Mustang
9	1	66	Skip Day	GT2	15	55.001	8.084	1:00.274	Porsche 911
10	2	10	Chip Williams	T2	14	1 Lap	1 Lap	1:01.373	Nissan 350z
11	4	59	Michael Goulde	ITE	14	1 Lap	1.292	1:01.543	BMW 328
12	1	94	Chris Thompson	AS	14	1 Lap	11.235	1:01.708	Camaro
13	5	28	James B. Ray III	ITE	14	1 Lap	10.704	1:02.467	Mustang
14	2	80	Maurizio Cerasoli	GT2	14	1 Lap	0.125	1:02.747	Porsche 944
15	1	47	Blaine Stine	SPO	14	1 Lap	3.305	1:01.494	Porsche 997



Bud Jantz-Sell in his 240Z runs in E-Production. Photo: James Ray



An oops moment is experienced by Joel Stadelmann's 944 Photo: R. Rightmyer, www.facebook.com/valleyvisionsphotographs

16	6	15	Robby Smolinski Jr.	ITE	14	1 Lap	13.863	1:02.927	Corvette
17	7	51	Zachary Slater	ITE	13	2 Laps	1 Lap	1:05.392	Porsche 944R
18	2	48	Duncan Milne	AS	13	2 Laps	26.569	1:07.561	Mustang
19	3	75	Jim Scott	GT2	11	4 Laps	2 Laps	57.719	Porsche 911
20	4	53	Doug Brown	GT2	6	9 Laps	5 Laps	1:00.945	BMW 325
21	8	124	Bennie Bish	ITE	3	12 Laps	3 Laps	1:04.893	Firebird

Results of Grp 4 - ITB-R-S,T4,ITEZ

1	1	27	Anthony Serra	ITR	15			1:00.528	BMW
2	1	91	Peter A.J. Tonelli	ITEZ	15	2.078	2.078	1:00.419	Miata
3	2	96	Theresa Condict	ITR	15	2.870	0.792	1:00.510	Acura RSX
4	3	26	Ken Hubbard	ITR	15	28.557	25.687	1:02.287	BMW 325
5	4	31	Bill Spargo	ITR	15	1.276	12.719	1:02.687	S2000
6	1	95	Kenneth Payson	T4	15	41.576	0.300	1:02.090	Miata
7	1	42	Kurt Uzbay	ITS	15	1:01.580	20.004	1:04.405	Miata
8	2	8	John Tures	T4	15	1:01.971	0.391	1:04.238	Mustang

9	2	44	Joe Stadelmann	ITS	4	1 Lap	1 Lap	1:03.666	Porsche 944	22	1	114	Christopher S.Mosley	B-Spec10	1 Lap	2.668	1:10.213	Honda	
10	3	68	Ron Munnerlyn	T4	14	1 Lap	0.860	1:04.288	MX5	23	5	81	JB Swan	EP	10	1 Lap	1.214	1:10.160	RX-7
11	3	17	Glenn Every	ITS	14	Lap	13.776	1:05.530	Miata	24	3	82	Fred White	HP	10	1 Lap	0.792	1:08.442	Honda
12	2	33	Greg Amy	ITEZ	14	1 Lap	6.155	1:06.463	Porsche 914	25	6	0	Alex Hollenbeck	EP	10	1 Lap	2.497	1:09.704	Datsun 280Z
13	1	76	Mark Wagner	ITB	14	1 Lap	20.132	1:07.645	Volkswagen	26	5	43	Wendy Cappola	STL	10	1 Lap	1.346	1:09.747	Miata
14	2	39	Robert Nead	ITB	14	1 Lap	4.265	1:07.112	Volvo	27	4	15	Richard Patullo	IT7	10	1 Lap	1.056	1:11.185	RX7
15	4	71	Andrew Wickline	ITS	4	1 Lap	3.938	1:05.688	Miata	28	3	68	Jorge Santos	GTL	6	5 Laps	4 Laps	1:06.933	Sentra
16	3	#03	Jon Over	ITB	13	2 Laps	1 Lap	1:06.839	Mini	29	3	6	Laurent Fumex	FP	4	7 Laps	2 Laps	1:05.359	MG B
17	4	#09	Jim Bucci	T4	2	Laps	1 Lap	1:16.998	Honda	30	4	21	Dave Patten	FP	2	9 Laps	2 Laps	1:26.395	Datsun 510
18	5	117	Peter Tonelli II	ITS		5 Laps	12 Laps		Miata	31	6	67	Craig McHaffie	STL	1	10 Laps	1 Lap		MX

Results of Grp 5 - FV,F5,FST,F6,FF,NCF

1	1	45	Kenneth Bouquillon	FF	15			56.589	Mygale SJ11
2	1	93	Glenn Taylor	NCF	15	1.000	1.000	56.384	Ford RHO1
3	2	#03	Ray Dona	NCF	15	3.692	2.692	56.471	Crossle 45
4	2	99	Dexter Czuba	FF	15	6.057	2.365	56.334	Spectrum
5	3	37	Michael Rand	NCF	15	6.224	0.167	56.706	Crossle 30F
6	3	11	Christopher Kierce	FF	15	7.744	1.520	56.339	Van Diemen
7	4	44	Edward Callo	FF	15	8.565	0.821	56.994	Bowman
8	5	36	Steve Roux	FF	15	8.919	0.354	56.627	Wyvern SR1
9	4	42	Tom Venturino	NCF	15	58.968	50.049	1:00.210	Ford
10	1	32	Dan Grace	FV	14	1 Lap	1 Lap	1:01.892	Citation 93V
11	2	33	Tyler Reynolds	FV	14	1 Lap	1.526	1:02.425	Citation
12	6	34	Chip Van Slyke	FF	14	1 Lap	0.261	59.548	Crossle 62F
13	3	#07	Chris Barry	FV	14	1 Lap	3.148	1:02.452	citation
14	4	24	Brian Kenney	FV	14	1 Lap	28.926	1:04.618	Speed Sport
15	5	61	Walter Popiak	FV	13	2 Laps	1 Lap	1:05.294	CITATION
16	6	75	Kevin O'Day	FV	13	2 Laps	15.942	1:06.505	Caldwell D-13
17	7	71	Jeffrey Adams	FV	13	2 Laps	0.721	1:06.129	citation
18	8	20	Thomas Galuardi	FV	13	2 Laps	21.431	1:08.237	Barrcar 004
19	9	69	Afzal Bashir	FV	12	3 Laps	1 Lap	1:10.214	Protoform P2
20	10	23	Christopher Zarzycki	FV	11	4 Laps	1 Lap	1:02.948	Citation 93V
21	1	4	Richard LoDuca	F5	2	13 Laps	9 Laps	1:14.137	Invader QC-1

Results of Grp 6 - ITA,IT7,ITC,E-F,HP,GTL,BSpec

1	1	91	Peter A.J. Tonelli	FP	11			1:00.540	Miata
2	1	17	Joseph A. Boruch III	EP	11	7.199	7.199	1:00.329	S2000
3	1	99	Bob Dowie	GTL	11	10.037	2.838	1:02.078	200SX
4	2	56	Mike Frost	EP	11	12.169	2.132	1:02.104	BMW 328i
5	1	87	Stephen Pope	ITA	11	17.038	4.869	1:03.017	Miata
6	2	168	Brian Reilly	ITA	11	21.121	4.083	1:03.439	Miata
7	3	13	David Gran	ITA	11	22.044	0.923	1:02.957	Miata

Results of Grp 7 - FA-B-C-E-M,CFC,P1-2,ASR,FS

1	1	17	Kevin Boeckle	FA	15			51.720	Rault R240
2	1	42	Joseph Rodomista	P1	15	18.640	18.640	53.698	Ligier JS49
3	1	48	Alex Tollefsen	FC	15	30.058	11.418	54.240	Van Diemen
4	1	3	Gary Hutchinson	P2	14	1 Lap	1 Lap	56.711	Radical SR3
5	2	#08	William Crowley	P1	14	1 Lap	0.941	54.238	Ligier JS 49
6	2	4	Michael Gould	FC	14	1 Lap	5.195	57.578	Van Diemen

RACE TWO

Results of Grp 1 - SRF,SPU,SRF3,EVS

1	1	22	Lee McNeish	SRF3	15			57.973	SRF 3
2	2	35	Richard Wiehl	SRF3	15	5.258	5.258	58.196	SRF3
3	3	12	Steve Introne	SRF3	15	5.336	0.078	58.630	SRF3
4	4	36	Kevin Treffeisen	SRF3	15	17.115	11.779	58.382	SRF3
5	5	10	Doug Garrison	SRF3	15	17.365	0.250	58.935	SRF3
6	6	20	Steve Owens	SRF3	15	21.338	3.973	59.208	SRF
7	7	72	Federico Burgos	SRF3	15	22.545	1.207	59.385	SRF
8	8	8	Jonathan Emms	SRF3	15	22.831	0.286	59.138	SRF3
9	9	97	Jeffrey Swann	SRF3	15	22.932	0.101	59.223	SRF
10	10	42	John Bertolini	SRF3	15	23.556	0.624	59.249	SRF3
11	11	98	J P DeVillars	SRF3	15	30.329	6.773	58.685	SRF
12	1	27	Steven Nelson	SRF	5	43.349	13.020	1:00.730	SRF
13	2	66	John Steinmetz	SRF	15	45.706	2.357	1:00.489	SRF
14	3	26	Chris Brassard	SRF	15	47.717	2.011	1:00.626	SRF
15	12	94	Mike Feno	SRF3	15	48.390	0.673	1:00.512	SRF
16	13	29	Josh Treffeisen	SRF3	15	49.225	0.835	1:00.575	SRF
17	14	73	Bob Devol	SRF3	15	49.866	0.641	1:00.682	SRF
18	4	17	Don Kahn	SRF	15	50.364	0.498	1:00.560	SRF
19	5	#04	Mark Peyser	SRF	15	59.824	9.460	1:01.348	SRF
20	6	#03	Gary Vizioli	SRF	15	59.849	0.025	1:01.081	SRF
21	7	4	Scott James	SRF	15	1:01.118	1.269	1:01.726	SRF
22	8	13	Carl Warren	SRF	14	1 Lap	1 Lap	1:01.414	SRF
23	9	85	Chris Andrews	SRF	14	1 Lap	0.507	1:01.414	SRF
24	10	69	Mark Saviet	SRF	14	1 Lap	0.428	1:01.502	SRF
25	11	37	Abhi Ghatak	SRF	14	1 Lap	0.712	1:01.799	SRF
26	12	31	Leslie Kurz	SRF	14	1 Lap	47.526	1:04.954	SRF
DNS			Andrew Bairley	SRF					SRF

Results of Grp 2 - SM,SM5,SMT,T3

1	1	118	Jonathan Goring	SM	15			1:01.694	Miata
2	2	50	Ralle Rookey	SM	15	1.407	1.407	1:01.839	Miata
3	3	18	Evan Karl	SM	15	4.449	3.042	1:02.079	Miata
4	4	70	Jimmy Locke	SM	15	4.570	0.121	1:01.730	Miata
5	5	23	Peter Ludwig	SM	15	6.989	2.419	1:02.049	Miata
6	6	80	Richard Astacio	SM	15	9.592	2.603	1:02.661	Miata
7	7	11	Richard Bennett	SM	15	14.507	4.915	1:03.029	Miata
8	8	8	Linda Lemelin	SM	15	41.494	26.987	1:04.922	Miata
9	9	15	Doug Fisher	SM	15	52.672	11.178	1:05.196	Miata
10	10	42	Kurt Uzbay	SM	14	1 Lap	1 Lap	1:05.761	Miata
11	11	#02	Pratt Tanner	SM	14	1 Lap	0.050	1:06.004	Miata
13	13	#00	Kurt Schmid	SM	14	1 Lap	0.839	1:07.423	Miata
14	14	76	Alfred Candito	SM	14	1 Lap	4.285	1:06.803	Miata
15	15	90	Ryan Duke	SM	14	1 Lap	13.441	1:08.237	Miata
16	16	33	Rebecca Harvey	SM	14	1 Lap	13.195	1:08.820	Miata
17	17	43	Wendy Cappola	SM	14	1 Lap	9.791	1:08.930	Miata
18	18	95	Roni Dersovitz	SM	11	4 Laps	3 Laps	1:05.442	Miata



Bob Devol in his Creative Power SRF.

Photo: R. Rightmyer, www.facebook.com/valleyvisionsphotographs



James Candelera (Corvette) and Doug Brown (BMW) play "who brakes first" for Big Bend. Photo: James Ray

8	2	14	Paul Dethier	FP	11	22.755	0.711	1:02.641	Miata
9	4	170	Eric Maynard	ITA	11	23.614	0.859	1:07.281	Laser
10	1	71	Andrew Wickline	STL	11	24.468	0.854	1:05.767	Miata
11	3	25	Bud Jantz-Sell	EP	11	25.762	1.294	1:04.518	240Z
12	1	46	Johannes Krauss	HP	11	27.316	1.554	1:06.874	Scirocco
13	2	18	George Farrar	GTL	11	28.527	1.211	1:05.925	Miata
14	1	3	Serge Lentz	IT7	10	1 Lap	1 Lap	1:07.834	RX7
15	2	47	Norman Latulippe	IT7	10	1 Lap	0.846	1:06.801	RX-7
16	2	117	Peter Tonelli II	STL	10	1 Lap	1.580	1:03.756	Miata
17	4	79	R J Ford	EP	10	1 Lap	1.042	1:07.185	Capri
18	3	23	Hugh McHaffie	STL	10	1 Lap	1.093	1:04.966	MX-5
19	2	94	Jeff Knittel	HP	10	1 Lap	2.440	1:08.013	MG Mid
20	4	90	Ryan Duke	STL	10	1 Lap	0.519	1:08.113	Miata
21	3	37	Raul Feliciano	IT7	10	1 Lap	2.294	1:09.661	RX-7

—continued next page

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

1	1	6	Douglas Valley	GT1	15			56.541	Mustang
2	1	19	Luiz Serva	ITE	15	22.041	22.041	57.893	BMW M3
3	2	13	Walter Markes	ITE	15	25.168	3.127	58.723	BMW M3/
4	1	36	James Candelaria	T1	15	47.629	22.461	1:00.019	Corvette
5	2	153	Stephen Tise	T1	15	47.869	0.240	59.906	Mustang
6	3	87	Joe Nolette	T1	15	56.979	9.110	58.288	BMW M3
7	1	29	Peter Kulka	T2	15	58.407	1.428	1:00.417	Chevrolet
8	1	66	Skip Day	GT2	15	1:00.333	1.926	1:01.328	Porsche
9	1	94	Chris Thompson	AS	14	1 Lap	1 Lap	1:01.210	Camaro
10	2	10	Chip Williams	T2	14	1 Lap	11.549	1:01.184	Nissan
11	3	59	Michael Goulde	ITE	14	1 Lap	9.089	1:02.265	BMW
12	4	28	James B. Ray III	ITE	14	1 Lap	8.718	1:03.176	Mustang
13	1	47	Blaine Stine	SPO	14	1 Lap	8.925	1:03.438	Porsche
14	5	15	Robby Smolinski Jr.	ITE	14	1 Lap	7.927	1:03.828	Corvette
15	2	80	Maurizio Cerasoli	GT2	14	1 Lap	5.274	1:03.705	Porsche
16	6	51	Zachary Slater	ITE	13	2 Laps	1 Lap	1:05.951	Porsche
17	2	48	Duncan Milne	AS	13	2 Laps	12.787	1:05.97	Mustang
18	3	53	Doug Brown	GT2	7	8 Laps	6 Laps	1:01.817	BMW
19	7	124	Bennie Bish	ITE	2	13 Laps	5 Laps	1:27.842	Firebird
DNS	22		Chuck Fernandez	ITE	4				Mustang
DNS	75		Jim Scott	GT2					Porsche

Results of Grp 4 - ITB-R-S,T4,ITEZ

1	1	27	Anthony Serra	ITR	15			1:00.480	BMW
2	2	96	Theresa Condict	ITR	15	5.026	5.026	1:00.437	Acura
3	3	26	Ken Hubbard	ITR	15	19.815	14.789	1:01.709	BMW
4	4	31	Bill Spargo	ITR	15	26.630	6.815	1:02.143	S2000
5	1	91	Peter A.J. Tonelli	ITEZ	15	35.358	8.728	1:00.464	Miata
6	1	117	Peter Tonelli II	ITS	15	1:00.368	25.010	1:03.498	Miata
7	1	95	Kenneth Payson	T4	15	1:04.252	3.884	1:03.421	Miata

8	2	44	Joe Stadelmann	ITS	15	1:13.857	9.605	1:04.035	Porsche
9	2	8	John Tures	T4	14	1 Lap	1 Lap	1:04.279	Mustang
10	3	42	Kurt Uzbay	ITS	14	1 Lap	12.249	1:05.431	Miata
11	4	71	Andrew Wickline	ITS	14	1 Lap	0.177	1:05.833	Miata
12	3	68	Ron Munnerlyn	T4	14	1 Lap	0.026	1:05.023	Mazda
13	5	17	Glenn Every	ITS	14	1 Lap	0.214	1:05.589	Miata
14	1	2	Nat Wentworth	ITB	14	1 Lap	0.250	1:05.065	Golf
15	2	33	Greg Amy	ITEZ	14	1 Lap	1.108	1:05.714	Porsche
16	2	76	Mark Wagner	ITB	14	1 Lap	18.008	1:07.212	GTii
17	3	#03	Jon Over	ITB	14	1 Lap	5.882	1:06.769	Mini
18	4	39	Robert Nead	ITB	14	1 Lap	23.848	1:08.454	Volvo
19	4	#09	Jim Bucci	T4	12	3 Laps	2 Laps	1:16.140	Honda

Results of Grp 5 - FV,F5,FST,F6,FF,NCF

1	1	45	Kenneth Bouquillon	FF	15			56.157	Mygale
2	2	11	Christopher Kierce	FF	15	0.088	10.088	56.612	Van Diemen
3	3	99	Dexter Czuba	FF	15	11.433	1.345	55.801	Spectrum
4	1	93	Glenn Taylor	NCF	15	11.561	0.128	56.735	Ford RHO1
5	2	37	Michael Rand	NCF	15	14.121	2.560	56.452	Crossle
6	4	44	Edward Callo	FF	15	24.236	10.115	57.670	Bowman
7	5	36	Steve Roux	FF	15	38.937	14.701	57.067	Wyvern
8	3	42	Tom Venturino	NCF	15	40.843	1.906	58.511	Royale R
9	6	34	Chip Van Slyke	FF	15	4.468	3.625	58.932	Crossle
10	1	33	Tyler Reynolds	FV	14	1 Lap	1 Lap	1:02.605	Citation
11	2	23	Christopher Zarzycki	FV	14	1 Lap	2.240	1:02.111	Citation
12	3	07	Chris Barry	FV	14	1 Lap	0.010	1:02.294	Citation
13	4	61	Walter Popiak	FV	14	1 Lap	22.393	1:03.749	CITATION
14	5	24	Brian Kenney	FV	14	1 Lap	3.367	1:04.090	Speed Sport
15	6	32	Dan Grace	FV	13	2 Laps	1 Lap	1:03.632	Citation
16	7	71	Jeffrey Adams	FV	13	2 Laps	3.185	1:04.676	citation
17	8	75	Kevin O'Day	FV	13	2 Laps	25.149	1:07.026	Caldwell
18	9	20	Thomas Galuardi	FV	13	2 Laps	51.283	1:09.881	Barrcar
19	10	69	Afzal Bashir	FV	12	3 Laps	1 Lap	1:10.638	Protoform
20	4	#03	Ray Dona	NCF	9	6 Laps	3 Laps	58.450	Crossle
DNS	4		Richard LoDuca	F5					Invader

Results of Grp 6 - ITA,IT7,ITC,E-F,HP,GTL,BSpec

1	1	91	Peter A.J. Tonelli	FP	14			1:01.166	Miata
2	1	17	Joseph A. Boruch III	EP	14	3.279	3.279	1:01.276	S2000
3	1	67	Craig McHaffie	STL	14	3.481	0.202	1:00.540	MX5
4	1	99	Bob Dowie	GTL	14	18.420	14.939	1:02.176	Nissan
5	1	13	David Gran	ITA	14	20.622	2.202	1:02.042	Miata
6	2	56	Mike Frost	EP	14	22.644	2.022	1:02.502	BMW
7	2	87	Stephen Pope	ITA	14	23.146	0.502	1:02.807	Miata
8	3	25	Bud Jantz-Sell	EP	14	35.755	12.609	1:03.728	240Z
9	3	168	Brian Reilly	ITA	14	43.763	8.008	1:04.098	Miata
10	2	14	Paul Dethier	FP	14	48.166	4.403	1:03.885	Miata
11	2	23	Hugh McHaffie	STL	14	48.680	0.514	1:03.760	MX-5
12	3	71	Andrew Wickline	STL	14	59.578	10.898	1:05.224	Miata
13	4	117	Peter Tonelli II	STL	14	59.640	0.062	1:03.450	Miata
14	4	170	Eric Maynard	ITA	13	1 Lap	1 Lap	1:06.752	Lase
15	1	46	Johannes Krauss	HP	13	1 Lap	2.868	1:06.877	Scirocco
16	1	47	Norman Latulippe	IT7	13	1 Lap	0.264	1:06.640	RX-7
17	2	18	George Farrar	GTL	13	1 Lap	0.136	1:06.471	Miata
18	4	79	R J Ford	EP	13	1 Lap	10.355	1:06.380	Capri
19	2	82	Fred White	HP	13	1 Lap	4.942	1:06.004	Honda
20	5	90	Ryan Duke	STL	13	1 Lap	1.716	1:06.501	Miata
21	2	3	Serge Lentz	IT7	13	1 Lap	1.245	1:07.736	RX7
22	3	94	Jeff Knittel	HP	13	1 Lap	8.997	1:08.054	MG
23	3	37	Raul Feliciano	IT7	13	1 Lap	17.420	1:09.418	RX7
24	5	0	Alex Hollenbeck	EP	13	1 Lap	0.218	1:09.357	280Z
25	6	43	Wendy Cappola	STL	13	1 Lap	0.431	1:08.325	Miata
26	1	114	Christo. S. Mosley	B-Spec13	1 Lap	0.559	1:09.143	1:09.143	Honda Fit
27	4	15	Richard Patullo	IT7	13	1 Lap	7.799	1:10.293	RX7
28	6	81	JB Swan	EP					RX-7
DNS	68		Jorge Santos	GT					Nissan



Chris Berry kicks up the spray in the damp Formula Vee race.

Photo: R. Rightmyer, www.facebook.com/valleyvisionsphotographs

DNS	6	Laurent Fumex	FP					MG B
DNS	21	Dave Patten	FP					Datsun 510

Results of Grp 7 - FA-B-C-E-M,CFC,P1-2,ASR,FS

1	1	17	Kevin Boeckle	FA	15			51.310	Rault
2	1	42	Joseph Rodomista	P1	15	37.058	37.058	54.064	Ligier JS49
3	1	48	Alex Tollefsen	FC	15	37.460	0.402	54.023	Van Diemen
4	2	08	William Crowley	P1	15	5.472	8.012	54.421	Ligier JS
5	2	4	Michael Gould	FC	14	1 Lap	1 Lap	57.817	Van Diemen
DNS	3		Gary Hutchinson	P2					Radical SR3

Results of Grp 8 - SSM,SM2,STU

1	1	6	M. Mineo-Nardacci	SM2	15			1:02.289	Miata
2	2	70	Jimmy Locke	SM2	15	2.963	2.963	1:02.279	Miata
3	3	68	Brian Reilly	SM2	15	11.826	8.863	1:02.310	Miata
4	4	52	Donald W Duman	SM2	15	17.997	6.171	1:03.449	Miata
5	5	26	Stuart Hawkins	SM2	15	18.090	0.093	1:03.411	Miata
6	6	#08	Robert Karl Jr.	SM2	15	33.799	15.709	1:03.313	Miata
7	7	84	Darren Berger	SM2	15	34.193	0.394	1:04.127	Miata
8	8	14	Keith Knickerbocker	SM2	15	46.080	11.887	1:04.867	Miata
9	9	20	Robert Karl	SM2	15	1:00.431	14.351	1:04.737	Miata
10	10	#02	Pratt Tanner	SM2	14	1 Lap	1 Lap	1:06.359	Miata
11	11	#00	Kurt Schmid	SM2	14	1 Lap		1:06.535	Miata
12	12	24	Katie Day	SM2	14	1 Lap		1:06.908	Miata
13	13	3	K. Paul Capel	SM2	14	1 Lap		1:06.659	Miata
14	1	81	Nick Gregory	SSM	14	1 Lap		1:06.716	Miata
15	14	33	Rebecca Harvey	SM2	14	1 Lap		1:07.936	Miata
16	2	18	Taimour Afshar	SSM	14	1 Lap		1:08.986	Miata



Race three mid-pack action in the Esses. Photo: James Ray



R.J. Ford in a rarely seen Ford Capri, running in E-Production.

Photo: James Ray

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RACE ONE

Pos	PIC	No.	Name	Class	Laps	Diff	Gap	Best Tm	Make	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	DNS
Results of Grp 1 - FV,FF,F5																																	
1	1	12	Ryan Bjerke	FF	16			1:14.932	Spectrum	12	8	186	Peter A.J. Tonelli	EP	15	1:12.724	1.507	1:24.436	Toyota GT														
2	2	6	Jonathon Kotyk	FF	6	10.471	10.471	1:15.017	Reynard 83F	13	4	16	Rob Sturgis	STL	15	1:12.969	0.245	1:23.953	Miata														
3	3	99	Dexter Czuba	FF	6	10.963	0.492	1:15.028	Spectrum	14	5	144	Dave Kuchrawy	STL	15	1:19.211	6.242	1:24.397	Miata														
4	4	11	Christopher Kierce	FF	16	11.519	0.556	1:14.888	Van Diemen	15	2	95	Paul Saltanis	GTL	14	1 Lap	1 Lap	1:25.137	Sentra														
5	5	72	Thomas E Schwietz	FF	16	22.752	11.233	1:16.297	citation	16	6	45	Andrew Wickline	STL	14	1 Lap	0.355	1:26.072															
6	1	62	Jay Beckley	F5	16	32.476	9.724	1:16.192	Invader	17	7	24	Morgan Duffy	STL	14	1 Lap	18.535	1:27.462	Miata														
7	6	70	Sam Lockwood	FF	16	35.532	3.056	1:16.585	Spectrum	18	9	81	JB Swan	EP	14	1 Lap	12.293	1:28.381	RX-7														
8	2	4	Richard LoDuca	F5	15	1 Lap	1 Lap	1:20.082	Invader	19	10	147	Norman Latulippe	EP	14	1 Lap	4.351	1:28.710	RX-7														
9	1	46	Mark Fosberry	FV	15	1 Lap	0.236	1:21.731	Laser	20	11	54	Peter A Lombardo	EP	14	1 Lap	1.081	1:28.512	Alfa Romeo														
10	2	75	Andy Pastore	FV	15	1 Lap	1.167	1:21.927	EV3	21	3	64	Bill Keeney	GTL	14	1 Lap	6.858	1:26.728	Toyota														
11	3	55	Robert Gray	F5	15	1 Lap	5.389	1:20.841	Invader	22	12	51	Amy Dilks	EP	14	1 Lap	6.432	1:29.171	RX7														
12	3	88	Colin Lawrence	FV	15	1 Lap	6.618	1:22.362	BRD AFV	23	1	40	Jonathan Waterhouse	HP	14	1 Lap	19.759	1:29.492	Mini														
13	4	50	James Hannum	FV	15	1 Lap	1.071	1:22.738	CARACAL	24	8	4	Donald Barron	STL	14	1 Lap	9.409	1:31.017	Miata														
14	5	61	Walter Popiak	FV	15	1 Lap	5.694	1:23.027	CITATION	25	1	21	Dave Patten	FP	13	2 Laps	1 Lap	1:34.906	Datsun 510														
15	6	07	Chris Barry	FV	15	1 Lap	13.993	1:23.348	citation	26	2	97	Peter W. Smith	FP	13	2 Laps	0.563	1:32.985	miata														
16	7	71	Jeffrey Adams	FV	15	1 Lap	12.071	1:23.897	citation	27	3	55	Jack Hanifan	FP	13	2 Laps	8.246	1:35.110	Miata														
17	8	96	John Melican	FV	14	2 Laps	1 Lap	1:24.759	mysterian	28	13	43	Jonathan Leitner	EP	11	4 Laps	2 Laps	1:22.137	BMW 325i														
18	9	24	Tom Kenney	FV	14	2 Laps	1.636	1:24.710	Speed Sport	29	14	47	A. Sterling Cole	EP	6	9 Laps	5 Laps	1:25.395	Mazda RX3														
19	10	49	Megan Gilkes	FV	4	2 Laps	1.631	1:23.521	BRD	30	4	99	Bob Dowie	GTL	4	11 Laps	2 Laps	1:25.181	Nissan														
20	11	95	William Hannum	FV	11	5 Laps	3 Laps	1:31.462	Caracal D	31	4	22	Philip G. Perron	FP	4	11 Laps	3.921	1:32.983	Sunbeam														
21	12	79	John Petillo	FV	15	1 Lap	32.243	1:22.144	Speedsport	DNS	44	Jay Creel	HP						Spitfire														
DNS	17		Guy Bellingham	FV					BRD AFV	Results of Grp 4 - GT1,GT2,GT3,AS,T1,T2,STU																							
Results of Grp 2 - SRF,SRF3																																	
1	1	111	Bruce Myers	SRF3	16			1:18.032	SRF3	1	1	38	John Branscombe	GT1	14			1:12.528	Corvette														
2	2	41	Trevor Hopwood	SRF3	16	1.858	1.858	1:18.169	SRF3	2	2	55	Jack Busch	GT1	14	6.321	6.321	1:12.449	Mustang														
3	3	26	Derek Defonce	SRF3	16	5.625	3.767	1:18.268	SRF3	3	3	6	Douglas Valley	GT1	14	10.416	4.095	1:14.382	Mustang														
4	4	22	Lee McNeish	SRF3	16	10.612	4.987	1:18.382	SRF 3	4	1	18	Dave Maynard	GT2	14	20.241	9.825		BMW 330														
5	5	36	Kevin Treffeisen	SRF3	16	10.724	0.112	1:18.345	SRF3	5	4	2	Ted Sullivan	GT1	14	22.165	1.924	1:15.369	Camaro														
6	6	7	Jeffrey Lehner	SRF3	16	21.722	10.998	1:19.041	SRF 3	6	1	23	Hugh Stewart	T1	4	23.805	1.640	1:17.835	BMW M3														
7	7	0	James Regan	SRF3	16	21.944	0.222	1:19.369	SRF3	7	2	153	Stephen Tise	T1	14	24.668	0.863	1:18.023	Mustang														
8	8	20	Steve Owens	SRF3	6	26.147	4.203	1:19.028	SRF3	8	3	19	Adrian Wlostowski	T1	14	24.906	0.238	1:16.844	Corvette														
9	9	71	David Auer	SRF3	16	31.155	5.008	1:18.385	SRF3	9	1	42	Michael Lavigne	T2	14	25.354	0.448	1:18.016	Mustang														
10	10	8	David Ferguson	SRF3	16	33.210	2.055	1:19.053	SRF3	10	2	73	David Sanders	T2	14	27.323	1.969	1:18.218	Corvette														
11	11	33	Thomas Riley	SRF3	16	34.884	1.674	1:19.481	SRF3	11	4	87	Joe Nolette	T1	14	28.450	1.127	1:18.228	BMW M3														
12	12	54	Steven Spano	SRF3	16	35.128	0.244	1:19.236	SRF3	12	5	13	Michael Saia	T1	14	29.160	0.710	1:18.522	BMW E46														
13	13	29	Josh Treffeisen	SRF3	6	36.027	0.899	1:19.277	SRF3	13	1	10	Eric Heinrich	STU	14	29.911	0.751	1:18.966	BMW														
14	14	10	Doug Garrison	SRF3	16	51.667	15.640	1:20.332	SRF3	14	2	33	Greg Amy	STU	14	31.463	1.552	1:19.607	Honda														
15	15	66	Bill Watts	SRF3	16	1:00.414	8.747	1:19.249	SRF3	15	3	08	Darius Trinka	T2	14	33.328	1.865	1:19.664	Nissan														
16	1	17	Don Kahn	SRF	16	1:01.243	0.829	1:21.271	SRF	16	1	187	Steve Ott	AS	13	1 Lap	1 Lap	1:21.605	Mustang														
17	2	4	Scott James	SRF	16	1:01.699	0.456	1:21.551	SRF																								
18	16	97	Jeffrey Swann	SRF3	16	1:14.364	12.665	1:19.644	SRF																								
19	3	69	Mark Saviet	SRF	16	1:20.167	5.803	1:22.247	SRF																								
20	4	85	Chris Andrews	SRF	15	1 Lap	1 Lap	1:22.307	SRF																								
21	5	87	Scott R Cypher	SRF	15	1 Lap	11.857	1:23.278	SRF	Ryan Bjerke in his Formula Ford on his way to one of two first place finishes, closely pursued by Dexter Czuba. Photo: James Ray																							
22	6	37	John Ferreira	SRF	15	Lap	46.958	1:26.136	SRF23																								
7	04	Mark Peyser	SRF	9	7 Laps	6 Laps	1:22.643	SRF																									
Results of Grp 3 - EP,FP,HP,GTL,STL																																	
1	1	67	Craig McHaffie	STL	15			1:20.067	Mazda MX5																								
2	1	18	Steve Sargis	GTL	15	0.345	0.345	1:19.520	Spitfire																								
3	1	50	Stephen Blethen	EP	15	6.526	16.181	1:20.461	Mazda RX-8																								
4	2	31	George Kline	EP	15	22.541	6.015	1:21.400	Caterham																								
5	3	73	Mark Ketenci	EP	15	39.011	16.470	1:19.989	BMW 328	Ryan Bjerke in his Formula Ford on his way to one of two first place finishes, closely pursued by Dexter Czuba. Photo: James Ray																							
6	4	79	Don Girven	EP	15	41.724	2.713	1:22.354	Mazda RX3																								
7	5	17	Joseph Boruch	EP	15	42.237	0.513	1:22.098	S2000																								
8	6	8	Aaron Johnson	EP	15	55.846	13.609	1:22.921	S2000																								



Ryan Bjerke in his Formula Ford on his way to one of two first place finishes, closely pursued by Dexter Czuba. Photo: James Ray

17	2	9	Mark Wheaton	AS	13	1 Lap	1.054	1:21.689	Mustang
18	3	59	Greg Goss	ST	13	1 Lap	1.080	1:22.587	S2000
19	6	65	Eric Thompson	T1	13	1 Lap	1.616	1:21.999	Toyota ST
20	7	22	Daniel Preston	T1	13	1 Lap	1.624	1:20.677	Nissan 370
21	8	7	Maurizio Cerasoli	T1	13	1 Lap	9.289	1:24.964	BMW m3
22	4	#06	Matthew Benazic	STU	13	1 Lap	6.298	1:25.433	Prelude Si
23	4	29	Peter Kulka	T2	13	1 Lap	5.466	1:21.512	Corvette3
24	9	172	Matthew Gaetano	T1	13	1 Lap	4.595		BMW M3
25	2	#09	Seth Duval	GT2	13	Lap	4.110	1:16.737	Mustang
26	1	122	James Ashe	GT3	12	2 Laps	1 Lap	1:18.099	RX-7
27	3	17	Nelson Dupuis	AS	10	4 Laps	2 Laps	1:25.550	Mustang
28	5	72	Frank Capobianco	STU	1	13 Laps	9 Laps		BMW 325

Results of Grp 5 - FA,FB,FC,FE,FM,P1,P2

1	1	82	Matthew Gendron	FA	17			1:10.055	Mazda
2	1	53	Roger Feghali	P1	17	5.512	5.512	1:10.209	stohr
3	2	84	Keegan Van Sicklen	P1	17	14.677	9.165	1:10.697	Stohr WF1
4	1	46	Douglas Rocco	FC	17	32.240	17.563	1:12.608	VanDiemen
5	2	5	Dennis McCarthy	FC	17	47.032	14.792	1:12.358	Van Diemen
6	3	48	Alex Tollefsen	FC	17	1:05.251	18.219	1:14.494	Van Diemen
7	1	10	Keith McDonald	FE	16	Lap	1 Lap	1:17.757	Enterprises P2
DNS		17	Kevin Boeckle	FB	DNS				Ralt RT40

Results of Grp 6 - SM,T3,T4,B-Spec

1	1	50	Stephen Blethen	T3	13			1:21.679	RX8
2	2	0	Zachary Kelly	T3	13	0.268	0.268	1:21.557	BMW 323
3	3	86	Tim Mullen	T3	13	2.382	2.114	1:22.161	RX-8
4	4	51	Raymond Blethen	T3	13	3.377	0.995	1:22.289	RX8
5	1	70	Jimmy Locke	SM	13	8.311	4.934	1:23.555	Miata
6	2	89	Nick Leverone	SM	3	9.330	1.019	1:22.964	Miata
7	3	80	Richard Astacio	SM	13	12.964	3.634	1:23.699	Miata
8	1	71	Jared Lendrum	T4	13	3.635	0.671	1:23.250	Subaru BRZ
9	4	11	Richard Bennett	SM	13	15.162	1.527	1:24.223	Miata
10	2	08	Brian Reilly	T4	13	18.145	2.983	1:23.676	RX-8
11	5	14	Keith Knickerbocker	SM	13	8.865	0.720	1:24.794	Miata
12	6	02	Pratt Tanner	SM	13	19.837	0.972	1:24.608	Miata
13	7	04	Matthew Chimbolo	SM	13	20.061	0.224	1:24.803	Miata
14	8	129	John Raudat	SM	13	20.193	0.132	1:24.503	Miata
15	3	186	Peter A.J. Tonelli	T4	13	20.800	0.607	1:24.492	Toyota GT
16	9	144	Dave Kuchrawy	SM	13	21.238	0.438	1:24.471	Miata
17	10	00	Brian LaCroix	SM	13	25.577	4.339	1:25.40	Miata
18	11	13	Robert Reed	SM	13	25.856	0.279	1:24.131	Miata
19	4	95	Kenneth Payson	T4	13	35.755	9.899	1:25.234	Miata
20	12	83	Tom Minuto	SM	13	40.062	4.307	1:27.606	Miata
21	13	133	Rebecca Harvey	SM	13	0.724	0.662	1:27.452	Miata
22	14	92	Cody Connelly	SM	13	43.315	2.591	1:26.378	Miata
23	1	45	Andrew Wickline	B-Spec13		54.580	11.265	1:29.311	Mini
24	2	26	Michelle Yaiser	B-Spec13		1:15.000	20.420	1:32.769	Mini
25	3	126	William Dergosits	B-Spec13		1:21.559	6.559	1:33.823	Mazda
26	15	5	Ralle Rookey	SM		13 Laps	13 Laps		Miata
27	16	18	Evan Karl	SM		13 Laps			Miata

-continued next page

Another Great Turn Out For Formula Vee At The Majors

By: Andy Pastore

The SCCA New England Region and North East Formula Vee group (NEFV.org) happily hosted a stop on the SCCA Majors Tour at Thompson Speedway in upper Connecticut July 15-16.

A great showing from the local NER Formula Vee group helped to make FV one of the more subscribed classes of the weekend. Some other FV hot shoes that have been following the Majors Tour such as Megan Gilkes from Ontario came to cap off her exciting run to the Indy Runoffs, Guy Bellingham another north of the border competitor, Bill Hannum who just came off a great 2nd place finish at the Watkins Glen Super Tour and his brother Doug who set some blistering laps in his first time on track for qualifying. Having these folks make the tow to our little track in the North East for Thompson Speedways first Majors event and the first NER hosted Major helped to make it a special weekend.

Racing throughout the pack was intense as was qualifying. Unfortunately Guy Bellingham had an incident in the second qualifying session which ended his weekend but he came out unscathed.

The main event on Sunday was a hot and sweaty battle as John Petillo, Mark Fosberry, Colin Lawrence, Bill Hannum and Andy Pastore kept a tight group for the opening laps until a full course caution. Then Petillo and Pastore worked together to break away from the group after the restart as they continued to dice for the lead. Petillo made no mistakes and gapped the second place car before the checker fell and he collected his second, well-deserved bottle of champagne and checkered flag. Good fun was had by all and some new friendships made which is of course the norm for FV competitors.

Special thanks to the NEFV guys (Jeff Adams in particular) for getting all the Vees paddocked together and helping make it a great weekend. <http://www.nefv.org/>



Brian Riley took a second in T4 both days. Photo: James Ray



John Petillo, who won Race Two in his Speedsport, unfortunately DNF'd the first. Photo: James Ray

RACE TWO

Results of Grp 1 - FV,FF,F5

1	1	12	Ryan Bjerke	FF	26			1:14.895	Spectrum
2	2	99	Dexter Czuba	FF	26	2.804	2.804	1:14.744	Spectrum
3	3	11	Christopher Kierce	FF	26	2.893	0.089	1:14.812	Van Diemen
4	1	62	Jay Beckley	F5	26	41.231	38.338	1:15.975	Invader QC-1
5	4	70	Sam Lockwood	FF	26	42.670	1.439	1:16.176	Spectrum 014
6	1	79	John Petillo	FV	25	1 Lap	1 Lap	1:21.640	Speedsport V
7	2	75	Andy Pastore	FV	25	1 Lap	2.528	1:21.761	2001 EV3
8	2	55	Robert Gray	F5	25	1 Lap	3.563	1:20.310	Invader QC-1
9	3	46	Mark Fosberry	FV	24	2 Laps	1 Lap	1:22.232	Laser MKII/
10	4	88	Colin Lawrence	FV	24	2 Laps	7.496	1:22.321	BRD AFV
11	5	49	Megan Gilkes	FV	24	2 Laps	2.708	1:23.177	BRD
12	6	95	William Hannum	FV	24	2 Laps	14.236	1:22.579	Caracal D
13	7	24	Tom Kenney	FV	24	2 Laps	4.852	1:24.043	Speed Sport
14	8	61	Walter Popiak	FV	24	2 Laps	2.424	1:23.035	CITATION
15	9	71	Jeffrey Adams	FV	24	2 Laps	8.686	1:23.420	Citation
16	10	#07	Chris Barry	FV	24	2 Laps	16.217	1:23.085	Citation
17	11	50	James Hannum	FV	10	16 Laps	14 Laps	1:23.849	CARACAL
18	12	96	John Melican	FV	8	18 Laps	2 Laps	1:26.076	mysterian
19	3	4	Richard LoDuca	F5	1	25 Laps	7 Laps	1:27.139	Invader QC-1
DNS	6		Jonathon Kotyk	FF					Reynard 83F
DNS	72		Thomas E Schwietz Jr	FF					Citition
DNS	17		Guy Bellingham	FV					BRD AFV02

Results of Grp 2 - SRF,SRF3

1	1	111	Bruce Myers	SRF3	27			1:18.183	SEF3
2	2	41	Trevor Hopwood	SRF3	27	0.916	0.916	1:18.418	SRF3
3	3	26	Derek Defonce	SRF3	27	3.700	2.784	1:18.447	SRF3
4	4	7	Jeffrey Lehner	SRF3	27	.882	0.182	1:18.200	SRF 3
5	5	0	James Regan	SRF3	27	5.918	2.036	:18.600	SRF3
6	6	71	David Auer	SRF3	27	20.896	14.978	1:19.026	SRF3
7	7	20	Steve Owens	SRF3	27	25.704	4.808	1:18.856	SRF3
8	8	66	Bill Watts	SRF3	27	26.123	0.419	1:19.140	SRF3
9	9	54	Steven Spano	SRF3	27	44.641	18.518	1:19.345	SRF3
10	10	10	Doug Garrison	SRF3	27	49.839	5.198	1:20.052	SRF3
11	11	29	Josh Treffeisen	SRF3	27	52.057	2.218	1:19.841	SRF3
12	1	4	Scott James	SRF	26	1 Lap	1 Lap	1:21.675	SRF
13	2	85	Chris Andrews	SRF	26	1 Lap	12.229	:21.552	SRF
14	3	69	Mark Saviet	SRF	26	1 Lap	11.352	1:22.422	SRF
5	4	87	Scott R Cypher	SRF	26	1 Lap	7.427	1:22.405	SRF
16	5	37	John Ferreira	SRF	25	2 Laps	1 Lap	1:24.494	SRF
17	12	22	Lee McNeish	SRF3	24	3 Laps	1 Lap	1:18.878	SRF3
18	13	97	Jeffrey Swann	SRF3	24	3 Laps	7:25.852	1:19.298	SRF3
19	14	36	Kevin Treffeisen	SRF3	10	17 Laps	14 Lap	1:18.755	SRF3
20	15	8	David Ferguson	SRF3	3	24 Laps	7 Laps	1:36.751	SRF 3
21	16	33	Thomas Riley	SRF3	1	26 Laps	2 Laps	1:48.729	SRF 3
22	6	17	Don Kahn	SRF		27 Laps	1 Lap		SRF
DNS	04		Mark Peyser	SRF					SRF

Results of Grp 3 - EP,FP,HP,GTL,STL

1	1	31	George Kline	EP	24	35:19.920		1:20.167	Caterham
2	2	50	Stephen Blethen	EP	24	1.096	1.096	1:20.004	Mazda RX-8
3	1	67	Craig McHaffie	STL	24	3.513	2.417	1:20.354	Mazda MX5
4	3	73	Mark Ketenci	EP	24	8.353	4.840	1:19.935	BMW 32
5	2	37	Eric Thompson	STL	24	16.531	8.178	1:20.442	MIATA
6	1	18	Steve Sargis	GTL	24	16.729	0.198	1:20.045	Spitfire
7	4	79	Don Girven	EP	24	43.561	26.832	1:22.097	Mazda RX3
8	5	30	Thomas Kelly	EP	24	55.634	12.073	1:22.472	BMW 328i
9	3	16	Rob Sturgis	STL	24	1:14.757	19.123	1:23.776	Miata
10	4	23	Hugh McHaffie	STL	24	1:20.961	6.204	1:24.074	Mazda MX-5
11	5	45	Andrew Wickline	STL	23	Lap	1 Lap	1:27.002	
12	1	40	Jonathan Waterhouse	HP	23	1 Lap	23.794	1:27.121	Mini Cooper
13	6	24	Morgan Duffy	STL	23	1 Lap	0.588	1:26.491	Miata
14	2	95	Paul Saltanis	GTL	23	1 Lap	1.097	1:26.154	Nissan Sentra
15	6	81	JB Swan	EP	23	1 Lap	5.953	1:27.232	Mazda RX-7
16	7	147	Norman Latulippe	EP	23	1 Lap	4.060	1:27.683	Alfa Romeo
17	8	54	Peter A Lombardo	EP	23	1 Lap	5.398	1:27.998	Spitfire
18	2	44	Jay Creel	HP	23	1 Lap	0.340	1:27.613	Spitfire
19	7	4	Donald Barron	STL	22	2 Laps	1 Lap	1:28.181	Miata
20	1	22	Philip G. Perron	FP	22	2 Laps	1:11.467	1:32.073	Sunbeam
21	9	17	Joseph Boruch	EP	21	3 Laps	1 Lap	1:21.598	S2000
22	2	97	Peter W. Smith	FP	21	3 Laps	3:56.897	1:33.808	miata
23	3	21	Dave Patten	FP	21	3 Laps	0.436	1:34.006	Datsun 510
24	3	64	Bill Keeney	GTL	20	4 Laps	1 Lap	1:27.886	Toyota
25	10	8	Aaron Johnson	EP	16	8 Laps	4 Laps	1:22.328	Honda S2000
26	11	47	A. Sterling Cole	EP	14	10 Laps	2 Laps	1:26.057	Mazda RX3
27	4	55	Jack Hanifan	FP	14	10 Laps	12:39.84	1:38.400	Miata
28	12	51	Amy Dilks	EP	11	13 Laps	3 Laps	1:40.39	RX7
29	4	99	Bob Dowie	GTL	1.147	24 Laps	11 Laps		Nissan 200SX
DNS	43		Jonathan Leitner	EP					BMW 325
DNS	144		Dave Kuchrawy	STL					Miata
DNS	186		Peter A.J. Tonelli	EP					Toyota GT8

Results of Grp 4 - GT1,GT2,GT3,AS,T1,T2,STU

1	1	38	John Branscombe	GT	27			1:12.960	Corvette
2	2	55	Jack Busch	GT1	27	11.353	11.353	1:12.988	Mustang
3	3	6	Douglas Valley	GT1	27	29.626	18.273	1:14.108	Mustang
4	1	19	Adrian Wlostowski	T1	26	1 Lap	1 Lap	1:17.130	Corvette
5	2	23	Hugh Stewart	T1	26	1 Lap	1.664	1:16.945	BMW M3
6	1	18	Dave Maynard	GT2	26	1 Lap	0.218	1:16.720	BMW 330
7	1	42	Michael Lavigne	T2	26	1 Lap	31.269	1:18.522	Mustang
8	3	13	Michael Saia	T1	26	1 Lap	2.757	1:18.777	BMW E46
9	4	153	Stephen Tise	T1	26	1 Lap	1.987	1:18.505	Mustang
10	2	73	David Sanders	T2	26	1 Lap	13.267	1:18.647	Corvette
11	5	87	Joe Nolette	T1	26	1 Lap	0.615	1:18.676	BMW M3
12	1	10	Eric Heinrich	STU	26	1 Lap	3.384	1:19.424	BMW
13	2	33	Greg Amy	STU	25	2 Laps	1 Lap	1:19.824	Honda
14	3	29	Peter Kulka	T2	25	2 Laps	21.814	1:20.266	Corvette
15	6	172	Matthew Gaetano	T1	25	2 Laps	8.964		BMW M3
16	4	08	Darius Trinka	T2	25	2 Laps	4.868	1:19.987	Nissan 350Z
17	1	9	Mark Wheaton	AS	25	2 Laps	45.634	1:21.969	Mustang



After Taking a loop at turn four, Formula Vee pilot, William Hannum, seems to be asking directions to get back on track. Photo: James Ray



Rebecca Harvey in her SM Miata. Photo: James Ray



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18	3	59	Greg Goss	STU	24	3 Laps	1 Lap	1:22.894	S2000
19	4	06	Matthew Benazic	STU	24	3 Laps	14.850	1:25.242	Prelude
20	7	7	Maurizio Cerasoli	T1	23	4 Laps	1 Lap	1:28.154	BMW m3
21	4	2	Ted Sullivan	GT1	14	13 Laps	9 Laps	1:16.868	Camaro
22	2	17	Nelson Dupuis	AS	12	15 Laps	2 Laps	1:28.185	Mustang
23	3	187	Steve Ott	AS	7	20 Laps	5 Laps	1:22.865	Mustang
24	5	165	Eric Thompson	STU	2	25 Laps	5 Laps	1:23.858	Toyota ST
25	6	72	Frank Capobianco	STU	2	25 Laps	33.492	1:38.612	BMW 325i
DNS	65		Eric Thompson	T1					Toyota ST
DNS	09		Seth Duval	GT2					Mustang
DNS	122		James Ashe	GT3					RX-7
DNS	22		Daniel Preston	T1					Nissan 370Z

Results of Grp 5 - FA,FB,FC,FE,FM,P1,P2

1	1	82	Matthew Gendron	FA	27			1:09.566	Mazda
2	2	17	Kevin Boeckle	FA	27	41.185	41.185	1:09.239	Ralt
3	1	46	Douglas Rocco	FC	26	1 Lap	1 Lap	1:13.302	VanDiemen
4	2	5	Dennis McCarthy	FC	26	1 Lap	9.062	1:12.855	Van Diemen
5	3	48	Alex Tollefsen	FC	26	1 Lap	6.234	1:12.416	Van Diemen
6	1	10	Keith McDonald	FE	25	2 Laps	1 Lap	1:17.181	Enterprises
7	1	84	Keegan Van Sicklen	P1	23	4 Laps	2 Laps	1:12.789	Stohr WF1
DNS	53		Roger Feghali	P1					stohr

Results of Grp 6 - SM,T3,T4,B-Spec

1	1	50	Stephen Blethen	T3	26			1:20.066	RX8/Blue
2	2	0	Zachary Kelly	T3	26	29.004	29.004	1:21.114	BMW 323
3	3	86	Tim Mullen	T3	26	54.554	25.550	1:21.861	RX-8

4	4	51	Raymond Blethen	T3	26	56.032	1.478	1:22.090	RX8
5	1	71	Jared Lendrum	T4	26	1:16.889	20.857	1:23.074	Subaru
6	2	08	Brian Reilly	T4	25	1 Lap	1 Lap	1:23.609	RX-8
7	1	5	Ralle Rookey	SM	25	1 Lap	11.452	1:23.237	Miata
8	2	18	Evan Karl	SM	25	1 Lap	3.834	1:23.201	Miata
9	3	89	Nick Leverone	SM	25	1 Lap	0.708	1:23.365	Miata
10	4	13	Robert Reed	SM	25	1 Lap	20.672	1:24.275	Miata
11	5	80	Richard Astacio	SM	25	1 Lap	2.144	1:23.887	Miata
12	6	129	John Raudat	SM	25	1 Lap	0.378	1:24.366	Miata
13	7	70	Jimmy Locke	SM	25	1 Lap	1.460	1:23.343	Miata
14	3	95	Kenneth Payson	T4	25	1 Lap	3.626	1:23.966	Miata
15	8	11	Richard Bennett	SM	25	1 Lap	3.949	1:24.387	Miata
16	9	14	Keith Knickerbocker	SM	25	1 Lap	14.621	1:24.856	Miata
17	10	#04	Matthew Chimbolo	SM	25	1 Lap	7.000	1:24.479	Miata
18	11	#00	Brian LaCroix	SM	25	1 Lap	7.263	1:25.193	Miata
19	12	#02	Pratt Tanner	SM	24	2 Laps	1 Lap	1:25.067	Miata
20	13	83	Tom Minuto	SM	24	2 Laps	15.939	1:26.163	Miata
21	14	92	Cody Connelly	SM	24	2 Laps	21.962	1:26.705	Miata
22	15	133	Rebecca Harvey	SM	24	2 Laps	5.34	1:27.433	Miata
23	1	45	Andrew Wickline	B-Spec24	2 Laps	29.559	1:28.712	Mini	
24	2	126	William Dergosits	B-Spec23	3 Laps	1 Lap	1:31.558	Mazda 2	
25	3	26	Michelle Yaiser	B-Spec23	3 Laps	5.196	1:31.420	Mini	
DNS	186		Peter A.J. Tonelli	T4				Toyota	
DNS	144		Dave Kuchrawy	SM				Miata	



Flag and Communication, class of 2017. Photo: Catherine Denome

New Hampshire Motor Speedway, August 5 & 6, 2017

RACE ONE

Results of Grp 1 - FA-B-C-E-F-M-S,CFC,P1-2,ASR,NCF

PIC#	Name	Cl.	Laps	Diff	Gap	Best Tm	Make
1 1 48	Alex Tollefsen	FC	17			1:04.659	Van Diemen
2 1 81	Jerry Streckert	FE	17	27.748	27.748	1:07.469	VanDiemen

Results of Grp 2 - SRF,SRF3,EVS,SPU,E-F-HP,GTL

1 1 12	Steve Introne	SRF3	13			1:11.537	SRF3
2 2 40	Patrick Stringer	SRF3	13	2.437	2.437	1:11.792	SRF 3
3 3 20	Steve Owens	SRF3	13	9.493	7.056	1:12.280	SRF3
4 4 8	David Ferguson	SRF3		19.647	10.154	1:12.737	SRF3
5 5 #03	Robert W. Reed	SRF3	13	31.006	11.359	1:12.083	SRF3
6 1 17	Don Kahn	SRF	13	45.539	14.533	1:15.069	SRF
7 2 13	Carl Warren	SRF	13	50.718	5.179	1:15.123	SRF
8 6 7	Jeffrey Swann	SRF3		55.376	4.658	1:13.274	SRF3
9 1 30	Zachary Kelly	EP	13	1:05.135	9.759	1:15.397	BMW
10 2 56	Mike Frost	EP		1:09.363	4.228	1:15.322	BMW
11 3 4	Scott James	SRF	13	1:09.989	0.626	1:14.522	SRF
12 3 49	Don Stevenson	EP	13	1:11.344	1.355	1:16.352	BMW 325i
13 4 85	Chris Andrews	SRF	13	1:11.999	0.655	1:15.832	SRF
14 5 31	Leslie Kurz	SRF	13	1:12.303	0.304	1:15.303	SRF
15 4 81	JB Swan	EP	12	1 Lap	1 Lap	1:21.411	RX-7
16 6 37	Jennifer Ferreira	SRF	12	1 Lap	9.207	1:17.097	SRF
17 1 22	Philip G. Perron	FP	11	2 Laps	1 Lap	1:28.123	Sunbeam
18 7 69	Mark Saviet	SRF	7	6 Laps	4 Laps	1:15.459	SRF
19 2 14	Dave Patten	FP	2	11 Laps	5 Laps	1:37.270	Miata

Results of Grp 3 - CRE

1 1 9	Santo Bruno	CRE	14			1:17.496	Nissan
2 2 49	Greg Hosselbarth	CRE	14	11.770	11.770		Miata
3 3 15	Bob Smolinski	CRE	14	27.178	15.408	1:17.843	Corvette
4 1 171	Bob Demers	IT7	13	1 Lap	1 Lap	1:25.734	RX7
5 4 4	Peter Morrison	CRE	5	9 Laps	8 Laps	1:24.218	Miata
DNS 7	Pasquale Bruno	CRE					BMW M3

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

1 1 #02	Jon Van de Car	FV	15			1:15.804	Mysterian
2 2 #05	Nicholas Galuardi	FV	15	7.231	7.231	1:16.213	Caldwell
3 3 22	Michael Hinkle	FV	15	32.156	24.925	1:17.565	BRD AFV02/
4 4 51	Ronald Bass	FV	15	49.912	17.756	1:19.230	Mysterian
5 5 4	Paul Fafor	FV	15	50.514	0.602	1:19.178	Mysterian
6 6 29	Jeffrey Valeo	FV	15	1:10.132	19.618	1:19.904	Mysterian
7 7 32	Dan Grace	FV	14	1 Lap	1 Lap	1:18.920	Citation
8 8 24	Brian Kenney	FV	14	1 Lap	0.639	1:20.739	Speed Sport
9 9 55	Bruce Rodman	FV	14	1 Lap	4.111	1:19.385	Caracal
10 10 20	Thomas Galuardi	FV	14	1 Lap	10.392	1:22.035	Barrcar
11 11 75	Kevin O'Day	FV	14	1 Lap	0.490	1:22.053	Caldwell
12 12 69	Afzal Bashir	FV	14	1 Lap	12.659	1:22.645	Protoform
13 13 7	Bryan Rogers	FV	14	1 Lap	20.238	1:22.174	Mysterian
14 14 71	Jeffrey Adams	FV	9	6 Laps	5 Laps	1:19.676	citation
15 15 23	Christopher Zarzycki	FV	3	12 Laps	6 Laps	1:20.900	Citation
16 16 96	John Melican	FV	2	13 Laps	1 Lap	1:20.222	mysterian
DNS 33	Tyler Reynolds	FV					Citation
DNS 10	Robert Beaulieu	FV					citation
DNS 61	Walter Popiak	FV					CITATION

Results of Grp 5 - SM,ITB-C,T3-4,BSpec,ITEZ,SM5,SSM

1 1 88	Jason Daoust	SM	14			1:17.755	MX-5
2 2 80	Richard Astacio	SM	14	2.722	1.398	1:17.815	Miata
3 3 48	Brandon Fetch	SM	14	11.483	8.761	1:17.800	Miata
4 4 70	Jimmy Locke	SM	14			1:17.832	Miata
5 1 95	Kenneth Payson	T4	14	1.669	0.186	1:17.724	Miata
6 5 #05	Dwayne Bennett	SM	14	20.151	8.482	1:18.692	Miata

7 6 #02	Pratt Tanner	SM	14	22.677	2.526	1:18.910	Miata
8 7 29	Michael Qiao	SM	14	22.836	0.159	1:19.043	Miata
9 8 #06	Jeff Longo	SM	14	36.836	14.000	1:18.627	Miata
10 2 18	Dave Valliere	T4	14	45.438	8.602	1:20.376	Mustang
11 1 50	Christo.Milton-Hall	SSM	14	48.488	3.050	1:20.843	Miata
12 1 17	Jason Benagh	ITB	14	51.867	3.379	1:21.093	Golf
13 9 #43	Tom Mariano	SM	14	1:03.772	11.905	1:20.477	Miata
14 1 9	Pasquale Bruno	ITEZ	14	1:08.992	5.220	1:20.294	350z
15 2 15	Simon Kennedy	SSM	14	1:13.107	4.115	1:21.545	Miata
16 10 33	Rebecca Harvey	SM	14	1:16.217	3.110	1:20.755	Miata
17 2 31	Jacob Hart	ITB	13	1 Lap	1 Lap	1:25.954	Golf
18 1 6	James Elder	T3	13	1 Lap	47.866	1:24.620	350Z
19 3 56	David Oliveira	ITB	12	2 Laps	1 Lap	1:35.620	Mini
20 11 19	Shelby Churchill	SM	2	12 Laps	10 Laps	1:23.999	Miata
DNS 144	Dave Kuchrawy	SM					Miata

Results of Grp 6 - GT1-2-3,SPO,AS,T1-2,ITE-R-S,STU

1 1 84	John Branscombe	ITE	15				Rx7
2 1 29	Peter Kulka	T2	15	11.914	11.914	1:13.684	Z06
3 1 80	Maurizio Cerasoli	GT2	15	14.200	2.286	1:13.631	Porsche
4 1 96	Theresa Conduct	ITR	15	21.700	7.500	1:14.882	Acura
5 2 59	Michael Goulde	ITE	15	28.835	6.958	1:15.822	BMW
6 2 0	Zachary Kelly	ITR	15	35.090	6.255	1:15.915	BMW
7 1 37	Abhi Ghatak	ITS	15	39.638	4.548	1:16.443	Miata
8 3 15	Robby Smolinski Jr.	ITE	15	21.877	0.177	1:14.285	Corvette
9 3 31	Bill Spargo	ITR	15	40.314	0.676	1:16.395	S2000
10 2 44	Joe Stadelmann	ITS	15	49.906	9.592	1:16.488	Porsche
11 1 153	Stephen Tise	T1	11	4 Laps	4 Laps	1:11.991	Mustang
12 1 97	Jason Smith	AS	5	10 Laps	6 Laps	1:14.266	Mustang
13 4 23	Tom Ciccone	ITE	3	12 Laps	2 Laps		Chevrolet
DNS 18	Dave Maynard	GT2					BMW 330

Results of Grp 7 - ITA,IT7,SM2,STL

1 1 87	Stephen Pope	ITA	15			1:17.256	Miata
2 1 16	Rob Sturgis	STL	15	7.077	7.077	1:17.411	Miata
3 1 70	Jimmy Locke	SM2	15	10.391	3.314	1:18.443	Miata
4 2 88	Jason Daoust	SM2	15	15.727	5.336	1:18.469	MX-5
5 3 #02	Pratt Tanner	SM2	15	25.605	9.878	1:19.081	Miata
6 4 14	Keith Knickerbocker	SM2	15	26.690	1.085	1:18.770	Miata
7 5 #06	Jeff Longo	SM2	15	28.868	2.178	1:18.890	Miata
8 2 #05	Dwayne Bennett	STL	15	29.690	0.822	1:18.434	Miata
9 6 96	Matthew Morin	SM2	15	57.509	27.819	1:20.693	Miata
10 7 #43	Tom Mariano	SM2	15	58.909	1.400	1:20.559	Miata
11 8 33	Rebecca Harvey	SM2	15	59.951	1.042	1:21.007	Miata
12 9 19	Andrew Osbrink	SM2	15	1:04.544	4.593	1:20.430	Miata
13 1 77	Daniel Sheppard	IT7	15	1:14.980	10.436	1:20.830	RX7
14 2 3	Serge Lentz	IT7	15	1:15.892	0.912	1:20.761	RX7
15 3 62	Drew Young	IT7	15	1:18.476	2.584	1:21.914	RX-7
16 4 #07	Jason Carroll	IT7	15	1:19.331	0.855	1:21.840	RX-7
17 5 35	Paul DeYeso	IT7	14	1 Lap	1 Lap	1:21.934	RX-7
18 6 29	Michael Buccella	IT7	14	1 Lap	6.775	1:22.508	RX7
19 7 15	Richard Patullo	IT7	14	1 Lap	3.231	1:22.496	RX7
20 10 38	Jim Remy	SM2	14	1 Lap	16.381	1:24.281	Miata
21 8 37	Raul Feliciano	IT7	14	1 Lap	22.385	1:23.592	RX-7
22 9 171	Bob Demers	IT7	14	1 Lap	1.990	1:24.950	RX7
DNS 67	Craig McHaffie	STL					MX5
DNS 28	Hugh McHaffie	STL					MX5
DNS 31	Phillip Moore	SM2					Miata
DNS 144	Dave Kuchrawy	STL					Miata

-continued next page

NHMS NOTES:

By: Bob Beaulieu

Turn Three Flag Station... Where Art thou?

This past NHMS regional races, the initial qualifying races for Formula Vee, had a contretemps with the leading cars in the midst of turn three. Ultimately eliminating three cars immediately from the event, and a few with enough damage to halt further activity of the weekend. I was one of them.

Interesting, I wrote it off as one of those racing incidents, that if you



can't take your licks.. don't be on track. Until one of the competitors crew accusingly mentioned why hadn't I seen the yellow flag. I shrugged it off and didn't worry about it, and figured just someone being a little upset and trying to find blame.

On my departure, though, I did review the yellow flag situation at turn three at NHMS. Flag stations are responsible for signaling and communications from their station to the next (in this case, station four, on top of the hill) We all know that turn three is probably the most accident-prone on the track....Yet, upon viewing, I couldn't help but notice that the station has been moved up to a location before the braking zone. I'm sure that this was done for worker safety, to keep them out of harms way, but in essence, has almost defeated the use of the station.

First: as you notice with the photograph above, at least in the opening laps of a race....if an incident happened in the midst of turn three, the WHOLE FIELD can already be past the station within the braking zone, or at least warning the few back markers of the upcoming situation.

Second: if you drive the track, once approaching the turn, your eyes are going to follow the apex on the right hand side... not the left.

Third: the apex of the track is blocked by a temporary tire wall.

At least in the past, as you braked for the turn, the flag station and signaling were right in view, and the usual excellent response by F & C would give you the possibility of avoiding any issues.

I'm sure our station three personnel were right on the spot and

commenced to vigorously wave the yellow flag as the incident started, but unfortunately due to their location, most of the field had already been by.

Solution? Of course the ultimate would be move the station back to the original location, more than likely, that probably will not happen. Could a temporary yellow light be installed in the drivers view that could be activated by one of the turn three personnel? I'm sure it would be a very small investment, at your local hardware store, or automotive supply. I'm sure the fractions of a second advance notice would be greatly appreciated by all competitors.

OWDE Notes:

Who enjoys the OWDE? EVERYONE! What a great way to show someone what driving a purpose built open wheel race car is like. Giving the crew a little excitement or showing another driver how fun our cars can be is the point of this great experience that NEFV and the NER have been able provide to us. Thanks to everyone for putting this on and the nervous car owners who allowed drivers with no/little experience to get behind the wheel and put in some laps on a real race track! —Michael Hinkle

If you have ever sat in a Formula Vee, you'll quickly realize the cockpit is tight!!!! (well maybe for the exception of a D-13) Tight, in the aspect that assistance is required to belted up.

I couldn't help but notice a garage neighbor, a competitor with the OWDE was being suited up, helmeted with the crew finalizing fitting of the belts. All of Sudden, panic set in, "Let me Outta here,"..."I need out..", as the competitor started to squirm and exhibit discomfort. The crew calmly quieted the individual down, and they went to finish the event, and concluded with big smile and the thrill of driving. All ultimately turned out well.



Alison Turpin pre grids within Nicholas Galuardi's D-13. Nick on the left confers with Paul Faford on the right. Photo: Elaine Faford

I couldn't help but think about the first time I put my wife in a race car (and it was an open cockpit F-Prod MGA) it was at a COM drivers ... rules of the event, if an incident happened, the cars on track were red flagged and immediate stop was required.

This did happen and she was stopped at the beginning of pit straight (this is the old BRYAR.) I went up to see how she was doing, and the next thing is she is tearing off her helmet, balaclava, and exhibiting total claustrophobia...I let her continue her

minor strip tease, settle her down, then helped her re-assemble herself when the cars were once again allowed on track.

Just like our OWDE entrant, it may be a new phobia... the full face helmet syndrome..

How to relieve this issue, I strongly suggest the same as I was recommended many years ago... wear the helmet around the house, watch TV, do the gardening, for half an hour — to an hour... get used to the "tunnel vision" of such a head gear...and keep smiling!!!

ENJOY!

NHMS Results — continued from page 22

DNS	196	Matt Rowe	ITA					Neon
Results of Grp 8 - OWDE - Session 1								
1	1	22	Pasquale Bruno	OWDE	9		1:32.505	BRD
2	2	44	John Piscitelli	OWDE	9	2.452	1:34.957	Protoform
3	3	96	John Melican	OWDE	9	7.287	1:39.792	mysterian
4	4	69	Iqbal Bashir	OWDE	8	14.726	1:47.231	Protoform
5	1	23	Christopher Zarzycki	FV	9	16.003	1:48.508	Citation
6	2	61	Walter Popiak	FV	8	17.806	1:50.311	CITATION
7	5	05	Alison Turpin	OWDE	7	34.089	2:06.594	Caldwell
8	6	18	Carl Maffei	OWDE	5	46.913	2:19.418	Caracal
9	7	71	Becky Adams	OWDE	8	50.405	2:22.910	citation
10	8	55	Laura Villaume	OWDE	6	1:04.964	2:37.469	Caracal
11	3	20	Thomas Galuardi	FV	4	1:28.6483	01.153	Barrcar 004



RACE TWO

Results of Grp 1 - FA-B-C-E-F-M-S,CFC,P1-2,ASR,NCF

1	1	48	Alex Tollefsen	FC	17	19:12.987		1:06.586	Van Diemen
2	1	81	Jerry Streckert	FE	17	26.540	26.540	1:08.125	VanDiemen
3	1	45	Kjell Tollefsen	FA	1	16 Laps	16 Laps	11:01.204	Dallara

Results of Grp 2 - SRF,SRF3,EVS,SPU,E-F-HP,GT

1	1	12	Steve Introne	SRF3	16			1:11.857	SRF3
2	2	40	Patrick Stringer	SRF3	16	0.815	0.815	1:11.831	SRF 3
3	3	03	Robert W. Reed	SRF3	16	7.496	6.681	1:12.053	SRF3
4	4	20	Steve Owens	SRF3	16	9.218	1.722	1:12.261	SRF3
5	5	8	David Ferguson	SRF3	16	17.410	8.192	1:12.686	SRF 3
6	6	7	Jeffrey Swann	SRF3	16	46.396	28.986	1:12.637	SRF
7	1	4	Scott James	SRF	16	52.003	5.607	1:14.568	SRF
8	2	17	Don Kahn	SRF	16	55.482	3.479	1:14.555	SRF
F9	3	13	Carl Warren	SRF	16	56.962	1.480	1:15.118	SRF
10	4	85	Chris Andrews	SRF	16	57.124	0.162	1:14.661	SRF
11	1	30	Zachary Kelly	EP	16	1:08.075	10.951	1:14.922	BMW 328i
12	2	56	Mike Frost	EP	16	1:08.542	0.467	1:14.834	BMW 328
13	5	69	Mark Saviet	SRF	15	1 Lap	1 Lap	1:16.491	SRF
14	3	49	Don Stevenson	EP	15	1 Lap	9.356	1:16.378	BMW 325
15	6	31	Leslie Kurz	SRF	15	1 Lap	8.199	1:16.820	SRF
16	7	37	Jennifer Ferreira	SRF	15	1 Lap	0.656	1:17.046	SRF
17	4	81	JB Swan	EP	14	2 Laps	1 Lap	1:21.746	RX-7
18	1	22	Philip G. Perron	FP	13	3 Laps	1 Lap	1:29.039	Sunbeam
DNS	4		Dave Patten	FP					Miata

Results of Grp 3 - CRE

1	1	49	Greg Hosselbarth	CRE	14				Miata
2	2	15	Bob Smolinski	CRE	14	0.002	0.002	1:17.316	Corvette
3	1	171	Bob Demers	IT7	14	1:10.423	1:10.421	1:22.959	Mazda RX7
4	3	9	Santo Bruno	CRE	11	3 Laps	3 Laps	1:19.169	350z
DNS	4		Peter Morrison	CRE					Miata

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

1	1	02	Jon Van de Car	FV	15			1:16.341	Mysterian
2	2	05	Nicholas Galuardi	FV	15	2.388	2.388	1:16.567	Caldwell
3	3	22	Michael Hinkle	FV	15	3.063	0.675	1:16.832	BRD
4	4	75	Kevin O'Day	FV	15	40.719	37.656	1:18.321	Caldwell
5	5	23	Christopher Zarzycki	FV	15	44.580	3.861	1:18.230	Citation
6	6	29	Jeffrey Valeo	FV	15	45.125	0.545	1:18.383	Mysterian
7	7	32	Dan Grace	FV	15	46.811	1.686	1:18.593	Citation
8	8	51	Ronald Bass	FV	15	47.191	0.380	1:18.612	Mysterian
9	9	4	Paul Faford	FV	15	47.595	0.404	1:18.202	Mysterian
10	10	71	Jeffrey Adams	FV	15	48.515	0.920	1:18.577	Citation
11	11	55	Bruce Rodman	FV	15	51.709	3.194	1:18.762	Caracal
12	12	24	Brian Kenney	FV	15	56.554	4.845	1:19.386	Speed Sport
13	13	20	Thomas Galuardi	FV	14	1 Lap	1 Lap	1:22.560	Barrcar
14	14	69	Afzal Bashir	FV	14	1 Lap	11.113	1:22.889	Protoform
15	15	7	Bryan Rogers	FV	14	1 Lap	40.929	1:24.648	
16	16	96	John Melican	FV	10	5 Laps	4 Laps	1:20.072	mysterian

Results of Grp 5 - SM,ITB-C,T3-4,BSpec,ITEZ,SM5,SSM

1	1	70	Jimmy Locke	SM	14			1:18.138	Miata
2	2	05	Dwayne Bennett	SM	14	0.218	0.218	1:18.084	Miata
3	3	88	Jason Daoust	SM	14	9.835	9.617	1:18.480	MX-5
4	4	02	Pratt Tanner	SM	14	19.374	9.539	1:19.169	Miata
5	5	29	Michael Qiao	SM	14	20.724	1.350	1:18.986	Miata
6	1	95	Kenneth Payson	T4	14	30.703	9.979	1:18.640	Miata
7	6	06	Jeff Longo	SM	14	32.036	1.333	1:19.506	Miata
8	7	19	Shelby Churchill	SM	14	39.629	7.593	1:20.160	Miata
9	1	15	Simon Kennedy	SSM	14	46.151	6.522	1:20.579	Miata
10	2	50	Christo. Milton-Hall	SSM	14	48.200	2.049	1:21.132	Miata
11	8	33	Rebecca Harvey	SM	14	54.239	6.039	1:21.470	Miata
12	9	43	Tom Mariano	SM	14	56.059	1.820	1:20.951	Miata
13	1	17	Jason Benagh	ITB	14	58.894	2.835	1:21.752	Golf
14	1	9	Pasquale Bruno	ITEZ	14	1:00.043	1.149	1:20.296	350z
15	2	31	Jacob Hart	ITB	13	1 Lap	1 Lap	1:24.680	Golf
16	1	6	James Elder	T3	13	1 Lap	45.125	1:26.740	350Z
17	3	56	David Oliveira	ITB	12	2 Laps	1 Lap	1:33.034	Mini
DNS		80	Richard Astacio	SM					Miata
DNS		48	Brandon Fetch	SM					Miata
DNS		18	Dave Valliere	T4					Mustang

Results of Grp 6 - GT1-2-3,SPO,AS,T1-2,ITE-R-S,STU

1	1	153	Stephen Tise	T1	15			1:12.354	Mustang
2	1	84	John Branscombe	ITE	15	14.915	14.915	1:12.710	Rx7
3	1	80	Maurizio Cerasoli	GT2	15	26.602	11.687	1:13.488	Porsche
4	1	0	Zachary Kelly	ITR	15	31.900	5.298	1:15.006	BMW
5	2	96	Theresa Condict	ITR	15	32.008	0.108	1:14.993	Acura
6	2	15	Robby Smolinski Jr.	ITE	15	51.807	19.799	1:16.386	Corvette
7	3	31	Bill Spargo	ITR	15	57.261	5.454	1:16.599	S2000
8	1	37	Abhi Ghatak	ITS	15	59.347	2.086	1:16.855	Miata
9	2	44	Joe Stadelmann	ITS	13	2 Laps	2 Laps	1:17.323	Porsche
10	1	29	Peter Kulka	T2	11	4 Laps	2 Laps	1:17.573	Chevrolet
11	3	59	Michael Goulde	ITE	9	6 Laps	2 Laps	1:15.884	BMW
DNS		97	Jason Smith	AS					Mustang
DNS		23	Tom Ciccone	ITE					Camaro

Results of Grp 7 - ITA,IT7,SM2,STL

1	1	70	Jimmy Locke	SM2	14				1:17.198	Miata
2	1	16	Rob Sturgis	STL	14	2.345	2.345	1:17.562	Miata	
3	2	88	Jason Daoust	SM2	14	3.597	1.252	1:18.256	MX-5	
4	3	02	Pratt Tanner	SM2	14	4.799	1.202	1:18.459	Miata	
5	4	14	Keith Knickerbocker	SM2	14	11.329	6.530	1:18.541	Miata	
6	5	19	Andrew Osbrink	SM2	14	30.537	19.208	1:20.747	Miata	
7	6	33	Rebecca Harvey	SM2	14	31.844	1.307	1:20.498	Miata	
8	7	#43	Tom Mariano	SM2	14	43.782	11.938	1:21.209	Miata	
9	1	77	Daniel Sheppard	IT7	14	44.004	0.222	1:20.962	RX7	
10	2	62	Drew Young	IT7	14	47.279	3.275	1:21.263	RX-7	

—continued next page

New England Region **SOLO** Championship

Solo Points Event #7, Scortched Orange, July 23, 2017

ss - 'Super Street'

1T ss 88	W. Lunsman Porsche	56.078 [-]0.504
2 ss 42	Russ Siggelkoe Elise	56.582 +0.504

as - 'A Street'

1T as 134	Oliver Lucier Boxster	56.770 [-]1.541
2T as 187	Mark Sarcevicz Corvette	58.311 +1.541
3T as 79	Erik Carlson Corvette	8.478 +0.167
4 as 87	Brandon Dryer Corvette	58.532 +0.054
5 as 45	Jeff Martynuska Corvette	59.144 +0.612
6 as 77	Chris Doty Cayman	59.896 +0.752
7 as 34	Elizabeth Jolly Boxster	60.738 +0.842

bs - 'B Street'

1T bs 1	Jeff Bakken Ford	57.648 [-]0.240
2T bs 23	Dalton Petrillo Evolution	57.888 +0.240
3T bs 94	Fedja Jeleskovic EVO SE	58.347 +0.459
4 bs 67	Gra.LaBossiere Evolution	60.212 +1.865
5 bs 25	Melanie Kwong S2000	60.403 +0.191
6 bs 5	Scott Barton Focus	61.392 +0.989
7 bs 11	Justin StGermain S2000	65.300 +3.908

cs - 'C Street'

1T cs 193	Steve Twaddle Scion	57.550 [-]2.366
2T cs 2	William Sheridan Miata	59.916 +2.366
3 cs 23	Charles Sayers Boxster	60.181 +0.265
4 cs 7	Leah Honor RX-8	60.794 +0.613
5 cs 93	Amanda Twaddle Scion	63.685 +2.891

ds - 'D Street'

1T ds 23	John Rappa Toyota	56.856 [-]0.076
2T ds 123	brent vander werf Scion	56.932 +0.076
3 ds 11	Keegan Eckart Mini	60.140 +3.208
4 ds 6	Mark J Besso Mustang	63.052 +2.912
5 ds 43	Christo. Baldelli Scion	63.466 +0.414

es - 'E Street'

1T es 12	Daniel McCarthy Miata	60.444 [-]0.324
2T es 77	Jer. Papenhausen Miata	60.768 +0.324
3 es 118	Craig Clark Miata	60.980 +0.212
4 es 18	Elbert Clark Miata	61.384 +0.404
5 es 72	Tina Moreau Miata	63.012 +1.628
6 es 59	Paul Stoltze Datsun	65.626 +2.614

fs - 'F Street'

1T fs 20	James Lombardo Lexus	63.834 [-]3.078
2T fs 54	Jim Schmitz Firebird	66.912 +3.078

3 fs 62	Lou Confrancisco BMW	67.624 +0.712
4 fs 162	Wendy Welsh BMW	72.370 +4.746

gs - 'G Street'

1T gs 74	Brad Fiore GTI	58.372 [-]0.414
2T gs 71	Barbara Seeger Focus	58.786 +0.414
3 gs 122	Wiley Cox Focus	61.290 +2.504
4 gs 22	Richard Currey Focus	61.872 +0.582
5 gs 25	Eric Baker Focus	63.616 +1.744

hs - 'H Street'

1T hs 191	Jack Nguyen Mini	59.581 [-]0.351
2T hs 80	Jason Fair Fiesta	59.932 +0.351
3T hs 124	Daryl Beck Honda	60.824 +0.892
4 hs 24	Chang Ho Kim Honda	61.036 +0.212
5 hs 14	Nathan Winters Fiesta	61.054 +0.018
6 hs 91	Bill Cioni Mini	61.644 +0.590
7 hs 98	Will Esker Honda	62.864 +1.220
8 hs 70	Paul Krysiak Mini	63.416 +0.552
9 hs 96	Willis Daugherty Fiesta	66.408 +2.992

sts - 'Street Touring S'

1T sts 91	Ryan Field Honda	56.048 [-]0.701
2T sts 49	Mark Ponusky Miata	56.749 +0.701
3 sts 84	Justin Vogel Miata	58.378 -

stx - 'Street Touring X'

1 stx 122	Jonathan Leith Miata	57.000 [-]0.252
2 stx 22	William Brundige Scion	57.252 +0.252
3 stx 21	Justin Kennedy Mini	65.954 +8.702

str - 'Street Touring R'

1T str 97	Mark Dudek Miata	53.860 [-]0.738
2T str 197	William Koscielny MX5	54.598 +0.738
3T str 198	Evan Clavijo Miata	54.848 +0.250
4T str 36	Justin Flynn s2000	55.672 +0.824
5 str 65	Brandon Dean BMW M3	56.096 +0.424
6 str 136	Josh Brockman S2000	56.672 +0.576
7 str 93	Jacob Ronald Miata	57.080 +0.408
8 str 98	Sam Tocci MX-5	57.092 +0.012
9 str 37	Joanne Ago	59.979 +2.887
10 str 16	Athena DeGangi	60.232 +0.253
11 str 99	James Ray Miata	63.170 +2.938

stp - 'Street Touring P'

1T stp 38	Craig Gagner Challen	62.272 -
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asp - 'A Street Prepared'

1T asp 54	Matthew Mickle Subaru	53.982 [-]18.502
2 asp 17	Jason Ethier MR2	72.484 +18.502
3 asp 154	Marc Monnar Subaru	dns

csp - 'C Street Prepared'

1T csp 55	Rob MacAlpine Miata	55.971 -
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dsp - 'D Street Prepared'

1T dsp 6	David Hussey GTI	62.196 -
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esp - 'E Street Prepared'

1T esp 147	Shaun Moore Mustang	60.334 [-]1.324
2 esp 47	Thomas Moore Mustang	61.658 +1.324

cams - 'Classic American S'

1T cams 87	Alan Salnikov Chevrolet	58.956 [-]0.038
2 cams 117	Derek Sivret Corvette	58.994 +0.038
3 cams 17	William Salie Corvette	59.200 +0.206

xp - 'X Prepared'

1T xp 56	William Stone RX-7	63.348 -
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cp - 'C Prepared'

1T cp 150	Jeff Seeger Mustang	56.804 [-]4.528
2 cp 50	Arnold Beebe Mustang	61.332 +4.528

ep - 'E Prepared'

1T ep 134	Ben Wagstaff Swift GT	53.448 [-]1.222
2T ep 92	Brian Levesque Honda	54.670 +1.222
3T ep 34	Sam Creasey Honda	55.844 +1.174
4T ep 192	Alex Jackson Honda	58.738 -

fp - 'F Prepared'

1 fp 85	Derek White Fiero	59.970 [-]1.550
2 fp 185	Jon Zombeck Fiero	61.520 +1.550

hcr - 'Heritage Classic Race'

1 hcr 80	David Gott TR4	55.470 -
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smf - 'Street Modified F'

1 smf 68	Aaron Skolnik Honda	65.258 -
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sm - 'Street Modified'

1 sm 41	Billy Haley Subaru	56.193 [-]0.743
2 sm 28	Robert Ruff RX8	56.936 +0.743
3 sm 81	Roman Radkovets Evolution	59.274 +2.338
4 sm 71	Read Fleming BMW	60.096 +0.822
5 sm 3	Ryan Wandas Galant	63.202 +3.106

ssm - 'Super Street Modified'

1T ssm 57	Stephanie Reeve Corvette	55.353 [-]1.171
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-continued next page



Photo: James Ray

2017 Calendar

RACE

Sept 9/10 Palmer NER/NERRC #6 Pig Roast
Oct 6/7 TSMP NER/NERRC/NeDiv #7
Registration and more at: www.ner.org/clubracing-schedule

Club Racing Experience

September 9-10 Palmer Motorsport Park
October 6-7 Thompson Speedway
Registration and more at: www.ner.org/club-racing-experience

SOLO

September 24 NER Points Event 9 – Orange Crush
October 10 NER Stirling Moss Championship
October 29 NER Team Challenge
Registration and more at: www.ner.org/solo/solo-schedule

RALLY

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

RALLY SPRINT

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

Track Night In America

September 8 Palmer Motorsports Park
September 19 Thompson Motorsports Park
Registration and more at: www.tracknightamerica.com

RALLY-X

October 7 Cunningham Fairgrounds, Cunningham, MA
November 4 (Saturday) with possibility of
November 5 (Sunday) Canaan Fair Speedway, Canaan, NH
December 2 Westfield, MA
Registration and more at: www.ner.org/rallycross/rallycross-schedule

Time Trials

September 2 Pocono Raceway
September 23 Thompson Speedway
Registration and supplements at: <http://www.ner.org/timetrialspdx-schedule/>

Schedules may change. Please check the website for changes, updates, and additions to the NER calendar: www.ner.org Or contact the appropriate chairperson as listed on the inside front cover.

NHMS Results — continued from page 24

11	3	#07	Jason Carroll	IT7	14	47.793	0.514	1:21.362	RX-7
12	4	29	Michael Buccella	IT7	14	48.015	0.222	1:21.593	RX7
13	8	96	Matthew Morin	SM2	14	59.235	11.220	1:21.406	Miata
14	9	38	Jim Remy	SM2	14	1:06.680	7.445	1:22.671	Miata
15	5	15	Richard Patullo	IT7	14	1:08.777	2.097	1:22.746	RX7
16	6	35	Paul DeYeso	IT7	14	1:09.108	0.331	1:21.847	RX-7
17	7	171	Bob Demers	IT7	14	1:10.374	1.266	1:21.628	RX7
18	1	87	Stephen Pope	ITA	14	1:47.762	37.388	1:17.104	Miata
19	8	37	Raul Feliciano	IT7	11	3 Laps	3 Laps	1:23.339	RX-7
20	9	3	Serge Lentz	IT7	1	13 Laps	10 Laps	1:24.122	RX7
DNS	#06		Jeff Longo	SM2					Miata
DNS	#05		Dwayne Bennett	STL					Miata

Results of Grp 8 - OWDE

1	1	22	Pasquale Bruno	OWDE12		1:23.322			BRD
2	2	44	John Piscitelli	OWDE12	1.633	1.633	1:24.955		Protoform
3	1	23	Christopher Zarzycki	FV 11	3.115	1.482	1:26.437		Citation
4	3	96	John Melican	OWDE12	3.975	0.860	1:27.297		mysterian
5	4	69	Iqbal Bashir	OWDE10	4.912	0.937	1:28.234		Protoform
6	2	61	Walter Popiak	FV 11	10.841	5.929	1:34.163		CITATION
7	5	18	Carl Maffei	OWDE11	11.095	0.254	1:34.417		Caracal
8	6	#05	Alison Turpin	OWDE10	19.960	8.865	1:43.282		Caldwell
9	7	55	Laura Villaume	OWDE8	43.566	23.606	2:06.888		Caracal
10	8	71	Becky Adams	OWDE9	45.547	1.981	2:08.869		citation

Results of Grp 9 - Pro IT

1	1	48	Brandon Fetch	SM 34					Miata
2	2	29	Michael Qiao	SM 34	35.923	35.923	1:19.181		Miata
3	1	20	Mike Bletzacker	ITA 34	48.049	12.126	1:18.922		Honda CRX
4	2	#07	Doug Case	ITA 8	26 Laps	26 Laps	1:26.206		Honda
DNS	31		Phillip Moore	SM					Miata

Classifieds

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

FORMULA FORDS: DB-1 and DB-3 Swifts/Ford Motors. Both excellent condition/ready to race. All parts/spares/wheels/transport wheels/jacks go with both or will separate. Leaving racing due to medical. Both for \$25,000 Contact Don at: Donveith@veithelectric.com / or call 845-797-7040

1986 PORSCHE 944: Bought about 16 years ago from a PCA member. Used in autocross for about 10 years. Haven't driven it in about 2 years. Starts but I believe there is a clogged fuel injector, so it runs rough. It has been lowered and there is a performance chip installed. An extra set of wheels included. One set has autocross tires however all tires are over 10 years old. Many more parts. Looking for \$1500. Car is located in Shrewsbury. Contact brnks888@yahoo.com



NER/SCCA Merchandise Order Form

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

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

CLOTH PATCHES

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

APPAREL

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

LAPEL PINS

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

Minimum \$5.00 Order

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

TOTAL _____

Make check payable to NER, SCCA

Name: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Telephone #: _____

Email address: _____

Mail order form w/check payable to:

NER, SCCA _____

Donna Stevens, NER Merchandise Program

29 Shaker Road, Concord, NH 03301

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

NO CREDIT CARDS ACCEPTED

SOLO Results — continued from page 25

2T	ssm111	Patrick Heck	Elise	56.524	+1.171
3	ssm121	Nik Finn	Scion	57.062	+0.538
4	ssm21	John Swig	Scion	57.160	+0.098
5	ssm11	Kevin Winders	Elise	63.290	+6.130

am - 'A Modified'

1T	am 38	Stacey Strout	Dragon	50.658	[-]2.498
2	am 138	William Goodale	dragon	53.156	+2.498
3	am 64	Robert Barone	Dragon CK/Dragon		
	White/Black	62.104+dnf	57.876	55.842	+2.686

bm - 'B Modified'

1T	bm 189	Jim Garry	Cheetah	48.022	[-]1.846
2	bm 89	Mike McMullen	Cheetah	49.868	+1.846
3	bm 167	Dean VanDeCarr		55.952	+6.084

cm - 'C Modified'

1T	cm 46	Joshua Parker	Reynard	50.779	[-]4.487
2	cm 128	Mike Reardon	Titan	55.266	+4.487
3	cm 28	Stephen EckelmanFord		6.818	+1.552

km - 'Adult Kart'

1T	km 113	John Stanwood	Birel Birel	61.244	-
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ja - 'Junior Kart A'

1T	ja 52	Kimsoo Gopnik	CRG	53.622	[-]3.115
2T	ja 13	Nat.Stanwood	Righetti	56.737	+3.115
3	ja 69	Polina Tsurikova	CRG	60.930	+4.193
4	ja 1	Dartag. Bruneaux	Buller	62.286	+1.356

jb - 'Junior Kart B'

1T	jb 99	Jessica Beck	PTK	56.444	[-]2.996
2	jb 5	Julien Bruneaux	CRG	59.440	+2.996

n - 'Novice'

1T	gs 111	And. Wesolowski		50.452	[-]0.092
2T	ds 54	Ch. Costello	Subaru	50.544	+0.092
3T	hs 41	Francisco Hidalgo	Fiat	50.753	+0.209
4T	cs 20	Jarrod Arruda	Miata	51.655	+0.902
5T	stx 11	Ca.Johnston	Subaru	52.058	+0.403
6T	gs 11	adrian syrowik	FOCUS	52.617	+0.559
7	fs 22	Ken Paetzold	Chevrolet	52.713	+0.096
8	stu 17	Anil Tipirneni	Subaru	52.948	+0.235
9	hs 33	Ronald Maloney	Fiesta	53.221	+0.273
10	bs 42	Peter White	S2000	53.536	+0.315
11	fs 21	Gene Ostrovskiy	Infiniti	53.864	+0.328
12	ds 67	Kevin O'Flaherty	Subaru	54.676	+0.812
13	hs 4	Christ.Kennedy	Toyota	55.433	+0.757
14	esp 70	Morgen Kirby	260z	55.643	+0.210
15	ds 167	Chris.O'Flaherty	Subaru	55.868	+0.225
16	es 159	Alex Stoltze	280Z	56.123	+0.255
17	asp 12	MANUEL JUSINO	Subaru	56.607	+0.484
18	gs 58	Marissa Bates	Toyota	58.180	+1.573
19	cams187	Laura Zom		59.796	+1.616
20	km 114	D>Charbonneau	Kart	62.250	+2.454
21	ds 7	A. Kumar Sharma	BMW	63.510	+1.260
22	km 14	Justin Burchett	Kart	66.141	+2.631
23	asp 117	Andrew Punnoose	MR2	67.116	+0.975

p - 'Pro Class'

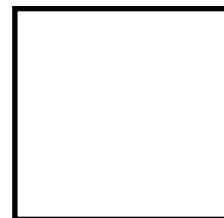
1T	dsp85	Jeff Hurst		43.834	[-]0.687
2T	dsp185	Tamra Hunt	RX-8	44.521	+0.687
3T	ep 173	Brian Kuehl	Honda	44.917	+0.396
4T	csp99	Bob Davis	Miata	44.928	+0.011
5	as 79	Todd Kean	Corvette	45.023	+0.095
6	csp66	Mike Stukalin	Miata	45.162	+0.139
7	csp166	Brian Doherty	RX-8	45.404	+0.242
8	ssr 57	Grant Reeve	Corvette	45.799	+0.395
9	ep 73	Don Kuehl	Honda SI	46.535	+0.736
10	asp9	David White	EVO IX	50.284	+3.749

PIT TALK

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