



**SCCA**  
Sports Car Club of America



# PIT TALK

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

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**LAST ISSUE  
OF PIT TALK**

SCCA National Championship Runoffs at Indy

Thompson and Palmer Regional Results

Joker Lap, Okemo and Cunningham RallyCross Results



# 2017 NEW ENGLAND REGION DIRECTORY

## BOARD OF DIRECTORS

### REGIONAL EXECUTIVE:

Sterling Cole  
P.O. Box 1191  
Salem, NH 03079  
617.851.7713  
regionalexec@ner.org

### ASSISTANT

#### REGIONAL EXECUTIVE:

Brian Mushnick  
1 Frederickson Road  
Norfolk, MA 02056  
617.733.8568  
bg43wex@rcn.com

### SECRETARY

Wiley Cox  
48 Bradfield Avenue, #1  
Rosindale, MA 02131  
wiley.cox@gmail.com

### DIRECTORS

Andrew Ahern  
442 Dunstable Rd,  
Tyngsboro, MA 01879  
(508) 287-1379  
Andrew.M.Ahern@gmail.com

Robert Anderson  
67 Rindone Street, Holbrook,  
MA 02343  
339-987-0885  
goldwngbob@comcast.net

Theresa Condict  
241 Sand Dam Road  
Thompson, CT 06277  
617.529.3517  
tcondict321@gmail.com

Richard Currey  
10 Lookout Landing  
Ellington, CT 06029  
860-604-9519

Jessica Lynne Honigs  
3 Monadhock Drive  
Shrewsbury, MA 01545  
978.604.9104  
jessiehonigs@gmail.com

Douglas Myers  
775 Worthington Ridge  
Berlin, CT 06037  
860-828-6726  
d.myers@snet.net

James Ray  
3 South Street  
Upton, MA 01568  
508-529-915  
jbr.scca@rayfamily.com

### TREASURER:

John Ferreira  
58 Hovey Road  
Londonderry, NH 03053  
603.682.7915

## SPECIALITIES

### MEMBERSHIP CHAIR

Paul Krysiak  
653 Shenipsit Lake Rd.  
Tolland, CT 06084  
860.875.2220  
pkrys0kb@snet.net

### PIT TALK EDITOR

Bob Beaulieu  
PO Box 703  
Scituate, MA 02060  
bob@beaulieudesign.  
com

### WEB MASTER

Sterling Cole  
webmaster@ner.org

### MERCHANDISE CHAIR

Donna Stevens  
29 Shaker Road  
Concord, NH 03301  
603.566.2774  
donstev311@gmail.com

### AREA ONE DIRECTOR

Bob Dowie  
bdowie@scca.com  
mobile/text: 845-325-0930  
Home: 845-496-7040

## RALLY BOARD

### RALLY CHAIRMAN

Chris Regan  
717 Old Colchester Rd.  
Salem, CT 06420  
203.979.3196  
chregan@aol.com

### RALLYX CHAIRMAN

Scott Carlson  
17 White Plains Road  
Webster, NH03303  
603.648.6020 (home)  
treemonkey1105@juno.com

### RALLYX ASST. CHAIR. RallyX Registrar

Kathy Moody  
40 Dylan Court  
Whitefield, NH 03598  
603.616.1195 (cell)  
rallykat158@yahoo.com

### COMPTROLLER/ROAD RALLY/POINTS KEEPER

Jon Lamkins  
71 Hazelwood Dr.  
Southington, CT 06489  
860.621.5964 (h)  
860.620.4839 (cell)  
jon.lamkins@cox.net

### NEDIV RALLYCROSS STEWARD

Scott Beliveau  
38 Cedar St.  
Laconia, NH 03246  
603.527.2342 (d)  
603.524.4305 (e)  
Beliveau@aaavid.com

### ROAD RALLY EQUIPMENT

Fred Mapplebeck  
67 Chappy Lane  
Salem, NH 03079  
603.898.4778  
derfrally@aol.com

### MEMBERS AT LARGE

Philip Lamoreaux  
plamoreaux@tds.net

Harold Denham  
60 Jarr Brook Road  
Holliston, MA 01746  
617.519.3309 (cell)  
halrallyx32@gmail.com

Pego Mack  
13 Curtis Rd.  
Glastonbury, Ct 06033  
Cell: 860-995-8771  
Home: 860 633-9134  
pego412@cox.net

Steve McKelvie  
12 Hunters Run  
Franklin, MA 02038  
508.520.7135 (home)  
shanna12@comcast.net

Adam Brodeur  
408 Parker Street  
Gardner, MA 01440  
978.632.1368 (home)  
978.430.1397 (cell)  
apbrodeur@yahoo.com

Scott Beliveau  
38 Cedar St.  
Laconia, NH 03246  
603.524.4305 (home)  
603.527.2342  
beliveau@aaavid.com

Michael Beliveau  
603.455.7899  
beliveau.m@g.mail.com

### MEMBER AT LARGE & RALLYX POINTS KEEPER

DanDowney

## SOLO BOARD

### CHAIRMAN

Bob Davis  
rr\_davis@comcast.net

### COMPTROLLER

Kathy Barnes  
653 Shenipsit Lake Road  
Tolland CT 06084  
860.875.0254  
kjbarnes22@snet.net

### COURSE COORDINATOR

### OPERATING STEWARD

Brian Levesque  
crxracerb@aol.com

### CHIEF OF REGISTRATION

Barbara Seeger  
barb.l.seeger@gmail.com

### CHIEF OF TIMING & SCORING

David Gott  
Derek Sivret

### CHIEF OF WORKERS

Stephanie Reeve  
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### EQUIPMENT MANAGER

Jonathan Leith

### CHIEFS OF TECH

Allan Parker  
Josh Parker

### CHIEF SAFETY STEWARDS

Russ Siggelkoe  
rsiggelkoe@comcast.net

### SAFETY STEWARD INSTRUCTOR

Stacey Strout  
14 Old Ashburnham Rd.  
Rindge NH 03461  
603.899.5045 h  
stacey@j3.org

### CHIEFS OF GRID

### CHIEFS OF KARTS/ YOUTH STEWARD

Paul Bowin  
47 Richardson Ave  
Norton MA  
508.222.7513  
pbowin@comcast.net  
Eric Krueger

### PUBLICITY & COMMUNICATIONS

Ed Savage  
8 Chase Rd  
North Brookfield MA 01535  
508.867.5189

### CHIEF OF PROTEST

Kathy Barnes  
653 Shenipsit Lake Road  
Tolland CT 06084  
860.875.0254  
kjbarnes22@snet.net

NER Web Site: [www.ner.org](http://www.ner.org)

**COVER:** Emmet Cecchet powerslides past a pylon at this years Blue Lot, Okemo Rally Cross. . Photo: Doublas Bolduc, Dagger Slade Media

## ROAD RACING BOARD

### CLUB RACING BOARD CHAIRMAN

JB Swan  
jbswan@ner.org

### ASST CHAIRMAN

Kathy Barnes  
kjbarnes22@gmail.com  
860.841.5083

### STEWARDS LIAISON

Jason Benagh  
781.929.8042  
itracer@gmail.com

### DRIVERS REP OPEN WHEEL

Paul Faford  
Pfaf11@yahoo.com  
603.622.8215

### DRIVERS REP CLOSED WHEEL

Brian Mushnick  
bg43wex@rcn.com  
617.733.8568

### NEW DRIVER LICENSING

Pat Travers  
67 Mapleton St.  
Cranston, RI 02910  
401.461.9219

### NEW DRIVER AMBASSADOR

Jeff Lawton  
jglawton@yahoo.com  
860.463.9305

### INSTRUCTORS LIAISON

Alan Dunklee  
802.436.2414

### INSTRUCTORS LIASON ASST.

Louis Gingerlla  
860.460.0930  
lwgrh@yahoo.com

### TECH & SCRUTINEERING REG ADMINISTRATOR

Patrick Villamue  
Pav8581@gmail.com

### CLUB RACING WEBSITE

Daniel Meade  
dsmeade1@gmail.com

### CHIEF REGISTRAR

Marilynn Freeman  
msf.ner@gmail.com  
508.561.2188

### REGISTRATION REGION- AL CO-ADMINISTRATOR

Marilynn Freeman  
msf.ner@gmail.com  
508.561.2188

### GRID REGIONAL ADMINISTRATOR

Karen Petersen  
Petersen.425@gmail.com  
860.523.9252

### EQUIPMENT (TRAILER)

Bob Anderson  
goldwngbob@comcast.net

### EMERGENCY SERVICES

Peter Villame  
ner.emergency.services@  
gmail.com  
603.785.7383

### FLAGGING & COMMUNICATIONS

Jessie Honigs  
jessiehonigs@gmail.com  
978-604-9104

### F & C

#### CO-ADMINISTRATORS

Daniel Hoffman  
danielahoffman@icloud.com  
603.401.2206

Dudley Foster  
dudfoster@gmail.com

### TIMING & SCORING

Josh Underwood  
admjunderwood@aol.com  
781.400.0318

### PITS REGIONAL ADMINISTRATOR

Edward Capullo  
ecapullo@hotmail.com

### SOUND CONTROL REGIONAL ADMINISTRATOR

Peter Perrault  
miatapeter@aol.com  
603.888.9283

### RADIO EQUIPMENT RE- GIONAL ADMINISTRATOR

Doug White, 203.878.5141

### DIRECTOR OF NERRC POINTS

Stephen Blethen  
stephen.blethen@gmail.com

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**PUBLISHER**  
New England Region,  
Sports Car Club of America, Inc.

**EDITOR**  
Bob Beaulieu,  
Beaulieu Advertising and Design, Inc.  
PO Box 703, N. Scituate MA 02060  
781.378.1742 • bob@beaulieudesign.com

#### Contributors

Scott Beliveau, Chris Regan,  
Jon Lamkins, Stephanie Funk, Wiley Cox  
Fred Mahler, Karen Petersen, Yusuf Abudi  
Douglas Bolduc, Scott Carlson, Douglas Boduc,  
Johne Tenca

#### DISPLAY ADVERTISING INFORMATION

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#### DEADLINES

Due to an abbreviated schedule of publishing PIT TALK, deadlines will vary, please call for the latest publication schedule. In most cases between initial production of PIT TALK, to home delivery, it's four to six weeks. Make sure your time sensitive information has sufficient lead time for publication.

**e-mail: bob@beaulieudesign.com**

**Website: www.beaulieudesign.com**

## FROM THE RE:

The cold weather has finally descended upon us here in New England, and we are entering into what some racers call the "crazy season." Unless, of course, you are heading south for the winter or you participate in our RallyCross competitions, then your season is looking pretty exciting. For me, I am still spending a lot of time on Board of Directors tasks and attempting to sell my racecar. I must be "crazy."



**Sterling Cole, RE**

On what BOD tasks am I spending time? Well, the Club Racing Board is finalizing the details of the annual meeting and awards banquet at Foxwoods Resort and Casino on January 6. It is sure to be a productive and fun time, and I hope to see you at the event. Be on the lookout for the official notice of the meeting and BOD ballot sheet. If you have an email address listed with the club, you will now receive the notice digitally. If you do not, you should plan to see it in your mailbox soon. I am hoping that the addition of notification and

balloting by email will produce a greater turnout at the annual meeting and an increase in voter participation.

Speaking of annual meetings, the SCCA annual meeting registration is officially open. It is being held again in Las Vegas at the South Point Hotel and Casino from January 18 – 21. I am looking forward to my first trip to Vegas and the convention.

Registration for the full event is \$275 and can be completed at Motorsportreg.com. The long weekend is filled with panels, meetings, and from what I hear, some enjoyable festivities

The BOD also just finished creating an informative brochure about the opportunities that the region has to offer, and we are very proud to say that it turned out great. The brochure was put together with the help of the SCCA national office in Topeka, and we are looking forward to handing them out at some upcoming non-NER events.

I hope that in whichever NER discipline you participate, you were able to attend an RAL event this year. With the help of Bryan Rogers and a crew of caring NER members, we were able to smash our total raised from last year. The final numbers are still getting tallied, but we will be able to cut a check to the UMass Memorial Foundation in excess of \$9,000! Thank you to everyone who donated, bid, and helped.

*“(RAL) check to the UMass Memorial Foundation in excess of \$9,000”*

—continued on page 13

## IN THIS ISSUE:

From the RE.....	3	Off Camber with Steph.....	30
In Memoriam, Pit Talk.....	4	Palmer September Regional Result.....	32
Speak My Mind.....	6	OWDE Experience.....	36
On and Off Grid.....	7	Blue Lot RallyCross results and report.....	40
NER BOD Meeting Minutes, July, August, ..... September.....	8	Dirt Massacre RallyCross results and report.....	42
BOD Candidate Statements.....	10	Joker Lap RallyCross results and report.....	44
NERRC 2017 Champions.....	12	Thompson October Regional Results.....	46
Letters to Pit Talk.....	13	Stirling Moss Solo Results.....	52
Shocking Trailer Stories.....	14	Solo Results.....	54
Tales from the Indy Runoffs.....	16	Calendar.....	54
		Merchandise Order Form.....	55

# In Memoriam PIT TALK 1946 - 2017

When you think about the regions within the SCCA, each one likely stands out because there is something special that helps define them. Obviously our members and stellar competition record helps set NER apart, but for many years it was also our regional publication for which we were known. **Pit Talk** has been run by many editors, for many years, and has always been the place to go for stories, anecdotes, results, schedules, and other information for our region. We were one of the benchmark publications in the country for our sport, and we even won awards for being the best regional SCCA publication.

Throughout the years, one of NER's membership perks has been a printed copy of **Pit Talk** arriving at your door. It has always thrived on member submissions and the hard work of our talented editors. In recent years however, those submissions have waned, and while our editor has remained willing to work on the publication, it has become more difficult to find enough content to fill out what we believe to be a respectable publication. Over the past decade, in an attempt to garner more interest in the publication and to get more people to help out, we have made multiple changes to the publication. We made a change from black and white to color, and added more pictures to each issue. Both of which added cost to our publication. In order to combat those costs

and have the publication be more full of content, a reduction in issues from monthly to quarterly followed. The obvious problem with quarterly issues is the timeliness of publication. Reading information that is sometimes months old is simply unacceptable in today's world.

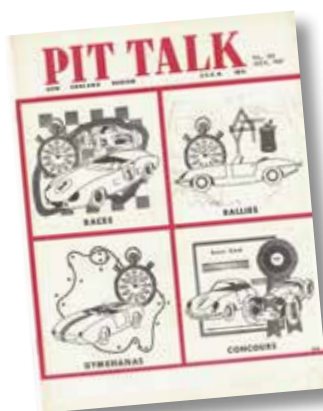
The lack of content has also created additional problems. Current, popular publications change their design and format with the times to reflect their audiences. Without the constant flow of exciting content for **Pit Talk**, the publication has become stale and unchanged in its graphical and layout format. A brand like **Pit Talk** should be refreshed often in order to keep interest, and we are long overdue for an update.

Regardless of these changes, including the addition of a reward system for submissions and the efforts of many people to try to attract more interest in contributing to our magazine, we remain unable to put together what we believe to be a worthy publication for our region. Therefore, the November 2017 edition of **Pit Talk** will be the final edition to be printed in this format.

Your Board of Directors has looked through our archives and reviewed many of the **Pit Talk** editions from the previous

decades in an attempt to come up with a structure that we believe would better serve our membership. We have surveyed our members and published multiple articles in the past few editions of **Pit Talk** discussing the situation. We interviewed potential new editors and designers and enlisted the editorial help of additional members. After compiling all this information, the format that we believe would best suit our broad membership would be a monthly digital publication, potentially in a PDF format, with a magazine-style layout that would still include space for advertiser's spots. This digital publication would allow for a more consistent and quicker creation of the editions, which would give us the ability to put out more editions per year. We also believe that the publication of a printed and mailed annual yearbook would be a nice way to wrap up the year's editions of digital copy, as well as allowing us to provide our membership with the continued tradition of a printed publication

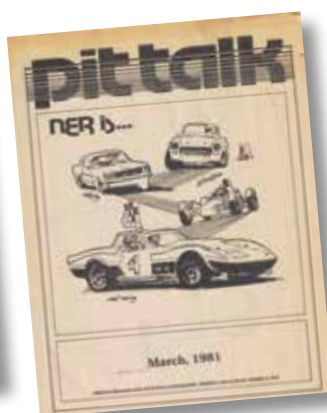
to store in their personal libraries and show off to their friends.



**PIT TALK, JULY, 1967, NO. 194.** Interesting, they used the same cover design throughout the year... **Dan Grace finishes 19th at the May 28th Thompson Regional Event.** Editor: Amy Schlossberg, RE: Nayruce Schlossberg,



**PIT TALK, April, 1976, NO. 194.** Your editors's first tenure. 60 finishers completed the 1976 Tri State Rally. Tom Fanning, F& C chief. Tom Galuardi has Four Goodyear slicks for a Formula Vee for sale.. \$80.00 Editor: Robert Beaulieu, RE: Eric Anderson



**PIT TALK, March, 1981, NO. 194.** Marc Saviet wins NARRC C-Production championship, while your present editor takes G-Production. Tom Moore predicted as Solo B-Stock Champion for 1981. Editor: David Rodman, RE: Joanna Gott



**PIT TALK, June/July, 1990, Vol. 46 NO. 6 & 7.** NHMS holds its first event, and Karen Petersen lists "First Ever" to include "First Spin" by Liane Lombardi, (also the "Second spin") Editor: Dwight and Carolyn Magowan, RE: Bette French



**PIT TALK, October 1994, 1990, Vol. 50 NO.10.** The first Issue of your editors second tenure begins. Clinton Chichester is featured in his \$2000 on the cover. He finished 7th at the Thompson PRO It race as listed in this issue. Editor: Robert Beaulieu, RE: Ric Hilland



The discussion of **Pit Talk** has been the single most commonly touched upon subject in your Board of Directors' meetings both last year and this year. It has by no means been an easy decision to arrive at, and it has involved a lot of passionate discussion on both sides of this argument. We believe that this decision is the correct one, and the time to make it is now. This will allow us to spend our time and efforts finding a new format and editor that fits the way we envision the future of **Pit Talk**. In the meantime, we will continue to publish a monthly newsletter, and continue to keep our Facebook and website constantly updated.

We welcome your constructive feedback, as well as any questions you may have about this decision. More importantly, we would be excited to hear about how you can help us in this endeavor, going forward. We invite you to join us at our Board of Directors meetings, which are the second Wednesday of every month, and are included in our regional calendar. Thank you very much.



Sterling Cole

Regional  
Executive, NER  
SCCA

**PIT TALK,  
December/  
January 1996,  
Vol. 52 NO.1.**

**Introduction of first color issue (partial), although printed on Newsprint. This issue featured color shots of all New England Racing, Solo and Rally Champs. Fred White wins ITC Championship. Nick Leverone takes first in DS Solo!**

Editor: Robert Beaulieu, RE: Ric Hiland

**PIT TALK, December/January 1998, Vol. 54 NO.1. A new printer means gloss paper throughout and a two color cover. Bill Gendron takes BM championship in solo, while Bill Goodale takes AM. Only 31 entrants for the Covered Bridge results listed. New Start/Finish under construct on at LRP!**

Editor: Robert Beaulieu, RE: Peter Roberts



## PIT TALK VOLUME 74, Number 4 — RIP

Seventy four years...and its now time to say good bye to **PitTalk**.

Times have changed and technology offers faster communciation tools without the cost ...but does it still carry the same ambiance?

The Board of Directors has been mulling about the cost factor of **PIT TALK** for almost a decade. Was it worth it? Is it communicating to the membership in a timely manner. Were the membership actually interested in the publication. Was it getting stale? The magazine was reduced to four issues per year a number of years ago to assist in the overwhelming cost of the new track with the promise of returning to the multi issues once resolved. Obviously this never happened. During that hiatus of reduced issues, the introduction of Social Media, E-mail newsletters, twitter etc, became the new digital technology proven to be the most immediate communicator than traditional Ink on Paper...for very little cost. In that time, **Pit Talk** diminished the usefulness of immediate, timely correspondence.

But.. on the negative side, does the web and email leave a lasting impression. Is it the visual and editorial that bond the membership together. When one views a web site, most click on their point of interest.. i.e. let's hit RallyCross only...therefore bypassing all other points of interest in the other divisions to NER. **PIT TALK** had all out in the open, so more than likely, you at least previewed the whole magazine and ALL the information about the region.

Will digital prove to hold the inclusiveness of the region and its membership? Only if this digital media is handled in the most professional manner, and kept timely in its reporting. As we can see presently, the current webs site needs help. The same lead story seems to appear for countless weeks on the landing pages. Editorial is at a minimum (even though an incentive was offered for submission...and by the way contrary per our BOD, WAS NOT extended to **Pit Talk** submissions when I inquired.!!!) Photos have as much interest as looking at someones FlickrR account, and now, I can't help but notice defaulting and delays in posted results.

To adhere to the best quality in this new medium, a web developer/social media expert/Editor has been discussed by the BOD to be hired as a full/part time position using the present budget to of **Pit Talk** as a salary. Basically to keep up with the information needed as well as build a digital version of **Pit Talk**. One suggestion, build an issue in magazine format and upload onto the web as a flip book (how many of you actually read a magazine flip book.) All great ideas with hopefully beneficial results...but unfortunately with no lasting impression, never mind archiving...(once lost on a digital, can you get it back?) If this becomes a major source of communication, it has a long way to go.

What ever the final outcome is, I have finally come to the realization that my tenure as editor has been terminated. (note: RE response, previous article....*finding a new format and editor.*) Having spent half my adult life as editor (1975 -77; 1994 to present) I'm sorry to see it go. I will surely miss the opportunity to communicate with so many of the fine contributors of the publication and members of New England Region. To review and make selections on many of the fine photos submited, to format results, noting many of their finishing position so that I can almost follow along and picture the great competition of these events. Ironically,

—continued on page 35

**PIT TALK, Recruitment 2002, Vol. 58 NO.2. For a few successive years, Pit Talk produces its "Recruitment" issue which, besides the local news of the time covered, carried numerous articles introducing the many aspects of NER, SCCA. Color on cover and first and last pages.**

Editor: Robert Beaulieu, RE: Jeff Benagh



**PIT TALK, Vol. 69, NO.4. Now reduced to only four issues a year and with the popularity of inexpensive digital printing allow PITTALK to be produced in full color on a heavier stock. Covered Bridge rally down to only 20 entrants! Ouch!**

Editor: Robert Beaulieu,  
RE: Paul Zahornsky

# HERE TO SPEAK MY MIND

By: Jon Lamkins

I have returned for (perhaps) the final time. Here to speak my mind (or blow my mind as Dick Patullo affectionately called it) one last time. This will be the final 'in print' issue of **Pit Talk** for the foreseeable future. No more paper to hold in our hands, only a digital image to read on a screen. I suppose this was inevitable, more and more of our population consumes media this way. I'm equally a user, getting almost all my motorsports information online. So hats off and a great debt of thanks to Bob Beaulieu and all the **Pit Talk** editors that came before him. Thank you for everything Bob, you've helmed us majestically.

When I first started writing for **Pit Talk** in 1993, it was printed on newsprint and the Sheppard family were the editors. Sometime around 1994, Bob 'volunteered' to take over and over the years transformed **Pit Talk** into the magazine you're holding right now.

When I started 'speaking my mind' circa 1997, I was determined to be the 'angry young man' that railed against the establishment and the injustices they inflicted upon us. And rail and spout off I did. Wiser and longer time SCCA members helped me see the error of my ways. And thanks to my wife and proof reader Kelli for all her editing of my work and pointing out that I always sounded angry. At the time that was the point. Looking back in hindsight with more years of wisdom under my belt than I care to admit, I realize I was more of a 'miserable SOB' than an 'angry young man'. Conscious cleared. Onto some more light hearted topics (and an excuse to print some pictures)

## ***Favorite Cars***

I've written a number of columns around significant automobiles. Here are my favorites

**Lancia Stratos:** In my mind, the best looking car ever. Built by Lancia as a Performance Rally car in the 70's (pre Group B), this Ferrari V-6 powered was not only a great rally car but Lancia had the common sense to make it good looking to. Who says form needs to be sacrificed for function

**Uncertain T:** Steve Scott's 'bent' 1965 t-bucket hot rod sprang from a school room doodle. Its fiberglass body is simple in form but radical in its design. Underneath the functional car was even simpler; Aluminum frame, suspension, brakes, steering wheel, a couple of seats, engine and transmission. They even disassembled it to trailer it to shows.



**Tyrell P34:** The six wheel formula one car is by far one of the most recognizable race cars ever. Great example of out of the box thinking and the persistence to bet on a radical concept.



## ***Best motorsports drivers:***

Mario Andretti and Jackie Stewart. Mario's won in every type of motorsports he's entered, exhibiting his great flexibility and passion for driving. Yes there are F1 driver with more wins and championships than Sir Jackie, but, at least in my mind, he won his with style and dignity, while using his status to campaign for increased driver safety. Maybe history and time has gilded my view (I was only 6 when he won his last championship in 1973) but that's my story and I'm sticking to it.



## Most significant mass produced automobiles

Original VW Beetle and the Ford Model T. Two inexpensive cars that brought the 'joy' of driving to the masses.

## Favorite drives:

To many to list but all-time favorite stretch of road is still: CT Route 4 Between Goshen and Cornwall Bridge: The Scenery as you



drop into Mohawk valley from the intersection with Routes 43 and 128 down into the village of Cornwall is breath taking. Curves between Cornwall and Cornwall Bridge are just challenging enough.

And finally: **Best Motorsports writer ever:** Chris Economaki.



Thanks for reading all these year. Best of luck to all in your continued SCCA and other motorsports endeavors. - Jon

# On and Off Grid With Karen

Change can be saddening, and the demise of Pit Talk, a paper publication that goes back decades, makes me think of the changes we, as a region and a club, have experienced; some good, some not so.

I saw venerable tracks close. Bryar, the gravel pit of Loudon, saw it all—stock cars, motorcycles, SCCA. The facilities may have been negligible, but the course was challenging. It was a true road course, designed to test a driver's ability to get what he could out of the car, as well as from himself. There were few buildings; just the bathrooms (so-called) and the Duckworth, the snack bar topped by an observation deck. I remember Frank Delvecchio's young daughter getting her knee caught between the railings, necessitating some quick remedial carpentry from Frank.



Photo: Robert Beaulieu

And Ted Goddard. Our oft-misunderstood Ted. Gruff, abrupt, a true swamp Yankee, never without that blue knit cap. A swamp Yankee with an engineering degree. He ran the place by himself, doing everything from maintenance to bathroom cleaning to policing. I remember a Memorial Day weekend when I was sitting around a friend's campsite in the dark Saturday night, when all of a sudden we heard the sound of tires. On the course. In the dark. Someone was joyriding, lights out—and there were kids rollerskating and biking in pit lane. Ted appeared from out of nowhere and stood at the exit of turn 8, legs akimbo and hands on hips. Hapless Harry came around the turn, suddenly saw Ted, and slewed to a stop. The paddock was now deadly silent so it was easy to hear Ted bellowing, "Get OUT of the car! You will push it out to the main gate and NOT come back." (That is about the distance from the current garages to the main gate.) And push it they did. And someone had to make do without his crew the next day.

Bridgehampton. My first track as an insider. A pain to get to, expensive to stay, and what a course. Sand everywhere (no gravel traps needed there), and a killer view from grid looking back to 13, where the track crested the hill and led to the main straight. Behind those cresting cars were sailboats on blue blue water. As my sister said once it was like going to the beach and having a race break out. There are so many Bridge stories.

It was a 180 degree turn from the grid to the pits, and one time as I rolled some Wings and Things, an S2000 made the turn and I heard metallic clangings on the pavement. Steph came in from splitting holding a bouquet of tools and laughing. Some forgetful soul had left a raft of tools in the sidepod. Oops.

The time Steph and I raided Phil Cardoza's trailer (it was a rolling Curiosity Shop) and drove up and down pit lane in my car, displaying the mannequin head we found on the roof, until Phil spotted us and tried to give chase.

Deer were frequent chicanes, as were turtles. In fact, the track posted a sign explicitly exempting itself from liability from errant critters—or sand. One portion of the course was called Squantz, a name that always intrigued me, always making me think of ancient Indians. Doing ancient Indian things. Beer parties were memorable, and the post-beer-party parties more so.

I have a photo of Gee Dub (born George) Henderson, another extraordinary flagger

—continued on page 51



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

## August 9, 2017

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

Present were: Regional Executive Sterling Cole, Treasurer John Ferreira, and Directors Richard Currey, James Ray, Doug Myers, Theresa Condict, Jessie Honigs, Bob Anderson, Andrew Ahern. Also in attendance were Trevor Hermance, Kathy Barnes, JB Swan, Steve Ulfelder, Luis Rivera, Bryan Rogers.

Meeting was called to order by Sterling Cole at 7:09pm.

7:14pm – Motion to accept June 2017 BOD minutes, seconded (Currey, Anderson) – **MOTION PASSED**

Area 1 director report, submitted by email by Bob Dowie. - "I don't have much to report, heading the Kansas for a board meeting on Thursday evening, in the mean time Mike Cobb is settling in. They're working on the IT side getting some upgrades done and working through that. Otherwise he's getting to know his people and has been traveling around some hitting events to get to know some of the movers and shakers in the organization.

As you might imagine the staff is working hard getting ready for what will probably be the two biggest events we've held. I'll update after this weekends meeting."

### Specialty Reports

**Club Racing** – NHMS in May broke even. Lime Rock paddock crawl went very well. Majors at Thompson did very well with 141 cars and made a good profit. No complaints about not racing on Sunday. Possibility of holding Majors race again next year and including IT classes. NHMS race in August had low car count but still broke even. The ProIT race at NHMS only had 4 cars.

**RallyX** – No Update. Hurdle GTA rally this Saturday.

**Time Trials** – No Update.

**Solo** – A lot fewer novices this year.

**Merchandise** – Merchandise has been selling well at Track Night events.

**Membership** – Up from 2324 at the beginning of the year to 2356 as of August 9. New for July, 34. Expired for June, 64.

**Treasurer report** – All divisions are currently in good financial shape. Treasurer was asked to open a CD for Rally. Cleaned up 8 years of data in the accounting system.

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

### OLD BUSINESS

**RAL Update** – Shirts for the event are done. Looking into bringing cars or drivers to children's hospital. Also looking to have a couple helmets that can be signed and donated to give to the hospital or raffled off. Need to confirm cars for track rides at lunch time. JB to organize Type 1 Diabetes Rally for a Cure parade laps at end of day.

**Street Survival** – No updates

**Annual Meeting 2018** – JB has not had any response from Mohegan Sun after reaching out several times.

**Operations Manual Revisions** – No update

**Archives and IRRC** – No update

**Event booths** - Booth at Lime Rock IMSA race went well. The SCCA had a lot of interest from former racers and younger drivers interested in getting involved in the sport. Got one volunteer from Frank Maratta's show that showed up at NHMS.

### NEW BUSINESS

**SCCA Brochures** – Received box of 500 brochures from SCCA as well as pricing to have our own produced. We will have stickers designed to go on back of brochure with NER logo, website, and phone number.

**Facebook advertising** – Has worked well for other clubs. Will use it for advertising upcoming CRE's and Time Trial events.

**Palmer race** – Luis volunteer to be event chairman for Palmer.

8:32pm – Motion to adjourn to executive session (Honigs, Anderson)

Respectfully submitted this 9<sup>th</sup> day of August, 2017

Theresa Condict, Director New England Region, Sports Car Club of America, Inc.

## September 13, 2017

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

Present were: Regional Executive Sterling Cole, Treasurer John Ferreira, and Directors Richard Currey, Doug Myers, Wiley Cox, Brian Mushnick, Andrew Ahern. Also in attendance were JB Swan.

Meeting was called to order by Sterling Cole at 7:08pm.

7:12pm – Motion to accept August 9 2017 BOD minutes, seconded (Currey, Cox) – **MOTION PASSED**

7:13pm – Motion to accept August 18 2017 BOD minutes, seconded (Mushnick, Currey) – **MOTION PASSED** (Funded from the money taken in from supplying drivers to Ford event at Mohegan)

**Area 1 report**– Nothing much new at National office. Solo Nationals a success. Planning for the runoffs continues at a good pace. Work on IT issues continues at a national level, expect to see progress in the



**Manuel Jusino jostles toward the finish of the Cunningham Rally Cross.**

Photo Douglas Bolduc, DaggerSlade Media



near future. No current sponsor for F4 in Pro Racing series.

### **Specialty Reports**

**Club Racing** – RAL at Palmer on the weekend of the 8th really Really REALLY successful. Over \$6k raised. JB and Sterling both focused on the event itself. Bryan did a great job to arrange and help set up and get sponsors. \$646 on raffle tickets and shirts.

**RallyX** – Quiet since May. Resuming on 9/23 at Okemo. Low lot rental costs, allowed to rent a tractor to groom the course. 55 entries registered. They may need T-Shirts for an RAL event that day. Dirt Massacre Cummington on 10/7. Did not race there last year, but owner got grief from the locals for not having an event!

Time Trials – No update. Last event TT at Thompson on 9/23

**Solo** – NER solo conducted three points events July and August. Evo School (70 drivers). Next even 9/24. NER earned 5 national championships in 2017!

**Merchandise** – Merchandise doing. Donna has been attending TNiA events.

**Membership** – Members as of Aug. 9, 2017, 2356. Members as of Sep. 13, 2017, 2334

Motion to accept specialty reports (Cox, Mushnick) – 7:32pm – **MOTION APPROVED**

### **OLD BUSINESS**

**RAL Recap** – Fantastic success. Over \$6500 raised. Track rides, kids from UMass visited. Track Tours were successful. Sponsor prizes were fantastic. Nick Leverone was a great M.C. Board hopes Bryan will be involved again next year, he did a great job organizing. Sterling will check with Bryan and the hospital to try to arrange for press coverage of our returning to the hospital.

**Street Survival Recap** – Wiley provided update for the event. Event was successful, 25-30 students. Waiting to hear back from FCSCC if NER will receive any money back from funding the event.

**Annual Meeting 2018** – Finally heard back from Mohegan Sun. Jan 13<sup>th</sup> available. JB will check on 13th and 27th.

**Archives** – Donna Patton has asked to be involved with reviewing, cataloging and purging junk from the archives.

### **NEW BUSINESS**

**Future Donation protocol** – Board discussions was not in favor of tiered donations.

**National Convention** – Sterling would like to go. Jessie is a speaker (registration waived). Brian Mushnick interested. Richard Currey interested. Ask Alex Jackson from Solo? Bryan Rogers.

**2018 competition schedule** – not yet submitted for any groups. Solo waiting for National schedule.

**Corporation papers** – to be submitted in October by Wiley.

**Email communications** – discussion on best way to get quick response from the board. Text? Email?

8:20pm – Motion to adjourn to executive session (Cox, Currey)

Respectfully submitted this 13th day of September, 2017

Wiley Cox, Secretary

## **October 11, 2017**

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

Present were: Regional Executive Sterling Cole, and Directors Richard Currey, Doug Myers, Wiley Cox, Brian Mushnick, Jessie Honigs, Theresa Condict. Also in attendance were JB Swan, Paul Krysiak, Brian Doherty, Luis Rivera

Meeting was called to order by Sterling Cole at 7:10pm.

7:13pm – Motion to accept September 13, 2017 BOD minutes, seconded (Honigs, Currey) – **MOTION PASSED**

**Area 1 report** – Made it through two record Runoff events. Alaska Rally was also successful. Rally Nationals is also looking to be a record-setting event. Quiet on the board, two meetings scheduled for November and December, rule changes and budgets

### **Specialty Reports**

**Treasurer Report** – Club is doing well. All groups are positive for income-to-debt at this point of the year.

Motion to accept Treasurer's Report (Mushnick, Currey) – 7:20pm – **MOTION PASSED**

**Club Racing** – Presented 2016 EP NARRC Championship fleece to Sterling Cole. Final event last weekend, very successful, better than expected. Approximately 160 cars in attendance. Concept of championship weekend seems to draw people. Schedule is pretty much set for next year. Driving School at Thompson, 7 events, including a Major at Thompson. 2017 championship points are already out. Working on a budget for 2017.

**RallyX** – RallyX had two events with 150 between two events, 92 at Blue Lot at Okemo, and 78 at Dirt Massacre. Has made up deficit from missing events. Next event 11/5 at Canaan, Joker Lap format. Target dates chosen for ¾ of next year.

**Time Trials** – Last event TT was at Thompson on 9/23. 35 cars. Team relay format run. Event went well. Looking to schedule for next year.

**Solo** – Stirling Moss runoff on 10/8. Rain in the morning, but driving was great. Jason Fair won the trophy. Team Challenge on 10/30

**Merchandise** – Merchandise 2017 merchandise sales on target. Total income about \$7,268. Taking inventory to order for next year.

**Membership** – Members as of October 11, 2017, 2315. Jessie reports recruiting someone to flag from TNiA.

Motion to accept specialty reports (Currey, Honigs) – 7:35pm – **MOTION APPROVED**

### **OLD BUSINESS**

Annual Meeting 2018 – Brian Mushnick talked to Foxwoods. Jan 6<sup>th</sup>, 2018 available. Room rates \$200/night. Mohegan Sun did not seem to want our business this year. Four Points Norwood possibly a second choice. Jessie also brings up Plain Ridge Park and Casino.

**Archives update** – Donna Stevens has taken on Archive review work, working with Ed Valpey to catalog and update archives in New Hampshire. Submitted a budget for \$1000 through December 2017 for cataloging and storage supplies.

Motion to approve a budget of \$1000 for Donna Stevens to perform Archive catalog work through the end of December 2017 (Ray, Myers) – **MOTION APPROVED**

**National Convention** – Budget for 2018 to send four people - \$4000, suggest we send Jessie, Sterling, Theresa, Doug. Need to publicize the Ascender program. Registration

—continued on the next page

## BOD Minutes...

Continued from page 9

opens in 4 days. Motion to expand National Convention Budget for 2018 to \$4000, to send four people in 2018 – (Currey, Cox) – 8:01pm - **MOTION APPROVED**

**NER Brochure Stickers** – Proposing we make a 2x6 inch sticker for back of brochure for the schedule. 1000 labels for 500 brochures, \$130. (\$75/hr for design and layout). (Printed sticker to cover blank space on brochure) – Recommended budget of \$250 to cover stickers and layout. Motion to approve budget of \$400 to layout and produce stickers for brochures – (Cox, Currey) – 8:10pm – **MOTION PASSED.**

**Election** – Update

**2018 Competition Schedules** – In progress. Club racing mostly done, RallyX in progress.

### NEW BUSINESS

**Election** – Andrew Ahern's replacement

**Brian Doherty** – Gave an update of himself, history, etc. Experience with Non-profit work, managerial work, etc. Practicing attorney.

**Luis Rivera** – Done some solo events, focusing on Club racing. Trying to get new members involved with the club.

**NEDiv awards & Mini-Con** – Convention is 11/10-11/2017, Friday and Saturday, hotel room price is \$129/night. Registration is \$150/person. Sterling solicited requests for driver of the year, worker of the year, etc, for NEDiv awards.

**Constant Contact budget** – Submitted by Donna Stevens – Payment due in February 2018, \$546. 4550 members listed in CC directory, 2300 active members in the club? Wiley to figure out with Donna why we have 2000 extra members on the list.

**NER Website** – Can we add a tab for TNiA? (Redirect to an internal page, with a TNiA website link, [www.tracknightinamerica.com](http://www.tracknightinamerica.com))

Brian Doherty mentioned his company can potentially underwrite part of the annual meeting and give a short presentation on liability insurance gaps between coverage of National coverage and personal responsibility. Brian will talk to Kathy about reviewing the insurance policy to see if we're sufficiently covered.

8:41pm – Motion to adjourn to executive session, to return to normal session. (Mushnick, Honigs)

Return to open session – 8:55pm

Respectfully submitted this 11th day of October, 2017,

Wiley Cox, Secretary

# 2018 Board of

## Herbert Paul Libby

Some of you who are reading this introduction might recognize me as that guy who keeps showing up at all of these racing events with people with movie cameras. For those of you who haven't met me yet I'll try to fill you in on my relationship to road racing.



For the past three years I have been working to produce a movie documenting the history of North American Road Racing flaggers and safety workers. While producing this movie I've had the privilege to attend racing events throughout the country and spend time with both volunteers and racers who have dedicated their lives to participating in our sport. This has given me a unique opportunity to listen to people share their history and their perspective on how the SCCA came to be what it is today, and what they feel we need to do to continue to grow into the future. I grew up in Connecticut and attended races at Lime Rock Park from the early 70s. I worked for the Skip Barber Racing School for a number of years where I wore several hats ranging from racecar technician, part-time instructor, and eventually became the event coordinator for the racing and driving schools. I believe that my understanding of the industry and my current involvement with the SCCA volunteer community through the production of "Keepers Of The Flags" gives me a broad insight to the needs of our organization

to continue to successfully grow. I sincerely hope you will give me the privilege of serving you as a member of the Board of Directors. I promise I will apply myself to do all that I can to make SCCA, NER a more successful and enjoyable organization to be part of.

## Brian P. Doherty, Esq.



I am a current Interim Director and candidate for election. I have been fortunate to assist with the club management since this past October when I was invited to fill in for a departing director. I am a practicing attorney based out of the Worcester and work with my colleagues throughout the Northeast. Through my work and education I have had significant experience counseling, assisting and managing non-profit organizations in both legal and business matters. I believe that my legal experience and familiarity with non-profit organizations can be an asset in continuing to deliver our NER programs.

In addition to working with the current Board of Directors I have been primarily involved with the Solo program, participating in both local and national events. I do have some limited experience with time-speed-distance rally and have been working to build a car so that I can begin venturing into club-racing.



# Directors Candidate Statements

## Jessie Honigs

I am currently a NER Board of Directors member and up for re-election.



I am also our Chief of Flagging & Communications for Club Racing. I send out our monthly NER newsletters as "Trackside Jessie", when my schedule allows. I like to attend our RallyCross or Solo events, and I am one of NER's voices on social media. I received the SCCA Worker of the Year award in 2013. I will be speaking at the upcoming 2018 SCCA National Convention in Las Vegas.

If it's not clear already – I'm excited about SCCA. I enjoy sharing my passion with others. I want to continue to work on recruiting new members, expanding our marketing efforts, improving communication within our club, and making sure that this sport continues to be fun for YOU!

I would be honored to receive your vote to represent our club as a Director for the next two years.

## Phil LaMoreaux

I am a current member of the NER Rally Board.



I am seeking a seat on the Board of Directors for New England Region – Sports Car Club of America.

My interest in SCCA and NER in particular began with an introduction to Road Rallies. As a twelve year member of New England Region SCCA, my involvement and interests have spread from RoadRally into participating in RallyCross and working at a few of the new format RallySprints. A few DoubleCross events have given me a taste of Autocross – enough to know I would enjoy this if time allowed. I regret I have not had the pleasure of Club Racing (yet).

As much as I would like to take the opportunity to talk about racing here, I'll try to explain why racing matters to me and why I want to serve on the NER BoD. I'll start by thanking all of the current and former Board members for getting NER to this point. It seems we are in great shape. I hope to continue to guide the BoD on this trajectory while I intend to represent the interests of the RoadRally, RallyCross, and RallySprint programs to the rest of the organization. Over the years these interests have been represented well by members but the current makeup of the BOD does not include members with significant involvement in these programs. The spirit of grass roots motorsports is alive and well, especially in the RallyCross program. We are a diverse group from a large area that comes together for a shared interest with shared information and support.

I didn't grow up trackside like many of our current members, but I did grow up in Watkins Glen, immersed in a culture of racing with deep SCCA roots. I have previously served as a Planning Board Member and I am a current member of our local School Board. I ask for your support and

look forward to representing all NER members on the Board of Directors.

## James Ray

My name is James Ray and I am running for re-election to the



SCCA new England Region Board of Directors. I am presently serving as board member and believe it is one of the ways I can help other members and contribute to the club. If re-elected I will use my years of business experience, expertise in customer loyalty and marketing, information technology skills, and various club program experiences to help make decisions about program and policy to the best of my ability.

I am a 63 year old resident of Upton, Massachusetts, father of two, grandfather of one, and 38 year husband to my college sweetheart Rochelle. By profession I am an information technology consultant with expertise in retail systems and customer loyalty marketing.

Over the last fifteen years as an SCCA member I have enjoyed driving success in Solo, Road Rally, Club Racing, Time Trials and have experienced flagging for Track Night in America. I also provide driver coaching and instruction from the right seat with several HPDE organizations and the SCCA Club Racing Experience (CRE). I am one of the admins for

the @NERSCCA Facebook page, and you will often see my amateur photographs posted online and in **Pit Talk**. I appreciate your support in this election.

## Bryan Rogers

My name is Bryan Rogers and I am running for first time election to the Board



of Directors of the NER SCCA. I have been a member of the club for 2 years and a driver in the Formula Vee category for road racing. This year I helped organize the Race Against Leukemia road racing event at Palmer and hope to build off of a great event this year (with over \$9,000 raised) with an even bigger event next year. As a Product Designer in my professional role, it's in my nature to look for problems and gaps and seek out creative solutions to those problems. It's my hope to put those skills to use to help the club grow and develop for the next generation of club racer.

Prior to joining the SCCA, I dreamed the big dream of racing cars for a living, racing 100cc yamaha and 125cc shifter karts from age 14. I'm a graduate of the Skip Barber racing school (RIP) at Road America, and graduate of The Ohio State University with a Bachelor in Science in Industrial Design, where I was the Ergonomics Team Lead for

—continued on the next page

## Candidate statements...

Continued from page11

the Formula Buckeye SAE team and member of the Buckeye EcoCar SAE team. I currently run a product development firm in Marblehead, specializing in designing consumer products, and am co-founder of a hardware startup, JarGone Inc (www.jargone.us). I also paint racing helmets on the side and am active in the growth and promotion of the Northeast Formula Vee championship series.

My goal as a Board Member is to grow the community outreach arm of the NER to include not only charitable giving, but also programs such as Make A Wish and Best Buddies. I would also like to bolster our relationships with the communities in which we race, in Loudon, Thompson, and Palmer and address Sustainability and Green initiatives to reduce our environmental impact in these communities. I would also like to utilize our proximity to the Tech Corridor of Cambridge to start a committee to investigate ways to make club racing safer and research cost effective ways for us to stay abreast with the latest advances in racing technology. These are lofty ambitions, but with your support, I believe we can come together as racers do and make our great region even better.

### Robert Anderson

I am a candidate for re-election to the NER Board. I have been a member of SCCA since 1989 and a region member since 2008. I am a Steward on the road racing side of the region. I believe we have the opportunity to make the region prosper on all avenues. But, we must make a concerted effort to keep our membership aware of what the region is doing and try to entice new members to join. My hope is that our region becomes an example for other regions to follow.

### Luis Rivera



My name is Luis Rivera and I'll

be running for a seat on the NER board. I've been a member of the SCCA since about 2012. I've been involved in building sand drag buggy's, drag cars, drift cars, autox cars, but road racing has really taken my heart with what I want to continue with. I noticed that since I've started there has not been much attention from the younger crowd when it comes to actually being apart of organizing or helping out during race weekends. So I started showing up to meetings and helping out more often and figured might as well run for the board! My goal with the club would be to get more of the people who just show up to become more involved and help out the club as much as possible. Without the volunteers helping organize our events there would be no club. Regardless if I'm able to get a seat or not I'll still be there helping the organization in any way possible.

## 2017 NEW ENGLAND ROAD RACING CHAMPIONS

<b>EP</b>		<b>ITR</b>	
<b>1st</b>	<b>Peter Lambardo</b>	<b>1st</b>	<b>Theresa Condict</b>
<b>2nd</b>	<b>JB Swan</b>	<b>2nd</b>	<b>Zack Kelly</b>
		<b>3rd</b>	<b>Bill Spargo</b>
<b>FC</b>		<b>ITS</b>	
<b>1st</b>	<b>Alex Tollefson</b>	<b>1st</b>	<b>Joe Stadelmann</b>
<b>FF</b>		<b>SM</b>	
<b>1st</b>	<b>Christopher Kierce</b>	<b>1st</b>	<b>Jimmy Locke</b>
<b>FP</b>		<b>2nd</b>	<b>Evan Karl</b>
<b>1st</b>	<b>Dave Patten</b>	<b>3rd</b>	<b>Richard Astocio</b>
<b>FV</b>		<b>SM</b>	
<b>1st</b>	<b>Michael Hinkle</b>	<b>1st</b>	<b>Jimmy Locke</b>
<b>2nd</b>	<b>Walter Popiak</b>	<b>2nd</b>	<b>Pratt Tanner</b>
<b>3rd</b>	<b>Chris Barry</b>	<b>3rd</b>	<b>Keith Knickerbocker</b>
<b>GT2</b>		<b>SRF</b>	
<b>1st</b>	<b>Maurizio Cerasoli</b>	<b>1st</b>	<b>Don Kahn</b>
<b>2nd</b>	<b>Dave Maynard</b>	<b>2nd</b>	<b>Scott James</b>
		<b>3rd</b>	<b>Chris Andrews</b>
<b>GTL</b>		<b>SRF3</b>	
<b>1st</b>	<b>George Farrar</b>	<b>1st</b>	<b>Steve Introne</b>
<b>HP</b>		<b>2nd</b>	<b>Steve Owens</b>
<b>1st</b>	<b>Fred White</b>	<b>3rd</b>	<b>Jeff Swann</b>
<b>IT7</b>		<b>STL</b>	
<b>1st</b>	<b>Dan Sheppard</b>	<b>1st</b>	<b>Rob Sturgis</b>
<b>2nd</b>	<b>Jason Carrol</b>	<b>2nd</b>	<b>Craig McHaffie</b>
<b>3rd</b>	<b>Serge Lentz</b>	<b>3rd</b>	<b>Dwayne Bennett</b>
<b>ITA</b>		<b>T1</b>	
<b>1st</b>	<b>Stephenn Pope</b>	<b>1st</b>	<b>Stephen Tise</b>
		<b>2nd</b>	<b>Joe Nolette</b>
<b>ITB</b>		<b>3rd</b>	<b>Pasquale Bruno</b>
<b>1st</b>	<b>Jason Benagh</b>		
<b>2nd</b>	<b>Nat Wentworth</b>	<b>T4</b>	
<b>3rd</b>	<b>Jacob Hart</b>	<b>1s</b>	<b>Ken Payson</b>
<b>ITE</b>			
<b>1st</b>	<b>John Branscombe II</b>		
<b>2nd</b>	<b>Michael Goulde</b>		



The NeDiv mini-con was held a few weeks ago in Maryland. While I was unable to attend, the meeting produced a finalized 2018 club racing schedule, which you can now find on our website. The other disciplines of the club are currently wrapping up their competition schedule planning, and you should see finalized schedules for them very soon.

As many of you are aware, the rich history of the SCCA began right here in New England. Since the club was organized in 1944, archives have been kept that include important documents, meeting minutes, results, imagery, etc. This immense amount of material is stored in 140 boxes and file cabinets at a storage facility in New Hampshire. Until recently, the

contents have gone largely uncataloged, but much to my excitement, the intrepid Donna Stevens has volunteered to undertake that task. She began only a couple months ago, but has already made great progress and found some amazing, historic information. Keep an eye out online for a complete catalog of the archives upon its completion.

I hope you enjoyed all of the positive updates that I have detailed above because now I must get down to some sad news. It was decided, after years of discussion, that NER's official publication, **Pit Talk**, would be suspended from production. A multitude of factors have caused the Board to arrive at this decision, and we have not made it

lightly. Unfortunately, the lack of contribution for content and the inability to recruit someone to produce a fresh, updated digital and print publication package were the principal factors. Hopefully, however, this is not the last issue that you will read or hold, as we will continue to work to find a way to bring **Pit Talk** back into your homes and hands. If you are interested in helping with the process, please come to a board meeting or contact me directly. In the meantime, continue to check your e-mail inbox for our monthly newsletter.

Stay warm, enjoy the holiday season, and I hope to see you at the NER annual meeting in January.

## LETTERS to PIT TALK

Bob,

Just got the word that the November 2017 issue of **Pit Talk** will be the last hard copy edition published. When I first heard this might happen, I thought that this was a terrible decision and I wrote the RE detailing my unhappiness about it. Based on his response, it was obvious that the board had already made up its mind. I still feel it is the wrong way to go.

When I first joined SCCA as an NER member in the late 60s, I enjoyed **Pit Talk** immensely. I left in 1981, and expected to take a year or two off to recharge after several tough years running Nationals. Two years became 20, and when I rejoined the SCCA in 2001, there was no question that I would rejoin NER, even though I live in NY. The reason why was **Pit Talk**, which I consider to be one of the finest club publications I have ever read. I always made time to read each new edition, because, no matter how busy I was there was always a few minutes waiting in the car for my wife to arrive at the railroad station. It is one of the few publications I read cover-to-cover. I am not sure how much of an electronic version I will read. Part of the joy of reading **Pit Talk** was

that it wasn't electronic. I already spend far too much time in front of a computer.

You are to be commended for your efforts to make **Pit Talk** the great publication that it is. You certainly made it fun for me to read. And while you had help, the bulk of the effort was yours. Many thanks for the years of pleasure you gave me. To think that you did this while actively campaigning a race car makes your efforts even more impressive. You were a great competitor to race against. Thanks!!!

The board's decision leaves me in a quandary. To be fair to NER, I feel obligated to try the new electronic publication, and to give them some time to work the bugs out. I am certain I won't read it as thoroughly as I read the printed version. The question now remains as to whether I continue in NER, or switch to NYR. Quite frankly, I may be better off in NYR, as I might actually be able to attend local meetings. The advantage that NER had for me ends when **Pit Talk** ceases publication. I recognize that NYR doesn't publish a hard copy newsletter either, but I am in NY.

I realize that, should I leave NER, it will not be a great loss to the region as I have been basically inactive since I rejoined.

But if I were the board, I wouldn't worry about me. I would worry about active members who may feel the same way.  
— Alan Sadwin

### Update on Turn 3

Hey Bob. An update on the turn three at NHMS editorial from the last issue

I understand that the new location doesn't work for FV. All other drivers we've spoken to in other groups have said that the new location is better for them. We discussed it at the last CRB meeting and we are working on solutions. There are some conversations that we need to have with the track. I'll update everyone when we have something solid.

—Jessie Hoings, Chief Flag and Communications

*Thank you Jessie, still think a simple wireless light transmitted from station via a simple inexpensive solution. -R-*

# SHOCKING TRAILER STORIES



## TALES OF TOWING HORROR ON THE HIGHWAY!

*We have all probably Experienced painful, yet memorable experiences, preparing or traveling to race weekends. In many cases the travel proved to be more strenuous than the racing itself..*

*I Invited readers to submit there favorite "Trailing, gotta get there..." stories, or should we call them Fiascos!*

*Illustrations:  
Robert Beaulieu*

## TRAILER CATASTROPHES, #ONE

**By: David Foote**

In the Summer issue of **Pit Talk**, Bob asked about trailering stories, here is mine.

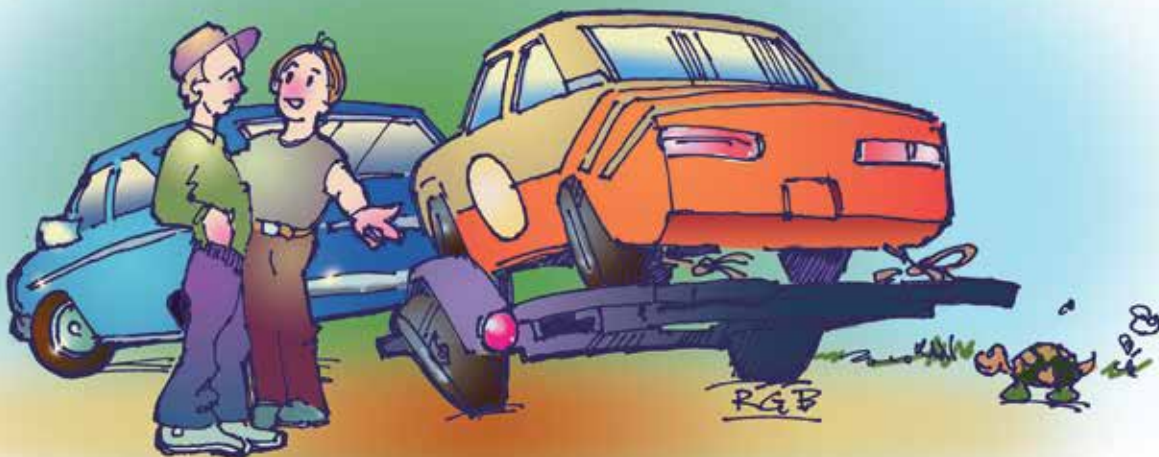
Summer 1975, and I am running my regional quality Datsun 510 in the B-Sedan National series in the Northeast Division, perhaps the most competitive class in the country for several years in the mid-1970s. I have never run Nelson Ledges in eastern Ohio since I live in the Fitchburg MA area at the time. This journey will be a great tow of about 12 hours adhering to the new national 55 MPH speed limit. I have finally made

morning (a couple hours sleep if we stay on schedule – not).

We meet after work on Thursday so we can tow through the night and get to the track so I can do some Friday open practice on this new-to-me-2-mile track. The tow vehicle is a '65 Plymouth (they used to make those) Satellite with a 426 CI wedge engine and 4-speed transmission, far more power than the race car and the wonderful trailer is a single axle trailer with questionable suspension, no brakes and the bed is mounted above the axle, not ideal for control – more to come.

passes, as does future practice time. Back on the road we are now well into eastern PA on I-80. Time for my pit crew to learn how to tow, as he has never done so and will need to on our way back home Sunday night. He has no problem getting up to speed (55 remember?) but a mile down the road going downhill, the worst towing condition, a tandem tractor trailer rig blows by us at what seems like 80 MPH. The trailer starts to fishtail, then more, then crunch, crunch as the trailer and race car come in contact with the tow car. We manage to safely stop at the side of the road and address the damage, not too bad on the cars or trailer but terminal on my crew guy towing again on this trip (his choice).

Therefore, once again I am  
back towing  
now



arrangements to have a one man crew (wish I could remember his name) and we are both young in our working careers so we plan to only take Friday off from work and drive straight back home after the race on Sunday to be at work Monday

After we passed through Waterbury, CT on I-84 it began to rain heavily and then sheets of rain and no visibility. We get off an exit, park behind a gas station and "sleep" for a few hours until the storm

and as we get into the boonies of central Pennsylvania on I-80, I start hearing noises, you know the normal ones after a long time on the road? A few miles later I decide maybe the noise is real, so pull over to check things out. Nothing much, just all the lugs on



the left trailer axle have loosened up and destroyed the lugs and the wheel, no spare and no lugs. Jack up the trailer, unhook from the car, take the wheel off and down the road we go looking for help. At the next exit 10 miles down the road we stop and ask for help at a gas station. The attendant says "red barn down this little road on the left about 15 miles". We get there and the owner says that he can help. He calls his wife who is at the NAPA store 30 miles away and orders the right lugs, now for the wheel. Did I mention that the trailer had 1/4" sheet steel fenders welded on with 1/2" of clearance on the inside and outside? Up to the barn we go, trap door in the floor rises and there are 5000 wheels! The second wheel is the right diameter, bolt pattern and offset – thanks!

An hour later we are on our way with the trailer behaving like nothing has happened. Time has passed and we get to Nelson Ledges after Friday practice, but with enough time to get the car(s) fixed and all prepped for inspection and the first practice. Of course the rest of the weekend went well and I won first time at the track – not quite. On the 2nd lap of Saturday practice I broke the cam into 4 pieces! To this day I still have the #4 cam bearing and the #4 exhaust lobe in my Library; they fit together nicely but are not connected to each other. Repeat 100 times: Racing is fun, racing is fun, ... We had plenty of time to get back to work Monday morning.

## TRAILER CATASTROPHES, #TWO

### 400 MILES TO GO, AND WHAT, NO BRAKES!

**By: Bob Beaulieu,  
Editor PIT TALK**

Starting my tenure as a NER SCCA racer back in 1974, I certainly have mounted up enough mileage and trailer stories to fulfill anyone's needs. Four come into mind immediately (three with overheated tow vehicle engines) and there are a few more, (that may have been more inconvenience than Terror) but probably the most nerve-racking was my trip to the 2002 National championship runoffs at Mid Ohio.

Travelling alone, with no crew, I started my trip as part of the caravan with Chris Kopely and his GT-5 Mini thinking it would be best to be part of a fleet. By the time we left New Jersey, and had hit Pocono, he had already cleared me by miles with his dually 454 Chevrolet. My six-cylinder Blazer just barely cracked 55 MPH as we climb the long hills traversing Pennsylvania. Back to Pocono, I pull off for my first gas stop, and notice the brakes are really hard, and it takes some time for the car to slow down. I continue to fill up, and head back on the road again without too much thought. As we all know, not much braking happens when you travel 55 on a super highway, until the next fuel stop

That's when trailering got tense. My journey down the exit ramp never concluded as I drifted right through the intersection with barely any stopping power.

I concluded I did have barques, but about at a 10% level, and pulling the trailer (with no brakes) my stopping power was near absent. (Later to learn the Brake Master Cylinder booster bite the bullet)

What was I to do, again, by myself, in a gas station by a diner, on a Sunday, where the gas pump sign says, "if this does not work, hang up and try again.. Looking around, not a soul was in site and all looked abandoned! This was definitely Texas Chain Saw Massacre countryside, so I decided best just get out of there.

As I proceed with this absence of stopping power I just figured, the best solution is just take easy, and leave a lot of room between myself and the next vehicle.. So on I continued.



This continuous driving proved near acceptable, but my anxiety level was increasing, especially since I still had Akron traffic to negotiate, and it started to rain on top of that. Once I approached Akron, I really took it easy, and I'm sure to this day there are a

few Akron drivers complaining about that Massachusetts driver with the Spitfire hanging off the back of his trailer that was going so slow. (And to compound the issue, I took a wrong turn on a highway, which then had to be figured out and turned around... Remember no GPS in those days.)

If you have ever been to Mid Ohio, most of the 700 miles of driving was highway, until about the last 40 where you drive secondary country roads before reaching the track. Again, this was handled with caution. My heart was beating as though I had just done two hours on the treadmill.

You can imagine my relief, after (finally) finding registration, and then locating the rest of the crew in the paddock. A giant sigh of relief ensued and I nearly collapsed with anxiety! Of Course meeting with Chris and the Mini brigade, they were already set up for the week, and calmly looked at me, and said "so, what took you so long...Here's a beer!"

Fortunately, since I was there for the week, Monday consisted of calling the local Chevrolet dealership, and dropping the vehicle off for repairs, and all was fine for the rest of the week. Except for this constant nagging that the Blazer could no longer be trusted. As a footnote it lost its alternator about two weeks after this trip... It was definitely time to look for a new tow vehicle....



Photo: Peter Villaume

## From Pole Dancing To H-Production

By: Stephanie Funk, H-Production Honda

The hotel clerk thought I was in town to compete in a pole dancing competition.

I didn't realize this when I, my husband Ed Funk and our crew, Matt Mather and Joel Porter-DeVries shuffled up to the desk, dropping our bags with a thump. The clerk was friendly and outgoing, remarking that they were just talking about me and thought that with my last name I was staying with the group that was there that weekend. That remark went right past me: after a full day on the road I simply wanted food, a shower and sleep.

I was busy signing the slips for the rooms, (and making up license plate numbers because I can never remember ours) only marginally aware of the parade of women who were clicking past the front desk to the shuttle that waited outside.

It was the sight of long stocking clad legs in stiletto heels that finally drew my attention, as a towering young woman wearing micro shorts and a garter belt sauntered past.

There was a collective gulp from the guys.

Finally raising my head to look around the lobby, I experienced a moment of disorientation. There was more big hair and naked flesh on display than I've seen since the '80's. Platform boots, flowered bikini bottoms, fishnet stockings, chunky dangling earrings; there wasn't a fashion faux pas from the past three decades that wasn't being proudly displayed here.

Oh crap...

**Stephanie Funk —  
September 22 at 7:05  
p.m. — Erie, PA**

So, apparently I booked a hotel that has a convention of exotic dancers here for a competition.

Seriously.

I'm not joking.

I'm going to lose half the crew....

**104 likes      94 comments**

About half the respondents wanted directions to the hotel, including Ray Blethen who said he was pulling over in Albany to off load the race car so he could make better time. From the comments, it appeared that a rather



disproportionate number of Indy competitors from the Northeast were going to be delayed on the trip out.

All year long I've been reading about everyone's "Road to Indy." Mine apparently took a detour to a strip club.

The guys were bleary eyed the next morning as I corralled everyone. They all claimed to have not snuck out to Kandy's during the night for the competition, pointing out that seen outside in the daylight the participants appeared to be partaking in a farewell tour.

As we packed our luggage up, I noticed a forlorn little Kia parked next to our trailer, the back filled with glittering props, sashes and tiaras. I wonder if when a little girl says she wants to be a princess when she grows up if she realizes it will mean dancing on a 2x2 plywood cube covered with microfiber and glitter.

*Dear Mr & Mrs Funk,*

*Congratulations on qualifying for the 2017 SCCA Runoffs presented by Mazda. We know how hard our competitors have worked for this. We must, however, request that you please refrain from creating any more Facebook events under the SCCA name. Your recent event titled, "Pole Dancers for the Indy Pole" held in Erie, PA appeared to be specifically aimed at SCCA members. May we remind you; the SCCA is a family organization with members who range from 5 to 105. Posting photos of scantily clad dancers having their feet licked by inebriated SCCA drivers is in clear violation of our standards of conduct. We trust that you will refrain from further activities of this nature.*

*Warmest regards,*

*The SCCA Management*

As the speedway drew closer, we felt like we had traveled further away than just to IN. It felt like we were heading someplace exotic, like maybe to Aleppo or something. The city was well worn, turning to seedy and then to burned out boarded up strip stores and razor wire as the track got closer.

Dinah Weisberg would later tell me of how they went

to get ice and water outside the track, only to have another customer ask them why in the world they were stopping at that particular convenience store; he claimed it was at the epicenter of the murder capital of Indianapolis.

Great. I didn't realize that going to a "bucket list track" meant you also had a much greater chance of kicking the bucket.

In some ways, Indy was cool, in other ways it was sort of "meh". The history, of course, was the major cool factor. The famed bricks, remnants of the 'Brickyard' days crossed the start finish stripe and continued on into the paddock. The main straight was a narrow tunnel, famous from watching the 500 on television all those years.

The "meh" part was the road course. Turn 1 was pretty gnarly, narrowing down from 7 cars wide to four at best, with a giant inside curb everyone was supposed to not go inside of, off the racing surface.

Although you know how it goes. Put pavement behind something, or even dirt, and as long as the officials turn a blind eye, everyone will use it, something that would ultimately factor into our race.

The facility also has some age on it. They've kept it up, but it was acres of raw concrete and aluminum everywhere. Daytona was colorful, big, modern glass and green grass with a pond and palm trees. Indy was packed full with over 1,000 entrants. The stands were long low rooflines over the tent city that had sprung up in the paddock, punctuated in the middle by a glass pagoda like tower.



**Stephanie drove in the late afternoon slippery conditions to a fine twelfth place finish (out of 43!).** Photo: Jon Tenca, PuckStopper Photography

The staff was fantastic at the event, the so-called 'yellow shirts.' And the SCCA officials did a good job at parking and running the event. As far as I was aware, there were no major gaffes during the week, no small feat when dealing with some 1,000 cars plus daily.

Those 1,000 plus cars, however, would also wreak havoc with the track surface.

We had recently procured a golf cart, something we had kicked around for a few years. With the large paddock and a racing first gear, the time was right. It has some pretty good snort; a 14 hp Subaru gas motor and seating for four.

Of course, I should have realized my crew would want to christen it in style.

My first inkling of how this week was going to be came when Ed, Matt, Joel and myself hopped on to take a trek across the paddock. I heard a remark about wheelies a split second before the cart lurched forward and straight up. I had a moment of staring at the molten blue sky before we bounced down with a resounding thud. Behind us came some rather unmanly giggling as Matt and Joel raced back to jump back onto the back again. We had taken off so hard we had launched them off the back.

Oh brother...

*Dear Mr. & Mrs. Funk;*

*Congratulations on the purchase of your new golf cart. We know you must be excited about this: not everyone is privileged enough to own a candy apple red "Clown Car" that can seat four. May we remind you, however, that it is in fact a violation of the Indianapolis Motor Speedway rules to use any golf carts or personal pit vehicles for stunting purposes? We received numerous reports that you did in fact use said carts to pull what is commonly known as "wheelies" in the paddock area.*

*And while we applaud your creativity in using this, may we further point out that a trailer hitch is NOT an appropriate "wheelie bar. Your stunt resulted in a permanent marking of the hallowed pavement near the Honda tent. Please refrain from this behavior in the future.*

*Warmest regards,*

*The SCCA Management*

We had signed up for the Sunday test day, the

—continued on the next page



last one before qualifying began in earnest. The groups were quite full, with everyone getting one session on track in the morning and one in the afternoon. The groups were mixed; we would go out with GTL, FP and EP in ours. I knew it was going to be busy, and planned to play it cool and check out the track while doing some things with the car. We typically run in mixed groups anyway, so I wasn't too worried.

Of course, I didn't factor in that this was the Runoffs, where everyone was going to try to win EVERYTHING...even the test days.

Entering the course, I thanked the racing Gods that we were going to be a later afternoon qualifying and race all week. The sun was low and strong; when we turned due east it turned the track outside my windshield into molten white light. Cars twenty feet in front of me were vague shadows, the track disappeared with only the occasional glimpse of white and blue curbing.

And the "win the test day" button had been pushed in everyone. I had new brakes to be bedded and couldn't see to save my life yet I was promptly swarmed by people in full on race mode, every single one of them determined to "win". Screw that. I drove my mirrors, pointing people by and waited for things to sort themselves out.

They did, but not the way we wanted. We had managed to make not quite two laps around the circuit before everyone was black flagged and pulled in, the result of an FP and a GTL car coming together in a resounding crash on the last turn back onto the main straight.

That was a pretty useless session.

I wasn't the only one cursing in my helmet; several of the other sessions were shortened due to the same behavior.

The afternoon session went better, although I do confess to flipping Joe Moser off when he started dive bombing me as soon as we entered the track, just as if we were racing; except we were still on the out lap complete with yellow flags at all the stations.

I had tried to point him by only to have him weave back across the track to pass me on the other side, so I gave him another sort of point by out of exasperation. I thought for sure we were going to have another two lap session, but we managed to get eighteen minutes this time.

It was amazing that here we were at the runoffs,

where the best of the best was supposedly running, and we were dealing with entry level stupidity like this. This was a theme that would repeat itself all weekend.

We had booked a house through Air BNB for this event, something I would thank my stars for over and over. As I mentioned the area around Indy was really rough, the extent of which would show itself by early that week when several teams awoke at their hotels to find their vehicles had been broken into. In one case, we heard that a team's tow rig, a dually for their gooseneck, was stolen, leading to a difficult decision on how to get back to Florida with no tow vehicle.

Greg Goss, one victim of the thefts, woke to find his truck window smashed and his laptop and money gone.

The track is a perfect example of what happens when a city slowly sprawls out to engulf it. Once located in the rural outskirts of Indianapolis, it has been swallowed up over the years.

Inside the track was a different story. We set up camp and made ourselves at home. The "Most Interesting Man in the World" came out to his accustomed spot, where he would spend the week. Originally stolen, er, liberated from a Mexican restaurant in West Virginia some years ago, he has logged many miles and has spent times at tracks all up and down the eastern seaboard, from Daytona to Watkins Glen. This was his first time out in Bible Belt country though, and he would ruffle a few feathers throughout the week.

Jay Creel was helping someone paddocked across from us: he came over early in the week to ask how I had fared in the dance competition. Not too well; work boots make lousy pole dancing shoes.

*Dear Mr. & Mrs. Funk*

*May we remind you that we are guests here at Indianapolis Motor Speedway this week. This is the same IMS that happens to be located in Indianapolis, home of the future former*

*vice-president, Mike Pence.*

*It has come to our attention that your trailer is sporting a cardboard cutout of "The World's Most Interesting Man" who holds a sign that reads:*

*I don't always sleep in the same bed with my wife, but when I do, I wear my vice-presidential footie pajamas."*

*May we point out that comments regarding Mr. Pence's footie pajamas are off limits. This has been widely disseminated as "fake news" and must cease immediately or we face losing our license to hold races.*

*Please remove said sign post haste.*

*Warmest Regards,*

*The SCCA Management*

Qualifying went from Monday through Thursday. I found that the track surface deteriorated from not so great to absolutely awful by the time we raced.

There were rumors of some sort of treatment being done to the surface by IMS. I personally think it was simply the high temperatures and the amount of race rubber, but either way the result was a weirdly sticky track that turned to grease in the heat of the day.

On the track walk Sunday night, it was so sticky my sandals were pulled off my feet. During the week, it was so slippery I struggled trying to get the car to turn and to stay on the paved surfaces.

I ended up qualifying 11<sup>th</sup> out of the 43 who qualified.

I think it was about Wednesday when someone approached me and told me the announcers were talking about our Erie, PA adventure. I guess what happens in Erie doesn't stay in Erie!

On the positive side of things, for once we had very little to do to the car, which allowed us to have time to do other modifications. Ok, so maybe that's



not such a good thing, but anyone who has ever struggled under that black cloud can appreciate the lack of it.

Not everyone was so lucky. Jack Busch, in a GT1 car, crashed hard in qualifying on Thursday. Rumor had it he broke some ribs as well as his car. He would end up heading home early.

Dear Mr. & Mrs. Funk;

We don't know what it is going to take to get through to you, but we must point out to you that once again, your behavior is distinctly un-SCCA like.

While we don't have direct proof, evidence would suggest that you have modified your gold cart to include a set of "Wolo Dual Trumpet Big Rig Air Horns."

As you may be aware, these air horns have a db rating of 197, well over the IMS db sound range. While we can empathize with your desire to attract attention while in the crowded paddock area, we must point out that these horns are potentially destructive.

While attending the SCCA Runoffs Presented by Mazda at Indianapolis Motor Speedway as part of the 60th anniversary celebrating her SCCA membership, Mrs.

Frieda Jablonski was rudely accosted by a blasting horn that was installed on a golf cart that matches the one you currently own.

Mrs. Jablonski was attempting to use a porta potty at the time of the offending blast. She was so traumatized by the unexpected noise that she had to be removed from

the facility using a jaws of life. Mrs. Jablonski was subsequently transported to Indiana University Health Trauma Center for surgical removal of the toilet seat that was clenched in her fingers.

As we have rather pointedly mentioned in many earlier missives, this behavior is not seemly and will be dealt with harshly.

This incident will be included in your permanent record and will be considered when and if you decide to renew your membership. Any further actions of this nature will be considered as grounds for expulsion.

The SCCA Management.

We may have had a large field, but we had it better than the SM and SRF3 folks. Oversubscribed by a bunch, they faced being eliminated before the main event. SCCA decided on running two "Last Chance" races, with the top 12 getting into the main race. We, of course, are empathetic, caring people and we decided to come up with a way to cheer up the folks running in these races.

A trip to Home Depot resulted in a three foot tall Grim Reaper being installed on our golf cart. Some carboard and a sharpie resulted in a cheery sign to go with him. Ever the encouraging souls we are, we drove him down the grid and parked at the head of it for both races, making sure he would be visible to everyone racing.

Yeah. It was kind of a jerk move. But it was marginally better than installing the nine foot tall inflatable vulture on top of the cart, which is what I had originally wanted to do.

(This one is courtesy of Joel Porter-DeVries, who was the catalyst for this

series of tongue in cheek letters)

Dear Mr. & Mrs. Funk,

It seems like only yesterday we had a conversation about the conduct of you and your crew. It was in fact, only yesterday and here we are again having yet another friendly chat. Please find attached a photograph of the latest incident reported to us.

This is precisely the behavior we have talked about so many times before. Your crew was witnessed driving a golf cart adorned with a Grim Reaper lawn ornament accompanied by a mean-spirited sign through the false grid prior to both the SM and SRF3 Last Chance races at this year's SCCA Runoffs. Some of these competitors invested hundreds, even thousands of dollars attending as many as **three events** in order to qualify for this year's Runoffs.

During the race, at least two drivers ended up in gravel traps sobbing into their Majors towels when they were overcome by the emotional distress caused by this display of poor sportspersonship.

This incident will be included in your permanent record and will be considered at the time of your membership renewal request.

Any further incidents may result in immediate expulsion from events, revocation of club membership and or a lifetime ban from SCCA.

Warmest Regards,

The SCCA Management

—continued on the next page



**Laura Villaume worked grid and positioned the H-Production racers into their proper line-up.**

Photo :Peter Villaume





**Mark Peyser (04) started 18th in the large SRF field. Unfortunately fell back to 38th at the conclusion.**

All Photos: Jon Tenca, PuckStopper Photography



**Mark Wheaton in his "you can't miss it" Mustang started 13th in A-Sedan and brought the thundering Ford home 10th.**



**Probably the most competitive field of the weekend was Spec Miata. Nick Leverone qualified 11th out of 71 cars... and finished Ninth.**



**Always great to see Formula Fords in action. Ryan Bjerke started 17th and moved up to Seventh in the 36 car field.**

For future membership applications, try our new inline portal:

<https://www.nasapracing.com>

The race. Yeah. That. It was ugly.

We were the last race of the weekend, the people pushing the brooms behind the elephants in the circus parade. By the time we ran, at 4:45 p.m. on Sunday, October first, everyone had had enough: the workers, the drivers, the stewards, they were all done.

The net result would be a free for all, with cars allowed to barf the contents of their engines on the line without a black flag, or drivers using the surface well outside the track as racing surface, with a similarly blind eye turned. Cars spinning, into the tires or being hot pulled under local yellows while we slid past on oil, it didn't matter. They wanted it over as quickly as possible. There wasn't a lap where we had a clean track anyplace. It became a war zone, avoiding chaos and debris.

By this point, I simply wanted it to be over with and to not have the car in pieces. We had qualified 11th out of 43. Remember the inside curb on turn one I mentioned? Everyone dove down outside that, re-entering into the mob of cars. You take a track that's seven cars wide and narrow it to three cars wide, well something's going to give.

I got pushed over as another car forced himself down the inside of Eric Vickerman, who had been on my right and flush against the wall. I suppose I could have been a jerk and forced Eric into staying where he was, but there was no good reason to risk wrecking someone, and that situation could have turned ugly for everyone. (Anyone remember the Crazy Joe wreck at NHMS some years ago? This was setting up to be the same.)

That put me exactly where I didn't want to be: in the middle. Reaching Turn 1, six cars tried to occupy the same pavement at the same time, leaning and shoving each other. It was a wall of cars that stretched across the track, all of them slowing to almost nothing, like a rotary in Boston at rush hour.

I came to damn near a standstill to avoid getting collected. Meanwhile on the outer fringes, and outside the curbing, people merrily tore past around the raft of cars.

And that was the end of any shot I had in this particular race.

Shuffled back to 20th, I put my head down and went to work. I knew I was screwed, but hey, anything can happen, so you never, ever give up.

The minimal grip went away at about lap 6. Stripes of oil appeared on the line, big ones, an unwelcome surprise. Around lap 10 my tires said "screw you, we don't want to play anymore," resulting in numerous trips into the grass. Everyone's times fell: mine





went from the 1:59.5 fast lap to 2:03 or worse.

It became survival.

The officials had decided to not enforce the 115% rule, making it like the biggest regional race I had ever run. Throughout the week, the front of the pack had times as low as 57's; the back saw times as slow as 2:23.

This meant, in a forty minute race I found myself lapping back markers two and three times, some of whom had no idea we were there, and other who still wandered around searching fruitlessly for the line.

Waiving the rule is fine if the driver is aware of surroundings; but sadly many in this race weren't doing that, further adding to the feeling that I had stumbled onto the set of "The Hunger Games."

Ron Bartell would finish third. Later he moved up to second place behind Jason Isley after Chris Shafsmas was taken down for rough driving, a masterful job in crappy conditions. Fred White avoided the trouble at the start and moved up, finishing tenth, also well done. I ended up in twelfth place, a bummer but better than having a wrecked car.

I will give credit to the officials here: they knocked a couple of people down for rough driving, well deserved penalties. I know I saw some overly aggressive moves, particularly on the start, cars bouncing others sideways and plowing into each other.

While disappointed with 12th, I was relieved to drive the damn thing onto the trailer with minimal damage. A lot of people weren't so lucky.

Indy was an interesting week, but honestly, eliminating the qualifying rule in order to get numbers has cheapened the experience of racing at the runoffs. To honestly qualify and run is something

of an accomplishment.

To hear of people simply starting races to qualify, or to run with people who aren't ready for that sort of competition was frustrating. It seemed that in our race, about a third of the drivers and cars really weren't qualified to be there.

I'm okay with getting by slower cars, and I understand when a driver hasn't made the 115% mark due to mechanical issues (been there) but to have drivers with poorly prepped cars belching oil and parts or no idea where the line is and no clue of other drivers being near them, well that's where I wish SCCA would draw the line.

Sadly, I think that ship has sailed and these "giant regionals" will be the new normal. Maybe they could rethink this and make some sort of destination event that has a regional component to it while still keeping the runoffs as a qualified event.

There were a number of NER members competing this week, some of whom I am sure I will miss. Ray Blethen would finish in fourth on track in T4, but was moved up to third after the tech shed. Doug Rocco was there along with his lovely wife Katy. Doug finished 8th in FC. Alex Tollefson finished 6th, also in FC. JB Swan was there in EP. I saw Kathy Barns and Paul Krysiak, the Sheppards, Anthony Ruddy, and Jinx and Jeanette Jordan. Pete and Laura Villaume.

In no particular order, here are other NER members I either saw or saw results for. Great job everyone!

Kelly Lubash finished 14th in AS, Michelle Yaiser



**Once again, Ron Bartel competed as the one of the men to beat in H-Production, This year he finished third, then moved to the silver position after an impound discretion of another competitor.**

was 16th in Bspec, Spencer Brockman finished third in FA, congratulations to Spencer!

Matt Gendron was 12th in FA, Ryan Bjerke was 7th in FF, John Petillo finished 17th in FV and Colin Lawrence was 19 in FV.

SM saw three NER members running; Nick Leverone, who finished 10th, Richard Astasio, 35th and Joe Schubert 47th.

FV had two NER members: John Petillo, 17th, and Colin Lawrence, 19th. Doug Patten was 25 in FP, and Doug Valley was 12 in GT1. Mark Peyser was 18 in SRF and Tom Kirchman was 20 in SRF. SRF3 had three NER members: Steve Introne was 29th, Herb Sweeney IV who was 63rd and Tom Riley who was 64th.

STL found four NER members: Nick Leverone who finished 6th, Craig McHaffie who finished 9th, Bob Beede who finished 10th and James Goughary who finished 38th.

And finally, in T1 we had Hugh Stewart finishing 18th and Michael Lavigne in T2 finishing 24th.

Congratulations to everyone who raced and especially to those who ended up on the podium. This was a tough course and the conditions were less than ideal.

Now the question is who signs for Sonoma, CA in



**H-Production was just one of the many of the crazy starts of the weekend. New England's own Ray Bartel shown here in front.** Photo: Jon Tenca, PuckStopper Photography

# More Tales from the Indy Runoffs

## INDY A BUCKET LIST/DREAM

By: JB Swan, CRB Chairperson, E-Production/IT7

A small town garage in Weymouth, Massachusetts, where race car drivers and their dreams start. The bug hit initially with building hot rods and drag racing. Then it was circle track racing. And finally a new home in SCCA Club Racing.

Years of blood sweat and tears were becoming a reality. October 14, 2015 SCCA announced that the 2017 National Runoffs would be held at Indianapolis Motor Speedway. I asked fellow IT7 driver and Area 1 director at the time Dick Patullo how do I get my car to be eligible to go to Indy. The car is eligible to run in EP. So it looks like I will run EP for 2017. But I would still have to qualify to make the show and I would need to do 2 Majors races and 2 regional weekends can't be too bad.

We decided on going to Watkins Glen for the Super Tour race and Thompson for the other

Majors race. Of course 2 regionals are not an issue. Car and trailer prep started in August to make the journey to Indianapolis. September 22, four of us hit the road to Indy. Myself, Mike Buccella, Dan Sheppard and Anthony Ruddy, 4 guys in the truck with a trailer in tow and a race car. We did the 16 hour journey in one shot. Pretty awesome to be able to tow your car into Indianapolis Motor Speedway knowing you will be out on track at some point.

Sunday morning arrives and we are at the track doing a little car prep and wouldn't you know it something is amiss. Fuel pump has decided to crap out. Well the crew chief, Dan Sheppard, gets it all worked out and the car is running. Off to the museum to take in some awesome race cars and pictures. Monday morning comes and we are to be out on track at about 9:10am. I am not one to get nervous about getting on track but man it hit me. I did everything I could to get rid of the nerves. Finally sitting in the car in grid they went away as I focused on the task at hand. Go out and learn the track. I did pretty well as my fastest lap was a 2:11. Very happy with that. Did a little more prep to the car for Tuesday and we were off to check out more of the track.

Well in true IT7 fashion we decided to pass out some of our logo stickers to some fellow NER members. You had to stick them somewhere and take a photo of it. Well this started something as we have stickers all over IMS as well as around Speedway, In.

Tuesday comes in and we got faster low 2:09. Bring on the NER party. Burgers, dogs, beer and soda was on tap. Thanks to Steve Introne and his sponsor Black Hog Brewing for supplying some beer for the NER party. Wednesday we go out and run about the same time as Tuesday.

Most of the EP drivers thought they were going to win a practice and qualifying session. They were all driving like the race was on the line. Just stayed out of there way the best I could. And again more IT7 stickers were handed out and great pictures of where they ended up being. Pretty much a game to see who had the best place to stick them. There are a few of them. Someone put one on the pace car. But I don't think it was left there. SOM 3 room had a sticker on it. And then there were these 2 scooters down town that were asking for them. DS decided to give them a few logos.



**JB Swan with the IT7 crew with Mom and Dad .** Photo: Jon Tenca, PuckStopper Photography



**Number 80 Mazda and JB in action finishing 30th.**  
Photo: Jon Tenca, PuckStopper Photography



Thursday morning brought more crew/fans to the track. And of course our last session of the week. It was cut to 10 minutes to give us a little more track space as all week we had 72 cars on track. Thursday we only had 46 so this gave us a little more space to be able to concentrate on the track. Again results were consistent 2:08. Very happy with the results but was hoping to be within the 115% rule that they had. So off to the chief steward's room to ask permission to race. Was given the permission to race but when the leaders were coming be out of the way.

Friday came and a whole day to watch racing and hang out as a team. Well we hung out as a team all week. Saturday morning came and off to the track we go. Had to park in an outside lot as I was diving my dad's car to the track. Pretty cool moment came when I got to walk through the tunnel under the pagoda with my dad. A dream was coming true that I was about to race on a track where the greats have raced. Mario Andretti, Little Al, Dale Earnhardt just to name a few. We had decided to go face book live so that those that could not make it might have a shot at seeing us race. 299 viewers. Started 42 and finished 30. The Bayview International Motorsports Garage had a very successful week in Indy. There are pictures of us all over IMS. From kissing the bricks to getting a pic on the podium.

It was a week that I will never forget. I cannot tell you the feeling I had being able to be there. I owe a lot of thanks to many people. Especially the IT7 crew. You were all there with me and helped me get there.

...and  
Still More

## RST Performance Racing goes to Indy 2017

By: Stephen and Raymond Blethen

Before we get to far into this, we have to recognize Randy Schneiderheinze and James Chafe Mr. Jim . We could never do any of this without our friends, family and everyone at NER that has helped support us over the past 33 years, but these two are the MVPs. Randy has been with our family helping strap cars down, take tire pressures, and donating sleepless nights fixing things for 30 of those years. Mr. Jim has been the key to building the RX8's for Randy, Stephen, Raymond and the rest of the team. It would be impossible to count the number of times that he has not only fixed bumper covers but built/repared things that are just simply far beyond any of the rest of our mechanical capabilities. -THANK YOU BOTH from all of us...

Ok, the road to Indy; When it was announced that Indy would be the host to the 2017 SCCA National Runoffs everyone on the team knew would be going to Indy, it was just a matter of who was driving what car, what classes

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**Herb Sweeney experiences the joys of racing as his Spec Racer 3 becomes entangled with another racer. This altercation dropped Herb's mid pack start to a finish of 63rd.**



**Spence Brockman was the first podium finisher for New England, finishing third in Formula A.**



**Alex Tolleson finished sixth in Formula C.**

All Photos: Jon Tenca, PuckStopper Photography



**Joe Schubert moved up 18 places to finish 46th in the large Spec Miata field. And as a double entrant, unfortunately DNS in the STL event.**



**A red racers tape fix-it kept Craig McHaffed in the running to finish ninth in the 57 car field STL race.**



would we run, and what Runoffs Path would we take to get there. Tim Mullen raced with us in the 2016 Devil In The Dark and wanted to run again in 2017. After racing with Tim for years in ITB this was an easy decision for us. Tim wasn't interested in just doing the arrive and drive thing, he wanted to be part of the team and wanted to race with us. We had built a third RX8 in 2016 to T4 specs as a budget friendly endurance car (primarily for the Devil In The Dark). It turned out to be a fast T4 car getting the track record at NHMS and running at the front at Lime Rock while testing it in 2016. That was an easy choice, T4.

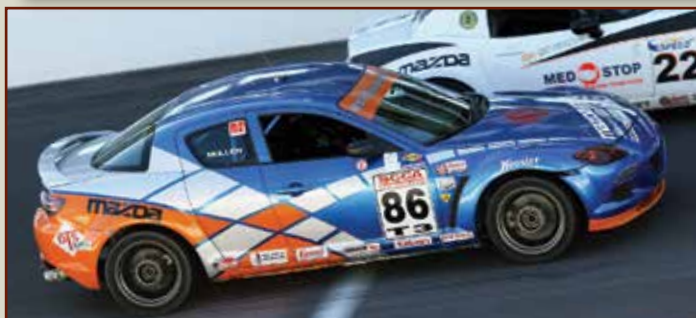
The other two RX8's had been built for ITR over the past few years and the decision was made to convert them into T3 cars rather than into T4 cars. While in T4 the RX8 is competitive, it is not nearly as fun to drive as it is in ITR/T3 trim. I am not 100% sure how we decided but I think Stephen wanted to drive the green T3 car, and Raymond wanted the yellow T4 car and Tim didn't care as long as he wasn't in the slowest car so it was a perfect fit with him in the orange T3 car.

Next up was what path we would take. After looking at the schedules we figured out that we could run 4 races and essentially compete in both the Hoosier Super Tour series and the Northeast US Majors Tour. Sebring, VIR, The Glen, and Thompson... Then Indy. It was an awesome summer of road trips... Every road trip with us has an adventure. The most entertaining story is heading to Florida in the winter, one thing you need to plan is when to stop to de-winterize the RV and race cars! Another lesson learned later in the season on the way to Indy is that you should always bring two trailer tire spares!

Throughout the summer, we had some excellent weekends filled mostly with success. Raymond got the T4 car dialed in finishing on the podium at every event. He was faster than the existing track records in T4 at 4 of the five tracks and ended up on the podium at every event! At Watkins Glen they split the T3 & T4 race groups allowing him to double dip. This opened the door for Raymond to eventually qualify in both T3 & T4 after adding NJMP to his line-up of events. Tim chased down Stephen all summer and was gaining on him.. But Stephen is quick in these RX8's. He proved during the regular season that these cars could podium in T3 but we did learn that we just didn't have the power to compete for the win.



**The RST Performance RX8's were almost racing amongst themselves in Touring 3, finishing 13th, 11th and here, Stephen Blethen finishing 10th.**  
All Photos: Jon Tenca, PuckStopper Photography



**Tim Mullen grabbed one of the RST Performance RX-8s and finished eleventh in Touring 4.**



**One-third of the RST performance team, Raymond Blethen advanced from 20th to 13th in Touring 3. And in T4 finished fourth, later awarded third after impound. Good Job, Ray!**

On to Indy...We had been to the SCCA Runoffs at Mid-Ohio as crew for dad (Ray Blethen III) and to volunteer as workers so we knew a little about what to expect, but for some reason we also had no idea what to expect! SCCA and the staff at Indianapolis Motor Speedway had things well organized. Registration was smooth and with the online paddock reservations, parking once you arrived at the track went amazingly well considering there were nearly 1,000 cars! We had decided to paddock in the Mazda Motorsports tent for a number of reasons including having access to Mazda's trackside support, free pro-driver coaching, as well as free parking in a paved paddock with cover, power and lighting. We still had arrived a day early to give us ample time to register, set up, get things like tech, contingency sponsors, etc. organized. One thing unique to the Runoffs is you need to drain your tank and use track gas. Because we use a pre-mix in our rotaries we also had to go through additional gas testing/sampling to ensure compliance come race week. We would recommend to anyone planning on running the Runoffs in the future, give yourself that extra day to learn the lay of the land. The first time on pit lane was probably the most memorable experience of the entire SCCA Runoffs at Indy. It was then that all that hard work hit you. That view from pit lane is unlike anything we had ever seen before...and that alone made the trip worthwhile. After you started breathing again it was time to focus.

We didn't do any of the test days so every session was important, and each class only got one session per day. We were worried with one session a day that there would be too much downtime, but there was a ton to do and it

allowed us to experience the race as a competitor and as a spectator. In qualifying, Raymond tested different set-ups on the cars as he was running two sessions a day with the same car (T4 in the morning then T3 in the afternoon). Focusing on testing big changes with one car allowed us ample time to do so while still having time to make necessary repairs or adjustments based on what we learned each day. Despite having ample time, we still found ourselves up well past midnight working on the cars every day. However, each day proved to give us a huge gain.

In T3 we were outclassed with HP/torque being a huge dominating factor. None the less we were able to qualify mid pack out of the twenty-four T3 cars that qualified. In T4 we put our full package from testing together for one final session Thursday morning. Unfortunately, that session got cut very short preventing us from getting a clean lap to qualifying in one of the top spots. However earlier in the week we had posted a time fast enough to qualify 9th within a second of the front row of forty T4 cars that qualified. After an exciting week of testing it was T3 race day. As we learned in qualifying, we were not going to compete for the podium, but we wanted to finish in the top half. Lap 1 was critical to get ahead of some cars that were very fast in a straight line but couldn't keep it together in the turns. With 20 B-Spec's in the group it also was sure to be exciting, especially from a driving standpoint. Raymond, Stephen and Tim kept it clean and drove the RX8's as fast as they would go. Stephen ended up the winner out of the three of us and finished in the top 10. Not bad considering the speed difference we had against the other cars in class.

Sunday afternoon was the much anticipated T4 race. We knew that the crew had prepared a car that could fight for a win, but we also knew that it wasn't going to be easy as there were at least 10 other cars that could also win. The first lap proved to entertain, with many people feeling that there was too much aggressive driving. On the start, Raymond got hit hard in Turn 1 when another car swerved to avoid contact. This took out the LF corner messing up the alignment as Raymond went from having an excellent clean start to being outside the top 10. However, due to people spinning on their own or with some help from others before lap 1 was complete, Raymond found himself back at the front in the middle of a three-wide battle for 3rd place going into turn 12 (the second 90 degree turn in the track layout). Unfortunately, once again contact occurred as he became the sandwich when both cars moved into his space resulting in all three cars coming together. Raymond went all four wheels off track but survived the incident a few positions back. During the next 18 laps he turned some of the fastest lap times (fastest Mazda!) and weaved his way back up through the field. In the end he had a great battle to the finish against Jon Yanca for what ended up being the final podium position when the post-race impound was complete (10:00PM Sunday night)!

Our last entertainment came when Rick and Matt Benazic wondered over to our pit wondering if Matt could race one of the cars in STU on Sunday. He had motor issues and wasn't going to be able to race without a car. We talked it over and the next thing we knew we were making class numbers out of electrical tape! Despite a few nervous spins, it was a blast watching our car back out on track for another race with Matt behind the wheel! He

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**Richard Astago finished right at mid point in the 71 SM field, with a 34th. He moved up from his 49th position.**

All Photos: Jon Tenca, PuckStopper Photography



**Mathew Gendron contended in Formula A and netted a 12th.**



**Colin Lawrence in his Formula Vee started 29th and had a very respectable 19th place finish in the large field of Vees.**



**Michelle Vaiser finished 16th in her B-Spec Mini.**



**Jack Busch, a consistent GT-1 competitor from New England was a DNS due to a practice accident that left him with a few broken ribs. All in New England wish Jack a speedy recovery for both himself and vehicle and look forward to his return next year.**





**Bob Beede has compted in the Runoffs for yuears, this year his STL 14th place started netted a tenth.**

All Photos: Jon Tenca, PuckStopper Photography



**Chris Kopely has competed in the Runoffs since the late 90's. He was the first Mini across the finish line with a 9th in GTL.**



**Nick Leverone also competed in STL, as in in SM, a front runner finishing 6th.**



**One of Doug Rocco's main competitors was fellow New Englander, Alx Tollesfon. Doung finished 8th in Formula C.**



**Thomas Riley clearly shows off the NER Triangle as he competes in the 72 car field of Spec Racer 3. Thomas finished 64th.**

stayed out of trouble, and had fun...that's what it is all about!

This was one of the best seasons of racing we have ever had! Special thank s to Diamond Technical Services, Northeast Track Days, Precision Motorsports, Mazda Motorsports, Wankel Works, Hoosier Tire, Summit Racing, Black Armor Helmets, and Hawk Brakes for being with us all year. We also cant thank enough Randy, Jim, Tom, Justin, Mike, Jake, Sarah, Zack, Paul, Steve, Mom, Dad, Joanne and especially Margaret, Steph, Theresa and Paula for your support this year!

Final Shameless Plug: Follow us on Face book at RST Performance Racing and thanks again to everyone in NER for the support over the past 30+ years!!! - Raymond & Stephen Blethen

## ...and One Last Tale

### The Long and Winding Road to Indy in My Honda

**By: Fred White**

The evening before I left for Runoffs, Donna and I had Chinese food. When we finished we of course open fortune cookies... mine said *Your Ingenuity and Imagination Will Get Results*. I read that as *Hard Work and Persistence* ! It got me thinking about the journey and as I thought I realized it started 20 years ago as crew chief for my best friend at The Runoffs at Mid Ohio when I said to myself I'm going to drive in the Runoffs someday.

Fast forward to 2012, I found a donor chassis with a lot of the parts I'd need to convert my ITC CRX to H-Production, drove it as an ITC for the last time at the ARRC in 2012 and started the conversion. Little did I know how much time, money and frustration that would involve. The car finally made it to the track 8/21/2015.

**New Beginnings**—the first NER race weekend at Palmer Motorsports Park. It drove well but there was a long way to go. I spent the winter working on little things to make it better and ready to compete and qualify for the 2016 runoffs @ Mid Ohio. I qualified and along the way I won the NeDiv Championship, NARRC, NERRC and the NYSRRC. I was very pleased. Now it was time to put in the good engine/transmission combination and see what we had for them at Mid Ohio. Motor went in, we went to the dyno and promptly blew up 4 weeks before the runoffs. I could have put in the old engine/transmission combination, gone and drove around at the back of the pack but I took it as a sign. We're going to do this better next year, I'm Not Missing Indy!

Over the winter I got a real engine builder on board as opposed to yours



truly. We'll plan on running what I've got and qualify. We did it last year we can do it again. Get it done by the end of June so we can do some body work and install the real race engine/transmission. So we begin the 2016 season with the same stuff we had last year.

The first weekend did go very well! One of the changes I made was a shorter shifter. When muscle memory took over in the heat of battle from 20 years driving these car, I made the infamous 2nd to 1st- up shift. The engine went to 10,000rpm. 4 pistons 12 valve and 2 rod and the head were junk. Now what do I do, I sent my only other head to have the race engine built. The good part about driving the same make/models for as long as I have is, I've got parts, alright I'm a Honda hoarder. I had everything I needed except the head. The bad part is some of these parts are getting hard to come by. A few emails later, with the help of some friends I had a head on the way. 3 weeks after I blew it up I'm on my way to Pocono for the Memorial Day Major. I promptly went out to qualify and on my second lap blew the sandwich plate off the back of the engine, dumping 8 quarts of Mobile 1 in the corner coming off the infield. There were some people not please with me. I got it fixed with the help of friends and got out for the afternoon race. I finished 5th and 6th out of 8 in the races, the car ran good and wasn't to slow so I was pretty happy.

At this point I've got 1 regional and one major under my belt and it's the last week of May. I need to get either 2 majors or a major and a regional in before July to stay on plan, Yikes!! What's available in June? I figured I could do the Divisional at LRP and the Super Tour at the Glen on back to back the weekends. There's a plan and Donna is coming to Lime Rock, Great. That is until we hit the bump at RT-9 on RT-128 Friday morning when the trailer decided to take a short trip on its own. Long story, short: trailer came to a stop very little damage, had it towed back home, inspected everything and realized it was an operator error, (hitch was sitting on the ball) fixed everything, then drove to LRP for the Paddock Crawl and fun was had by all. I had a great race day on Saturday and now on to The Glen. Other than JB getting flat on his trailer on the way out, Watkins Glen went great. I took the green flag

and finished both races 6th the car and driver didn't miss a beat. We're qualified for the Runoffs at Indy.

We were paddocked near the ice cream trailer, so anyone that came by got some on me. Time to get ready for Runoffs. Let's take the whole car apart, send it to be made pretty, get the engine installed, install all the stuff you took out, pray it all works again, take it to the dyno, test the car at a track and go to Indy. It's a plan I don't know if it's a good one but that's what we'll do. The taking apart went really well. And I had the chassis to the body shop in 2 weeks. Got it back in 2 weeks, at that point the engine was on its way to me and the plan seems to be working. Putting it back together went well but took longer than I thought it would. Then the moment of truth would the engine fire, it did. I was feeling pretty good. Now it's time to go to the dyno. At this point I'm a little behind where I want to be but still ok. In the prep for making our pulls on the dyno a rap was heard and very evident also some smoke out of the breather, oh no not again. Yes, we are 4 weeks from the Runoffs and I just blew another engine, a really good one. That happen at 10:00am, bye 3:00pm the engine was out and on the engine stand. The crank and the 1 + 2 rods were burnt; the block was unusable. It seems at some point in my perp for the dyno I oil starved the engine and spun 1 + 2 bearings, now what do I do? Well I called the engine builder we discussed options and made a plan. Remember how I said I was a hoarder, I had a block and crank that measured out near perfect, 2 rods from last years blow up, 2 rods for this years, same pistons bolt the head back on and back to the dyno in 1 week. I'm a bit worried, 3 strikes you're out and I would be. Session went great made, great numbers exactly what had been expected, time for a little brown liquor. I needed to get a test in before I dragged the car half way across the country so Thompson had a few dates I'd try to go to one of them. It was rainy for all of the test days I tried to go to. Finally, I had a change in work schedule and was able to use one day of the last race at Palmer to test. First session 4 laps just to make sure everything was bolted together correctly, all went well. Second session

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**Michael LaVigne's result was not as successful as his fifth place qualifying, he finished 24th.** Photo by Peter Villuame



**Kelley LuBash made his pilgrimage to the runoffs and finished 14th in A-Sedan after a 23rd place start.**



**John Petillo maintained a solid mid-pack position of 17th in the Formula Vee race.**



**Doug Valley in his powerful Mustang started 14th, and finished 12th.**

started the same way till on the 5th lap going into turn one. I had no control of the gear box and parked it. When we brought it back to the paddock everything was fine the linkage bolt had fallen out. Driving home I was thinking about the failure and realized that was the one bolt on the car I hadn't touch during the rebuild! Glad it happened there instead of Indy. Nut and Bolting the car means All of them!

Finally were back to leaving for the runoffs. It was a great day to travel and left about 5:00am, Friday the 22nd. I got to registration at Indianapolis Motor Speedway at 11:00am on the 23rd and filled out all of the paperwork I would need for admittance and parking. Now I've been to the speedway a few times, a visit and van ride around the track on my way to Solo Nationals and the first Formula One race but this was different! I'm really driving in Indianapolis Motor Speedway, towing my race car and will be on the track tomorrow. The track that every driver, professional and amateur wants to have on their resume. I was surprised I didn't start crying but things to do. Paddock to set up, race car to get ready for the track and oh yes, find friends and meet new ones. Getting on the track the next morning I was able to put the awe aside and go into race mode, it's just another track, right?

In reality it is but it isn't. Sometimes sitting on grid it was hard to keep from being emotional. I came here pretty sure I had a top 20 car, we had 46 entries. I thought I could be top 15 and maybe just maybe I could be in the top 10. Well practice and qualifying went well. I was able to chop of time in all of the sessions and was able to qualify for in the 12th position. This was as much as I could have hoped for, I couldn't be more happy to be in the position I was, "They'll Know I was Here". Now at this point its Thursday afternoon, I'm done on track till Sunday at 4:45, the last race of the event, I liked to call it the feature. DO YOU KNOW HOW LONG THAT IS TO WAIT? So at this point we'll discuss other things. This event isn't just about the racing, it's about family, friends and fun. Think of a party with 4000 of your best friends. Every evening there was something going on from welcome party, to manufacturer hospitality, to region





parties, worker awards, the production party and just plain having dinner with friends. Another thing I should mention is the speedway and how well they operated. The Yellow Shirt were invaluable. They directed traffic and kept us all from running into each other. Did I mention the paddock was crowded! I was this was the largest competitor event that the speedway has ever hosted, almost 1000 car and drivers, plus family and crew. An amazing job was done for registration to parking to track clean up. Well I've been going over every little thing on the car. Polishing, decaling it up because now I think I might get some contingency money. We watch a lot of great racing but now it's time to head to grid. I of course got there way to early so I had some time to talk with other competitors and collect my thoughts. When I was strapped in and ready to roll off it really finally hit me, *Your about to race for a National Championship at Indianapolis Motor Speedway* . It was a very special moment just me in the car waiting for the signal to go. Then it's time to race. I

t is just like any other race now. Going to have to take some chances, try to keep it clean and go to the front. The start went well I had to dive to the inside to make sure I got through turn one. I lost a few places but gained them back very quickly and began climbing to the battle for a place in the top 10. At one point 5 of us were dicing it for 8th through 12th and in the mix were 2 past National Champions, I felt like I was in pretty good company. We all came up on lap traffic about halfway through the race and I seemed to always get the worst of it. I fell back and was all alone in 11th, couldn't catch anyone and no one was challenging me till the last turn of the last lap. The 4th and 5th place cars got together in the last corner and one of them was still sitting in the grass as I drove by to take the checkered flags. There it was 10Th in a field of 46 qualifiers and 44 who took the green flag. What a way to end the adventure. Time for a bit of celebrating with friends, pack and hit the road home. Thanks You Donna for all of your support without you I am nothing. Thank You Jinx it wouldn't have been the same without you. Thank You to all of the Workers if you're not there I can't be there. Than You SCCA Staff what a great event. Let's go back to Indy!



**James Goughary**

All Photos: Jon Tenca, PuckStopper Photography



**One half of New England GT-3 contingent was James Ashe in his RX7. He started ninth and held the position and finished the same. Out other competitor was Rick Rickner whom qualified 14th, but**



**The largest field of the event was Spec Racer Ford 3 with 72 entrants. Steve Introne started qualified 38th and finished 29th.**



**T1 saw Hugh Stewart back peddling a bit, with an 18th place finish.**



**Dave Patten in his 510 competed in F-Production and finished 25th. Here he chases and eventually passes Harold Tubbs from the Steel Cities Region. Photo by Peter Villuame**



By: Stephani Funk Illustrated by: Robert Beaulieu

Everyone wants to make something of themselves, and I guess I'm no exception. After several years of writing human interest articles for **PitTalk**, I was looking for something, well, a bit more serious. Maybe not along the lines of "*Catcher in the Rye*" or "*MacBeth*", but something more in depth, more befitting a serious autosports writer.

Which is why I eagerly volunteered to provide race coverage when Bob Beaulieu was looking for volunteers.

How hard can it be, right?

I race, I write. It can't be that difficult.

The next race weekend found me up early, searching the New Hampshire Motor Speedway's infield area for my breakthrough article.

I prowled the paddock, threading my way through Formula cars, Vee's and Atlantics, through the Spec Miata herd, and Production cars. In the unofficial IT corral, I found a driver new to our ranks, Richard - something. ('Just call me Dick!') Jovial and red faced, he regaled me with stories until I finally found an excuse to break free. Meanwhile, on track, Vees gave way to SM's which finally gave way to the IT group.

IT....there had to be some sort of story there. There usually was. It just wasn't always something you could print in a family publication though.

It was a particularly hard run race, with more than just a little carnage. After everyone cleared the track, I scurried over to impound, camera in one hand, pad in the other, and started prowling the perimeter, certain my big break through story was waiting. Over by the tech shed, I could see a cluster of drivers gathered together, having some sort of heated discussion, the new driver, Richard-just-call-me-Dick, prominently visible in their midst, waving his arms in an angry fashion. Huh. I looked through my notes. Looks like I never did get his last name. Oh well, a couple photos, a story, I can figure it out later.

I kept trying to work my way closer, to find out the 'scoop', stopping only to snap a few photos. When I finally made my way to the edge of the group, I listened raptly as they disputed ownership of a line through the back portion of the circuit. I jotted some notes, priming the pump for the article to come.

Later that evening I sat down and fired off an article and photos of the event to Bob. Satisfied that I had adequately covered the event, I made my way to bed.

In the morning, I found a reply from Bob waiting in my email. I opened it to read; 'Steph. While I appreciate your timeliness in covering this event, I'm afraid I can't use this story. Bob.'





Puzzled, I fired off a reply, "Dear Bob. Why the heck not? Steph"

His reply was immediate. "Steph, I'm sorry but I can't run a story titled "Angry Dick waving amidst IT drivers." Bob"

"Bob; But he WAS. Angry. And waving. And I have a photo of angry Dick waving. Steph."

"Uh. No. Try again. Bob"

Humph. Well that's a sad state of affairs. OK, let me try something else then. Fortunately, this double weekend had another day to go.

Morning found me back at the track bright and early, pad in hand. This time I prowled the garages, only to get waylaid by Richard-just-call-me-Dick again.

"Did you see that yesterday?"

I concurred that I had.

"I had the line! I had it! Then two other drivers slammed the door on me! Cripes, I almost wrecked! And look!" he held up a bandaged finger, "They jostled me so hard, I got hurt too!"

Oh. That was a good story!

I went in search of a wifi spot, wrote it up and sent it up to Bob.

This time my cell rang.

Bob wasted no time on the other end.

"Steph. I can't use this. Would you please just cover the race and stop sending me these things?"

"But...why not?"

"Oh, I don't know....maybe because this one is titled "Dick caught in slammed door and injured?"

He hung up.

I sat there a moment, staring at my dead cell phone. Well isn't this a fine how-de-do?

I set it down on the table, pondering my options.

Richard-just-call-me-Dick, slid onto the seat across from me.

"Well? You get the story in? They like it?"

"Go away."

He puffed up in righteous indignation.

"What? What's your problem?"

"You keep getting me in trouble, so just leave me alone, ok?"

"Of all the...fine! Fine! Don't bother interviewing me again then!"

I raised a hand in a silent salute as he stomped away.

Drummed my fingers. Thought some more.

One table over from me I spied a steward I knew fairly well. Seizing the moment, I grabbed my pad and slid in next to him, effectively blocking his escape. Mid chew, he gulped his hot dog down and scowled at me.

"What do you want?"

I gave him my sweetest smile. "Just a few words for **Pit-Talk**, then I'll be out of your way."

He mumbled something, sounded like "Go away." I leaned in, cupping my ear. "What?"

He looked at me with bun crumbs on his lips, "I said, having a nice day?"

"Oh. Yes thank you. So, got anything for me."

He stared off into space a moment, then: "Well, maybe one tidbit. We've got some new drivers this weekend, newly signed off ones. Most of them are ok, but we have this one guy.." he snapped his fingers, "I can't remember his name offhand, but he's in that SSB car. Well he keeps early apexing and going off into the bushes. Had to pull him out three times now. Cripes." he shook his head. "Guy's got more money than talent. I heard he was a trust fund baby. His family invented curly fries. Curly fries!" he shook his head. "Who would have thought there'd be that much money in food?" he slurped his soda, "That enough for you? Good!" without waiting for my answer, "Because I've got things to do." He pushed me out of the way and made his way out of the restaurant.

Richard-just-call-me-Dick, gave me the old stink eye as I scurried past his paddock spot, heading back to the wifi. I ignored him, settling in to write my latest serious race missive. I hit send and sat back.

Ten minutes later, my cell rang again.

"What the heck are you trying to do to me here!?"

"Whaaa...what's wrong now? I just gave you a great racing story! It has money, intrigue, everything you need for a hook!"

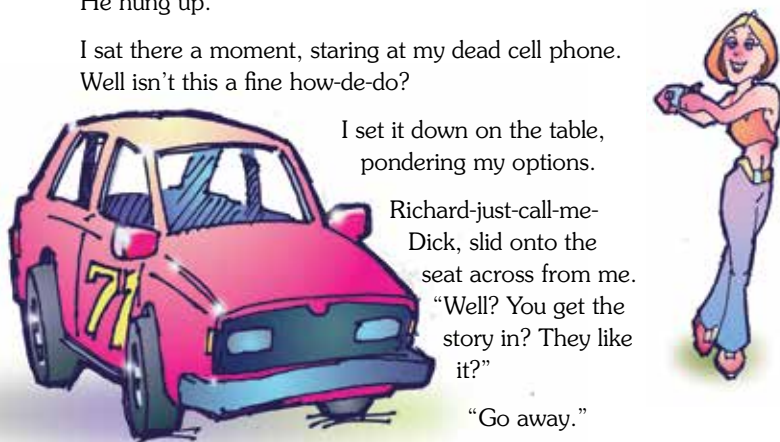
I heard a strangled noise at the other end of the line. Then "I can't use this! And don't send me anymore!!!"

The phone clicked off.

Stunned I stared at it, then looked back at my laptop screen, still open to the latest story I had just sent.

"Curly heir keeps turning into bushes."

There's just no accounting for editors.



# 2017 Annual Pig Roast/RAL Regional, Palmer Motorsports Park, September 9 and 10, 2017



David Burke finished first in GT3 both days in his Porsche.

All Photos: Jon Tenca, PuckStopper Photography.

## RACE TWO

### Results of Grp 1 - ITA,IT7,SM2,STL

Pos	PIC	No.	Name	Class	Laps	Diff	Gap	Best Tm	Make
1	1	18	Evan Karl	SM2	6	0		1:49.969	Miata
2	2	5	Ralle Rookey	SM2	6	0.907	0.907	1:49.603	Miata
3	3	70	Jimmy Locke	SM2	6	1.694	0.787	1:50.390	Miata
4	4	#09	Roger Cote	SM2	6	2.235	0.541	1:50.970	Miata
5	5	128	John Raudat	SM2	6	2.882	0.647	1:50.587	Miata
6	1	87	Stephen Pope	ITA	6	4.591	1.709	1:51.368	Miata
7	6	80	Jason Daoust	SM2	6	5.322	0.731	1:50.497	MX-5
8	7	30	Tom Bogar	SM2	6	6.301	0.979	1:51.807	Miata
9	1	#05	Dwayne Bennett	STL	6	7.383	1.082	1:52.211	Miata
10	8	#08	Robert Karl Jr.	SM2	6	10.061	2.678	1:52.220	Miata
11	2	#01	Kenneth Burt	STL	6	11.241	1.180	1:52.291	Miata
12	9	#02	Pratt Tanner	SM2	6	12.104	0.863	1:52.387	Miata
13	10	#06	Jeff Longo	SM2	6	12.786	0.682	1:53.467	Miata
14	11	14	K. Knickerbocker	SM2	6	13.621	0.835	1:53.338	Miata
15	2	90	David Colbey	ITA	6	14.296	0.675	1:55.959	Honda
16	3	4	Kyle Colbey	ITA	6	15.312	1.016	1:55.077	Honda
17	3	82	Marty Doane	STL	6	17.358	1.141	1:55.711	RX-7
18	4	49	Joe Schubert	STL	6	19.433	1.435	1:55.813	Miata
19	12	33	Rebecca Harvey	SM2	6	19.994	0.561	1:56.558	Miata
20	4	50	Chris.Milton-Hall	ITA	6	21.144	1.150	1:59.269	Miata
21	13	20	Robert Karl	SM2	6	22.613	1.469	1:59.417	Miata
22	5	117	Peter Tonelli	STL	6	23.399	0.786	1:57.099	Miata
23	14	19	Drew Osbrink	SM2	6	23.884	0.485	1:55.789	Miata
24	6	118	Michael Choe	STL	6	16.217	0.905	1:53.229	Miata
25	15	24	Morgan Duffy	SM2	6	17.998	0.640	1:57.359	Miata
26	1	77	Daniel Sheppard	IT7	6	26.429	2.545	2:00.096	RX7
27	2	15	Richard Patullo	IT7	6	28.225	1.796	2:01.118	RX7
28	3	29	Michael Buccella	IT7	6	28.942	0.717	2:01.246	RX7
29	4	#07	Jason Carroll	IT7	6	29.626	0.684	2:00.110	RX-7
30	5	35	Paul DeYeso	IT7	6	30.198	0.572	2:00.046	RX-7

31	6	27	Donald Blunt	IT7	6	30.661	0.463	2:01.414	rx7
32	7	43	Wendy Cappola	STL	6	32.765	2.104	2:07.175	Miata
33	5	25	Chris Annibale	ITA	4	2 Laps	2 Laps	2:07.541	Celica
34	7	37	Raul Feliciano	IT7	2	4 Laps	2 Laps	2:00.082	RX-7
DNS		7	Cy Peake	STL					Miata
DNS		57	Les Apple	SM2					Miata

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

1	1	#02	Fred Bross	FC	8	13:53.421		1:37.141	Van Diemen
2	2	5	Tony Rolfe	FC	8	14:47.723	1:47.723	1:51.918	Carbir DS3
3	1	11	Chris Kierce	FF	7	1 Lap	1 Lap	1:43.598	Van Diemen
DNS	DNS	15	Paul Omichinski	P2					Stohr 04D/

### Results of Grp 3 - SRF,SRF3,SPU,EVSr,E-F-HP,GTL

1	1	41	Trevor Hopwood	SRF3	8			1:43.388	SRF3
2	2	20	Steve Owens	SRF3	8	0.124	0.124	1:43.445	SRF3
4	1	#00	Don Kahn	SRF	8	27.651	15.290	1:46.744	SRF
5	2	4	Scott James	SRF	8	28.930	1.279	1:46.553	SRF
6	3	69	Mark Saviet	SRF	8	49.672	20.742	1:49.971	SRF
7	4	85	Chris Andrews	SRF	8	49.896	0.224	1:49.057	SRF
8	1	91	Peter A.J. Tonelli	FP	8	55.132	5.236	1:46.099	Miata
9	1	117	Peter Tonelli	EP	8	1:47.272	52.140	1:55.429	Miata
10	2	49	Don Stevenson	EP	7	1 Lap	1 Lap	1:56.194	BMW 325is
11	2	24	Morgan Duffy	FP	7	1 Lap	1.458	1:58.149	Miata
12	3	25	Bud Jantz-Sell	EP	7	1 Lap	2.120	1:59.391	Datsun 240Z
13	3	21	Dave Patten	FP	7	1 Lap	29.013	2:02.924	Datsun 510
14	1	82	Fred White	HP	4	4 Laps	3 Laps	1:59.519	Mazda
DNS	DNS	2	Jim Hanrahan	SRF3					SRF
DNS	DNS	31	Leslie Kurz	SRF					SRF

### Results of Grp 4 - CRE

1	1	15	Bob Smolinski	CRE	7			1:51.764	Corvette
2	1	#06	Jeff Longo	SM	7	7.752	7.752	1:55.111	Miata
3	2	9	Santo Bruno	CRE	7	8.108	0.356	1:54.984	350z



4	1	3	Michael Saia	T1	7	8.570	0.462	1:55.083	BMW E46	20	2	6	James Elder	T3	7	1:13.531	13.866	1:58.311	Nissan 350Z
5	2	#01	Kenneth Burtt	SM	7	1:03.478	54.908	1:56.196	Miata	21	2	67	Eli Garrett	ITB	7	1:15.585	2.054	1:59.583	Scirocco
6	3	75	Mark Murphy	CRE	7	1:03.479	0.001	2:02.380	Miata	22	3	2	Nat Wentworth	ITB	7	1:19.849	4.264	1:56.800	Golf
7	4	81	Steve Tetreault	CRE	7	1:14.750	11.271	1:57.876	Acura	23	4	31	Jacob Hart	ITB	7	1:20.882	1.033	1:57.358	Gol
8	2	13	Pasquale Bruno	T1	7	1:40.246	25.496	1:56.064	Cadillac	24	2	47	John Tirrell	ITEZ	7	1:26.754	5.872	1:59.668	Fiat 500
9	5	35	Robert DeYeso	CRE	7	1:47.562	7.316	2:08.406	RX-7	25	5	35	Christian Blake	ITB	7	1:35.258	8.504	2:01.198	Golf
10	3	#05	Dwayne Bennett	SM	7	1:47.794	0.232	2:07.812	Miata	26	1	20	Jay Cavanaugh	B-Spec7		1:36.948	1.690	2:00.294	Mini
11	1	27	David Burke	GT3	2	5 Laps	5 Laps	2:12.831	Porsche	27	16	43	Wendy Cappola	SM	7	1:44.243	7.295	2:02.892	Miata
DNS	DNS	7	Cy Peake	SM					Miata	28	6	71	Jonathan Waterhouse	ITB	7	1:52.885	8.642	2:04.068	Mini
DNS	DNS	19	Shelby Churchill	SM					Miata	29	2	115	Simon Kennedy	SSM	7	1:53.826	0.941	2:04.639	Miata
<b>Results of Grp 5 - FV,FS,FST,F6,FVCC</b>										30	7	39	David Celani	ITB	4	3 Laps	3 Laps	2:07.107	Golf
1	1	#05	Nicholas Galuardi	FV	7			1:49.375	Caldwel	DNS	95	Kenneth Payson	T4			0			Miata
2	2	5	Andy Pastore	FV	7	3.828	3.828	1:49.923	FV EV3	DNS	7	Cy Peake	SM						Miata
3	3	22	Michael Hinkle	FV	7	3.982	0.154	1:49.744	BRD AF	DNS	126	William Dergosits	B-Spec						Mazda 2
4	4	61	Walter Popiak	FV	7	4.359	0.377	1:49.999	CITATION	<b>Results of Grp 7 - GT1-2,3,AS,ITE,T1-2,SPO,ITE-R-S</b>									
5	5	#07	Chris Barry	FV	7	5.337	0.978	1:50.028	citation	1	1	153	Stephen Tise	T1	7			1:43.373	Mustang
6	6	71	Jeffrey Adams	FV	7	11.504	6.167	1:50.918	citation	2	2	3	Michael Saia	T1	7	3.290	3.290	1:44.674	BMW E
7	7	75	Kevin O'Day	FV	7	11.550	0.046	1:49.669	Caldwell	3	1	84	John Branscombe	ITE	7	18.013	14.723	1:46.439	Rx7
8	8	23	Christopher Zarzycki	FV	7	12.031	0.481	1:50.049	Citation 93	4	1	2	Anthony Serra	ITR	7	27.817	9.804	1:47.897	BMW 328
9	9	24	Tom Kenney	FV	7	24.203	12.172	1:52.642	Speed Sport	5	2	56	Fred Fox	ITR	7	28.838	1.021	1:48.029	BMW 325i
10	10	96	John Melican	FV	7	37.163	12.960	1:54.844	mysterian	6	1	80	Maurizio Cerasoli	GT2	7	30.418	1.580	1:47.546	Porsche 944
11	11	51	Ronald Bass	FV	7	55.240	18.077	1:57.069	Mysterian	7	2	15	Robby Smolinski Jr.	ITE	7	35.670	5.252	1:47.294	Corvette
12	12	#01	Thomas McDonough	FV	7	55.502	0.262	1:55.743	Protoform P1	8	1	97	Jason Smith	AS	7	40.637	4.967	1:50.442	Mustang
13	13	55	Bruce Rodman	FV	7	1:07.060	11.558	1:56.932	Caracal D	9	3	0	Zachary Kelly	ITR	7	41.665	1.028	1:48.524	BMW 323
14	14	10	Robert Beaulieu	FV	7	1:10.655	3.595	1:58.654	citation	10	4	26	Ken Hubbard	ITR	7	43.327	1.662	1:49.781	BMW 325
15	15	7	Bryan Rogers	FV	7	1:10.737	0.082	1:57.909	Mysterian	11	3	64	Robert Tucker	ITE	7	47.415	4.088	1:49.723	Porsche
16	16	20	Thomas Galuardi	FV	7	1:25.530	14.793	2:01.171	Barrcar 004	12	4	59	Michael Goulde	ITE	7	48.143	0.728	1:49.230	BMW 328
17	17	69	Afzal Bashir	FV	7	1:25.963	0.433	2:00.955	Protoform	13	5	93	Glenn Kurkjian	ITE	7	8.790	0.647	1:42.890	Corvette
<b>Results of Grp 6 - SM,SM5,T3-4,SMT,BSpec,SSM,ITB-C</b>										14	1	17	Mark Gregory	ITS	7	51.903	3.113	1:50.333	Miata
1	1	5	Ralle Rookey	SM	7		0	1:50.264	Miata	15	1	5	Bob Demers	T2	7	1:03.338	11.435	1:51.759	Solstice
2	2	70	Jimmy Locke	SM	7	0.278	0.278	1:50.290	Miata	16	5	31	Bill Spargo	ITR	7	1:05.627	2.289	1:53.068	S2000
3	3	18	Evan Karl	SM	7	0.986	0.708	1:50.336	Miata	17	2	53	Doug Brown	GT2	7	1:16.779	11.152	1:54.869	BMW 325
4	4	118	Michael Choe	SM	7	12.175	11.189	1:52.027	Miata	18	3	13	Pasquale Bruno	T1	7	1:17.519	0.740	1:54.165	Cadillac
5	5	80	Jason Daoust	SM	7	2.254	0.079	1:51.905	MX-5	9	2	139	Edward Karabec	ITS	7	1:46.812	29.293	1:57.031	BMW
6	6	49	Joe Schubert	SM	7	14.819	2.565	1:52.155	Miata	20	1	27	David Burke	GT3	7	1:50.276	3.464	1:59.168	Porsche
7	7	#02	Pratt Tanner	SM	7	15.597	0.778	1:52.283	Miata	21	3	66	Guil Twiss	ITS	6	1 Lap	1 Lap	2:05.527	Porsche
8	8	128	John Raudat	SM	7	19.560	3.963	1:51.256	Miata	22	2	#08	Darius Trinka	T2	5	2 Laps	1 Lap	1:44.564	Nissan 350
9	9	#01	Kenneth Burtt	SM	7	21.602	2.042	1:52.596	Miata	DNS	7	Scott Simpson	ITE	DNS		0			Porsche
10	10	#05	Dwayne Bennett	SM	7	22.291	0.689	1:52.734	Miata	<b>Results of Grp 8 - Pro IT</b>									
11	11	19	Shelby Churchill	SM	7	23.063	0.772	1:52.902	Miata	1	1	2	Anthony Serra	ITR	25				BMW 328
12	1	4	Scott James	T3	7	26.984	3.921	1:53.345	Porsche	2	2	56	Fred Fox	ITR	25	0.451	0.451	1:47.583	BMW 325
13	12	11	Richard Bennett	SM	7	27.140	0.156	1:53.535	Miata	3	1	90	David Colbey	ITA	24	1 Lap	1 Lap	1:53.465	Honda
14	13	#06	Jeff Longo	SM	7	31.595	4.455	1:53.892	Miata	4	2	4	Kyle Colbey	ITA	24	1 Lap	4.457	1:54.089	Honda CRX
15	1	17	Jason Benagh	ITB	7	43.932	12.337	1:55.113	Golf	5	1	139	Edward Karabec	ITS	24	1 Lap	36.165	1:55.512	BMW 325i
16	14	41	Clinton Chicester	SM	7	45.616	1.684	1:55.950	Miata	6	3	#07	Doug Case	ITA	22	3 Laps	2 Laps	2:02.301	Honda
17	15	33	Rebecca Harvey	SM	7	46.588	0.972	1:55.671	Miata	7	1	41	Clinton Chicester	SM	15	10 Laps	7 Laps	1:49.248	Miata
18	1	72	Peter A Lombardo	ITEZ	7	47.048	0.460	1:56.048	Fiat Abarth	DNS	17	Mark Gregory	ITS						Miata
19	1	50	Christ. Milton-Hall	SSM	7	59.665	12.617	1:57.094	Miata										



Bill Spargo showed up in his hard top Honda S200 to run in ITR



Can you read that number? Michael Sala with his BMW took second in T1 in race two, and first in T1 in race three.

# PALMER PIG ROAST, RAL WEEKEND RESULTS —

continued from page 33

## RACE THREE

### Results of Grp 1 - ITA,IT7,SM2,STL

1	1	18	Evan Karl	SM2	8				1:49.706	Miata
2	2	70	Jimmy Locke	SM2	8	0.481	0.481		1:49.616	Miata
3	3	#09	Roger Cote	SM2	8	0.956	10.475		1:51.219	Miata
4	1	87	Stephen Pope	ITA	8	11.532	0.576		1:51.260	Miata
5	4	80	Jason Daoust	SM2	8	12.327	0.795		1:51.192	MX-5
6	5	30	Tom Bogar	SM2	8	24.647	12.320		1:52.484	Miata
7	6	#08	Robert Karl Jr.	SM2	8	31.394	6.747		1:52.292	Miata
8	7	#02	Pratt Tanner	SM2	8	34.668	3.274		1:52.163	Miata
9	8	14	Keith Knickerbocker	SM2	8	43.662	8.994		1:53.281	Miata
10	1	82	Marty Doane	STL	8	50.084	6.422		1:54.735	RX-7
11	2	49	Joe Schubert	STL	8	50.720	0.636		1:54.800	Miata
12	2	90	David Colbey	ITA	8	53.042	2.322		1:55.916	Honda
13	3	4	Kyle Colbey	ITA	8	1:00.443	7.401		1:55.883	Honda
14	9	33	Rebecca Harvey	SM2	8	1:01.640	1.197		1:55.320	Miata
15	10	24	Morgan Duffy	SM2	8	1:02.047	0.407		1:55.490	Miata
16	11	20	Robert Karl	SM2	8	1:22.704	20.657		1:57.261	Miata
17	1	77	Daniel Sheppard	IT7	8	1:34.709	12.005		1:57.469	RX7
8	2	29	Michael Buccella	IT7	8	1:41.800	7.091		1:58.426	RX
9	3	#07	Jason Carroll	IT7	8	1:42.329	0.529		1:58.340	RX-7
20	4	35	Paul DeYeso	IT7	8	1:42.582	0.253		1:58.309	RX-7
21	4	25	Chris Annibale	ITA	8	1:48.236	5.654		1:59.472	Celica
22	5	15	Richard Patullo	IT7	8	1:56.496	8.260		1:58.902	RX7
3	6	27	Donald Blunt	IT7	8	1:57.114	0.618		2:00.544	Rx7
24	3	43	Wendy Cappola	STL	7	1 Lap	1 Lap		2:02.952	Miata
25	12	19	Drew Osbrink	SM2	3	5 Laps	4 Laps		1:55.527	Miata
26	4	117	Peter Tonelli	STL	3	5 Laps	13.086		1:57.951	Miata
27	5	17	Mark Gregory	STL	2	6 Laps	1 Lap		1:59.458	Miata
28	13	5	Ralle Rookey	SM2	8	8 Laps	2 Laps			Miata
DNS	DNS	128	John Raudat	SM2	DNS					Miata
DNS	DNS	#05	Dwayne Bennett	STL	DNS					Miata
DNS	DNS	#01	Kenneth Burt	STL	DNS					Miata
DNS	DNS	#06	Jeff Longo	SM2	DNS					Miata
DNS	DNS	50	Chri.Milton-Hall	ITA	DNS					Miata
DNS	DNS	118	Michael Choe	STL	DNS					Miata
DNS	DNS	37	Raul Feliciano	IT7	DNS					RX-7

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

1	11		Chris	KierceFF	9				1:41.110	Van Diemen
2	1	#02	Fred Bross	FC	4	5 Laps	5 Lap		1:36.405	Van Diemen
3	2	5	Tony Rolfe	FC	4	5 Laps	1:20.718	1:56.338		Carbir DS3

### Results of Grp 3 - SRF,SRF3,SPU,EVSR,E-F-HP,GTL

1	1	41	Trevor Hopwood	SRF	8				1:43.565	SRF3
2	2	20	Steve Owens	SRF3	8	2.583	2.583		1:43.892	SRF3
3	3	97	Jeffrey Swann	SRF3	8	20.528	17.945		1:45.777	SRF3
4	1	#00	Don Kahn	SRF	8	24.321	3.793		1:46.380	SRF
5	2	4	Scott James	SRF	8	25.325	1.004		1:46.535	SRF
6	3	85	Chris Andrews	SRF	8	43.351	18.026		1:48.934	SRF
7	4	69	Mark Saviet	SRF	8	51.339	7.988		1:48.979	SRF
8	1	49	Don Stevenson	EP	8	1:17.653	26.314		1:51.968	BMW 325
9	2	25	Bud Jantz-Sell	EP	7	1 Lap	1 Lap		1:57.651	Datsun 240Z
10	1	21	Dave Patten	FP	7	1 Lap	21.787		2:00.668	Datsun 510/
11	2	91	Peter Tonelli	FP	8	1:18.278	0.625		1:51.745	Miata
12	1	82	Fred White	HP	4	4 Laps	3 Laps		2:00.632	CRX
13	3	24	Morgan Duffy	FP	1	7 Laps	3 Laps		2:00.634	Miata

### Results of Grp 4 - CRE

1	1	15	Bob Smolinski	CRE	8				1:51.106	Corvette
2	2	81	Steve Tetreault	CRE	8	1:21.686	1:21.686	2:00.783		Acura
3	3	75	Mark Murphy	CRE	8	1:21.687	0.001	2:00.783		Miata
4	1	35	Robert DeYeso	IT7	8	1:52.433	30.746	2:02.525		RX-7



**Roger Cote (09) and John Raudat (128) chased each other all race long to finish fourth and fifth in SM in race two.** Photo: Jon Tenca, PuckStopper Photography

5	1	27	David Burke	GT3	8	1:52.456	0.023	2:02.818		Porsche
6	1	14	Keith Knickerbocker	SM2	8	1:53.167	0.711	2:02.661		Miata
7	4	9	Santo Bruno	CRE	6	2 Laps	2 Laps	1:53.663		Nissan
DNS		#06	Jeff Longo	SM						Miata
DNS		3	Michael Saia	T1						BMW E
DNS		#01	Kenneth Burt	SM						Miata
DNS		13	Pasquale Bruno	T1						Cadillac
DNS	#05	Dwayne Bennett	SM							Miata

### Results of Grp 5 - FV,FS,FST,F6,FVCC

1	1	#05	Nicholas Galuardi	FV	8				1:48.962	Caldwell
2	2	22	Michael Hinkle	FV	8	5.554	5.554		1:49.980	BRD AFV
3	3	5	Andy Pastore	FV	8	5.769	0.215		1:49.962	FV EV3
4	4	61	Walter Popiak	FV	8	13.470	7.701		1:50.562	CITATION
5	5	75	Kevin O'Day	FV	8	13.805	0.335		1:50.141	Caldwell
6	6	#07	Chris Barry	FV	8	14.014	0.209		1:50.346	citation
7	7	23	Christopher Zarzycki	FV	8	14.103	0.089		1:50.141	Citation
8	8	71	Jeffrey Adams	FV	8	24.749	10.646		1:52.149	campbell
9	9	24	Tom Kenney	FV	8	32.831	8.082		1:52.692	Speed Sport
10	10	96	John Melican	FV	8	33.755	0.924		1:53.037	mysterian m
11	11	51	Ronald Bass	FV	8	1:04.359	30.604		1:55.112	Mysterian
12	12	#01	Thomas McDonough	FV	8	1:04.706	0.347		1:53.960	Protoform
13	13	7	Bryan Rogers	FV	8	1:19.566	14.860		1:55.300	Mysteria
14	14	55	Bruce Rodman	FV	8	1:19.615	0.049		1:57.718	Caracal D
15	15	20	Thomas Galuardi	FV	8	1:42.283	22.668		2:01.567	Barrcar
16	16	69	Afzal Bashir	FV	8	1:42.349	0.066		2:00.565	Protoform
17	17	10	Robert Beaulieu	FV	7	1 Lap	1 Lap		1:56.415	citation

### Results of Grp 7 - GT1-2-3,AS,ITE,T1-2,SPO,ITE-R-S

1	1	93	Glenn Kurkjian	ITE	8				1:43.052	Corvette
2	1	3	Michael Saia	T1	8	1.322	1.322		1:44.048	BMW E46
3	1	2	Anthony Serra	ITR	8	28.882	27.560		1:47.892	BMW 328i
4	2	15	Robby Smolinski Jr.	ITE	8	29.647	0.765		1:46.091	Corvette
5	1	#08	Darius Trinka	T2	8	31.146	1.499		1:44.887	Nissan 350Z
6	2	56	Fred Fox	ITR	8	31.390	0.244		1:48.069	BMW 325iS
7	3	0	Zachary Kelly	ITR	8	34.484	3.094		1:47.339	BMW 323c
8	4	26	Ken Hubbard	ITR	8	51.095	16.611		1:49.591	BMW 325
9	3	59	Michael Goulde	ITE	8	56.894	5.799		1:50.469	BMW 328
10	1	80	Maurizio Cerasoli	GT2	8	1:08.296	11.402		1:49.572	Porsche 944
11	1	17	Mark Gregory	ITS	8	1:09.756	1.460		1:51.366	Miata
12	5	31	Bill Spargo	ITR	8	1:14.980	5.224		1:53.017	Honda
13	2	13	Pasquale Bruno	T1	8	1:23.735	8.755		1:53.779	Cadillac
14	1	97	Jason Smith	AS	8	1:30.115	6.380		1:53.795	Mustang
15	1	27	David Burke	GT3	8	1:53.736	23.621		1:56.987	Porsche 944
16	2	66	Guil Twiss	ITS	7	1 Lap	1 Lap		2:01.594	Porsche 944
17	2	5	Bob Demers	T2	5	3 Laps	2 Laps		1:51.545	Solstice
18	2	53	Doug Brown	GT2	5	3 Laps	22.287		1:51.427	BMW 325
19	3	139	Edward Karabec	ITS	4	4 Laps	1 Lap		1:57.424	BMW 325
20	3	153	Stephen Tise	T1	1	7 Laps	3 Laps		1:45.468	Mustang
DNS		84	John Branscombe	ITE						Rx7
DNS		64	Robert Tucker	ITE						Porsche 911



## **Pit Talk RIP** —Continued from page 5

of New England Region. To review and make selections on many of the fine photos submitted, to format results, noting many of their finishing position so that I can almost follow along and picture the great competition of these events. Ironically, I get a kick out of the fact that after each release of the publication, there always seems to be a few Facebook postings of "Hey Look, I made Pit talk!"

As editor, my job has always been to keep the publication as exciting as possible, sometime it looks a little crowded, but I believe ensuring the most information coupled with the cost of the least amount of pages.

So many have assisted in the making **Pit Talk** as great as it is, and I would like to take a moment to thank so many. Road Racing, has had the assistance of Josh Underwood, Karen Paul and Linda Lemin for providing prompt results. Editorial from Karen Petersen, Stephanie Funk, Fred Mahler, Jon Lamkins, Bruce Rodman, plus so many more have always kept us entertained. Photos presently are a big assistance from Peter Villuame, James Ray, Jon Tenca from Puckstopper, plus many more (as well as myself) made for outstanding visuals. I wish to go further back and even mention Stan Clinton, Arnie Sphan and Roz Rosintoski for there great help in the past.

RallyCross has been a delight as it grows and matures. This can credited with the dedicated assistance of Scott Carlson, Scot Beliveau, Chris



**Back in the days of Newsletter National Awards, Pit Talk scored many first and second places in the Jumbo Region category.**

Regan and Douglas Bolduc (Daggerslade Media) and many of their recruited scribes to keep the rallycross enthusiasts up-to-date and informed.

Rally, though not as strong as years ago, still soldiers on with many still involved, as Jon Lamkins, Chris Regan, and Scott Beliveau, and of course, our mentor, Ted Goddard always driving their brand of the SCCA.

Solo used to have great editorial and photos provided way back from David Breidmeyer and Eddie Saveage. Unfortunately, Solo, has kinda lost communication momentum. Maybe our new digital correspondence may liven them up.

Again, so many have contributed, so many have assisted... this publication has always excelled due to the many that have supported it.

I initially took this position over from Dwight and Carolyn McGowen, whom held the post for eight years. My intention was to at least match their tenure...now surpassed with 23 years of editorship! I have worked with over a dozen RE's, have a shelf full of best publication awards and a cabinet draw with over 150 original issues, as well as probably three thousand photos that I have accumulated ( I have all the negatives from Arny Spahn from 1974 through 78.)

Though there will no longer be a **Pit Talk** in our traditional form, I do hope that I can still be part of the communication team of the New England Region SCCA.

—Robert Beaulieu, Editor of **PIT TALK** (past tense)

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# Open Wheel Drivers Experience

**Reflections from New Hampshire Motor Speedway, August 5, 2017**

**By: Becky Adams**

"I'm sweating in this fire suit, the helmet is wrecking my hair, and that lap belt is getting way too personal." These are all the thoughts that ran through my head as I waited on the grid for the start of my Open Wheel Driving Experience at New Hamp-



**Becky Adams receives the "What's It Like Out There" in her husband's Formula Vee at this year's OWDE!** Photos: Nick Gualuardi

shire Motor Speedway. My most prevalent thought? "Hope I'm not making a big mistake!"

My husband drives a Formula Vee, and he began his own driving career after participating in an Open Wheel Driving Experience. He enjoys himself out there on the track, and when he asked me if I wanted to take the car out for this year's OWDE, I was up for it! I may be middle-aged, but I'm not ready for the nursing home yet!

Then came the barrage of vague driving tips from the guy who's been racing one way or another for the last 20 years: "Just use 3<sup>rd</sup> and 4th" "If the red light comes on, shut it down" "Don't upshift into 2nd when you mean 4th" "Avoid the rumble strip". I did a lot of nodding and smiling, having virtually no idea what he was talking about. I sat in the car in the garage while he packed pieces of foam all around me to help me see over the bonnet, and zip-tied blocks of wood onto the pedals so I could reach them. I yanked the shifter around a lot and pretended I was driving. Ok, how hard can

this be?

Days later, it was race weekend. I went to class, and, even though there was a thorough explanation of what we were going to do, I still felt sort of old and confused.

How do you know if the car is going to spin? How do you make it so the car doesn't

spin? How do you make sure the red light doesn't come on? We rode around the track in street cars with instructors, who tutored us on where to brake (basically nowhere), where to down shift (basically nowhere), and where to hammer the pedal down to the floor (basically everywhere). Yeah, sure, I've got it.

It was now time to head to the grid, and nervously

I zipped up my borrowed lady fire suit, tightened up my borrowed man helmet, and crossed my toes (I needed all my fingers in their borrowed gloves to control that car). My husband rode his bike to the grid because I didn't think that I could find my way there alone. Everything I had learned in class that morning had raced right out of my head. I only hoped I could do as well.

Somehow I made it over to the grid and managed to back the car into a parking space. There was something so comforting about being on the other side of the grid girl hand signals: back up, straighten out, back up....STOP. Their bright smiles and cheerful faces eased my nerves. And before I knew it, it was our group's turn to be waved out onto the track!

Although it looks pretty small from the stands, the track is huge in real life. It's also pretty overwhelming because in a Formula Vee you are so low to the ground that you feel like you're strapped to a skate board. You just see all this pavement looming before you, stretching on as far as the eye

can see, until it disappears around a corner. It's intimidating but somehow magnificent. Even though I was a little afraid, I couldn't help but feel the thrill of excitement, and the whispering thunder of the word, "GO!!"

I jammed my foot down on the gas pedal and I felt like I was part of the car. I was flying! I shifted into fourth gear and I kept my foot on that gas pedal, until I was halfway around the end of the Nascar oval and I could see skid marks into the wall. Yikes! I couldn't help but lift off the throttle. I could see scary Turn 3 in my sights, and I down-shifted back into third to make it around the corner. I didn't want to use the brakes in the actual corner but my foot refused to listen to me. "Next time, no brakes," I heard my instructor command me.

Foot back in the throttle, up the hill, through an easy corner, then into the infamous bowl. I remembered the racing line my instructor showed me and I tried my best to follow it. Not bad rookie, I grunted to myself. Up and over again, down the hill to fly around the corner and bounce back onto the oval. Not fast enough this time. Go faster next time. Nice zip through turn 12 and whoosh, I'm screaming down the front straightaway with drops of rain dotting my visor for barely a second before being whisked away, and I'm feeling even more confident.

And that was the voice in my head for every subsequent lap: "This is GREAT! FASTER! This is GREAT!!" I happened to be the first person coming along when they threw the checkered flag, and I was smiling and laughing in my helmet, feeling like a million bucks.

That evening at the pit party, I sat at the picnic table with my friends, and a couple of corner workers joined us. One pointed at me and grinned. "I know you!" he said. "You had the biggest smile on your face when you took the checkered flag, we were all in the towering laughing and cheering." Of course I could not deny it was me, as the same elated grin beamed out over the table.



I talked to the other people who had been on the track with me. I asked everyone about their favorite part of the experience and their thoughts about Formula Vee racing.

My fellow grid girl Laura Villaume told me that the great part was being a little afraid to do it, doing it anyway, and then loving it. It made her feel proud that the owner of the car trusted her to drive it and she loves the way the Vee drivers are all family.

My buddy Austin goes to all the races with his grandfather, and helps him work on the car. He has, on one frantic occasion, chauffeured me back to the paddock for a tire pressure gauge when my husband nearly went out onto the track without checking the tires. His only comment for my questions was a huge smile and the declaration that his favorite part was, "Going as fast as I could on the front straight!"

My husband's friend Doug Gagnon said, "I just like going fast, and these cars are nice and simple. And they're FAST!" He enjoyed being part of the action, helping to change the tires from slicks to rains, and he remarked on the camaraderie between the drivers.

Carl Maffei is a mechanic for a business that rents Formula Vees. He's been working on them for years, but had never driven one. He remarked that he was surprised by the power and the handling. He realized that

while he was out there he was probably only doing half of what the car was actually capable of. "It's such a rush! It's the best thing I ever decided to do."

Alison Turpin drove her brother's car, and was mostly just happy that she didn't wreck it. Her father has been driving a Vee for over forty years. Alison mentioned that she has been talking smack about racing for 37 years, and today she had to answer for it! Now that she's had the experience, she would love to have her own car.

Iqbal Bashir also drove his brother's car. He said it gave him a huge rush of adrenalin, it was like the go-cart you always wanted as a kid come to life. Like Laura and me, he enjoyed driving in the rain, and found himself asking, "Is this really only 75 horsepower??" Iqbal noted that the family atmosphere and genuine friendship between the drivers makes him feel more secure about his little brother taking up the sport of racing. Now Iqbal is talking about getting his own car.

As instructor Paul Faford told me, the Open Wheel Driving Experience is not about being a better or faster driver than someone else. It's about getting the feel of a race

car, of understanding what it's like to go out on the race track and feel the air rushing by. It's hearing the drivers talking about an experience they had, connecting with that experience, and having authentic knowledge of what they are describing.

What made the OWDE so worthwhile for me was the chance to form an even stronger bond with my husband. I gained a deeper understanding of his enthusiasm for racing, and now we share it on the same level. I love being in the stands, I love being in the



**Alison Turpin attentively listens to her brother's advice on driving his Caldwell D-13.**

pits, but most of all I love being in that car! I truly know why he spends so much time working on it and I am totally in favor of him doing whatever it takes to keep that car in shipshape condition. This year we will both be spending the Winter dreaming of the next racing season.



**The graduating class of 2017!**

# Okemo Blue Lot RallyCross September 23, 2017 Event #7



**Michael Minnerman in Modified Front-Wheel-Drive Honda.** Photos: Douglas Bolduc, DaggerSlade Media

## The Blue Lot Rallycross

**By: Scott Carlson**

NER Rallycross had to reschedule this event from a June date to September because of a bridge project in the town of Ludlow that had aggregates and construction equipment in the Blue Lot during the summer months. So, we had a bit of an extended summer break and welcomed a record number of attendees to this small gravel lot for the start of the second half of the 2017 rallycross championship season.

There was a lot going on in the hours before competition in the gravel lot. The rental tractor with the rake was making final course grooming passes and stirring up some dust. There was tech inspection checking the safety of the 71 drivers' vehicles (thanks to the cooperative effort to get everyone through tech in a timely manner). And, there was the last minute wrenching and tire swapping happening in the pits. After the course was set up and Emmanuel Cecchet had taken the newbies on the "Rookie Orientation" course walk/talk, our drivers' meeting took place a few minutes behind schedule and racing started a few minutes past 9. Our goal was to get everyone eight laps of competition and it took all day to obtain that goal. A huge thank you is due to everyone who helped make it a successful event, but especially thanks to Kathy Moody for all her work as RX Co-Chair, registrar, timing, safety etc. This thing wouldn't keep rolling without her. Jacob Perkins, who selflessly drives the timing bus to these events even when he's not competing, also deserves a giant thank you. This guy gets up at 4am to be the first one on site so we can go racing. Again, thanks to everyone who chips in; there are too many of you to name without missing someone.

**On to the results!**



**Mike Hill also pilots a Honda in Modified Front-Wheel-Drive.**

**Stock Front-** (8 drivers, 5 manufacturers) It was a diverse podium in SF with Trey Araujo's 2016 Ford Fiesta ST taking third place behind the 1998 VW Jetta of Jon Smith. Chang Ho Kim took the tallest step on the podium in his 1995 Honda del Sol with an Elapsed Time of 324.789 seconds. Congrats to Chang on the SF win!

**Stock All-** (10 drivers, 3 manufacturers) Ryan Wandas drove his 1991 Mitsubishi Galant VR-4 to the SA win with an E/T of 311.971 sec. Second place was Dan Smith who was just 7 seconds behind in his 2004 Impreza WRX. An unfortunate off-course penalty on the last lap cost Dan the win. (Sorry for bringing it up, Dan.) It was a close race all day long looking at the lap times from SA. Michael Chace took the third place trophy home in his 2001 Subaru Outback L.L. Bean Edition.



Congratulations to all three of you on the great driving.

**Prepared All-** (12 drivers, 3 manufacturers) In his BMW (not a typo, it stands for Black Winged Monster), Warren Elliot took the big glass trophy for the PA class in his 2006 Mitsubishi Evo IX. Warren set FTD with an E/T of 290.477 seconds and only hit one cone all day long. That's quite a feat; you can't believe how fast he drives that car on the loose gravel at the Blue Lot. Congrats, Warren! Second place went to Jesse Carr in his 2002 Subaru Impreza, who also had a single cone penalty all day. Clayton Dubuc took home third place in a 2001 Subaru Impreza with consistent and clean driving.

**Modified Front-** (15 drivers, 5 manufacturers) In the least diverse class podium of the day, VW dominated the field in MF taking the top 5 spots. Three different cars each took a podium



**David Baker took a seventh in the competitive Modified-Front-Wheel-Drive class in his Golf.**

spot. Third went to Anthony Burden in his 1992 Jetta rally car with an E/T of 310.225 and 4 cone penalties. Jesse Whitsell hammered his 1995 Golf rally car to a second place finish with 3 cones and an E/T of 308.815. Scott Carlson took the top spot in the Half Fast Golf with one cone and an E/T of 302.753.

**Modified Rear-** (10 drivers, 5 manufacturers) Three different manufacturers each took a step on the podium in MR. Carmen del Genio took third place in a 1990 Mazda Maita with three cones and an E/T of 352.685. Just 1.387

seconds ahead of Carmen was the 1988 Toyota MR2 of Lazz McKenzie who only tagged one cone all day and finished with an E/T of 351.298 in second place. First place went to Dan Downey in the BMW 325is rally car. Dan tallied three cone penalties on his way to a 6.555

second margin of victory. Congrats to Dan! I would be remiss if I failed to mention the return of Dylan Gondyke's 1969 Mercury Cougar to the MR class. Both he and Ben Chuong drove that hot rod until it was no longer doing what was asked of it. The car is a crowd favorite, and I bet it hit the most cones out of any car (probably roost though).

**Modified All-** (16 drivers, 1 manufacturer) The largest class of the day was comprised of all Subarus. While the class was not small or diverse, it did provide

the closest race of the day for the top spot on the podium. All three podium finishers in this class were cone-free! I'm not sure that I've ever seen that in MA, ever. So, I'll type it again. ALL THREE PODIUM FINISHERS IN THIS CLASS WERE CONE-FREE! Congrats to Liam Laurence in his 2001 Subaru Withoutback for a fine third place finish with an E/T of 310.138. First and second place in MA were separated by only 0.300 seconds after 8 competition laps. TJ Pullen and Clifton Kangas traded fast laps all day and were essentially tied after 7 laps. Cliff laid down a 37.327 on his last lap to TJ's 37.663, and Cliff took the win. Congrats to all three of you for being cone-free, and thanks for putting on a great show with a super competitive race. That's what we do this for.

Thanks again to everyone who shows up, helps out and supports the RX program. We are having a great season and we will continue the fun right into the 2018 season.

Rally on! —Scott Carlson

## Final Results Event #7 - Blue Lot RallyCross, September 23, 2017

### SF

1	24	Kim, Chang Ho	Honda	324.789
2	23	Smith, Jon	Jetta	337.63
2	813	Araujo, Trey	Fiesta	363.034
4	812	O'Brien, Austin	Lancer	367.582
5	923	Smith, Jennifer	Jetta	376.364
6	821	Joncas, Kayla	Suzuki	410.914
7	814	Laurence, Francis	Honda	600.166
8	816	laurence, lisa	Honda	450.412

### SA

1	820	Wandas, Ryan	Galant	311.971
2	28	Smith, Dan	Subaru	318.995
3	666	Chace, Michael	Subaru	348.487
4	818	Bak, Nikolas	Subaru	351.267
5	800	Andrew, Kevin	Subaru	352.588
6	31	White, Joel	BMW	354.399
7	801	Farmer, Charlie	Subaru	357.516
8	807	Zagame, Tyler	Subaru	365.743
9	51	Salisbury, Randall	Subaru	380.925
10	151	Relyea, Beverly	Subaru	430.438

### PA

1	17	Elliott, Warren	Evo IX	290.477
2	57	Carr, Jesse	Subaru	314.155
3	817	Dubuc, Clayton	Subaru	320.605
4	441	Osborne, Joseph	Subaru	324.732
5	72	thomas, timothy	crv	339.738
6	47	Miller, Zachary	Subaru	340.138

7	741	Leung, Ho Fong	Subaru	349.218
8	815	Bonomi, Jesse	Subaru	356.841
9	806	Rancourt, Justin	Subaru	357.509
10	87X	Willard, Michael	Subaru	364.414
11	81	Chaffee, Rufus	Subaru	364.56
12	809	Guimond, Scot	Subaru	1296.555
13	12	Jusino, Manuel	Subaru	dns

### MF

1	88	Carlson, Scott	porsche	302.753
2	786	Whitsell, Jesse	Golf	308.815
3	804	Burden, Anthony	Jetta	310.225
4	88	LaMoreaux, Philip	Golf	311.755
5	881	Micciche, Vaughn	Porsche	315.774
6	37	Munhall, Patrick	Mini	316.428
7	840	Baker, David	GTI TDI	317.645
8	8	Reeve, Grant	VW	321.876
9	40	Reeve, Stephanie	VW	334.41
10	100	Hill, Mike	Honda	338.733
11	803	Houriham, Joseph	GTI	357.557
12	99	Minneman, Mich.	Honda	372.841
13	810	Hayes, Garnett	GTi	1037.966
14	811	Horrocks, Luke	GTi	1078.91
15	3	Carlson, Thomas	Focus	1202.341
16	902	Titus, Sam	Eclipse	dns

### MR

1	142	Downey, Daniel	BMW	344.743
2	805	Mckenzie, Lazz	Toyota	351.298
3	44	del Genio, Carm.	Miata	352.685

4	781	Brolin, Kevin	BMW	353.359
5	144	delGenio, David	Miata	360.736
6	33	Pettengill, Michael	Volvo	373.965
7	819	Willis, Benjamin	BMW	387.067
8	822	Chase, Seth	BMW	420.811
9	577	Gondyke, Dylan	Mercury	1317.181
10	571	Chuong, Benjamin	cougar	1335.047

### MA

1	69	Kangas, Clifton	Subaru	304.53
2	909	Pullen, TJ	Subaru	304.83
3	91	Laurence, Liam	Subaru	310.138
4	25	Cecchet, Emm.	Subaru	311.62
5	919	Laurence, Dan	Subaru	312.097
6	187	Brodeur, Adam	Subaru	318.593
7	84	Pascarella, An.	Subaru	325.646
8	27	Melim, Jordan	Subaru	335.096
9	802	Michelin, Derek	Subaru	342.18
10	1969	Doyle, Bill	Subaru	342.517
11	83	Pouliot, Ian	Subaru	345.751
12	966	Sharron, Margaret	Subaru	345.805
13	58	Moody, Kathy	Subaru	346.491
14	969	Daugherty, Willis	Subaru	355.248
15	13	Bean, Robert	Subaru	358.835
16	22	Gearheart, Tony	Subaru	1284.088
17	56	Laakso, John	Audi A4	dns
18	77	Silverstein, Aaron	Subaru	dns
19	777	Petrillo, Daniel	Subaru	dns

# Dirt Massacre RallyCross

## October 7, 2017 Event #8



**Chris Zanis "Bunny Hops" a rough section of the Cunningham course in his Golf.**

Photos: Douglas Bolduc, DaggerSlade Media

## Dirt Massacre Rally Cross

**By: Michael Gallant**

The dirt was truly massacred on October 7 2017 at the Cummington, MA Rallycross! At what may have been the warmest NER Rallycross event of the year, seventy eight competitors entered! In what surely seemed like a magic act to all involved, the event went off nearly without a hitch as nearly every single competitor finished 9 runs! It was a fantastic, terrific, tremendous day! Bigly!

Unfortunately, Lou-Reed's "Perfect Day" is a relatively short song. With great driving bliss comes occasional great setbacks. Some of our regions fastest drivers and most unruly cars were met with a catastrophic mechanical failure. Drivers have asked not to be named, but I can tell you that the car was a Porsche 924s. My first car was a '78 924, in primer grey with a massive fuel leak I learned about on the drive home. What an awesome, sinfully good handling car was the 924. Great Scott, that car'll sin. Oh, the shame, the tragedy, the great mechanical lottery at the heart of our sport! How cruel fate can be! Let us all take a moment of silence for the dowel pins and the main bearings.. the timing belt tensioners and the hall sensors.. the grade 8 bolts and the aluminum rivets and the nylon zip-ties which valiantly fight to preserve our hopes and dreams. Moving on.



**Manuel Jusino took a secon in PA.**

We'll start the re-cap of Cummington by covering the best of Mod-rear: Dan Downey brought his 1975 barn find BMW 2002 with shock absorbers cleverly adapted from a 1993 McDonald's happy meal. The spritely little BMW bounced from cone to cone, providing some of the best RWD entertainment of the day while earning 5th place. Lazz McKenzie and his MR2 shot through the course hitting zero cones and keeping it's composure. Great composure, that is, until the 7th lap arrived. Lazz and approximately 7 other competitors fell victim to a course change and ran off course. Lazz still managed to get 4th in his class of Mod-rear. Vaughn Micciche placed 3rd in his 1987 Porsche 924S, with a blisteringly fast pace. Unfortunately fast paced rear wheel drive is a risky business, and there was an above-average number of cone-casualties associated with the 924S on this particular day. Carmen del Genio nearly aced the course in the 1990



Miata, setting fast times and missing almost every cone. In the end, Eric Amato's highly modified Ford Ranger won the MR category with clean driving: he hit only one cone in 9 runs.

In Prepared Rear we had John McPartlan taking 1st and Julian Steel in 2nd place driving the 1995 BMW 318ti. Michael Pollock came in 3rd in the most beautiful rally-modified 1982 Porsche 911SC the world has ever seen. According to the results there was one more driver in Prepared Rear and they did not finish. The numbers don't say what happened, but I'm pretty sure Lichstein and his '91 Miata teleported into another dimension on his final lap. I am pretty sure that Aliens and the illuminati were working together on this one.

As always, there was a great variety of unique vehicles and also a lot of Subarus attending the event. Scott Minalga's 1992 Plymouth Laser brought a little extra 90's nostalgia. Katherine Smith took 6th in her 2004 WRX and Charlie Farmer took 5th in his 2000 Subaru Outback. Scott Clark earned 4th place in a 2004 2.5 RS. On the podium were Luis Teixeira in a 2004 Impreza RS in 3rd, Dan Smith in a 2004 WRX in 2nd, and Ryan Wandas in a 1991 Mitsubishi Galant VR-4 in 1st place with an impressive 404.626s overall time.

In Prepared-AWD class we had 12 entrants. Hal Denham and Elliott Warren stole the show with an Audi TT which shows impressive composure at speed. The TT is always going faster than it appears...



there is never any drama. Except this time. A small bit of the course developed a dip, and Hal's low front end ploughed into the dirt, sending parts of his bumper flying, (turning into a sleigh did not slow down the mighty TT). Elliot earned 1st place with an overall time of 398.198s, and Hal earned 3rd with a time of 405.101s. Manuel Jusino was in 2nd with a time of 400.523 in a 2007 WRX. Joseph Osborne grabbed 4th in his 1995

Legacy Wagon and Ho Fong Leung earned 5th his 2004 2.5 Impreza. Honorable mentions to Timothy Thomas for several admirable runs in a Honda CRV, and to Jesse Carr who endured a hilarious "grasspicades" figure skating event early on but got his head back into the game and later put down some legit times right up there with the podium finishers.

In Modified-AWD, Nikolay Nemchuk and his 2009 Subaru WRX finished 5th place without hitting a single cone! Adam Brodeur finished in 4th, 0.924 seconds ahead of Nikolay in his 2006 Subaru Impreza with only one cone. Dan Laurence finished 3rd in his 2002 Subaru Outback with more clean driving, only two cones. Cliff Kangas heroically fought to 2nd place in his 2000 Subaru Impreza RS despite simultaneously fighting off a virulent Celtic cold. Or maybe it was an Irish Influenza. I forget. Chris Regan won best time of the day in his 2006 Mazdaspeed 6 at 372.519 seconds, with a wide lead over nearly every competitor in the field. A wide lead over everyone except, perhaps, Anthony Burden.

-continued non page 55

## Final Results Event #8 - Dirt Massacre, Cunningham, October 7, 2017

### SF

1	825	O'Brien, Austin	Lancer	435.785
2	812	Bassett, Chris.	Saturn	437.766
3	828	Burness, Ben	golf	459.569
4	824	Joncas, Kayla	Suzuki	490.769
5	817	Stoddert, Catherine	Mazda 3	512.699

### SA

1	816	Wandas, Ryan	Galant	404.626
2	28	Smith, Dan	Subaru	411.643
3	77	Teixeira, Luis	Subaru	411.898
4	818	Clark, Scott	Subaru	422.659
5	801	Farmer, Charlie	Subaru	426.412
6	128	Smith, Katherine	Subaru	432.47
7	820	Bak, Nikolas	Subaru	443.54
8	800	Andrew, Kevin	Subaru	444.169
9	81	Chaffee, Rufus	Subaru	448.808
10	519	Verge, Kadence	BMW	450.134
11	51	Verge, Keith	BMW	453.184
12	31	White, Joel	BMW 325	462.208
13	666	Chace, Michael	Subaru	65.121
14	809	Zagame, Tyler	Subaru	465.817
15	642	Hill, Suzanne	Subaru	486.411
16	821	Minalga, Scott	Laser	1213.994

### PR

1	831	McPartlan, John	BMW 318	424.69
2	07	Steele, Julian	BMW 318	440.072
3	444	Pollock, Michael	Porsche	450.87
4	819	Lichstein, Michael	Miata	1454.729

### PF

1	20	Carlson, Erik	Neon	391
2	120	Lodsins, Michael	Neon R/T	400.132
3	133	Mancuso, Bryan	Sentra SE	439.151

### PA

1	132	Elliott, Warren	Audi Tt	398.198
2	12	Jusino, Manuel	Subaru	400.523
3	32	Denham, Harold	Audi TT	405.101
4	441	Osborne, Joseph	Subaru	414.109
5	741	Leung, Ho	Subaru	417.02
6	72	Thomas, Timothy	Honda	424.261
7	829	Richardson, Gordon	Subaru	430.062

### MA

8	47	Miller, Zachary	Subaru	432.304
9	823	Crandall, James	Subaru	435.944
10	357	Carr, Jesse	Evo	437.09
11	813	Dilks, Amy	Subaru	443.233
1	810	Rancourt, Justin	Subaru	465.727

### MF

1	881	Burden, Anthony	Jetta	379.783
2	786	Whitsell, Jesse	Golf	384.511
3	16	Gallant, Michael	Jetta	400.733
4	78	Reeve, Stephanie	Golf	402.488
5	321	Chapin, Andrew	Hyundai	406.198
6	116	Zanis, Chris	Golf	412.439
7	96	Turk, Bruce	Saab 96	415.026
8	23	Wootten, Corey	Hyundai	432.248
9	826	Houriham, Joseph	GTI	478.625
10	723	Robson, Matthew	Hyundai	1394.104

### MR

1	99	Amato, Eric	Ranger	418.057
2	44	del Genio, Carmen	Miata	418.804
3	11	Micciche, Vaughn	Porsche	425.232
4	814	Mckenzie, Lazz	Toyota	429.686
5	142	Downey, Daniel	BMW 2002	445.771
6	781	Brolin, Kevin	BMW 325i	458.832
7	144	delGenio, David	Miata	461.294
8	815	Jacobsohn, Gabriel	BMW 2002	517.235
9	822	Chase, Seth	BMW 325e	526.465
10	4	Carlson, Scott	porche	252.037

### MA

1	9	Regan, Chris	Mazda	372.519
2	69	Kangas, Clifton	Subaru	388.484
3	919	Laurence, Dan	Subaru	389.882
4	187	Brodeur, Adam	Subaru	390.346
5	199	Nemchuk, Nikolay	Subaru	391.27
6	181	Gondyke, Dylan	Mercury	392.954
7	909	Pullen, TJ	Subaru	393.756
8	811	Chuong, Benjamin	Subaru	395.979
9	91	Laurence, Liam	Subaru	396.732
10	64	Merkuryev, Alex.	Subaru	397.654
11	966	Sharron, Margaret	Subaru ST	408.008
2	25	Cecchet, Emmanuel	Subaru ST	413.149
13	158	Moody, Kathy	Subaru	420.678
14	830	Conti, Dylan	Subaru	434.595
15	22	Gearheart, Tony	Subaru ST	434.697
16	251	FOUQUETTE, DAN	Subaru	444.797
17	58	Follett, Ashley	Subaru	446.255
18	969	Daugherty, Willis	Subaru	453.403

# Joker Lap RallyCross

## November 5, 2017 Event #9



**Tony Gearheart plows the field in MA. Did he knock out those pylons?....** Photos: Douglas Bolduc, DaggerSlade Media

## Joker Lap Rallycross

**By: Scott Carlson**

It's been a few years now since the former Canaan Fair Speedway became Canaan Motor Club. NER SCCA Rallycross has been welcomed to the venue several times for summer and winter events on clay, gravel, grass and some tarmac. So, I'm not lying when I say every event has been unique. This year's Joker Lap Rallycross was also a one-off. Sunday, November 5 was the first morning after rolling the clocks back an hour to satisfy some antiquated notion that people need it to be lighter at 6am and darker at 5pm. People arrived on time! It was a small miracle but a miracle none the less.

The drivers' meeting was a few minutes late and started about 8:25, so we were immediately behind schedule. I'm not sure it bothered anyone but me. We got to racing before 9am, which was good because it was going to be dark by 5:30. I was aiming to get in 8 laps for the biggest field of drivers we've had in a long time. I'm not sure if people heard what a good time this place was last year for the first Joker Lap RX or if Rallycross in general is just experienc-

ing a boom but we had 88 drivers sign up to play. They brought some cool machinery to play with. I really enjoy the fact that this event—with a limited amount of gravel and grass and a decent amount of tarmac—affords people to bring machinery that doesn't usually venture out to our typical rallycross. The weather also plays a huge factor in what tire choice is going to be the right one. Is it going to be 28 degrees and snowing? Is it going to be 68 degrees and sunny? Is it going to rain? Nobody knows until a couple days before the event and it leads to lively discussion.

We broke the group into the two run/work groups, and I happened to be working first. I've been a pretty regular competitor in Rallycross since the mid 2000's and I can say that I don't get jealous of



**Cameron LaBarge in his Subaru attacks the paved portion of the Joker Lap RallyCross.**



the fun that the other run group is having. This was a first for me. As soon as we started running cars on the course, I couldn't wait to drive. The game plan was explained at the drivers' meeting that the course would change every lap. We strategically set cones up in a fashion that, with just a couple quick pointer cone changes, we could make sure that drivers had to stay on their game and pay attention on every lap. What we also changed for this year's Joker Lap was to add in an additional section of gravel on the last lap of the AM runs and the last lap of PM runs for each driver to get two "Joker Laps" in during the day. This added to E/T's on these laps and was another challenge because the surface of the gravel was a bit wetter and slipperier than the other section of gravel that was used on every lap of the rallycross. What ended up happening was an absolute riot of a time. The fastest driver wound up with more than 520 seconds of E/T for the event. Here's what went down.

**Stock Rear-** (4 drivers, 2 manufacturers) Eric Tindell drove his 2002 BMW 325i to a class win over Jessica Beliveau's 1997 Chevrolet Camaro. Eric had an E/T of 642.478, but Jessica's burnouts at the start line were tough to beat.

**Stock Front-** (9 drivers, 6 manufacturers) Tom Kimsey took the top step on the podium in his 2013 Ford Focus ST with an E/T of 582.995 and only one cone penalty on the day. Second and third place were split by only 0.325 seconds. Ryan Moyes drove his 2013 Fiat 500 Abarth to second place just ahead of Austin O'Brien in a 2003 Mitsubishi Lancer ES. Ryan had an E/T of 594.050 with 4 cones to beat Austin's clean 594.375. Great racing and way to keep it clean, Austin!

**Stock All-** (17 drivers, 5 manufacturers) The second largest class of the day had the fastest car. Now, if you remember last year's Joker Lap, you'd remember Michael Canny spanking the field in his Mitsubishi Evo in his only RX appearance of the season. Well, he got a new rig and brought it back to say, "it's not the car, it's the

—continued on the next page

# A FIRST TIME EXPERIENCE IN RALLY CROSS

By: Morris Levy

I've never driven before at an NER SCCA event, until now. After registering, and days before the event, and even 12 hours before the event I was so nervous; I had butterflies in my stomach, maybe from the lack of sleep or the worry and excitement all at the same time. I've spectated on the sidelines and photographed numerous events, and even did ride-alongs in the past. Worst of all, I live and have even flagged for track days at Canaan Motor Club in the past. My wife and I agreed it's high time I kick my rear into gear and get behind the wheel. Nothing prepared me for a day at the track like hands-on experience.

I was lucky and thankful to find a friend, a mentor, and a co-driver to share my beloved 1.6L naturally aspirated and automatic 2011 Ford Fiesta SES which I bought new from day one of ownership, previously "never been raced" and certainly "never been beat on". Caleb Pocock from Lake George, NY came out and we swapped drivers. He's done autocross, hill-climbs, and even co-drove for multiple stage rallies and Climb to the Clouds. He guided me through turns, chicanes, and best lines for the onslaught of cones.

My anxiousness and worry turned into pure excitement at about 4 AM as I lay awake, quickly realizing it's track day, and I'm finally going to drive the Fiesta harder than she's ever been pushed before. I feared it was going to roll, or break something, or crack an oil pan. Fear no



**First Timer Morris Levy initiated his RallyCross debut in in a 2011 Ford Fiesta.** Photo: Douglas Bolduc, DaggerSlade Media

more; after one lap, my fears became excitement, pure fun, and enthusiasm for the motorsport I have learned to know and love.

I was able to rent some great wheels and tires from Philip LaMoreaux; they were Sparco Terras with some sticky Continental Pro Contact Extremes -- they

were a little worn but they worked perfectly after getting warmed up. Caleb and I bolted them up and we passed tech inspection with a breeze. No worries here

I was amazed at all the local celebrities at Canaan Motor Club. Jessie Lynn Honigs made a special appearance, as she is usually at the NER SCCA Club Racing events as the Chief Flagger. Lance Smith, owner and CEO of Vermont Sportscar, (better known as Subaru Rally Team USA) as well as his lead technician, Graham, were there. I got the unique pleasure of introducing myself and my wife Jennifer to him, and we talked Subaru for a little while. Last but not least, well-known and YouTube star of /DRIVE network's series, "My Life as a Rallyist" Ryan Symancek was there driving a VW Golf Mk3. Simply amazing.

I crawl up to the grid. And then the starting line... I'm ready. Jesse Carr waves his hand, and we're off! Caleb instructs me to slalom through the first set of cones; swoosh! I missed the entire gate after turn 1 -- darn it! Keep pressing on, regardless! Hard left, hard right into the dirt cut-out. Smooth sailing through the loose soil, and I kept it clean. All those years of playing Forza Motorsport and Gran Turismo, and maybe even the DiRT series paid off handsomely. Powered through the soft dirt, and back onto the infield go-kart tarmac. I brake, sharp hairpin left turn, and power out! Across the finish line. A huge sigh of relief and all the stress dissolves. Even though I wasn't the fastest driver, nor the fastest car on the grid, it is about FUN. I've never had so much fun in a slow car.

—continued on the next page

## JOKER LAP RALLYCROSS — continued from page 43

driver." Well, the car didn't slow him down any. Canny drove his 2017 Ford Focus RS to a class win and FTD. He was a crowd pleaser with the pace and the noise that car made as he whipped it through the course. 522.669 was the E/T for the class winner in SA and that included 4 cones on the day. Second place went to Dan Smith in his 2004 WRX sedan, as he managed to collect only 1 cone penalty and turn in an E/T of 591.071 (on snow tires). Well done, Dan! Third place in SA went to Steve Yetman in his 1990 Audi 90 20v. Steve was dirtier than Dan with 4 cones and finished 4.9 seconds behind the blue WRX with a 596.004 E/T. Check out the lap times of these two guys. Lots of really close racing going on there.

**Prepared Front-** (3 drivers, 2 manufacturers) Chang Ho Kim drove his 1995 Honda Del Sol to a class win over co-driver Kim Hapgood. Chang hit only one cone during the day and scored a 556.436 E/T, while Hapgood finished with a 580.119 and 4 cone penalties. It was not an easy day to stay clean.

**Prepared All-** (7 drivers, 2 manufacturers) Subaru made it to the third step on the podium in PA with Scott Guimond hammering his 2005 Legacy GT to an E/T of 569.228 with 13 cones on the day! The raw lap times were on pace for a second place finish but the cones got in the way. Jesse Carr drove his Mitsubishi Evo IX to a second place finish with a 560.682 while only hitting a cone on each of his last two laps. Warren Elliott hit 5 cones in his Evo IX and tallied up an E/T of 537.210. Congrats on the class win, Warren, and the second lowest E/T of the whole group.

**Modified front-** (25 drivers, 6 manufacturers) This was the big group of the day, but it had the least diverse podium. VW took all three steps in MF. Jesse Whitsell piloted his 1995 VW Golf rally car to a class win by 5.5 seconds over me (Scott Carlson) in a shared 1998 VW golf that was co-driven by third place finisher Phil LaMoreaux, who was 7 seconds behind second place. Whitsell (3<sup>rd</sup> fastest E/T of the event) hit 2 cones, I stayed clean (but spun) and Phil hit 3 cones over the course of the day.

Great racing, boys! VW took 7 of the top 10 spots in MF.

**Modified Rear-** (9 drivers, 4 manufacturers) In the closest podium battle of the day, BMW wound up on top just ahead of Mazda. John McPartlan drove his 1995 BMW 318ti to a top spot in MR with an E/T of 569.611, with only two cones on his third lap. Just 1.2 seconds back of first was Vojta Kubec in his shared Mazda Miata MX-5 with a 570.880 and one cone! That's an important cone. Just 1.131 seconds back was brother

Daniel Kubec who hit 5 cones on the day. Daniel's raw times were fastest in class on all laps but one. If he decides to stay off the cones, he might be unbeatable. Great racing, gentlemen!

**Modified All-** (14 drivers, 3 manufacturers) Subaru's only top podium spot of the event came in MA. Dan "Smooth is Fast" Downey took top honors in his 2005 WRX sedan. Mr. Clean had no cones and an E/T of 543.286 (4th lowest E/T overall). Just 6.8 seconds back was the white 2004 WRX STI of Benjamin Chuong, who murdered 8 cones and drove for 550.106 seconds between the lines. Chris Regan split his time driving to a third place in MA between his Mazdaspeed6 and a certain black Evo IX, collecting 5 cones on the day and finishing behind Ben by 3.982 seconds. Mr. Regan spoiled the Subaru podium sweep in MA.

I like to encourage the good acting of those who can keep it together and stay off the cones all day. This will be short: Austin O'Brien, Jennifer Smith, Jason Carroll, Gordon Richardson, Luke Horrocks, Dan Downey and me. Well done staying clean in a not so clean world. Others should learn from your example. Seven out of 88 managed to stay clean.

I can't thank enough all the folks who came out to play. This was a blast. I know, I know. I say that all the time. I think that every event is pretty dang fun but this seemed to rise to the top. Thank you to everyone who helped put this event on. It was almost washed down the river by the storm the night before Halloween, but we made it happen.

Thank you to CMC for having such a fun place to play with cars. The NER team is a great one and it shows by getting through a big field 8 times. Thank you, all. We will see you at Wolf Chase for the last event of the 2017 NER SCCA Rallycross Championship. I appreciate all your efforts in making this an epic Rallycross season.

Rally on! —Scott Carlson



**Michael Kaczmarczyk in his BMW.** Photos: Douglas Bolduc, DaggerSlade Media



**Multiple driver change for the Benjamin Chuong Subaru.**



**Jordan Melim finished in seventh, mid pack in Modified-All-Wheel-Drive.**



## Final Results Event #9 - Joker Lap RallyCross, November 5, 2017

<b>SR</b>					2	188	Carlson, Scott	Golf	547.152
1	811	Tindell, Eric	BMW	642.478	3	88	LaMoreaux, Philip	Golf	554.304
2	813	Beliveau, Jessica	Camaro	689.536	4	133	Mancuso, Bryan	Sentra	558.067
3	777	Ingold, Robert	BMW 325 i	1607.696	5	824	Symancek, Ryan	Golf	566.706
4	809	Kaczmarczyk, Mi.	BMW 525i		6	19	Beliveau, James	Golf	568.017
<b>SF</b>					7	16	Gallant, Michael	Jetta	569.045
1	61	Kimsey, Thomas	Focus	582.995	8	79	Perkins, Jacob	Nissan	573.771
2	34	Moyes, Ryan	Fiat 500	594.05	9	231	Chapin, Andrew	Hyundai	579.343
3	820	O'Brien, Austin	Lancer ES	594.375	10	840	Baker, David	GTI TDI	580.323
4	23	Smith, Jon		609.763	11	814	Pocock, Caleb	Fiesta	587.07
5	807	Chase, Seth	BMW 325	611.495	12	550	McCarthy, Daniel	Focus	593.011
6	805	Tessier, Rob	Focus	652.904	13	2	Hermance, Trevor		595.613
7	923	Smith, Jennifer	Jetta	666.513	14	46	LeDuc, Rob	Jetta	597.198
8	829	Laurence, Francis	Honda	674.59	15	826	Horrocks, Luke	Corrado	606.073
9	803	Grover, Eric	Focus SVT	685.584	16	822	Zanis, Chris	GTI	606.987
<b>SA</b>					17	823	Zicarelli, Danny	vw	611.163
1	9023	Canny, Michael	Focus	522.669	18	123	Wootten, Corey	Hyundai	611.984
2	28	Smith, Dan	Subaru	591.071	19	9	Beliveau, Scott	Golf	625.859
3	806	Yetman, Steven	Audi 90	596.004	20	902	Titus, Sam	Eclipse GS	648.225
4	96	Cullen, Graham	Volvo V70	601.244	21	40	Baker, Kathleen	GTI TDI	648.532
5	828	Carroll, Jason	Subaru	605.208	22	55	Dahrooge, Sims	Focus	651.12
6	800	Andrew, Kevin	Subaru	607.429	23	821	Levy, Morris	Fiesta SES	682.845
7	812	Zagame, Tyler	Subaru	607.664	24	37	Munhall, Patrick	Mini	1204.658
8	819	Smith, Lance	WRX	608.74	<b>MR</b>				
9	810	Bak, Nikolas	Subaru	610.113	1	816	McPartlan, John	BMW 318t	569.611
10	189	Smigiel, Robert	Subaru	611.066	2	53	Kubec, Vojtech	Mazda MX	570.88
11	801	Farmer, Charlie	Subaru	613.188	3	53	Kubec, Daniel	Mazda	572.011
12	818	Martell, Conner	WRX	616.826	4	44	del Genio, Carmen	Miata	596.556
13	51	Verge, Keith	BMW 330	624.045	5	815	Steele, Julian	BMW 318t	597.586
14	519	Verge, Kadence	BMW 330	630.508	6	825	Mckenzie, Lazz	Toyota	600.586
15	666	Chace, Michael	Subaru	633.535	7	9016	Willis, Benjamin	BMW 325i	612.809
16	31	White, Joel	BMW 325	664.561	8	33	Pettengill, Michael	Volvo 242	646.203
17	56	Lapin, Marc	Audi TT	718.07	9	781	Brolin, Kevin	BMW 325i	652.668
<b>PF</b>					<b>MA</b>				
1	24	Kim, Chang Ho	Honda	556.436	1	142	Downey, Daniel	Subaru	543.286
2	13	Stanwood, John	Scirocco	578.744	2	81	Chuong, Benjamin	Subaru	550.106
3	124	Hapgood, Kim	Honda	580.119	3	9	Regan, Chris	Mazda	554.088
4	817	Friberg, Mike	mini	616.563	4	69	Kangas, Clifton	Subaru	567.493
<b>PA</b>					5	91	Laurence, Liam	Subaru	572.587
1	17	Elliott, Warren	Mitsubishi	537.21	6	919	Laurence, Dan	Subaru	573.354
2	357	Carr, Jesse	Mitsubishi	560.682	7	27	Melim, Jordan	Subaru	579.704
3	9017	Guimond, Scott	Subaru	569.228	8	909	Pullen, TJ	Audi A4	584.771
4	12	Jusino, Manuel	Subaru	573.969	9	22	Gearheart, Tony	Subaru	586.947
5	831	Richardson, Gordon	Subaru	600.303	10	84	Pascarella, Andrew	Subaru	92.012
6	804	LaBarge, Cameron	Subaru	601.926	11	969	Daugherty, Willis	Subaru	603.10
7	137	Rancourt, Justin	Subaru	646.2	12	83	Pouliot, Ian	Subaru	614.691
<b>MF</b>					13	271	Mohan, Elizabeth	Subaru	645.962
1	786	Whitsell, Jesse	Golf	541.643	14	830	King, William	Subaru	684.347

### A FIRST TIME EXPERIENCE ....continued from the previous page

Caleb was up, and I feared for a minute it was going to roll around turn 2. We went hard and his experience of autocross shined brightly. He shaved 10 seconds easily off my time, in the exact same car. I was amazed. The rest of the day without a hitch. I was so happy, and still to this day I have fond memories of making new friends and strengthening my bonds with others.

For years I have been teased by other drivers for not driving, only spectating; but after driving and the awards ceremony, I countered by thanking them personally for their insistence over the years. Sometimes peer pressure can be a good and rewarding thing. Driving at Canaan was a pure escape from the worries and fears of the world, and I look forward to the next local SCCA event.

Membership Application

SCCA

Sports Car Club of America

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

# Thompson Regional, NERRC #6

## October 9 & 10, 2017

### RACE TWO

#### Results of Grp 1 - ITA,IT7,SM2,STL

Pos	PIC	No.	Name	Class	Laps	Diff	Gap	Best Tm	Make
1	1	38	John Branscombe	GT1	12			1:13.418	Corvette
2	1	93	Glenn Kurkjian	ITE	12	20.507	20.507		Corvette
3	1	18	Dave Maynard	GT2	12	23.071	2.564	1:16.407	BMW 330
4	1	153	Stephen Tise	T1	12	45.762	22.691	1:18.013	Mustang
5	1	4	John Hellmers	SPO	12	48.143	2.381	1:17.136	Oldsmobile
6	1	#08	Darius Trink	T2	12	1:01.381	13.238	1:17.965	Nissan
7	2	13	Michael Saia	T1	12	1:05.079	3.698	1:18.896	BMW
8	1	96	Theresa Condict	ITR	12	1:08.923	3.844	1:18.883	Acura
9	3	36	James Candelaria	T1	12	1:13.758	4.835	1:19.683	Corvette
10	2	80	Maurizio Cerasoli	GT2	11	1 Lap	1 Lap	1:19.957	Porsche
11	4	22	Daniel Preston	T1	11	1 Lap	1.092	1:19.446	Nissan
12	2	0	Zachary Kelly	ITR	11	1 Lap	4.798		BMW
13	3	#03	Tyler Munroe	ITR	11	1 Lap	22.376	1:22.563	BMW
14	1	37	Abhi Ghatak	ITS	11	1 Lap	0.613	1:22.815	Miata
15	1	97	Jason Smith	AS	11	1 Lap	0.931	1:23.118	Mustang
16	2	9	Mark Wheaton	AS	11	1 Lap	1.494	1:23.111	Mustang
17	4	31	Bill Spargo	ITR	11	1 Lap	0.783	1:22.799	S2000
18	3	47	Blaine Stine	GT2	11	1 Lap	0.145	1:22.371	Porsche
19	2	71	Mark Gregory	ITS	11	1 Lap	2.015	1:23.141	Miata
20	3	44	Joe Stadelmann	ITS	11	1 Lap	3.098	1:23.527	Porsche
21	5	09	Pasquale Bruno	T1	11	1 Lap	10.619	1:23.124	Nissan
22	1	27	David Burke	GT3	10	2 Laps	1 Lap	1:30.329	Porsche
23	5	83	Jamie Cook	ITR	10	2 Laps	0.037	1:30.784	BMW
24	2	84	John Branscombe II	ITE	9	3 Laps	1 Lap	1:18.335	Rx7
25	3	51	Seth Duval	AS	2	10 Laps	7 Laps	1:28.575	Mustang
26	6	126	William Hendrix	T1		12 Laps	2 Laps		Nissan
DNS		66	Guil Twiss	ITS					Porsche

#### Results of Grp 2 - ITA,IT7,SM2,STL,SPU

1	1	70	Jimmy Locke	SM2	10				1:22.523	Miata
2	1	71	Mark Gregory	STL	10	4.456	4.456	1:23.252		Miata
3	1	87	Stephen Pope	ITA	10	4.814	0.358	1:23.109		Miata
4	2	16	Rob Sturgis	STL	10	5.521	0.707	1:22.613		Miata
5	2	#02	Pratt Tanner	SM2	10	14.795	9.274	1:23.756		Miata
6	3	14	Keith Knickerbocker	SM2	10	15.049	0.254	1:23.815		Miata/S
7	1	119	Joseph A. Boruch III	SPU	10	18.634	3.585	1:22.773		S2000
8	3	7	Cy Peake	STL	10	21.345	2.711	1:23.600		Miata
9	4	#01	Kenneth Burt	STL	10	21.968	0.623	1:24.386		Miata
10	4	19	Shelby Churchill	SM2	10	25.319	3.351	1:24.705		Miata
11	5	#00	Tom Mariano	SM2	10	25.550	0.231	1:24.350		Miata
12	6	30	Tom Bogar	SM2	10	36.359	10.809	1:24.690		Miata
13	7	196	Matthew Morin	SM2	10	37.218	0.859	1:24.604		Miata
14	2	88	Jason Meyers	ITA	10	37.637	0.419	1:25.609		Escort
15	8	#06	Jeff Longo	SM2	10	38.315	0.678	1:25.478		Miata
16	9	33	Rebecca Harvey	SM2	10	39.174	0.859	1:25.511		Miata
17	3	43	Kyle Colbey	ITA	10	40.232	1.058	1:25.914		Honda
18	4	98	David Colbey	ITA	10	40.872	0.640	1:25.604		Honda
19	10	23	Tom Masiero	SM2	10	45.693	4.821	1:26.424		Miata
20	5	90	Raymond Kobs	STL	10	54.402	8.709	1:27.074		Miata
21	11	189	Gary Rose	SM2	10	58.217	3.815	1:27.422		Miata
22	1	77	Daniel Sheppard	IT7	10	1:09.898	11.681	1:26.775		RX7
23	2	81	JB Swan	IT7	10	1:12.753	2.855	1:27.856		RX-7
24	3	62	Drew Young	IT7	10	1:17.004	4.251	1:28.381		RX-7
25	12	59	Mark Anthony	SM2	10	1:17.876	0.872	1:28.772		Miata
26	4	#07	Jason Carroll	IT7	10	1:18.556	0.680	1:28.374		RX-7
27	5	21	Dave Patten	IT7	10	1:18.802	0.246	1:27.86		RX7
28	6	3	Serge Lentz	IT7	10	1:20.087	1.285	1:28.101		RX7
29	7	27	Donald Blunt	IT7	9	1 Lap	1 Lap	1:30.063		rx7
30	8	29	Michael Buccella	IT7	9	1 Lap	2.388	1:30.541		RX7
31	13	89	Ryan Duke	SM2	9	1 Lap	2:36.72	1:25.474		Miata





32	14	128	John Raudat	SM2	6	4 Laps	3 Laps	1:22.882	Miata	23	2	64	Bill Keeney	GTL	7	4 Laps	1 Lap	1:27.054	Tercel
33	6	117	Peter Tonelli II	STL	2	8 Laps	4 Laps	1:34.963	Miata	24	3	22	Philip G. Perron	FP	7	4 Laps	1:26.54	1:35.722	Alpine
<b>Results of Grp 3 - FA-B-C-E-F-M,CFC,NCF,FS,P1-2,ASR,F5</b>										25	7	11	Nelson Dupuis	SRF	6	5 Laps	1 Lap	1:27.462	SRF
1	1	17	Kevin Boeckle	FA	12			1:11.490	Ralt	26	8	37	Jennifer Ferreira	SRF	4	7 Laps	2 Laps	1:26.531	SRF
2	1	11	Christopher Kierce	FF	12	55.659	55.659	1:14.752	VanDiemen	<b>Results of Grp 5 - CRE -</b>									
3	1	3	Paul Omichinski	P2	12	1:00.576	4.917	1:15.685	VanDiemen	1	1	0	Zachary Kelly	CRE	10			1:28.856	Golf
4	1	37	Michael Rand	NCF	12	1:02.903	2.327	1:16.042	Crossle 30F	2	2	27	David Burke	CRE	10	0.319	0.319	1:28.217	Porsche
5	2	99	Dexter Czuba	FF	12	1:05.356	2.453	1:14.978	Spectrum	3	3	25	Chris Annibale	CRE	10	50.002	49.683	1:32.964	Celica
6	3	34	Chip Van Slyke	FF	12	1:21.069	15.713	1:18.058	Crossle	4	4	10	John Piscitelli	CRE	10	53.010	3.008	1:34.021	Miata
7	1	20	Douglas Fisher	CFC	12	1:51.825	30.756	1:18.073	Ford	5	5	6	Peter Morrison	CRE	10	54.725	1.715	1:31.220	Miata
8	2	#06	Peter Becker	P2	11	1 Lap	1 Lap	1:17.766	Cheetah	6	6	4	Mike Germanekko	CRE	10	1:03.296	8.571	1:34.882	
9	2	9	Jack Dinehart	CFC	11	1 Lap	0.563	1:16.187	Van Diemen	7	7	#06	Jeff Longo	CRE	10	1:03.447	0.151	1:33.688	Miata
10	1	5	Tony Rolfe	FC	11	1 Lap	6.034	1:19.265	Carbi	DNS		#01	Kenneth Burt	CRE					Miata
11	2	#04	Joe Marcinski	NCF	11	1 Lap	1.315	1:19.129	Royale	DNS 77			Daniel Sheppard	CRE					RX7
12	1	2	Richard Johnson Jr	F5	11	1 Lap	16.135	1:20.356	Red Devil	<b>Results of Grp 6 - HRG</b>									
13	2	4	Michael Gould	FC	4	8 Laps	7 Laps	1:15.008	Van Diemen	1	1	72	Phil Hollenbeck	HRG4	11			1:21.551	240Z
14	2	84	Matthew Gendron	FA	3	9 Laps	1 Lap	1:10.542	Mazda	2	2	61	Thomas Drake	HRG4	11	6.799	6.799	1:22.169	Opel
15	DNS	53	Roger Feghali	P1					stohr	3	1	27	Mark Gunsalus	HRG5	11		8.655	1:22.306	Shelby
<b>Results of Grp 4 - SRF,SRF3,EVS,R,E-F-HP,GTL</b>										4	1	6	Laurent Fumex	HRG2	11	14.323	5.668	1:22.696	MGB
1	1	20	Steve Owens	SRF3	11			1:18.782	SRF3	5	3	88	Jake Clapp	HRG4	11	16.224	1.901	1:23.286	240Z
2	2	21	Lee McNeish	SRF3	11	0.752	0.752	1:18.143	SRF 3	6	1	40	Robert Lang	HRG3	11	43.314	27.090	1:25.107	TR6
3	3	72	Steve Introne	SRF3	11	2.373	1.621	1:18.208	SEF3	7	2	48	W. Scott Stickle	HRG5	11	1:04.151	20.837	1:27.936	XKE
4	4	97	Jeffrey Swann	SRF3	11	8.470	6.097	1:18.649	SRF3	8	4	64	Andrew Lynn	HRG4	11	1:10.854	6.703	1:27.943	Porsche
5	5	66	Bill Watts	SRF3	11	21.091	12.621	1:18.927	SRF3	9	2	19	Kurt Smith	HRG3	11	1:10.871	0.017	1:27.581	Porsche
6	6	12	Federico Burgos	SRF3	11	22.295	1.204	1:20.272	SRF3	10	3	2	Tim Santhouse	HRG5	11	1:25.627	14.756	1:28.272	Mustang
7	7	17	Steven Spano	SRF3	11	22.691	0.396	1:20.234	SRF3	11	3	114	Philip G Gott	HRG3	10	1 Lap	1 Lap	1:28.996	TR4A
8	1	#00	Don Kahn	SRF	11	32.444	9.753	1:21.354	SRF	12	4	46	Michael Donnelly	HRG3	10	1 Lap	17.674	1:32.116	GTV
9	2	85	Chris Andrews	SRF	11	42.006	9.562	1:22.068	SRF	13	1	7	Ge. MichaelHarmuth	HRG1	9	2 Laps	1 Lap	1:39.273	Spitfire
10	3	4	Scott James	SRF	11	43.455	1.449	1:21.955	SRF	<b>Results of Grp 7 - FV,FST,F6,FVCC</b>									
11	4	7	Carl Warren	SRF	11	47.176	3.721	1:22.325	SRF	1	1	5	Andy Pastore	FV	11			1:21.657	FV EV3
2	1	119	Joseph A. Boruch III	EP	11	48.755	1.579	1:21.540	S2000	2	2	72	David Cardillo	FV	11	7.332	7.332	1:21.827	Vortech
13	5	69	Mark Saviet	SRF	11		6.925	1:22.929	SRF	3	3	22	Michael Hinkle	FV	11	14.115	6.783	1:22.878	BRD
14	1	#04	Joseph Chimbolo	FP	10	1 Lap	1 Lap	1:27.359	Miata	4	4	18	Ryan Soucy	FV	11	14.571	0.456	1:22.382	Caracal
15	1	82	Fred White	HP	10	1 Lap	7.762	1:26.255	Honda	5	5	61	Walter Popiak	FV	11	21.510	6.939	1:23.134	CITATION
16	6	31	Leslie Kurz	SRF	10	1 Lap	3.221	1:27.165	SRF	6	6	29	Jeffrey Valeo	FV	11	32.570	11.060	1:24.319	Mysterian
17	2	54	Peter A Lombardo	EP	10	1 Lap	5.688	1:27.907	Alfa Romeo	7	7	4	Paul FaFord	FV	11	42.296	9.726	1:25.057	Mysterian
18	1	18	George Farrar	GTL	10	1 Lap	0.222	1:27.467	miata	8	8	96	John Melican	FV	11	43.797	1.501	1:24.851	mysterian
19	2	40	Chris Barry	FP	10	1 Lap	8.881	1:28.135	Miata	9	9	3	Mike Sampson	FV	11	46.963	3.166	1:25.860	Adams
20	3	83	Jamie Cook	EP	10	1 Lap	5.108	1:28.222	BMW	10	10	#01	Thomas McDonough	FV	11	54.064	7.101	1:26.064	Protoform
21	2	01	Brian Mushnick	HP	10	1 Lap	1.216	1:28.471	Golf	11	11	23	Christopher Zarzycki	F	11	59.738	5.674	1:25.240	Citation
22	3	44	Jay Creel	HP	8	3 Laps	2 Laps	1:25.425	Spitfire	-continued next page									



Photo: James Ray

# THOMPSON REGIONALS

— continued from 47

12	12	51	Ronald Bass	FV	11	59.756	0.018	1:26.770	Mysterian
13	13	55	Bruce Rodman	FV	11	1:03.616	3.860	1:26.092	Caraca
14	14	92	Robert Zatz	FV	11	1:03.714	0.098	1:26.465	Mysterian
15	15	69	Afzal Bashir	FV	11	1:21.473	17.759	1:25.790	Protoform
16	16	26	James Hill	FV	10	1 Lap	1 Lap	1:35.019	Protoform
17	17	24	Brian Kenney	FV	9	2 Laps	1 Lap	1:26.707	Speed Sport
18	18	71	Jeffrey Adams	FV	6	5 Laps	3 Laps	1:23.132	campbell
19	19	75	Kevin O'Day	FV	6	5 Laps	0.154	1:22.871	Caldwell

## Results of Grp 8 - SM,ITB-C,T3-4,BSpec,ITEZ,SM5,SSM

1	1	9	Santo Bruno	ITEZ	9			1:22.667	350
2	1	70	Jimmy Locke	SM	9	3.432	3.432	1:23.637	Miata
3	1	4	Scott James	T3	9	3.875	0.443	1:23.896	Porsche
4	2	11	Richard Bennett	SM	9	8.373	4.498	1:24.725	Miata
5	3	#02	Pratt Tanner	SM	9	8.696	0.323	1:24.632	Miata
6	1	95	Kenneth Payson	T4	9	9.516	0.820	1:24.418	Miata
7	4	#00	Tom Mariano	SM	9	10.580	1.064	1:25.043	Miata
8	5	33	Rebecca Harvey	SM	9	16.917	6.337	1:26.596	Miata
9	1	0	Zachary Kelly	ITB	9		3.135	1:26.531	Golf
10	2	2	Nat Wentworth	ITB	9	20.343	0.291	1:25.660	Golf
11	3	31	Jacob Hart	ITB	9	21.707	1.364	1:27.392	Golf
12	2	8	John Tures	T4	9	21.921	0.214	1:25.527	Mustang
13	6	30	Tom Bogar	SM	9	22.474	0.553	1:25.348	Miata
14	7	#06	Jeff Longo	SM	9	25.260	2.786	1:27.219	Miata
15	8	7	Cy Peake	SM	9	25.388	0.128	1:25.585	Miata
16	9	#01	Kenneth Burt	SM	9	33.421	8.033	1:25.540	Miata
17	4	17	Jason Benagh	ITB	9	33.668	0.247	1:28.588	Golf
18	10	89	Ryan Duke	SM	9	34.625	0.957	1:26.752	Miata
19	5	67	Eli Garrett	ITB	9	37.217	2.592	1:29.211	Scirocco
20	11	23	Tom Masiero	SM	9	41.634	4.417	1:29.435	Miata
21	6	35	Christian Blake	ITB	9	42.491	0.857	1:29.614	Golf
22	12	59	Mark Anthony	SM	9	43.146	0.655	1:29.481	Miata
23	2	6	James Elder	T3	9	44.073	0.927	1:26.853	Nissan
24	7	39	Robert Nead	ITB	9	48.550	4.477	1:30.382	Volvo
25	13	189	Gary Rose	SM	9	49.557	1.007	1:30.285	Miata
26	14	90	Raymond Kobs	SM	9	49.788	0.231	1:29.644	Miata
27	8	56	David Oliveira	ITB	9	17.884		1:32.877	Mini
28	3	#09	James Bucci	T4	9	1:09.243	1.571	1:33.096	Honda
29	15	43	John Williamson	SM	9	1:09.778	0.535	1:32.497	Miata
30	16	196	Matthew Morin	SM		9 Laps	9 Laps		Miata
31	9	13	Dan DeBell	ITB		9 Laps	1.953		Volvo
DNS		128	John Raudat	SM					Miata

15	5	36	James Candelaria	T1	15	1 Lap	1.199	1:19.098	Corvette
16	4	31	Bill Spargo	ITR	15	1 Lap	0.497	1:22.655	S2000
7	1	37	Abhi Ghatak	ITS	15	1 Lap	3.260	1:22.492	Miata
18	2	71	Mark Gregory	ITS	15	1 Lap	0.398	1:22.205	Miata
19	6	09	Pasquale Bruno	T1	15	1 Lap	30.374	1:24.599	Nissan
20	3	47	Blaine Stine	GT2	15	1 Lap	2.185	1:23.162	Porsche
21	3	44	Joe Stadelmann	ITS	14	2 Laps	1 Lap	1:25.293	Porsche
22	3	51	Seth Duval	AS	14	2 Laps	34.290	1:27.211	Mustang
23	1	27	David Burke	GT3	14	2 Laps	0.898	1:27.880	Porsche
24	7	126	William Hendrix	T1	13	3 Laps	1 Lap	1:21.791	Nissan
25	1	#08	Darius Trinka	T2	9	7 Laps	4 Laps	1:18.272	Nissan
26	5	83	Jamie Cook	ITR	9	7 Laps	1:29.76	1:27.865	BMW
DNS		84	John Branscombe II	ITE					Rx7

## Results of Grp 2 - ITA,IT7,SM2,STL,SPU

1	1	71	Mark Gregory	STL	14			1:22.526	Miata
2	1	119	Joseph A. Boruch III	SPU	14	6.148	6.148	1:21.972	S2000
3	1	70	Jimmy Locke	SM2	14	10.286	4.138	1:23.484	Miata/
4	2	16	Rob Sturgis	STL	14	14.540	4.254	1:23.177	Miata
5	2	19	Shelby Churchill	SM2	14	28.682	14.142	1:24.177	Miata
6	3	#02	Pratt Tanner	SM2	14	28.848	0.166	1:24.148	Miata
7	4	30	Tom Bogar	SM2	14	29.157	0.309	1:24.149	Miata
8	3	7	Cy Peake	STL	14	29.505	0.348	1:24.433	Miata
9	4	#01	Kenneth Burt	STL	14	29.862	0.357	1:24.362	Miata
10	5	#00	Tom Mariano	SM2	14	42.010	12.148	1:24.793	Miata
11	6	14	Keith Knickerbocker	SM2	14	42.441	0.431	1:25.055	Miata
12	7	#06	Jeff Longo	SM2	14	42.766	0.325	1:24.894	Miata
13	1	88	Jason Meyers	ITA	14	52.493	9.727	1:25.634	Escort
14	8	89	Ryan Duke	SM2	14	57.210	4.717	1:25.857	Miata
15	2	43	Kyle Colbey	ITA	14	58.845	1.635	1:26.499	Honda
16	3	98	David Colbey	ITA	14	59.627	0.782	1:25.220	Honda
17	4	87	Stephen Pope	ITA	14	1:02.783	3.156	1:24.023	Miata
18	9	33	Rebecca Harvey	SM2	14	1:17.152	14.369	1:26.131	Miata
19	5	90	Raymond Kobs	STL	14	1:23.369	6.217	1:26.649	Miata/
20	10	189	Gary Rose	SM2	14	1:23.987	0.618	1:27.905	Miata
21	1	77	Daniel Sheppard	IT7	14	1:28.005	4.018	1:27.403	RX7
22	11	59	Mark Anthony	SM2	13	1 Lap	1 Lap	1:27.986	Miata
23	2	3	Serge Lentz	IT7	13	1 Lap	4.687	1:27.948	RX7
24	3	81	JB Swan	IT7	13	1 Lap	0.446	1:28.259	RX-7
25	12	23	Tom Masiero	SM2	13	1 Lap	0.850	1:27.030	Miata
26	4	21	Dave Patten	IT7	13	1 Lap	3.672	1:28.612	RX7
27	5	#07	Jason Carroll	IT7	13	1 Lap	4.445	1:28.521	RX-7
28	6	27	Donald Blunt	IT7	13	1 Lap	14.658	1:29.531	rx7
29	7	62	Drew Young	IT7	13	1 Lap	0.333	1:28.771	RX-7
30	8	29	Michael Buccella	IT7	13	1 Lap	0.430	1:29.892	RX7
31	13	128	John Raudat	SM2	5	9 Laps	8 Laps	1:24.719	Miata
32	6	117	Peter Tonelli II	STL	1	13 Laps	4 Laps	1:53.638	Miata
DNS	DNS	196	Matthew Morin	SM2					Miata

# RACE THREE

## Results of Grp 1 - ITA,IT7,SM2,STL

Pos	PIC	No.	Name	Class	Laps	Diff	Gap	Best Tm	Make
1	1	38	John Branscombe	GT1	16			1:14.034	Corvette
2	1	93	Glenn Kurkjian	ITE	16	22.920	22.920	1:16.120	Corvette
3	1	18	Dave Maynard	GT2	16	34.330	11.410	1:17.022	BMW
4	1	4	John Hellmers	SPO	16	44.402	10.072	1:16.666	Oldsmobile
5	1	153	Stephen Tise	T1	16	49.370	4.968	1:18.137	Mustang
6	2	13	Michael Saia	T1	16	1:08.141	18.771	1:19.365	BMW
7	1	96	Theresa Conduct	ITR	16	1:09.308	1.167	1:19.312	Acura
8	2	0	Zachary Kelly	ITR	15	1 Lap	1 Lap	1:20.370	BMW
9	2	80	Maurizio Cerasoli	GT2	15	1 Lap	5.663	1:20.115	Porsche
10	3	#00	Miguel Aponte-Rios	T1	15	1 Lap	12.340	1:21.057	BMW
11	4	22	Daniel Preston	T1	15	1 Lap	0.174	1:20.553	Nissan
12	1	9	Mark Wheaton	AS	15	1 Lap	0.410	1:21.031	Mustang
13	2	97	Jason Smith	AS	15	1 Lap	2.390	1:21.435	Mustang
14	3	#03	Tyler Munroe	ITR	15	1 Lap	12.944	1:22.725	BMW



Mark Gunsalus in his brightly painted GT-350 took a second and third overall in the Group Six, HRG races. Photo: James Ray





**Christian Blake in his Golf competed in a well attended ITB field.**

Photo: James Ray

#### Results of Grp 3 - FA-B-C-E-F-M,CFC,NCF,FS,P1-2,ASR,F5

1	1	17	Kevin Boeckle	FA	17			1:09.984	Ralt
2	1	4	Michael Gould	FC	17	56.065	56.065	1:12.920	Van Diemen
3	1	11	Christopher Kierce	FF	17	1:03.092	7.027	1:14.119	VanDiemen
4	1	3	Paul Omichinski	P2	17	1:03.255	0.163	1:13.368	VanDiemen
5	2	99	Dexter Czuba	FF	17	1:12.441	9.186	1:14.491	Spectrum
6	1	9	Jack Dinehart	CFC	16	1 Lap	1 Lap	1:15.562	Van Diemen
7	1	37	Michael Rand	NCF	16	1 Lap	17.938	1:17.052	Crossle
8	2	20	Douglas Fisher	CFC	16	1 Lap	6.362	1:18.149	Ford
9	2	#06	Peter Becker	P2	16	1 Lap	0.891	:16.802	Cheetah
10	3	34	Chip Van Slyke	FF	16	1 Lap	0.926	1:17.455	Crossle
11	2	5	Tony Rolfe	FC	16	1 Lap	9.031	1:17.468	Carbir
12	1	2	Richard Johnson Jr	F5	15	2 Laps	1 Lap	1:19.864	Red Devil
13	2	#04	Joe Marcinski	NCF	10	7 Laps	5 Laps	1:18.825	Royale
DNS	DNS	84	Matthew Gendron	FA					Mazda

#### Results of Grp 4 - SRF,SRF3,EVSr,E-F-HP,GTL

1	1	72	Steve Introne	SRF3	15			1:17.817	SRF3
2	2	21	Lee McNeish	SRF3	15	0.409	0.409	1:17.358	SRF3
3	3	20	Steve Owens	SRF3	15	13.445	13.036	1:18.549	SRF3
4	4	97	Jeffrey Swann	SRF3	15	30.814	17.369	1:19.327	SRF3
5	5	17	Steven Spano	SRF3	15	32.626	1.812	1:19.050	SRF3
6	6	12	Federico Burgos	SRF3	15	49.831	17.205	1:19.856	SRF3
7	1	#00	Don Kahn	SRF	15	52.027	2.196	1:21.159	SRF
8	2	4	Scott James	SRF	15	52.439	0.412	1:20.871	SRF

9	1	119	Joseph A. Boruch III	EP	15	1:06.302	13.863	1:21.409	S2000
10	3	85	Chris Andrews	SRF	15	1:07.115	0.813	1:21.574	SRF
11	4	7	Carl Warren	SRF	15	1:08.765	1.650	1:21.610	SRF
12	7	66	Bill Watts	SRF3	14	1 Lap	1 Lap	1:19.473	SRF3
13	1	#04	Joseph Chimbolo	FP	14	1 Lap	38.589	1:25.522	Miata
14	1	82	Fred White	HP	14	1 Lap	8.228	1:25.700	Honda
15	1	18	George Farrar	GTL	14	1 Lap	16.396	1:25.883	miata
16	5	31	Leslie Kurz	SRF	14	1 Lap	0.107	1:28.028	SRF
17	2	54	Peter A Lombardo	EP	14	1 Lap	2.283	1:27.948	Alfa
18	6	11	Nelson Dupuis	SRF	14	1 Lap	3.257	1:27.609	SRF
19	2	#01	Brian Mushnick	HP	14	Lap	6.010	1:28.219	golf
20	2	40	Chris Barry	FP	14	1 Lap	7.283	1:28.552	Miata
21	7	69	Mark Saviet	SRF	1	14 Laps	13 Laps	1:28.181	SRF
DNS		83	Jamie Cook	EP					BMW
DNS		44	Jay Creel	HP					Spitfire
DNS		64	Bill Keeney	GTL					Tercel
DNS 22		Philip G. Perron	FP						Alpine
DNS DNS 37		Jennifer Ferreira	SRF						SRF

#### Results of Grp 5 - CRE

1	1	0	Zachary Kelly	CRE	14			1:27.566	Golf
2	2	25	Chris Annibale	CRE	14	58.017	58.017	1:30.719	Celica
3	3	4	Mike Germanekko	CRE	14	1:02.090	4.073	1:32.512	
4	4	10	John Piscitelli	CRE	14	1:26.574	24.484	1:32.99	Miata
5	5	6	Peter Morrison	CRE	9	5 Laps	5 Laps	1:35.194	Miata
DNS		27	David Burke	CRE					Porsche
DNS		#06	Jeff Longo	CRE					Miata

#### Results of Grp 6 - HRG

1	1	72	Phil Hollenbeck	HRG4	15			1:21.817	Datsun
2	1	27	Mark Gunsalus	HRG5	15	12.021	12.021	1:21.705	GT350
3	2	61	Thomas Drake	HRG4	15	13.356	1.335	1:21.892	Opel GT
4	3	88	Jake Clapp	HRG4	15	38.720	25.364	1:23.841	240Z
5	2	48	W. Scott Stickle	HRG5	15	55.751	17.031	1:25.180	XKE
6	1	40	Robert Lang	HRG3	15	56.431	0.680	1:25.202	TR6
7	2	19	Kurt Smith	HRG3	14	1 Lap	1 Lap	1:26.854	Porsche
8	4	64	Andrew Lynn	HRG4	14	Lap	15.815	1:27.731	Porsche
9	3	114	Philip G Gott	HRG3	14	1 Lap	21.569	1:29.672	TR4A
10	4	46	Michael Donnelly	HRG3	14	1 Lap	20.883	1:31.872	Alfa
11	1	6	Laurent Fumex	HRG2	9	6 Laps	5 Laps	1:23.673	MGB
12	1	7	G.Michael Harmuth	HRG1	9	6 Laps	2:38.03	1:38.689	Spitfire
13	3	2	Tim Santhouse	HRG5	7	8 Laps	2 Laps	1:26.569	Mustang

-continued next page



**Shelby Churchill in her red Miata battles for the apex of turn One with the First Place ITA, Escort of Jason Meyers.** Photo: James Ray

# THOMPSON REGIONALS

— continued from 49

## Results of Grp 7 - FV,FST,F6,FVCC

Results of Grp 7 - FV,FST,F6,FVCC										6	4	128	John Raudat	SM	14	23.118	0.156	1:23.962	Miata
1	1	72	David Cardillo	FV	15			1:22.304	Vortech	7	5	#00	Tom Mariano	SM	14	34.498	11.380	1:24.936	Miata
2	2	5	Andy Pastore	FV	15	0.478	0.478	1:22.245	FV EV3	8	6	#06	Jeff Longo	SM	14	36.224	1.726	1:24.556	Miata
3	3	18	Ryan Soucy	FV	15	5.317	4.839	1:22.334	Caracal	9	7	#02	Pratt Tanner	SM	14	37.723	1.499	1:24.041	Miata
4	4	29	Jeffrey Valeo	FV	15	34.505	29.188	1:24.110	Mysterian	10	1	95	Kenneth Payson	T4	14	44.249	6.526	1:24.904	Miata
5	5	23	Christopher Zarzycki	FV	15	35.847	1.342	1:23.875	Citation	11	1	0	Zachary Kelly	ITB	14	49.899	5.650	1:25.651	Golf
6	6	61	Walter Popiak	FV	15	6.309	0.462	1:23.805	CITATION	12	2	2	Nat Wentworth	ITB	14	50.102	0.203	1:25.808	Golf
7	7	75	Kevin O'Day	FV	15	49.679	13.370	1:24.129	Caldwell	13	8	89	Ryan Duke	SM	14	50.137	0.035	1:25.352	Miata
8	8	22	Michael Hinkle	FV	15	55.626	5.947	1:24.812	BRD	14	9	33	Rebecca Harvey	SM	14	50.432	0.295	1:25.485	Miata
9	9	96	John Melican	FV	15	57.625	1.999	1:24.632	Mysterian	15	2	8	John Tures	T4	14	52.570	2.138	1:25.562	Mustang
0	10	#01	Thomas McDonough	FV	15	1:12.147	14.522	1:24.440	Protoform	16	10	90	Raymond Kobs	SM	14	1:20.313	27.743	1:27.266	Miata
1	11	69	Afzal Bashir	FV	15	1:15.726	3.579	1:25.506	Protoform	17	11	23	Tom Masiero	SM	14	:21.797	1.484	1:27.006	Miata
12	12	51	Ronald Bass	FV	15	1:15.896	0.170	1:26.663	Mysterian	18	3	17	Jason Benagh	ITB	14	1:22.947	1.150	1:28.078	Golf
13	13	55	Bruce Rodman	FV	15	1:17.345	1.449	1:26.591	Caracal	19	2	6	James Elder	T3	14	1:54.378	31.431	1:26.970	Nissan
14	14	4	Paul Faford	FV	15	1:24.608	7.263	1:24.330	Mysterian	20	4	31	Jacob Hart	ITB	13	1 Lap	1 Lap	1:28.562	Golf
5	15	3	Mike Sampson	FV	14	1 Lap	1 Lap	1:24.297	Adams	21	5	67	Eli Garrett	ITB	13	1 Lap	0.759	1:28.536	Scirocco
16	16	24	Brian Kenney	FV	12	3 Laps	2 Laps	1:26.631	Speed St	22	12	59	Mark Anthony	SM	13	1 Lap	2.973	1:28.083	Miata
17	17	92	Robert Zatz	FV	8	7 Laps	4 Laps	1:28.416	Mysterian	23	6	35	Christian Blake	ITB	13	1 Lap	5.697	1:29.285	Golf
18	18	26	James Hill	FV	1	14 Laps	7 Laps	2:05.068	Protoform	24	3	#09	James Bucci	T4	13	1 Lap	44.553	1:31.694	Honda
DNS	DNS	71	Jeffrey Adams	FV					citation	25	13	43	John Williamson	SM	13	1 Lap	9.058	1:31.298	Miata
Results of Grp 8 - SM,ITB-C,T3-4,BSpec,ITEZ,SM5,SSM										26	7	56	David Oliveira	ITB	13	1 Lap	33.686	1:32.499	Mini
1	1	4	Scott James	T3	14			1:23.027	Porsche	DNS	7		Cy Peake	SM				Miata	
2	1	9	Santo Bruno	ITEZ	14	0.520	0.520	1:22.658	Nissan	DNS		#01	Kenneth Burt	SM				Miata	
3	1	70	Jimmy Locke	SM	14	5.802	5.282	1:23.211	Miata	DNS		39	Robert Nead	ITB				Volvo	
4	2	30	Tom Bogar	SM	14	22.097	16.295	1:23.859	Miata	DNS		189	Gary Rose	SM				Miata	
5	3	11	Richard Bennett	SM	14	22.962	0.865	1:24.298	Miata	DNS		96	Matthew Morin	SM				Miata	
										DNS		3	Dan DeBell	ITB				Volvo	

## Results of Grp 8 - SM,ITB-C,T3-4,BSpec,ITEZ,SM5,SSM

1	1	4	Scott James	T3	14			1:23.027	Porsche
2	1	9	Santo Bruno	ITEZ	14	0.520	0.520	1:22.658	Nissan
3	1	70	Jimmy Locke	SM	14	5.802	5.282	1:23.211	Miata
4	2	30	Tom Bogar	SM	14	22.097	16.295	1:23.859	Miata
5	3	11	Richard Bennett	SM	14	22.962	0.865	1:24.298	Miata



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## ON AND OFF THE GRID WITH KAREN

— continued from page 7

saver (OK, a pack rat) I have every GCR I ever bought, the first one about the size of a Boy Scout field manual; subsequent ones resemble a NYC phone book. Classes came and went. There was a push to make the classes more logical for the spectator (remember him?), which led to the deletion of B Production, and CP, and DP. So now classes begin with EP. Much more coherent and sequential. Uh huh.

Safety equipment has gotten better and better, sometimes as a result of incidents. When I started it took the average driver about 45 seconds to hop in his car and buckle up. Now drivers don't as a rule even get out of their cars on the grid because of the lengthy and digitally difficult care and feeding of the HANS, among other equipment. Without crew, it's difficult to get in and strapped up properly. And safer and better designed barriers are reducing injury to driver and car alike.

To me, however, the biggest change is in the people. Next to my chair here is a "class picture", something we had taken in the fall as the season was winding down, showing flaggers and other workers. This one is from 1993, taken at NHMS. It's absolutely awe-inspiring to realize there are literally hundreds of years' experience in that one photo.

Familiar faces, some lost.

Bob and Carol Introne. He's wearing whites. Yup, our steward started as a flagger. Phil Cardoza, driver and flagger, sporting a new black eye. If you ever run into Bruce Phalen, I'm sure he'll be happy to tell the back story. Bob Roth, another driver and flagger, in his wheelchair, two years after his devastating shunt.

There's me, a younger slimmer version, next to dear friend Nancy Kapsten. Ask Nancy about Bryar's man-eating beavers. Or about cake frosting on her toes. Steve Chisholm and Jean Petryshun, two flaggers who so intimidated me in my early years. They knew (know) EVERYthing. Such experience is a force of nature.

Bob Chausse. One of the best. Ever. A man who, responding to the famous John Morton flip and fire at Lime Rock and having (another region's) fire bottle hose come off in his hand, jumped on the burning tub and sprayed the bottle around the cockpit, keeping the fire at bay

from the unconscious driver until help arrived. When things settled down, he discovered his shoes were smoldering.

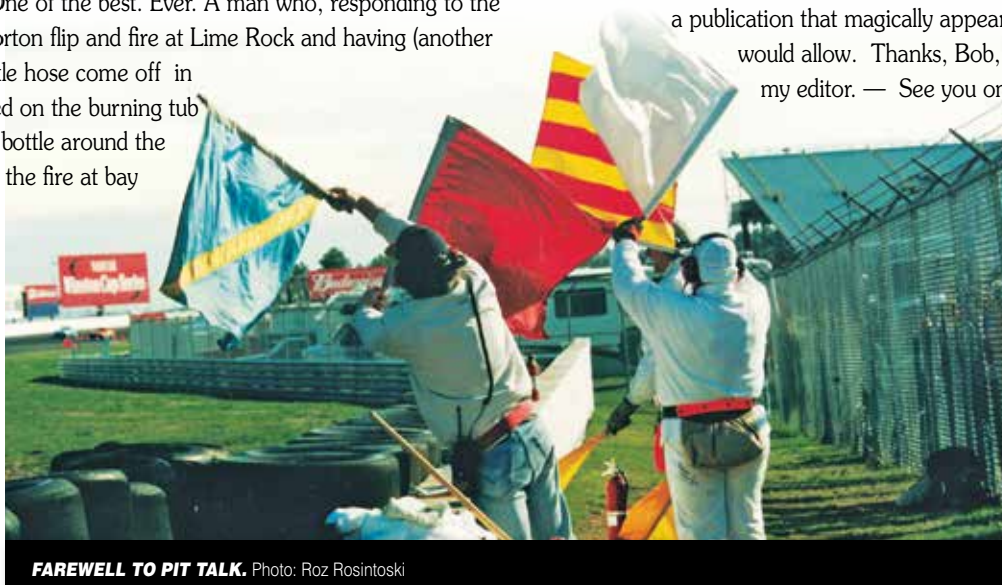
The lost will forever be standing there on the main straight. Kevin Leach—dear, sweet Kevin. Quiet, gentle, with an understated sense of humor, originator of "Bye! Thanks for coming to Lime Rock." Something he'd call out to departing trailers on a Saturday afternoon as we all had one last beverage together before hitting the road ourselves. He'd stand there, waving, by the snack bar. Didn't matter if he knew them or not. And the tongue was firmly planted in the cheek.

Ed Sparks, one of our fire-rescue gurus and flaggers. Another quietly effective man, so dedicated to SCCA.

Our most recent loss, Jay Zegowitz. Zeg. Another extraordinary flagger. Tall, bearded, always smiling, always up for anything. I so remember the magical trip to work the NYR race at Mosport. We were on the Magik Bus, which was both transportation and dorm for the weekend. It was my first time out of the country and I was so excited. Being in such close quarters gave us all a chance to know each other better. (I will never, ever, forget the vision of bear slippers on the end of two legs belonging to Gee Dub, sticking out from the sleeper berth over mine. Never). Jay and I sat together and taught each other bawdy songs. I have never forgotten his. Get me a glass of vino and I'll gladly sing it for you.

And now, another loss, at least to me. I like tangible things—books, photos, magazines. An electronic version doesn't cut it. It goes without saying that I have all my **Pit Talks** from my 36 years of membership in my basement, and I will treasure them even more.

And by the way, there's one other constant that often goes unnoticed: **Pit Talk's** editor for over ten years, Bob Beaulieu. Bob makes me think of toilet paper from my first apartment. One day I ran out and it didn't magically reappear. There had been someone on the other end of such largess: my mom. Well, Bob is the parent of **Pit Talk**, a publication that magically appeared as often as our BoD would allow. Thanks, Bob, for that and for being my editor. — See you on the grid.



FAREWELL TO PIT TALK. Photo: Roz Rosintoski

# New England Region **SOLO** Championship

## Solo Points Event #10, Moss Runoffs, October 8, 2017

### ss - Super Street

1 42 Russ Siggelkoe Elise 56.716 -

### as - A Street

1 48 Alan Salnikov Corvette 57.458 [-]7.848

2 148 Kathy Salnikov Corvette 65.306 +7.848

### bs - B Street

1 35 Rachel Baker Cayman 55.460 [-]0.406

2 94 Fedja Jeleskovic EVO SE 55.866 +0.406

3 67 Gra.LaBossiere EVO 58.620 +2.754

4 1 Jeff Bakken Focus 58.792 +0.172

5 55 Igor Romashko S2000 60.018 +1.226

6 11 Justin StGermain S2000 60.704 +0.686

### cs - C Street

1 93 Steve Twaddle Scion 57.080 [-]0.892

2 27 Lorenz Jakober Miata 57.972 +0.892

3 23 Charles Sayers Boxster 58.468 +0.496

4 7 Leah Honor RX-8 62.388 +3.920

### ds - D Street

1 123 Brent Vander Werf Scion 55.524 [-]2.568

2 11 Keegan Eckart Mini 58.092 +2.568

3 32 David Timberlake Subaru 59.086 +0.994

### es - E Street

1 11 Justin Flynn Miata 57.078 [-]0.768

2 61 Lincoln Young Miata 57.846 +0.768

3 12 Daniel McCarthy Miata 58.610 +0.764

4 111 Melissa Nagel Miata 60.780 +2.170

5 77 Jerry Papenhausen Miata 61.494 +0.714

### fs - F Street

1 23 Andrew Chapin Hyundai 65.976 [-]4.656

2 123 Corey Wootten Hyundai 70.632 +4.656

### gs - G Street

1 71 Barbara Seeger Focus 58.434 [-]0.876

2 74 Brad Fiore GTI 59.310 +0.876

3 54 Lia Ciemny BMW 68.524 +9.214

4 154 Ray Ciemny BMW 68.874 +0.350

### hs - H Street

1 173 Justin Chen Civic 57.652 [-]0.536

2 80 Jason Fair Fiesta 58.188 +0.536

3 111 Sam Tocci Fiesta 58.412 +0.224

4 11 John Swig Fiesta 58.928 +0.516

5 73 Josh Brockman Civic 59.916 +0.988

6 91 Bill Cioni Min 60.088 +0.172

7 107 Paul Krysiak Mini 61.726 +1.638

8 48 allen parker Honda 64.336 +2.610

9 7 Kathleen Barnes Mini 64.794 +0.458

10 33 Ronald Maloney Fiesta 64.800 +0.006

### sts - Street Touring S

1 191 Ryan Field Civic 55.406 [-]0.146

2 49 Mark Ponusky Miata 55.552 +0.146

3 84 Justin Vogel Miata 56.224 +0.672

4 91 Brandon Dryer Civic 56.570 +0.346

5 24 Chang Ho Kim Civic S 56.616 +0.046

6 185 Andrew Krystinik Five 818 57.104 +0.488

7 24 Kim Hapgood Honda 61.174 +4.070

8 29 Tina Moreau miata 62.544 +1.370

### stx - Street Touring X

1 122 Evan Clavijo Scion 54.208 [-]0.360

2 42 Derek White Scion 54.568 +0.360

3 22 William Brundige Scion 54.934 +0.366

4 21 Justin Kennedy Mini 59.088 +4.154

5 76 Adam Santella Civic 61.448 +2.360

### str - Street Touring R

1 93 Jacob Ronald Miata 53.678 [-]0.430

2 197 William Koscielny MX5 54.108 +0.430

3 65 Brandon Dean BMW M3 54.436 +0.328

4 1 Steve Belliveau miata 57.692 +3.256

5 20 Katie Rosenberg Miata 61.948 +4.256

6 6 Athena DeGangi Miata 62.326 +0.378

### stp - Street Touring P

1 77 Joseph Haskell Mustang 56.936 -

### asp - A Street Prepared

1 54 Matthew Mickle Subaru 53.270 -

### csp - C Street Prepared

1 55 Rob MacAlpine Miata 54.148 -

### esp - E Street Prepared

1 99 Jojo Corrales-Kean Infiniti 57.148 [-]1.280

2 47 Thomas Moore Mustang 58.428 +1.280

3 147 Shaun Moore Mustang 60.256 +1.828

### ssr - S Street R

1 57 Grant Reeve Corvette 52.512 [-]0.670

2 99 Hank Wallace Corvette 53.182 +0.670

3 199 Lana Tsurikova Corvette 54.762 +1.580

4 57 Stephanie Reeve Corvette 56.914 +2.152

### cams - Classic American S

1 7 Derek Sivret Corvette 56.648 -

### xp - X Prepared

1 12 CVR AutoX Porsche 54.552 -

### cp - C Prepared

1 150 Jeff Seeger Mustang 55.232 [-]2.276

2 50 Arnold Beebe Mustang 57.508 +2.276

### ep - E Prepared

1 54 Sam Creasey Honda 54.628 [-]0.388

2 17 Andrew Furlong Rabbit 55.016 +0.388

3 154 Jack Nguyen Mini 55.546 +0.530

4 96 Daryl Beck Jetta 56.274 +0.728

### hcr - Heritage Classic Race

1 80 David Gott TR4 55.820 -

### smf - Street Modified F

1 90 William Lendway Civic 62.306 -

### sm - Street Modified

1 199 Todd Kean Nissan 50.720 [-]1.932

2 99 Tamra Hunt Nissan 52.652 +1.932

### ssm - Super Street Modified

1 111 Patrick Heck Elise 52.392 [-]0.640

2 11 Brian Levesque Elise 53.032 +0.640

3 63 Jonathan Leith Miata 58.990 +5.958

### am - A Modified

1 64 Robert Barone Dragon 52.776 -

### bm - B Modified

1 189 Jim Garry Cheetah 47.568 [-]0.884

2 94 Bill Gendron Dragon 48.452 +0.884

3 89 Mike McMullen Cheetah 51.168 +2.716

### cm - C Modified

1 46 Joshua Parker Reynard 50.430 -

### dm - D Modified

1 114 Alex Jackson Exocet 57.916 -

### km - Adult Kart

1 113 John Stanwood Birel 61.082 -

### ja - Junior Kart A

1 52 Kimsoo Gopnik CRG 55.070 [-]1.218

2 13 Nathaniel Stanwood Righetti 56.288 +1.218

3 69 Polina Tsurikova CRG 61.648 +5.360

4 1 Dar. Bruneaux Buller 63.064 +1.416

### jb - Junior Kart B

1 96 Jessica Beck PTK 59.612 [-]1.456

2 5 Julien Bruneaux CRG 61.068 +1.456

### n - Novice

1 stp 115 Vincent Nardone Mustang 50.557 [-]1.390

2 gs 33 Barry Briggs GTI 51.947 +1.390

3 hs 47 Dimo Ivanov Subaru 55.296 +3.349

4 as 24 Dale LaBossiere Cayman 55.698 +0.402

5 str 64 Pavels Danilovs MX-5 56.528 +0.830

6 stp 15 Keith Nardone Mustang 57.327 +0.799

7 km 4 Dan. Charbonneau Wild 60.712 +3.385

### p - Pro Class

1 sm 199 David White Nissan 43.399 [-]0.489

2 ep 173 Ben Wagstaff Miata 43.888 +0.489

3 esp 199 PJ Corrales Infiniti 44.032 +0.144

4 csp 99 Bob Davis Miata 45.533 +1.501

5 cs 66 Brian Doherty RX-8 45.606 +0.073

6 ep 73 Don Kuehl Civic 46.454 +0.848

7 hs 73 Brian Kuehl Civic 46.649 +0.195

8 esp 99 Becca Nell Infiniti 47.317 +0.668

9 csp 199 Pam Davis Miata dns





# New England Region **SOLO** Championship

## Team Challenge, October 29, 2017

### as - 'A Street'

1 22 Elizabeth Jolly Porsche 49.426

### bs - 'B Street'

1 11 Jeff Bakken Focus 46.216

2 35 Rachel Baker Porsche 46.246

3 1 Steve Belliveau Focus 47.268

4 42 Peter White S2000 53.824

5 142 Betsy White S2000 57.564

6 14 Frank Hidalgo Porsche DNS

### cs - 'C Street'

1 13 Becca Nell Miata 47.033

2 23 Charles Sayers Porsche 47.685

3 132 Christopher Dipalma Miata 48.775

4 79 Eddie Galvez Mazda MX-5 53.352

### ds - 'D Street'

1 67 Kevin O'Flaherty Subaru 50.334

2 5 Seth Bailey Subaru 50.829

### es - 'E Street'

1 66 Brian Doherty Miata 47.900

2 12 Daniel McCarthy Miata 48.294

3 166 Leah Honor Miata 50.280

4 77 Jerry Papenhausen Miata 50.332

### fs - 'F Street'

1 64 Michael Prentice Camaro 50.597

### gs - 'G Street'

1 117 Sam Tocci Civic Si 44.205

2 17 Nik Finn Civic Si 44.972

3 Barbara Seeger Focus ST 47.667

4 33 Barry Briggs GTI 50.860

5 16 Vadim Molla Focus ST 54.547

6 58 Marissa Bates Celica GT 58.864

### hs - 'H Street'

1 57 Grant Reeve Fiesta 44.558

2 136 Brian Kuehl Civic 45.209

3 36 Josh Brockman Civic 45.982

4 148 Joshua Parker Honda crx 48.070

5 37 Don Kuehl Accord 48.308

6 48 allen parker Honda crx 49.980

7 51 William Younie Hyundai 51.363

8 10 Oleksandr Laktionov Civic 56.039

### stf - 'Street Touring FWD'

1 191 Jack Nguyen Mini 47.114

2 91 Bill Cioni Mini 48.161

3 107 Paul Krysiak Mini 49.727

4 7 Kathleen Barnes Mini Cooper 51.963

### sts - 'Street Touring S'

1 192 Brian Levesque Miata 46.174

2 134 Sam Creasey Honda CRX 46.200

3 111 Alex Jackson 47.388

4 24 Chang Ho Kim Civic Si 47.520

5 34 Jacob Ronald Miata 48.544

6 11 Keegan Eckart Miata 49.576

7 92 Shane Landry 50.188

8 199 Pam Davis Subaru BRZ 50.948

### stx - 'Street Touring X'

1 99 Bob Davis Subaru BRZ 46.856

2 21 Justin Kennedy Mini 47.828

3 39 David Gott BMW 330ci 48.800

4 53 Donald Hewett Mini 50.234

### stp - 'Street Touring P'

1 8 Craig Gagner Challenger 49.152

### asp - 'A Street Prepared'

1 28 Neil Schelly Subaru 48.252

### csp - 'C Street Prepared'

1 55 Rob MacAlpine Miata 49.054

### dsp - 'D Street Prepared'

1 85 Andrew Krystinik RX-8 47.044

2 51 Raymond Blethen RX8 48.579

3 185 Jojo Corrales-Kean RX-8 49.200

4 151 R.Schneiderheinze RX8 56.338

### esp - 'E Street Prepared'

1 63 Derek Sivret Crown vic 49.575

### ssr - 'S Street R'

1 57 Stephanie Reeve Corvette 48.736

### cams - 'Classic American S'

1 30 Peter Winfield Mustang 59.683

1 80 Jason Fair Subaru wrx 46.608

### cp - 'C Prepared'

1 163 Jonathan Leith Crown Vic 54.892

### fp - 'F Prepared'

1 3 Oliver Lucier Porsche 48.698

### sm - 'Street Modified'

1 185 Tamra Hunt RX-8 44.668

2 85 Andrew Grigg RX-8 47.136

3 92 Bastian de Byl BMW 135i 49.280

4 96 Henrik Rhodin BMW M3 51.572

5 95 Clay Parker BMW 55.188

6 151 Justin Abbott RX8 56.024

7 51 James Chafe 56.654

8 26 Thomas Garabedian Firebird 60.180

9 13 Shamit Som Subaru 99.999

### cm - 'C Modified'

1 136 John Rutherford Lola T342 50.912

2 36 Nick Rutherford Lola T342 58.352

### km - 'Adult Kart'

1 172 Derek White BirelART 46.574

2 72 Jon Zombeck Birel 49.029

### ja - 'Junior Kart A'

1 52 Kimsoo Gopnik CRG 44.482



Photo: Eddie Savage

# 2018 Calendar

## RACE

Registration and more at: [www.ner.org/clubracing-schedule](http://www.ner.org/clubracing-schedule)

## Club Racing Experience

Registration and more at: [www.ner.org/club-racing-experience](http://www.ner.org/club-racing-experience)

## SOLO

Registration and more at: [www.ner.org/solo/solo-schedule](http://www.ner.org/solo/solo-schedule)

## RALLY

Registration and more at: [www.ner.org/roadrally-schedule](http://www.ner.org/roadrally-schedule)

## RALLY SPRINT

Registration and more at: [www.ner.org/rallysprint/](http://www.ner.org/rallysprint/)

## Track Night In America

Registration and more at: [www.tracknightamerica.com](http://www.tracknightamerica.com)

## RALLY-X

Registration and more at: [www.ner.org/rallycross/rallycross-schedule](http://www.ner.org/rallycross/rallycross-schedule)

## Time Trials

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](http://www.ner.org) Or contact the appropriate chairperson as listed on the inside front cover.

## Annual Meeting & Awards Banquet January 6, 2018

Save the date! NER SCCA members, participants, and friends are invited to attend an evening to honor and recognize our region champions and outstanding individuals.

Meetings will be held throughout the day before the banquet. Please join us for the meetings to help grow NER's programs and elect new directors!

Location: Foxwoods Resort Casino

Date: January 6, 2018

Schedule:

8:00am - 12:00pm - Specialty Meetings

2:00pm - 5:00pm - Annual Meeting

6:30 - 9:30pm - Banquet, Awards, and Celebration

Rooms at Foxwoods Resort and Casino are \$189/night.

Reservation link - <https://resweb.passkey.com/go/sportscarclub2017>

Banquet registration is \$60 per person. Go to [motorsportreg.com](http://motorsportreg.com) to register (a mail in payment form is also available).

Baked New England Fillet

Butter Crumb Topping

Multi-Grain Rice Pilaf

sparagus with Citrus Butter

Pan Seared Pork

Broken Garlic & Butterscotch Demi

Sweet Potato Gratin

Green Bean

Vegetarian option

\*All entrees include Iceberg Wedge starter and Triple Chocolate Layer Cake for dessert.

# WINTER CHALLENGE

## FEB. 10, 2017

BRISK; TIME SPEED DISTANCE

INSTRUCTIONS;

TULIPS; MAP; 250 MI.

START: THE HOLLOW INN,  
BARRE, VERMONT

4 PM - 2 AM

INFO:

[WINTERCHALLENGERALLY.COM](http://WINTERCHALLENGERALLY.COM)

## LEGAL NOTICE:

### Annual Meeting of the Membership Announced

The Annual Business Meeting of New England Region of the Sports Car Club of America, Inc. will be held Saturday, January 6, 2018 at 2:00PM for the election of Directors and any other business that may come before it.

The meeting will be held at the Mohegan Sun, 1 Mohegan Sun Boulevard, Uncasville, CT.

All members having business which can lawfully be brought before the Board of Directors and the membership at this time, are asked to contact Sterliing Cole, Regional Executive, so an agenda may be prepared.



# 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
<b>DECALS-PRESSURE SENSITIVE</b>			
SCCA wire wheel 2" circle	1.00	_____	_____
SCCA wire wheel (inside) 2"	2.00	_____	_____
SCCA wire wheel 4 1/2" circle	2.00	_____	_____
SCCA Master Switch Off	1.00	_____	_____
SCCA Fire Extinguisher-red E	1.00	_____	_____
SCCA RoadRally (checkpoint)	2.00	_____	_____
SCCA RallyCross decal	2.00	_____	_____
SCCA wire wheel (generic)	2.00	_____	_____
SCCA Solo decal (black)	2.00	_____	_____
NER Triangle decal 3"	1.00	_____	_____
NER Triangle decal 4"	1.00	_____	_____
NER Triangle decal 7"	1.00	_____	_____

## CLOTH PATCHES

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

## APPAREL

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

## LAPEL PINS

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

**Minimum \$5.00 Order**

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

**TOTAL** \_\_\_\_\_

Make check payable to NER, SCCA

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

## DIRT MASSACRE RALLYCROSS — continued from page 31

Driving in Mod-Front, Burden drove the "Half-fast" MK3 Golf with a pace and accuracy rarely seen on this planet. Were it not for hitting a few cones, Burden's 379.783s time would have beat the best time of the day. In 2nd place was the MK3 Golf driven by Jesse Whitsell for a final time of 384.511. Whitsell also hit a few cones, which could have made the difference between 2nd place in MF and 0.008s ahead of the best time of the day. Oh, so close. Michael Gallant (that's me!) came in 3rd in the 2002 VW Smyth Jetta Ute, 16 seconds behind Whitsell. I too hit plenty of the innocent orange spikey things. Stephanie Reeve took 4th place with a rapid pace in a '95 Golf.

The rest of the MF lineup deserves it's own honorable mentions: Andrew Chapin, Corey Wootten, and Matthew Robson drove the Hyundai Elantra Potato. They peeled out at the starting grate every lap. Chris Zanis ran his stripped MK4 GTI for the first time, finishing with a respectable 412.439s with two cones and an off course.. not bad for a vehicle on snow tires in a field full of gravel tires! 7th place but definitely not least, Bruce Turk and his 1961 Saab 96 clearly won fastest time per HP. In my book, Turk's Saab wins or ties for most awesome Rallycross car. Only Michael Pollock's 911 can match the level of extreme awesome. I think we can all agree it's high time we brought back 2-stroke gasoline automobiles. Also, long live the Tribant.

Eric Carlson tore up the field in prepared-front with a blistering 391.000s total time in his '98 Dodge Neon. Michael Lodsins had a very respectable time of 400.132 in the same car. Bryan Mancuso pleased the rally Gods by offering up his 2002 Nissan Sentra to the dirt. Stock-Front was clenched by Austin O'Brien in an '03 Lancer ES, only 1.981 seconds ahead of Christopher Bassett. Ben Burness flew through the course in the only unmodified MK3 golf on the field to 3rd in his class. In 4th we had a '07 Suzuki Reno driven by Kayla Joncas. A few of us were pleasantly surprised to learn that Suzuki Reno exists!

I discovered rallyx at the beginning of this year. I can't believe I didn't find it earlier. It's so tremendously, perfectly, consistently difficult and unforgiving. I am reminded of a physics teacher who once said "friction is a fairly manic force". In rallyx, the surface is constantly changing, the route is constantly changing. When you stand and watch and move the cones around, it might look like cars are going a bit slow. But behind the wheel, most drivers are desperately pawing hand over hand to maintain control. It's absolute chaos. Slow speed friction is by far the least predictable and therefore it is the most fun. When good autocrossers and rallycrossers show up at track days, their reflexes and understanding of friction tend to significantly outperform their peers.

Not only is rallycross a major challenge for being alert and making intelligent decisions about speed, but we're all required to be creative and diligent with vehicle maintenance and modifications to stay competitive. Simply finding rally tires or cutting your own is quite a chore. I've seen custom wilwood brakes on cars that needed smaller wheels so that they could fit rally tires. Limited slip differentials are almost mandatory for getting a podium finish in a large field of modified cars.

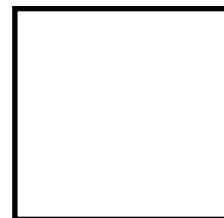
Rallycross is the perfect way to wake up your soul. It adds a lot of meaning to what is sometimes a meaningless existence. This group has a sense of purpose, but more importantly NER members have sense of humor and a desire to help one another. Now it's time for everybody get back to the garage and zip tie those front bumpers back on!

# PIT TALK

The Official Publication of the New England Region, SCCA, Inc.

## PIT TALK

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