



PIT TALK

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

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Covered Bridge Rally X Results

Solo Events Nine, Ten & Eleven!

Cheap Date Regionals

Covered Bridge, Graveyard Shift &

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COVER:

Long-time competitors Bill Leitner (Junior and Senior) await the start for their NARRC championship race. They finished second in E-Production with there very well prepared BMW.
Photo: Robert Beaulieu

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FROM THE RE:

In my last column I mentioned our good weather this year which favored most of our events this season, but cautioned that the hurricane season was not yet over. As I am writing this column hurricane Sandy is flooding the eastern seaboard and is ALSO predicted to produce heavy snow along the Allegheny mountain range in Kentucky and West Virginia. Who would have known? I hope the damage from this storm does not impact the Cover Bridge Rally events and Rally-X in Vermont this coming weekend. Oops I just lost my power, so there are now no distractions and I can ramble on with this message until it gets dark and I need to start the generator. Tomorrow I will be out cutting-up the tree across the driveway, so I can get out to assess the situation at our cottage near the beach in East Matunuck, RI.

Over the past few weeks numerous NER racers and workers have been wrapping up their season with road trips to the mid-west for National events: Solo Nationals (Nebraska), RunOffs (Wisconsin), Rally-X (Oklahoma) and Rally (Michigan). For me, it was a road trip south to "VIR" (Virginia International Raceway) for the "Goblins-Go" double regional. The weather was perfect the foliage was spectacular, especially along the Shenandoah Valley and Blueridge Parkway. For road racing, the 4 mile "long-course" at VIR is world class, in my opinion. But, it was my first time at VIR, so naturally I was enthused. It's a bit like skiing a new mountain for the first time. I also had the pleasure of meeting staff members from another region. The North Carolina Region has about 700 members, which is about 1/4th the size of our region.

The Annual Meeting of New England Region Sports Car Club of America, Inc will be held Saturday, February 9, 2013 at 3:00 PM for the election of Directors and any other business that may come before it.

The Meeting will be held at the Best Western Royal Plaza Hotel and Trade Center, 181 Boston Post Road, West Marlborough, MA 01752-1883.

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

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Initially I had concerns about making the trip "solo", not knowing anyone, and thinking things might be a little "lonely". Normally, my daughter Jody would be along, but she had commitments at work. Upon my arrival at 9 PM, in the dark, I was happy to see the familiar trailer from Motion Dynamics with New Hampshire plates. I unhooked my trailer and was looking forward to having a room at "The Lodge" on the track premises for my first night. There were lingering thunderstorms in the area. The next day I found a host of welcoming North Carolina members anxious to enjoy a glorious fall day of "test and tune". Over the course of the weekend I enjoyed meeting the Regional Exec from NC Region and several of the staff. I had an interesting exchange with them about region practices and problems. There seemed to be a lot of similar issues concerning operations and competition events. They were just beginning Rally-X and attempted to relate the success NER has had with Rally-X. The "worker-party" Saturday night was much like ours and provided the opportunity to talk with Road Racing staff and Board Members. It was

—continued on page 5

HERE TO SPEAK MY MIND

By Jon Lamkins

God Speed Messieurs Economaki and Fitch

Since writing my last column, we've lost two legends of motorsports.

John Fitch

Talk about someone who's done it all in the motorsports community, John Fitch was one of the earliest SCCA National Champions. From there he went on to race in Grand Prix and the Mille Miglia, winning the Argentine GP in 1951 and his class in the Mille Miglia in 1955. Being part of the ill-fated Mercedes team at the 1955 Le Mans 24 hour race, drove Fitch to become a pioneer and advocate for safety. Many a motorist owes him their lives because of the Fitch Barrier system he invented. (If you are unfamiliar with the name, that's the official name for the barrels of sand you see at exit ramps). In his lifetime, Fitch was also the first general manager for Lime Rock Park, was the first manager for the Chevy Corvette racing team, and built a series of special Chevy Corvair's, called Fitch Sprints

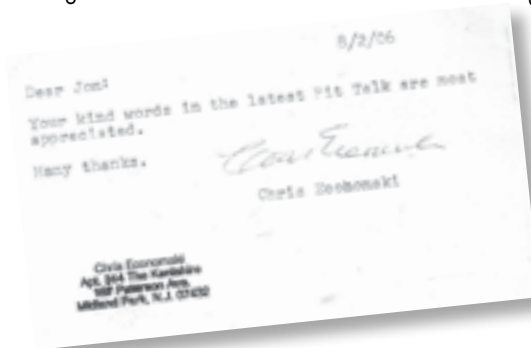
Chris Economaki

Simply put, Chris Economaki was that Godfather of motorsports journalism and the rock on which television coverage of motorsports was built.

And he read PIT TALK! In the late 1990's, one of my first articles for PIT TALK was about motorsports safety equipment. After it was published, I received a letter from Mr. Economaki, praising me for my article, but making sure to correct my misuse of the term fireproof (which should have been Flame Retardant).

For a 2006 'Mind' column, I had a collection of bits and pieces about what was on my mind that month. One comment was:

All motorsports fans owe a debt of gratitude to Chris Economaki. He is one of the forefathers of motorsports broadcasting and media coverage. As a writer, he's



my idol. If I can someday contribute even a thousandth of his work to motorsports, I'll consider that an accomplishment

For this I received a National Speed Sport News post card from Mr. Economaki, typed on the same typewriter he used for all his articles saying: "8/2/06 Dear Jon: Your kind words in the latest Pit Talk are most appreciated. Many thanks. "And he then signed it with his trademark signature. This is one of my most treasured possessions and has been hanging on the fridge since then.

Oddly enough, I'm reminded of a racing joke I heard in the late 70's: A race car driver dies and goes to heaven. When he arrives, he finds his car waiting for him on the grid for heaven's daily motor race. He starts the race and everything is going his way. He passes car after car until he is in second place. As he approaches the first place car, he reads the name on the side of it. A J Foyt. Disheartened the racer pulls into the pits and tells his crew chief, "I didn't know A J had died". To which the crew chief answers "He hasn't, God likes to pretend he's A J." A J and others haven't joined that great race in the sky yet, but whenever they arrive, they'll be competing against John Fitch in an event announced by Chris Economaki.

Thanks to both for all they have done.



In between each Solo round, Bob and Ron, could be seen warming up their tires.

Photo: Eddie Savage

FROM THE EDITOR



By the time you receive this issue, you will have more than likely been notified of the on line survey conducted by the NER BOD. This will/be/was advertised through the web site, e-mail notification and mentioned right here on the cover.

I believe this is a beneficial move by the BOD to access membership input on policies, events and basically, how the NER can serve your motorsports needs even better.

Within this survey there are a number or questions about the future existence of PIT TALK and how the publication may need to change (or if it needs to) to serve the membership in the upcoming years. Needless to say, before PIT TALK is diced and sliced into further pieces, as the editor of this publication for countless years, I must voice my (personal opinion) about the publication and come to its defense.

ONE: Up to about half a dozen years ago, PIT TALK was published 10 times a year. Once we got heavily involved in the Palmer project, the RE at that time, asked to cut back to 8 issues to save a little of the regions bankbook. He mentioned as soon as we get out of this financial issue, we should go back to 10. As you can see that has not happened, and we are now down to five issues a year, with a budget close to 25,000 dollars less than that previous time period. What other group has shown this kind of reduction.

I do agree, though, as time and newsprint has digressed, and the Web being more of an immediate communication tool, that 10 issues ARE NOT necessary..... but to cut down even further than the five now...well....I guess we'll let the survey decide.

TWO: The non-active member. With close to 2,300 members paying their yearly dues to NER, I wouldn't be surprised that close to half, have not participated in any event in a number or years. As I review the mailing list every issue, I am always surprised to see the amount of members that were active, but are now, how would we say, casual members? (Yet, many come back years later to once again participate. I wonder if the PIT TALK link kept them enthused!) Are we going omit these casual participants from our communications?

—continued on page 30

New England Regions SCCA Annual Meeting to be Held in Conjunction With The Racer's Expo

The New England Region of the Sports Car of America announces that it will be holding its annual business meeting on February 9th, 2013 in conjunction with The Racer's Expo at the Best Western Royal Plaza in Marlborough, MA. In addition to the annual business meeting, there will be planning and breakout sessions by each of the Region's competition programs.

"There are a couple of advantages to holding the Meeting in conjunction with the Expo," explains Paul Zahornasky, NER's Director of Marketing and Communications.

"First, it creates an additional draw for our members. The Racer's Expo will have many vendors and displays aimed at every type of racer. It gives our members something to do during 'downtime' without having to leave the site."

"Secondly, it presents a great opportunity for New England Region to present itself to racers from other styles of racing and recruit potential new members. Holding our meeting here, as well as having a vendor booth staffed by members will show that we are a strong organization that any racer would be proud to be a part of."

The 2013 Racer's Expo will be held on Friday February 8th, and Saturday, February 9th. Last year the Racer's Expo included displays from over 30 vendors such as Hoosier Tire, Bell Helmets, Racing Electronics, and New England Racing Fuel. Vendors interested in participating in this year's Racer's Expo should contact Bob Seymour at info@theracersexpo.com.

Hotel rooms can be booked using the group rate with The Racer's Expo.

RE Report —continued from page 3

all an example of how SCCA is truly an extensive family sharing a passion for motorsports.

Here at the home front, my generator is now on and I have a few more trees down, but I still have a roof over my head. The cable/phone went out an hour ago, but I am enjoying a break from the barrage of election hype. But it's that time of the year, even for SCCA. You will see in this issue of **PIT TALK** the "bios" for candidates running for the NER Board of Directors. Considering everyone's priorities and worries these days, we should be most grateful for individuals willing join the Board in leading our region forward. I urge you to read the "bios" and voice your interest in the future of NER by participating in the election of officers. As in the past, the election will occur at our Annual Meeting and Awards Banquet which is coming up the first week of February. We are trying something new this year. The date is a bit later than usual, in order to coincide with the "Racer's Expo". This will provide an additional incentive to attend the meeting, and to view the latest in racing gear and gadgets. Please mark this on your calendar and look forward to a good time. You will get important information on what's up for the coming year in NER and the opportunity to participate in lively dialog at the Town Hall Meeting. I am also hoping to get a membership survey out during the next few weeks, so look for it on our website (NER.org) or by e-mail.

In closing, it has been a privilege to be the RE (Regional Exec) this year. I think the reports will show we had a pretty good year and met many of our goals. RAL Charities weekend was certainly a big success. My thanks go out to fellow BOD members and to numerous people, people important to each of our programs, people who helped in various ways to make this season successful. Also, to everyone in the region, I wish you a safe and enjoyable holiday season.

Cheers, Doug Fisher, RE

T.A.H.-DAH!



By Trevor Alexander Hermance

INSPIRATION & PASSION

Thanks to personal experience, the internet, television coverage and video games, I was already truly obsessed with the sport of racing while I was introduced to the SCCA. At a young age I was fortunate to have been a part of the strange annual pilgrimage of a few thousand to a remote clearing in the forested hills of northwest Connecticut for four days of work and play then known as the Lime Rock Park Grand Prix.

This was an environment unlike any other I'd experienced (and, I thought, anyone else in school had for that matter), where so many independent little groups of people and families would build a temporary home away from home simultaneously at 6:01 PM on the Thursday preceding the last Monday in May. (This after all the effort packing and moving it over highways for hours.)

Here was a playground for all, where kids could ride their bikes anywhere – even on the track itself, once the professionals were done with their 150 mile-per-hour party on wheels. The asphalt became our canvas like any other driveway or sidewalk, except come Monday our chalk drawings might make it on national TV as a formula car rocketed past! Owners of adored Italian supercars could enjoy whatever it was they did in the hospitality areas just a few hundred yards from the spectacle of drunken can pile diving, lumberjack log rolling, and minibike burnout contests. Everybody was on the same level when it came to freedom of exploration – just as you'd be welcomed to any campfire, all paddock spaces opened to those who asked politely, wanting a closer look. Both cutting edge machinery and lowly sedans that stretched the definition of the term "race car" were ready for scrutiny by the fans – just as their accessible drivers. Good luck getting on the field or in the clubhouse at the next pro football or baseball game you attend!

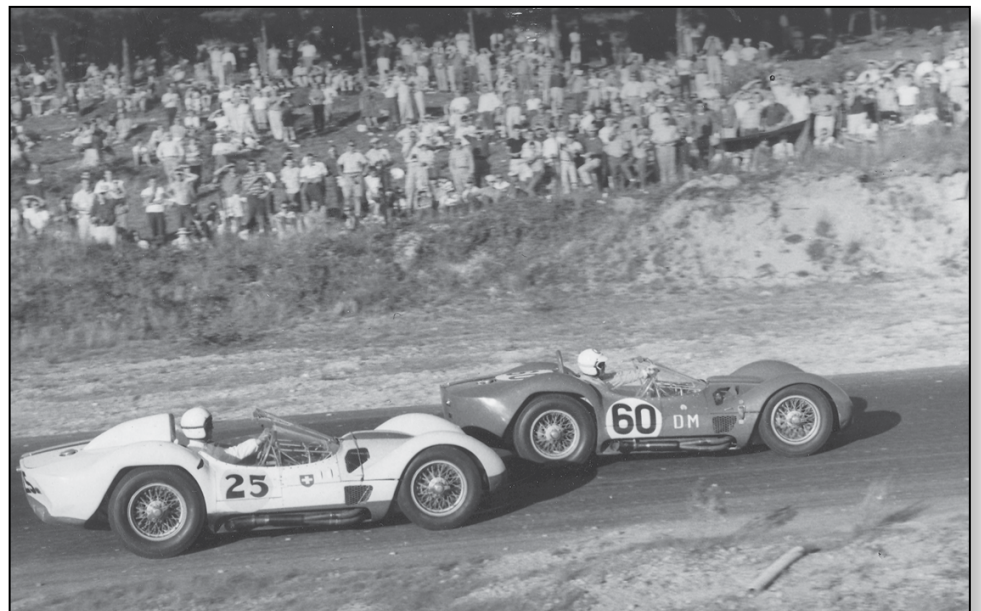
I would go on to describe the camping experience as waking up to the smell of breakfast and the sound of race cars wafting in through your front door (or tent flap). Little has excited me more than finding former F1 and factory Audi driver JJ Lehto (then yet to be disgraced) at the family campsite for a first-time course inspection of the

Chicane in the Friday morning hours before the American Le Mans Series' inaugural visit to Lime Rock in 2004. The time spent at the track all those years had paid off and "The Big Leaguers" were in town! Yet we all still got to experience that personal, intimate fun of the environment. The human aspect of the given adrenaline rush that is a mass of metal, plastic, petroleum distillate and rubber being hustled around by a flesh-and-bone occupant was what

reinforced for me that motorsports would be my home.

Why am I a member of the SCCA? Well, as I was already familiar with all of the fun and memories that simply spectating at an event could bring, I eventually learned - through the internet and a lucky family connection - about the club, the services it offered (go to races for free!), and its long, storied history. There was no decision to be made; I knew that I'd be joining.

I tell this story because it's my hope that we all can identify and inspire those others who could bring passion to our community of racers, volunteers, and fans. Likewise, I think we should try to recognize those small, coincidental, but very important events that really make someone's day, so that we might be able to make them happen more often. Sometimes it takes a lot, and other times just the simplest little occurrence can motivate someone to join NER and get in on the fun, or at the very least



LOOKIN' BACK: That's Gaston Andrey, (see In Memoriam) in the 25 Maserati, chasing down Walt Hangsen. This glossy 8 x 10 print from the Boston Herald, notes in blue line on the back that Gaston was trying for a pass as the two approached Thompson's Turn 11 complex. Gaston did not pull it off... note the size of the crowd! Photo: Boston Herald, supplied by Omer Norton to Pit Talk... Years Ago!!!!

IN MEMORIAM

Brian A. Jones

Waterford - Brian A. Jones, 60, of Waterford, passed away on Oct. 24, 2012, in New London.

He was born on Dec. 6, 1951, in New London, the son of Barbara Jones of Waterford and the late John Jones. He graduated from Waterford High School and enlisted in the U.S. Air Force. He served in the Vietnam War and was honorably discharged. Mr. Jones was last employed at Oyster Creek Nuclear Power Station in New Jersey as a radiation tech. Prior, he was employed at Electric Boat in Groton and Millstone Power Plant in Waterford.

As an active member of the Ne England Region, avid race car fan. Brian could be found most race days as always part of the hard working Tech inspection crew. For a number of years, Brian, held the responsibility of Chief of Tech. As part of the Tech Crew, Greg Any acknowledges, " I found him to be a fair-minded - yet firm - person. When we disagreed on the regs he'd show me where he thought he was right, and I showed him where I thought I was. He was usually right. I got along with him great and have really missed having him around these last few years. It was with heavy heart when I learned of his death."

His knowledge of the sport, his friendliness and patience with the competitors will be sorely missed.

Gaston Andrey

ANDREY, Gaston Alphonse 86, of Millis, passed away October 27, 2012. Born in Switzerland, he was the son of the late Lydia and Roger Andrey. He was the husband of Mary Anne (Rogers) Andrey of Millis. He is survived by his children, Roger M. Andrey of Millis, Jacqueline G. Andrey of Charlestown; a grandchild, Lily S. Andrey of Hingham; and a sister, Jacqueline Rey and her husband Kurt of Switzerland. Gus was a wonderful husband to Mary Anne for 54 years, a supportive and loving father to Roger and Jacqueline, and a doting grandfather to Lily.

Gus was a pioneer in the sports car scene with Alfa Romeo, Ferrari, Saab, and British and Japanese cars, which lead to four automobile dealerships in the Boston area. A seven-time National Champion in the "Golden Era" of sports car racing, these championships were won in some of Alfa Romeo, Corvette, Ferrari and Maserati's finest racing machines. Gus was a factory driver for Alfa Romeo's "Autodelta", the 1957 Corvette team at Sebring (headed by John Fitch, see Below) and Ferrari's "NART", the North American extension of the factory team. He competed in international events such as the Nassau "Speed Week" and the 1958 "Cuban Grand Prix" and was a member of the "RRDC" Road Racers Drivers Club.

And, of course, if you had any kind of alfa, Ferari or Saab, Gaston, was the first place you went to in the New England Area. Truly one of finest of the post-war 50's to 60's "Geneltmen" Sports Car racers of the era.

John Fitch

October 31, 2012, John Fitch first gained fame in the 1950s and '60s racing Mercedes-Benzes and Corvettes in the United States and abroad, notably at European circuits such as Le Mans.

John Cooper Fitch was born Aug. 4, 1917, in Indianapolis, but despite being driven around the famed Indianapolis Motor Speedway as a youth, he became more captivated by racing sports cars than the oval oval-bound Indy cars.



know what we are. I'm not necessarily talking about people we've never seen before, either; there are plenty of former or inactive members who just need a great reminder of what they're missing out on. For me, those small happenings and gestures make up just such a reminder when I stroll through the paddock of every Club Racing or RallyCross weekend, bringing me back to those low-stress childhood weekends camping at Lime Rock (on Mom and Dad's dime!). There are tools to help this interaction and communication, as well: I distribute personalized NER bumper stickers to new participants and passers-by at our events, or hand out a spare issue of PIT TALK. I'm always willing to try to answer questions. The forums and directories at ner.org provide dozens of contacts (and several methods) for any needed information. You can even give a national dues discount (and receive one yourself!) by referring a member.

What inspires you? It will probably do the same for someone else.

**This Edition
of PIT TALK
appears
IN COLOR
on the
NER web site
NER.ORG**

—continued on page 11

By Chris Regan

A weekend of rally-related activities continued on into Sunday at the Covered Bridge RallyCross in Randolph, VT. 42 drivers ventured from all over New England and New York to compete on a field known as the "Polo Grounds." It's not entirely clear whether or when horses roamed the area, but this was no piece of manicured English countryside. The terrain ranged from rolling hills to swampy muck to tall grass making for some surprising mid-course variations in grip. The Three Stallion Inn served as headquarters and competitors were treated to a lunch buffet as well as munchies during the awards presentations.

NER RALLY-X Championship

Event # Nine—
Covered Bridge
November 4, 2012



A couple of Civics enjoy their day in the dirt. Above, Kathy Moody wheels into second-place in FWD-Prepared, while (below) Luis Teixeira finishes further down the order in FWD-modified.

Photos: Douglas Bolduc, www.daggerslademedia.com

When the event began, there were no entries in the Exhibition class. However Randolph local Mark Penta's M4 Audi succumbed to moisture in the ECU early on. After dashing home, he returned with a Stock Rear Mercedes diesel wagon to finish the day. Organizers allowed him to make up his missed runs in the Benz and he put down some impressive times for a RWD the size of a small apartment. A special mention is due to Mark for returning after the event with a tractor and smoothing out the ruts so that NER can hopefully return to this site in the future.

Stock FWD was another solid victory for Trevor Hermance in the Flyin' Fox. Despite horsepower numbers of an average lawnmower, the nimble car was expertly piloted by Trevor who managed to avoid any cone penalties all day. Will Ryan and Marcel Belperron drove a pair of Saabs to second and third, respectively. Marcel showed an unusual appetite for cones and had to borrow a car after a broken cv shaft sidelined his 900.

Michael Lodsin and David White's shared Prepared Front Neon started the day well. Both drivers were in podium spots and battling with Kathy Moody's Civic. However on the last run, Michael carried too much speed into the back corner and ended up in a muddy puddle just off the course. That was where he would stay until he could be towed out. This opened the door for David to cement his win with Kathy ten seconds back. Andrew Sprague's nice silver GTi snatched third by two seconds. Like they say, to finish first, you first have to finish.

Hondas and Volkswagens made up the Modified Front class entirely. Chang Ho Kim and Kim Hapgood shared a PF car that Chang has been building up. Despite having a full interior and no fancy engine tunes, Chang slid into first by a little more than two seconds. Scott Carlson's Golf made a valiant attempt to put a German car on top but it was not to be. Following them by no less than 22 seconds, was Hapgood and finally Carlson's co-driver Phil LaMoreaux. Kim suffered from an abundance of penalties while Phil struggled to find his groove on the first and last runs of the day.

Aside from the Penta Mercedes/Audi combination, there were two Rear Wheel drive entries. Alex Twombly and Hoshaiha Barczynski shared the ultimate grocery getter, a 1992 Volvo wagon. Alex's experience piloting the green brick around RallyX and Solo tracks showed as he clenched the win by a substantial victory.

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NER SCCA Final Results, #9 Covered Bridge Rally-X , November 4, 2012

Pos. #	Driver	Car Model	Run#1	Run#2	Run#3	Run#4	Run#5	Run#6	Run#7	Run#8	Run#9	Total	
Exhibition													
1	300	Penta, Mark	Audi 4000	56.646	62.578	65.977	63.049	71.687+1	71.412	71.514+3	71.224	72.023+1	559.464
Fwd Stock													
1	85	Hernance, Trevor	VW fox	57.562	55.769	58.835	59.547	56.814	59.903	63.098	60.989	72.684	545.201
2	843	Ryan, Will	Saab 9-3	64.228	61.822	64.920	64.860	63.620+9	65.628	66.007	66.124	75.945+2	615.154
3	840	Belperron, Marcel	Saab 900	55.439+5	65.272+3	58.612+2	60.033+1	60.235+2	56.768+3	61.116+6	60.303+2	106.854	632.632
4	824	Tesler, Daniel	Toyota	69.898	62.836	65.868	66.009	67.460+8	68.835	68.002	68.661	78.871+8	648.440
Awd Stock													
1	808	Caswell, James	Chevrolet	52.140	54.120	54.465	54.624	52.572	57.674	57.497	58.055	64.890	506.037
2	69	Kangas, Clifton	Subaru	54.103	52.263+2	54.145	56.334	54.301	55.348	57.225	57.414	73.059+1	520.192
3	350	Schultz, Larson	Suzuki SX4	57.715	54.536	56.735	56.287	55.142	58.421+2	58.027	58.410	65.222	524.495
4	79	Perkins, Jacob	Subaru	53.412+1	52.731	57.333	57.877	55.292	58.315	59.694	60.048+2	71.528	532.230
5	849	Smith, Daniel		56.125	54.829+1	57.893	59.820+1	58.472+2	61.052	60.944+1	62.473+1	68.999	552.607
6	851	Kolupa, Ryan	Subaru	6.985	54.734	58.483	58.806	70.184	60.645	64.203	63.559+2	74.412	566.011
7	834	Yetman, Peter	Audi s6	57.337+2	60.753	59.495	62.390	63.750+8	59.709	64.274+1	59.658+1	73.094	584.460
Rwd Prepared													
1	92	Twombly, Alexander	Volvo 240	62.728	61.768	63.971	63.157	60.531	76.558	69.442	69.940+1	73.308+1	605.403
2	192	Barczynski, Hosh.	Volvo 240	68.173	66.686+1	67.448	67.371+1	66.089	79.552	79.512+1	73.777+1	79.188+1	657.796
Fwd Prepared													
1	20	White, David	Dodge	55.896	53.728	56.236+1	55.718+1	54.122+3	57.617	57.091	57.290+1	64.733+1	526.431
2	241	Moody, Kathy	Honda	56.327	54.828+1	55.918+1	55.196+1	53.950+1	59.389	59.916+2	58.603+3	63.944	536.071
3	810	Sprague, Andrew	Golf GTi	56.983	55.914	57.429	57.545	57.082+8	60.297+2	60.115	60.621+3	69.460+1	563.446
4	120	Lodsin, Michael	Dodge	55.144+1	54.982	55.001+1	55.805+2	54.668	56.768+2	57.860+2	58.142+1	99.460 (DNF)	565.830
Awd Prepared													
1	6	Beliveau, James	Subaru l	53.250	55.129+1	54.222	54.064	57.053+1	65.917+1	64.390+1	61.902	62.675	536.602
2	199	Nemchuk, Nikolay	Subaru	54.835	55.572	55.961	55.450	56.573	67.112	66.962+1	65.915+1	65.360	547.740
3	9	Regan, Chris	BMW	55.096+2	57.391	55.571	58.431+1	58.213+1	66.002	67.179+1	67.261	67.677+1	564.821
4	64	Merkuryev, Alex.	Subaru	58.252	60.640	56.867	56.918	59.459	68.150	67.424	67.222+1	66.106+2	567.038
5	5	Murdough, Kate	Subaru	57.097	58.904	57.895	59.775+1	72.946+	65.889	64.532	65.967	64.565+2	573.570
6	956	Beliveau, Michael	Subaru	56.528+2	57.157	56.308	57.185	60.349	74.610	69.005+2	68.502	66.298+1	575.942
7	991	Nemchuk, Nikita	Subaru	57.028+1	58.537+1	62.019+1	61.608+1	56.761+6	69.465+1	67.947	65.623	64.248+3	591.236
8	555	Haggett, Christo.	Subaru	57.468	60.176	60.326	60.527+3	60.442	74.999	71.830	69.629	70.935	592.332
9	39	Elante, Kris	Suburu	65.331	66.438	65.106	65.024	62.946	74.638+1	74.568	73.313	72.629	621.993
10	106	Bowin, Sarah	Subaru	89.420+1	59.385+2	59.113+4	60.750+3	61.171+2	67.035	64.436+1	63.684+2	64.115+6	631.109
Fwd Modified													
1	24	Kim, Chang Ho	Honda	54.438+1	51.835	53.750	54.290	52.258	56.136	56.586	58.365	65.550	505.208
2	8	Carlson, Scott	Volkswagen	54.804	53.231	55.109	54.621	52.447	54.900	57.278+1	57.873	65.173	507.436
3	124	Hapgood, Kim	Honda	55.769+1	54.123	54.199+1	54.845	54.114	56.346+1	57.496+4	57.172+2	64.052+2	530.116
4	88	LaMoreaux, Philip	Volkswagen	69.341	53.423	56.787	55.035	53.940	56.204+1	58.032	58.550	77.326	540.638
5	77	Teixeira, Luis	Honda	61.559+1	56.664+1	59.571+1	58.754	58.149	63.684+4	62.047+2	61.440+2	70.595+2	578.463
6	828	Carrol-sherwin, M.	Volkswagen	59.835+2	60.091	62.675	63.105+1	61.144+8	61.796+1	63.311	62.859	71.433+1	592.249
7	14	Caha, Evan	vw corrado	62.421+2	60.945	63.671	62.301	63.589+8	63.309	64.661	64.730+1	74.374	602.001
Awd Modified													
1	17	Elliott, Warren	Audi A4	52.705	53.706	54.301	54.411	52.742	62.296+1	62.962+1	60.832	61.345	519.300
2	171	Baltrucki, Justin	Audi A4Q	53.650	53.837	55.635	54.069	53.167+1	63.053	61.640	61.488	60.863	519.402
3	165	Wilcox, Ryan	Subaru OBSTi	53.601+1	58.296	54.013+1	56.633	55.726	61.802+1	61.416+1	60.175+1	61.288	532.950
4	117	Baker, Rachel	Audi A4	56.201+1	54.729+1	56.186	58.266	56.152	62.508	60.385	61.861+1	63.547+1	537.835
5	357	Carr, Jesse	Subaru	62.317	63.375	61.652	59.382	59.302	70.937	67.116	65.780	66.893	576.754
6	830	Urbon, Brett	Subaru	60.618+2	52.881	54.897+1	53.378+1	60.434	DNF	DNS	DNS	DNS	DNF

Candidate Statements For the New England Region Board of Directors

The following candidates have submitted their application for the 2013 — 2014 tenure for the NER, BOD. Look for your ballot in the mail. Results will be tallied at the NER Annual meeting on February 9, 2013.

Trevor Hemance

Two years have flown by! Your Secretary for the past 12 months, I have been proud to serve and learn to better communicate with you.



With no fewer than four of our current Directors relinquishing their positions on the Board, I am sure the next term will have new challenges, but that the BOD will continue to bring good ideas and effort

to the table for those challenges we continue to face. The SCCA nationally is poised to start and strengthen new forms of engagement with members and members-to-be, through communication initiatives, rules realignment, new competition programs and more. I pledge to ensure that NER will put these efforts to their best use at new venues and to prevent missed opportunities.

Thank you,

Doug Myers

Dear members and racers,

Years ago my older brother had a "bad" 327 '57 Chevy with paint cans for mufflers. I thought that was great. Then he drove to Elkhart Lake, Wisconsin to see Road America (in the early '60s.) His next car was an Austin-Healey 3000. "Jump in," he said, "and hang on." That was Heaven.

Recently retired, it was time to join in NER activities. At the annual meeting, I spotted Lou Gingerella. "Have a race



car?" he asked. "No? Let me introduce you to Hoffman and Ostrander."

Having completed Skip Barber SBF2000 racing school and flagged 15 events this summer, I'm ready to spend more time with racers, stewards, and interested parties. I plan on visiting other clubs and tracks for ideas and working for many years, to enhance our programs in serving the Board of Directors.

See you at the track

A. Sterling Cole

I have been racing for over 15 years and became a member of NER in 2004, shortly after my wife and I moved to New England. For the past two years, I have been road racing in the E-Production class. During this period of time, I have become more involved with the workings of the club and interested in developing ways to help make the club stronger. After receiving encouragement from fellow drivers, I decided to run for the BOD so that my interest and involvement in the club's operations may benefit NER as a whole.

My personal focus is the implementation of new ways to educate people about the SCCA and NER in order to increase our membership ranks in terms of both drivers and workers. Most recently, I took the initiative to successfully bring NER to the NHMS automotive career day, which helped spread the word to the area's younger auto enthusiasts of NER's existence and membership opportunities. If elected to the BOD, I will work to preserve NER's heritage while continuing to grow our club in a positive direction through the implementation of several initiatives, such as



increasing the efficacy of the NER website and forum as recruiting and informational tools.

Thank you for supporting my candidacy. I will work hard in conjunction with the other directors to represent and serve my fellow members to the best of my abilities.

Brian Mushnick

I have been a member of the New England



Region for 20 years. I started in the club competing in Solo events. About 15 years ago a friend sold me his VW Rabbit and I started road racing. I was very lucky to have a large crew

that allowed me to do lots of volunteering at the track. Over the years, I worked Timing and Scoring, helped out in Tech, handed out trophies and served as Race Chair.

During 2002 - 2006 I was NER's Club Racing Chairman. As Club Racing Chairman I was responsible for many aspects of road racing. I completed pre-race work like budgeting and scheduling, race weekend work like troubleshooting operational issues with Stewards and specialty Chiefs and post-race work like approving expense reports and determining race weekend profitability.

It is through my years being a club volunteer, NER's Club Racing Chairman and a small business owner (for the past 22 years) that I believe I have the experience to help the BoD achieve its present and future goals. As anyone who has spoken to me knows, I am passionate about racing and am not afraid to work hard for our club. It is my honor to ask for your vote for the NER's Board of Directors in the coming term

Wiley Cox

I have been a member of SCCA with the New England Region since 2004, when I began participating in Solo2 (or autocross) competition. I quickly became more involved in the club at the administrative level. Since 2005, I have held positions that include operating steward, equipment manager, and worker chief, as well as deputy safety steward. I have always looked for ways to be of more use to the club wherever I can. I attend Solo board meetings regularly, and I have participated in the Formula SAE hybrid event, helping to run the dynamic events at the NHMS site.

In addition to Solo, I have participated in some road rally events, as well as attended club racing events (which allowed me to know many of the members in that group). I have been the Solo liaison to the yearly RAL charity event for the past two years, and helped to coordinate and run the Solo fundraising and racing parts of that event. I have been active with the Formula Junior group in our region, of which my daughter is a member, and have encouraged new families to bring their children to our FJ schools and to compete with us. Our FJ program is, I believe, an important path to future membership in our club.

I have been a continued booster of the New England region, and have worked to improve how our Solo events run in order to retain current members and to gain new members. I have worked to improve our image in the region and throughout the Solo community.

Finally, I have always kept in mind that this sport is something we do to have FUN, and that encouraging and nourishing a sense of fun, sportsmanship and healthy competition should be a central theme to all that we do within the region.

Thank you.



Covered Bridge Rally-X—continued from page 5

When there is mud involved, the Stock All-wheel class always looks up in fear. Up at the towering S-10 ZR2 of James Caswell. This was one of those events that suits the truck well with blocky mud terrains and good clearance to pull him through the sludge. Despite its size, James ran clean all day long and emerged with a 14 second victory over his nemesis, Cliff Kangas. Kangas managed to keep up until the end when he lost 10 seconds on a single run. The error nearly opened the door for Larson Shultz to grab second but alas, the fading daylight meant that it was not to be.

It was Subaru Day in Prepared All-wheel except for a lone Bimmer. Except for a few cones here and there, Jamie Beliveau's 2.5RS ruled the day. Nikolay Nemchuk searched for traction on the slick course throughout the day and failed to match Beliveau's pace. Perhaps it was intimidated by all the Fuji Heavy Industries equipment, but Chris Regan's 325iX suffered from fueling problems and he found himself far off the pace. He managed to eke out a third after nine runs.

The Germans once again established their dominance of Modified AWD. The terrifying Terminator A4 claimed 3 of the top 4 spots. Ryan Wilcox did his best for the Subarus but he trailed the top two by 13 seconds at the end of the day. The real battle raged between the two co-drivers of the A4. After nine runs and 8.5 minutes of driving, all that separated them was 1/10 of a second. At the line, it was Warren Elliott with Justin Baltrucki a hair behind. Rachel Baker was the third driver of the Audi. Her venture from FWD to AWD being a successful one as she followed Ryan.

The day ended with contestants retiring to the Inn while the crisp, cool evening air of a VT fall crept back into the valley. Awards and tales were shared over food and drink. There wasn't much time for crying in beers though because the next event would be down in Massachusetts two weeks later. NER drivers knew they had little time to rush home and prep their cars for the Dirt MASSare. The story continues —

In Memoriam—continued from page 5

He was an early champion in the Sports Car Club of America, and in 1953 co-drove the winning car in the 12-hour Sebring endurance race in Florida.



Fitch later joined Mercedes-Benz, and one of the highlights of his career was winning the GT production-car division at the Mille Miglia endurance race in Italy in a Mercedes-Benz 300 SL in 1955. At one

point, his Mercedes-Benz teammates were legendary drivers Stirling Moss and Juan Manuel Fangio, and Fitch later was inducted into several halls of fame, including the Motorsports Hall of Fame of America. Fitch was "a true gentleman and an outstanding driver," Mercedes-Benz spokesman Geoff Day said.

John, after his racing career turned his efforts to many innovative ideas, from hospital beds to relieve disc pressure, supportive racing seats, and of course, perhaps his more lasting legacy was later developing crash-barrier systems for highways and racetracks, including the ubiquitous yellow sand- or water-filled plastic barrels guarding exit ramps and bridge abutments. "There is no counting how many lives have been saved by these barrels," AutoWeek reported in 2006.

John is also noted as being the original designer of the Lime Rock Road Racing Park as well, designed in such a way the spectator safety was paramount in the early days of track design. In his later years he lived not too far from the track and could be found at many of the vintage and historic events held at the track sharing his experiences with many NER fans and NER members.. Truly a legend has passed.

NER Solo Championship



Points Event #9.
Attack of the Cones
September 23, 2012

By Eddie Savage

"Human beings, who are almost unique in having the ability to learn from the experience of others, are also remarkable for their apparent disinclination to do so." - Douglas Adams

SM was dominated by Camaros this event, Bob Sampson is shown in his bright yellow mount. Photo: Eddie Savage



Moore Airfield – It's Sunday, September 23rd, and Event #9 is upon us. The primer to Event #10 and the Stirling Moss Runoffs. The 2012 Solo Nationals have past and some have returned with less luggage space due to an extra box containing a trophy or two, and much story-telling to be shared over beer, wine, gatorade or a ginger ale. The day was sunny, not warm, not cold, not summer, not fall. Low sunlight, long shadows, many Camaro's, many Novices.

148 drivers took to the counter-clockwise field, 38 being of the Rookie level. The name "Attack of the Cones" was meaningful but could have been called "All aboard the DNF Train!" too. Those at full chat at the backside found an excruciating pinch and really made for a "Whoa Nelly" point to those not prepared for that transition. Most veterans took it in stride with severe penalties until they got it right over the 5 runs.

However, many a Novice was seen through the camera lens with wide eyes when they ventured on that final set of gates before the finish with Kones a flying, or just DNF'ing a section or two. Kart drivers, not so much, as they Raw Timed and Paxed pretty good considering.

Let's get what you're waiting for out of the bag now: Kone King of the Event, well Kone Kween, rather. Running a borrowed SSM Miata with no fenders for "added downforce" (at least that's what I'm guessin' the car owner would tell you) and collecting 16 friendly little orange trinkets, was Sarah Bowin. Second was just a few shy, Brian Cunningham also of SSM, taking 13 check-marks.

May Kimber and Kimsoo Gopnik took to FJB, and Kimsoo ran a 3rd run best of 70.896 to May's best of 123.363 on her fourth run. Allison Krueger was a lone entry in FJA, turning a last run 61.287. Father and son Eric and Ian Krueger took to KM-F125 with Eric running a second place to Top raw, and class win, on a 54.276.

Pro saw 14 drivers, and Nick Barbato took the class on a Honda S2000 CR powered run of 55.601, paxed to a 46.871. That earned him Top Pax by over two-tenths. Bob Davis, finishing second in Pro on a Miata powered 54.973, was second in Pax. Nick was clean on all 5 runs, by the way. Take heed, young grasshoppers. Notably is that Pro had most drivers not take their best time on the last run. They were all over the range from first run best (Justin Lau) all to the fifth run (Nick and Ben Wagstaff). Josh Parker gets an OK as he only nailed one cone each on three runs, and that Reynard looked like a struggle in a few tight spots.

NER Solo Championship Final Results, Event #9, September 23, 2012

The RTA (all wheel) class had only 3 drivers, with Warren Barck using the Subaru Impreza RS to take the win by seven-tenths with a 69.044 (56.201). RTF (front wheel) was 6 drivers, and Patrick Huxley in the Honda Civic winning on a 64.932 (51.880) over 2 and half seconds on the closest competitor. RTR (rear wheel) was taken with the ES Toyota MR2 of Bryan Mancuso, on a tenth of a second win on his 63.025 (52.184) over Dariusz Trinka and his Nissan 350z.

Novice ran up 38 drivers, led by the BMW M3 of Rick Tombarelli. Rick sawed back and forth, taking a fourth run 64.569, paxed to a 54.431, over a full second and some over second place Novice Derek White in a Mazda MX-5 Miata. Derek ran a third run 66.879 (55.710) before having to leave after those morning runs.

Honorable mention to Dave Nutting running a 1987 Chevy Monte Carlo SS, that suffered constant fuel starvation half-way during the fast slaloms on all his runs, causing "limp home" low rpms to navigate the last third of the course. Even with that, he ran a best 85.650. Solo shout outs to Novices James Bell, Matt Weaver, Kasey Chartier, Olivia Rogers, and Nick Mollo, just because I can.

Surprisingly, the Novices held up pretty good with the very tactical and testing layout, and time spreads pretty tight amongst the Rookie drivers. A few had best runs that were dirty, one was DNF'd all day, and a share had modest cone calls. But it's practice that counts, heed, listen and and learn from your instructors, and remember, Champions are not made in a day.

—continued on page 34



Robert Clark in his Miata was just one of the many novices joining the thrill of a NER Solo event.

Photo by Eddie Savage.

	Nbr	Driver	Car	Best	Off
SS					
	1	142 Robert Lapierr	Elise	58.404	
	2	42 Russ Siggelkoe	Elise	59.162	0.758
	3	57 Stephanie Zadrozny	Corvette	61.104	1.942
AS					
	1	11 William Ko	BMW	66.014	
BS					
	1	19 Adam Neithercut	Corvette	79.994	
DS					
	1	88 Kathleen Barnes	Acura	68.378	
	2	17 Joshua Fradette	Subaru	69.852	1.474
GS					
	1	43 Sam Creasey	CRX Si	62.721	
	2	48 allen parker	CRX Si	66.778	4.057
	3	23 jason reischutz	Nissan	74.734	7.956
HS					
	1	26 Pj Aspesi	Focus	65.929	
ASP					
	1	187 Matthew Mickle	Subaru	59.127	
	2	87 Sandi Moreno	Subaru	69.600	10.473
BSP					
	1	27 Hank Wallace	BMW	56.304	
	2	24 Jeff Anderson	RX8	56.523	0.219
	3	142 John Rappa	RX8	56.548	0.025
	4	127 Lana Tsurikova	BMW	59.412	2.864
	5	5 Jeff Seeger	Corvette	60.448	1.036
CSP					
	1	55 Rob MacAlpine	Miata	58.891	
	2	7 Paul Krysiak	Honda	63.933	5.042
DSP					
	1	14 Chris Fitzgerald	Volvo	68.460	
	2	114 Jack Nguyen	Volvo	71.944	3.484
ES					
	1	41 Thomas Moore	Mustang	68.355	
FSP					
	1	28 Neil Schelly	Subaru	60.565	
	2	26 Alexander Twombly	Volvo	67.026	6.461
XP					
	1	55 Wayne Ringenbach	Corvette	69.703	
EP					
	1	96 Daryl Beck	Rabbit	60.085	
	2	47 Myron Steere	Scirocco	62.826	2.741
	3	80 Jason Fair	Rabbit	63.755	0.929

FP					
	1	40 Robert Lang	TR6	57.718	
AM					
	1	138 William Goodale	Dragon	53.104	
	2	38 Stacey Strout	Dragon	54.955	1.851
DM					
	1	65 Robert Totten	Spitfire	66.312	
FM					
	1	5 Robert A. Jordan	Raptor	62.228	
STF					
	1	16 Athena DeGangi	Acura	67.731	
	2	77 Michael Smith	Focus	67.792	0.061
	3	37 Joanne Ago	Honda	74.739	6.947
STC					
	1	24 Chang Ho Kim	Honda	60.377	
	2	51 Brian Levesque	Honda	60.629	0.252
	3	151 Roger Whipple	Honda	61.934	1.305
	4	54 Robert Pellerin	Subaru	63.749	1.815
	5	124 Dan Kimber	Honda	64.234	0.485
STS					
	1	169 Carolyn Green	Miata	61.909	
STX					
	1	39 David Gott	BMW	61.335	
	2	139 Derek Sivret	BMW	61.356	0.021
	3	78 David Thomas	RX8	62.234	0.878
	4	1 Charlie Thompson	Mini	62.697	0.463
	5	80 Brent Vander Werf	BMW	62.951	0.254
	6	178 William Brundige	RX-8	63.316	0.365
	7	41 Joanna Ellis	Mini	67.494	4.178
STU					
	1	1 David Arustamian	BMW	60.726	
	2	25 Jeffrey Danserea	BMW	62.785	2.059
SM					
	1	7 Mark Sarcevicz	Camaro	64.436	
	2	4 Anthony Chan	Nissan	65.406	0.970
	3	44 Billy Haley	Subaru	66.237	0.831
	4	38 daniel howard	Camaro	66.830	0.593
	5	72 Stephen Boisford	Nova	67.738	0.908
	6	17 Chris Leombruno	Camaro	67.836	0.098
	7	144 Nichola Wiedeman	Subaru	71.128	3.292
	8	46 Eric Baker	Camaro	77.564	6.436
	9	11 Paul Gillard	Camaro	78.976	1.412
	10	21 Bob Sampson	Camaro	81.542	2.566
SMF					
	1	99 Aaron Telage	Mini	64.991	
SSM					
	1	37 Don Kuehl	Honda	57.857	
	2	111 Patrick Heck	Elise	59.440	1.583
	3	63 Jonathan Leith	Miata	60.200	0.760
	4	99 Jenna Corrales	Nissan	60.346	0.146
	5	71 Mathew Nieman	Miata	60.823	0.477
	6	31 Gregory Walter	Miata	62.664	1.841
	7	163 Sarah Bowin	Miata	66.317	3.653
	8	77 Brian Cunningham	Corvette	66.924	0.607
	9	177 Emmanuel Cecche	Corvette	69.565	2.641
KM					
	1	5 Eric Krueger		54.276	
	2	15 Ian Krueger		56.160	1.884
JA					
	1	50 Allison Krueger	Coyote	61.287	
JB					
	1	98 Kimsoo Gopnik	CRG	70.896	
	2	85 May Kimber	Coyote	123.363	52.467

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NER Solo Championship



Points Event #10.
Stirling Moss
Runoff

October 7, 2012

By Eddie Savage

"Who Will Win?." - Sports Car Magazine



Early morning solo competitors doing their best job of imitating a road crew Photo: Jack Nguyen

Moore Airfield – Most of the class champion battles are fairly well finished going into September, and The Stirling Moss event is sometimes skipped by those who have no dog in the fight, as they say. Miss it if you must, but casually disregarding the day is something not to be taken lightly, as sometimes the discussions of setup or layout strategy echoing through the grids is worth the price of admission alone. The entry list was but 101 drivers, and those who were there saw a new name of new Stirling Moss Champion to be etched into the silverware. (Yes, real silver, and real Sir Stirling Moss.)

I was not able to attend "The Moss" myself, as I was trampling on the grounds of the fabulous Collings Foundation and private transportation collection in Stow, Mass for a WW II re-enactment (Lotsa' noise; You must go!). While there, I happened to meet one of our past DS Solo Class Champions, Jason Volk, who drives an original 1940's Jeep in the historical festivities, was keen to explain its workings, and is quite a departure from his Subaru WRX.

The day was decent enough, a bit cooler than all would have liked it to be, requiring a light jacket, and overcast conditions were possible in some areas of Central Mass throughout the day.

With the added runs of the Moss contenders, it was somewhat good that only 13 Novices were on hand, of whom I'll make a brief mention of, and everyone got a solid 6 runs in. Among the cars in the Novice fray, was a Ferrari 458, classes in SSP, driven by a "Marc H" (what, no last name? C'mon.) who took the Novice field with a 5th run 55.806. Pax conversion makes that a 48.272, just 0.117 ahead of Michael Caporello in his DS Subaru WRX, who ran a last run 58.940 (48.389).

Dan Pardee placed closer in third, running a DS BMW 330i to a final run 58.987 (48.428), just 0.039 off of Michael. All the novices took their fast times on clean runs, although Connor Trudeau in his DSP Volvo wanted to the Novice Kone King of the day, taking 6 rubber thing-a-jigs. Connor took sixth in Novice for his efforts.

Speaking of Kone Kount, it wasn't that



bad, excepting open class driver Anthony Chan, who tossed care to the winds, using his SM Nissan GTR to take 11 strikes overall. Gus Heck tried valiantly to match that in SSM, collecting 9 for himself via the Lotus.

But back to the Moss runs: I was relieved this year to see little moaning and groaning over in the forums on how the Moss is calculated. "Traditionally" the shop-talk can get very heated in opinions of micro-managing the voluminous details involved, some of which are beyond anyones control. So it appears common ground has been found for all for the time being, and no one was counseled to ... "get thine butt to the next Solo Board meeting" for further discussion on their ideas...although attending a Solo Board meeting is always a good primer for those who want to see how things really work. Short version: Attendees "chatter, chatter, money, chatter." Solo Chair "No, No, not enough, No." I jest Bob, I jest!

Several drivers commented on the very pleasing layout, and some thought it may have been the best presented so far. Hats off to (I believe) PJ Corrales, who had Nate Whipple approve the design. Keep up the good work.

To simplify the Moss, The Class Champions take their best time of the morning and convert it to Pax. You get points for Pax rank, etc. Now take 3 runs to have each match your best time. Deviation or a cone call is your enemy. Tally total=winner. Fast, quick, clean, precise. Being consistent on that pax for 3 runs is your goal. Easier said then done. For more information on the Moss Trophy and past winners, go here: <http://www.ner.org/solo/stirling-moss-runoff>

In any given season, most recognize the handful of drivers that could be a solid contender for the trophy. But from a driver who just garnered his very first class championship, to a seasoned and hardened veteran, those 3 runs can make or break one's standing in that mini-runoff. Bob or Billy Davis, Grant Reeve, Nate Whipple, Dave or PJ, Jeff Anderson, Dave Fried, Kimsoo Gopnik, or Ben Wagstaff, just to name a few. Anything is possible and any mistake can be costly. You came out, you saw, you drove, you championed, and then you try again to conquer all.

This years winner has been on a tear all season (and afterwards, too). Known for having a smile, quick with a joke, paying attention to when he should, and not forgetting it after, and all the while bearing the burden of frequently explaining why a sticker that says

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NER Solo Championship Final Results, Event #10, October 7, 2012

PL #	Driver	Car	Best	Off	FP
SS					1 78 Gavin Williams 280z 54.647
1 42	Russ Siggelkoe	Elise	49.22		AM
BS					1 38 Stacey Strout Dragon 43.234
1 192	Tim Kong	Honda	48.993		BM
CS					1 61 Ken Hurd Cheetah43.579
1 57	Frank Locker	Miata	63.119		2 161 Jim Garry Cheetah44.751 1.172
2 157	Erin Locker	Miata	64.940	3.821	STF
DS					1 16 Athena DeGangi Acura 59.080
1 88	K. Barnes	Accura	56.153		2 44 Alex Shadmehr Acura 59.346 0.266
2 77	Jo.Springmann	Aud	62.545	6.392	STS
3 177	R. Springmann	Audi	70.146	7.601	1 169 Carolyn Green Miata 54.039
ES					STX
1 1	Matt Croteau	Miata	65.266		1 139 Derek Sivret BMW 50.801
FS					2 39 David Gott BMW 50.822 0.021
1 7	Cha Swanberg	Camaro	59.552		3 80 brent vander werf BMW 52.880 2.058
GS					4 10 David Thomas VW 53.028 0.148
1 48	Allen Parker	Honda	58.234		5 110 Daniel Podolski VW 55.804 2.776
HS					6 42 Derek White Subaru 55.943 0.139
1 10	James Akiba	Focus	58.625		7 142 Eli Ahrens Dorf BMW 56.792 0.849
2 110	Andrew Sharicz	Focus	60.001	1.376	STU
ASP					1 1 Mich Odikadze Evo x 55.401
1 7	John Gayton	Evo X	54.225		2 34 Jack Washington Subaru 58.471 3.070
2 87	Sandi Moreno	Subaru	60.687	6.462	3 134 John Washington Subaru 61.431 2.960
BSP					SM
1 42	Marc Monnar	RX-8	47.894		1 80 Jason Fair Subaru 51.708
CSP					2 4 Anthony Chan Nissan 53.424 1.716
1 70	Roger Whipple	Civic	52.649		3 144 Christian Shiveley Subaru 54.628 1.204
2 170	Paul Krysiak	CRX	54.657	2.008	4 44 Billy Haley Subaru 55.723 1.095
DSP					SSM
1 9	Tamaz Shiloshvili	Dodge	54.673		1 99 Jenna Corrales Nissan 50.646
2 55	Brian Springmann	Miata	56.517	1.844	2 11 David Oliveira Elise 50.685 0.039
3 14	Chris Fitzgerald	Volvo	58.263	1.746	3 111 Patrick Heck Elise 51.265 0.580
4 111	Jack Nguyen	Volvo	59.803	1.540	4 63 Jonathan Leith Miata 53.907 2.642
FSP					1 Bri Cunningham Corvette55.463 1.556
1 92	Alexan Twombly	Volv	55.971		6 88 Cameron Bosnic 240zx 58.285 2.822

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Nick Barbato in his quick BS Honda S2000 (above) and celebrating his Stirling Moss Trophy win (inset). Photos by Jack Nguyen

NER Solo Championship



Points Event #11.
Team Challenge
October 21, 2012

By Eddie Savage

"Team work is essential — it allows you to blame someone else."

Moore Airfield – For the youngster in some, the season ending NER Solo Team Challenge is a fun way to spend the day autocrossing in your favorite get-up or costume, or emblazoning your car livery to whatever comes to mind. Or perhaps not for the more conservative, or as some would say, those suffering from a lack of rock n' soul.

It's a day to wear out those over-seasoned tires, swap a ride or two or three, or attempt to make history in some form or fashion if the gods of speed allow it. As the Championships are long done, many a car owner is more apt to allow someone else behind the wheel for a day as a tire-warmer (prudent today) for some extra zing in the seat of ones pants. Even UMass Motorsports and Babson College had attendees on hand hoping to relieve some mid-semester stress from their collegiate studies. "What are you studying today, Jenny?" Mom asks, to which Jenny replies, "Zaccone!"

The Sunday was pretty enough, lots of patches of clouds, but "brisk", meaning autumn is nearing completion for the transition into our typical New England winter, and today would seem to be a rewarding October finish for the 2012 log-books.

84 people registered for the "TC", with some having well-arranged a costume or snappy name, while others are put together on the fly. Those drivers that "planned well" often are "staged" in the early morning drivers meeting for a rogues gallery of snapshots and video evidence recording. A "well done" to those that take that wee bit of extra effort to take having fun to that next level!

Sandy Orenstein from "We Know Jack Productions" of Cambridge was on hand with his spouse to round-out some behind-the-scenes and interview footage he needed for his project on Solo. Earlier this year, Sandy was at the National Tour grabbing digital input for his video production. Sandy now gets to head over to post-production; the hardest part of digital imaging. Thanks, Sandy!

NER Solo Champions!

PIT TALK regrettable missed two champs from our Solo National Scene last month, they are:

Bill Goodale	AM	3rd
Andrew Barrette	RTA	2nd

On to the battlefield: The layout was offsets leading to the left, swing back towards the start again through a menacing slalom, then to a sweeper by the pits, gate back and forth up to the tower and loop back along to the entrance area. BSP saw Marc Monnar blazing (and clean) on his last run in the Mazda RX-8 to took the win, displaying coneage and wild DNF's throughout the day. Marc paxed to a 7th overall on his final run 44.964, paxed to a 38.624. Good driving, minus those loop-de-loops...Co-driver Justin Lau was second, back four-tenths,



PJ (maybe Jenna, or Dave White) Corrales swings through the slalom in the usual dominate Nissan 240SX. Photo by Eddie Savage.

and Chang Ho Kim third in his ol' Corvette, now wheeled by Jeff Martynuska. Both Chang and Jeff battled in the separate "dance category" on who can spin best. Answer: Chang.

The 4-car CSP class went to Miata-man Bob Davis on a scorcher fifth run, and Top Pax, of 43.880 (37.605). The top 3 CSP drivers also shared the spoils of hunter-orange rubber cones, having taken 8 each overall. Paul Krysiak gets a mention as he was clean all day in that class. DSP went decidedly to Alexander Twombly in the Volvo 240 with a 51.948. Notable in DSP was peachy keen little 1976 Alfa Romeo Spyder of Gregg DiBiasco, who took third on a 53.795. Gregg split the ranks of second place Chris Fitzgerald (a different Volvo 240) and Alexander's co-shoe, Jack Nguyen, in fourth.

ESP also was 4 drivers. Derek White took the Subaru Legacy to a 50.995, three-tenths up on Mike Mayo-Smith and his Subaru WRX. The XP class was a bumpers paradise, and Bryan Mancuso took the 7-driver field in Don Kuehl's Honda on a 45.074. Don was second, just 0.031 back, on a 45.105...Don, you may want to remind Bryan of the co-driver rule of not beating the car's owner, more than once!

High 5 in B-Mod, with Will Schambach taking the win and Top raw on a last run 39.827. That was good enough for 4th in Pax! Will had the Cheetah on rails on that last run. Well driven and worth watching that pass. Jim Garry, Bill Gendron, Soter Slomski and Josh Parker were the other Mod drivers. Only one karter was on hand; Kimsoo Gopnik took FJB on a fourth run 58.476 in her CRG Kart.

STX had 6 drivers, with Jeff Anderson and the Mazda RX-8 tops on a 47.609. Jeff was 3 dimes ahead of Derek Sivret in the BMW 330ci, running a 47.948. STU fielded 5 drivers and Jeffery Dansereau took the win with a BMW M3 powered final 50.610. Rachel Baker using BMW 135i power took second, just 0.051 off on a 50.661.

SM saw 9 drivers. David White took that class on the Panda Powered 43.611, also taking second in overall Pax. Jenna Corrales was second, and Mark "What, this Camaro Oversteer?" Sarcevicz was third. SSM saw PJ Corrales take that class with third run 43.327. Billy Davis was second on an earlier, second run 44.159 in the Miata. Honorable mention to third place driver Neil Schelly with a sixth and final run of 49.403. Neil acted as fire-warmer for Brian Cunningham in his Corvette,

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NER Solo Championship Final Results, Event #11 Team Challenge, October 21, 2012

Pos #	Driver	Car	Total	Off
SS				
1	57 Grant Reeve	Corvette	44.630	
2	42 Russ Siggelkoe	Elise	46.256	1.626
3	157 Step.Zadrozny	Corvette	46.703	0.447
BS				
1	45 Jeff Martynuska	Corvette	47.552	
2	11 Barbara Seeger	Corvette	47.730	0.178
3	66 Cand. Sutherland	Ford	62.073	14.343
CS				
1	43 Connor O'Farrell	BMW	52.198	
2	34 Bill O'Farrell	BMW	55.939	3.741
3	18 Olivia Rogers	Mazda	60.027	4.088
DS				
1	48 Allen Parker	Honda	53.597	
2	14 Daniel Pardee	BMW	53.987	0.390
3	3 Benny Tang	BMW	61.534	7.547
HS				
1	16 Christopher Brooks	Mazda	55.507	
2	46 Andrew Ponyrko	Mazda	57.702	2.195
3	22 Richard Currey	Toyota	58.900	1.198
BSP				
1	42 Marc Monnar	RX-8	44.964	
2	142 Justin Lau	RX8	45.364	0.400
3	24 Chang Ho Kim	Corvette	47.873	2.509
CSP				
1	96 Bob Davis	Miata	43.880	
2	55 Rob MacAlpine	Miata	47.497	3.617
3	7 Roger Whipple	Honda	49.826	2.329
4	107 Paul Krysiak	Honda	49.951	0.125
DSP				
1	14 Alexa Twombly	Volvo	51.948	
2	14 Chris Fitzgerald	Volvo	53.143	1.195
3	60 Gregg DiBiasco	Alfa Ro.	53.795	0.652
4	12 Jack Nguyen	Volvo	56.903	3.108
FSP				
1	42 Derek White	Subaru	50.995	
2	77 Mike Mayo-Smith	Subaru	51.329	0.334
3	90 John Barck	Eagle	52.817	1.488
4	142 Michael Caporello	Subaru	54.053	1.236
XP				
1	137 Bryan Mancuso	Honda	45.074	
2	37 Don Kuehl	Honda	45.105	0.031
3	187 Matthew Mickle	Subaru	49.189	4.084
4	4 Anthony Chan	Nissan	49.909	0.720
6	7 Kathleen Barnes	Honda	54.424	4.093
7	87 Sandi Moreno	Subaru	57.791	3.367
BM				
1	61 Will Schambach	Cheetah	39.827	
2	161 Jim Garry	Cheetah	40.022	0.195
3	49 Bill Gendron	Dragon	40.567	0.545
149	Soter Slomski	Dragon	41.807	1.240
5	46 Joshua Parker	Reynard	42.532	0.725
STX				
1	78 Jeff Anderson	RX8	47.609	
2	139 Derek Sivret	BMW	47.948	0.339
3	178 John Rappa	RX8	48.375	0.427
4	39 Paul Zahornasky	BMW	49.189	0.814
5	63 Jonathan Leith	Miata	51.126	1.937
6	44 Alex Shadmehr	Acura	55.122	3.996
STU				
1	25 Jeffrey Dansereau	BMW	50.610	
2	13 Rachel Baker	BMW	50.661	0.051
3	41 Vla Kulchitskyy	Subaru	53.022	2.361
4	23 Carter Meyers	Subaru	53.398	0.376
5	34 Jack WWashington	Subaru	53.581	0.183
SM				
1	99 David White	Nissan	43.611	
2	199 Jenna Corrales	Nissan	46.902	3.291
3	7 Mark Sarcevicz	Camaro	49.607	2.705
4	44 Billy Haley	Subaru	50.527	0.920
5	144 Christian Shiveley	Subaru	50.779	0.252
6	13 Michael Campbell	Evo	53.493	2.714
7	77 Adam Small	Ford	54.820	1.327
8	83 Eddie Martinez II	Infiniti	59.635	4.815
9	177 Nick Small	Ford	59.747	0.112
SSM				
1	199 PJ Corrales	Nissan	43.327	
2	196 Billy Davis	Miata	44.159	0.832
3	71 Neil Schelly	Corvette	49.403	5.244
4	171 Brian Cunningham	Corvette	50.388	0.985
5	17 Bryan Grau	Miata	51.734	1.346
6	11 Aleksey Klavsyuk	Miata	54.714	2.980
FJB				
1	98 Kimsoo Gopnik	CRG	58.476	58.476

—continued on page 33



Conner O'Farrell took top honors in his CS BMW.

Photo: Eddie Savage

Team Challenge, Event #11

—continued from page 16

with Brian placing behind Neil on a 50.388... how'd that happen? Neil had mentioned not wanting to pry his backside out of the car at the end of the day, it having the upside of ton's of torque and fun. Downside; cones can sneak up on that car, as he nailed 4 of them on his third run. No pain, no gain.

Brock Donnelly in the Subaru WRX took the 7-driver RTA (all-wheel) Pax class on a final run of 52.197, paxed to a 42.853. Mention to Dave Shore with the nice Audi RS5 (best of 56.560 / 47.736), and Nathan Wolsky in the copper colored Dodge Charger R/T that matched perfectly with the background foliage. Nathan ran a 60.235, factored to 49.693. The RTR class field 8 drivers. Stephen Tise was tops on a Ford Shelby GT powered 49.884 (41.154), Josh Brockman in his Honda S2000 was second with a 49.184 (41.462) and Darius Trinka third, in the Nissan 350z. Also in RTR, David Timberlake brought out the Subaru BRZ for a fifth run 54.441 (45.349) and Sidharth Saxena used his Porsche Cayman S to take up a 58.994 (50.616).

Over in the Stock classes, all of which sported 3-drivers per, Grant Reeve took SS in the Chevrolet Corvette Z06 with a 44.630, good enough for fifth in Pax. Dis-honorable mention as all 3 SS drivers nailed 5 cones apiece. Jeff Martynuska won in BS with his Corvette-powered 47.552, just a 0.178 over Barbara Seeger. Connor O'Farrell was top C-Stock driver on his BMW M3 run of 52.198.

Allen Parker used yee vintage Honda CRX Si to take DS on a final run 53.597, besting the 2 BMW's of Dan Pardee and Benny Tang. Chris Brooks and his Mazda 2 drove in and found 2 competitors waiting for him in HS, another Mazda 2 and a Toyota Matrix M-Theory. Chris took the class on late morning 55.507, while Andrew Ponorko used his Mazda 2 power to garner a 57.702, and Richard Curry a last blast 58.900 in his M-Theory to round out the factory door-slammers.

Kone King Kall-out of the Day: from third to top: Don "9" Kuehl in XP, Bill "10" Haley in SM, and Ta-Da, Nick "I nailed 14" Small in the SM Ford Mustang GT. Somewhere in New England, an ol' autocrosser shakes his head...

There was no Novice class for the TC, and "bumping" of classes was used to round out classes for the finishing position/points ranking

point tally. To wit: each member gets standard points for their class position at end of the day: 9,6,4,3,2,1 and so on. Here, a team can garner up to 36 "Team Points". Next is the actual Pax "position" number for each member, say you Pax 11th, then you get 11 points, or Pax 40th, you get 40 points. The pax points are your leverage as its possible to have multiple teams score all 1st place class wins, so the Team with the Lowest Pax value gets the tie-breaker! More or less. Give or take. A bit here or a bit there.

Top 3 Team Challenge podium winners were: the "I Got This" with PJ & Jenna Corrales, Justin Lau and Bryan Mancuso, who came out on top with a high/low of 30/55 points. "King Kone" was made up of Grant Reeve, David White, Rachel Baker and Josh Brockman and were second with 30/65 points. "Soul Glo" were third at 28/50 and was comprised of Marc Monnar, Jeff Anderson, John Rappa and Barbara Seeger.

Full Team Challenge results can be seen at: www.ner.org/solo/2012-season-results

As the sun was going down behind the clouds after the last runs had passed, the course was cleared and paddock was abuzz with impact drivers, for a few moments, rays of sunlight burst through a hole in the cloud cover, as if the gods of metal and speed were saying to us: "Time to go for this year, now Get thee the heck out of here."

Well, that's the story, and thus our last event for 2012 is done. Devens is quiet and all the NER Solo drivers have trudged home to await the winter solstice, heralding the mid-point of time-off of our mechanical adventures and behaviors. But, if you can, please plan to attend the NER Annual Banquet coming up a bit later in the winter. It may not be Florida-like Fun in the Sun, but we can make it a family New England Go in the Snow event, nonetheless.

Be seeing you!

Stirling Moss Runoff, Event #10

—continued from page 15

".002" is on the back of his car, this driver wheeled a black Honda S2000 CR to come out on top in a decided fashion. (After the Solo season ended, he was proven enough to earn a spot as a finalist in the 2012 Nissan GT Academy.)

The driver explains that ".002" sticker this way: "To make a long story short, .002 seconds is how much I lost the 2011 STR Solo National Championship by. Hopping in a car I had never driven before, I went into day 2 leading a field of 60 drivers by about one-tenth of a second. I coned away a 0.600 second win on my final run, hitting the last cone on course due to a brain fade. Sitting on my second run, I held on to the lead until the last driver of the day did a run that gave him the overall win by .002 seconds over me. This year in BS, I also finished second, battling a car that was borderline undriveable after a serious accident that destroyed my drivers side suspension. A day 2 charge after band-aid setup changes netted me Day 2 FTD, but it was still not enough, as I came up a little over two-tenths shy of the National Championship, finishing Second for the second straight year. I am committed to not taking .002 off the car until I get my jacket."

He may have to rethink that, and consider having earned a jacket, but perhaps without sleeves, as befitting our New England woodsman and harvesting tradition. The 2012 NER SCCA Solo "Sir Stirling Moss Runoff" Championship Trophy goes to, none other than, Nick Barbatto.

Congratulations Nick! Now he has to make sure to clear his winter driving schedule so he can get to the Annual Banquet...

Be seeing you!



Little lost RX-8? Photo by Eddie Savage

Stirling Moss Runoff, Event #10

—continued from page 15

Stirling Moss Runoff (Run times only)

Pl	#	Driver	Car	Best	Pax	Off	CL
1	199	PJ Corrales	40sx	46.531	40.295		SM
2	157	Grant Reeve	Corvette	47.222	40.516	0.221	SS
3	192	Nick Barbato	S2000	48.339	40.749	0.233	BS
4	88	Nathan Whipple	Acura	49.944	41.004	0.255	DS
5	96	Bob Davis	Miata	48.099	41.220	0.216	CSP
6	99	David White	240SX	47.762	41.361	0.141	SM
7	69	Ben Wagstaff	Miata	50.041	41.383	0.022	SM
8	196	Billy Davis	Miata	48.402	41.480	0.097	CSP
9	142	John Rappa	RX8	48.465	41.631	0.151	BSP
10	78	Jeff Anderson	RX8	50.711	41.684	0.053	STX
11	46	Joshua Parker	Reynar	46.258	41.909	0.225	CM
12	122	Eric Chiang	Miata	51.071	42.235	0.326	STS
13	22	William Brundige	Miata	51.174	42.320	0.085	STS
14	29	Paul Zahornasky	Mazda	53.186	42.495	0.175	HS
15	187	Matthew Mickle	Subaru	49.301	42.546	0.051	ASP
16	43	Bryan Mancuso	240sx	52.283	42.558	0.012	GS
17	55	Rob MacAlpine	Miata	50.116	42.949	0.391	CSP
18	57	Step Zadrozny	Corvette	50.778	43.567	0.618	SS
19	143	Sam Creasey	CRX Si	53.654	43.674	0.107	GS
20	138	William Goodale	Dragon	43.768	43.768	0.094	AM
21	159	Neil Schelly	Honda	57.056	45.302	1.534	STF
22	59	David Fried	Honda	6.933	45.489	0.187	HS
23	96	Daryl Beck	Jetta	54.561	47.468	1.979	EP
24	99	Aaron Telage	Mini	56.222	47.901	0.433	SMF
25	5	Robert A. Jordan	Raptor	52.846	48.248	0.347	FM
26	98	Kimsoo Gopnik	CRG	61.728	51.481	3.233	JB

Pro

1	92	Justin Lau	S2000	9.358	41.608		BS
2	88	Cliff Strout	Acura	52.210	42.864	1.256	DS
3	11	Barbara Seeger	Corvette	51.790	43.659	0.795	BS

RTA

1	97	Thomas Pyle	Subaru	61.193	49.811		GS
2	19	Bill Cioni	Subaru	64.082	52.162	2.351	GS

RTF

1	79	Patrick Huxley	Civic	53.673	42.884		HS
2	16	Christopr Brooks	Mazda	60.104	48.023	5.139	HS

RTR

1	63	Stephen Tise	Ford	53.023	43.744		FS
2	36	Josh Brockman	2000	53.266	44.903	1.159	BS
3	37	Eric Deuschman	RX-8	54.113	45.076	0.173	CS
4	45	Jeff Martynuska	Corvette	53.907	45.443	0.367	BS
5	4	Philip G Gott	Dodge	56.879	46.925	1.482	FS
6	66	CandSutherland	Ford	61.838	51.016	4.091	FS

Novice

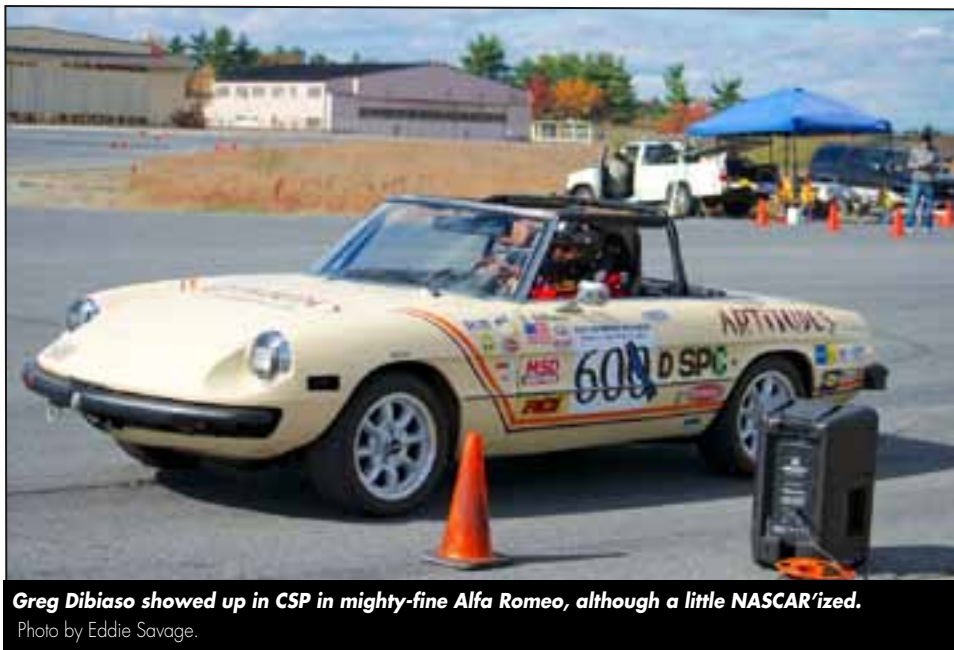
1	4	Marc H	Ferrari	55.806	48.272		SSP
2	24	Michael Caporello	Subaru	58.940	48.389	0.117	DS
3	14	Daniel Pardee	BMW	58.987	48.428	0.039	DS
4	23	Carter Meyers	Subaru	57.346	48.629	0.201	ESP
5	3	Jared White	Ford	60.923	50.078	1.449	STX
6	11	Connor Trudeau	Volvo	59.284	50.450	0.372	DSP
7	110	Lorne Silkes	Focus	60.619	50.798	0.348	FSP
8	192	Hosha Barczynski	Volvo	60.952	51.077	0.279	FSP
9	7	Patrick Andrea	Chevrolet	61.646	51.351	0.274	CS
10	10	Joe Crehan	Focus	62.005	51.960	0.609	FSP
11	22	Richard Currey	Toyota	65.286	52.163	0.203	HS
12	1	Joseph Odikadze	Miata	70.054	58.355	6.192	CS
13	22	Ryan Giorgio	Civic Si	DNS	DNS	DNS	GS

Top Raw

Stacey Strout	A-Mod Dragon	43.234
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Top Pax

	Best	Pax	Off			
1	SM	PJ Corrales	240sx	46.531	40.295	0
2	SS	Grant Reeve	Corvette	47.222	40.516	0.221
3	BS	Nick Barbato	S2000	48.339	40.749	0.454
4	DS	Nathan Whipple	Acura	49.944	41.004	0.709
5	BSP	Marc Monnar	RX-8	47.894	41.14	0.845
6	CSP	Bob Davis	Miata	48.099	41.22	0.925
7	CSP	Tim Kong	S2000	48.993	41.301	1.006
8	SM	David White	240SX	47.762	41.361	1.066
9	STS	Ben Wagstaff	Miata	50.041	41.383	1.088
10	CSP	Billy Davis	Miata	48.402	41.48	1.185



Greg Dibiaso showed up in CSP in mighty-fine Alfa Romeo, although a little NASCAR'ized.

Photo by Eddie Savage.



Joanne Ago on the go in her Honda.

Photo by Eddie Savage



Open wide. Sam Ceasey and his Honda.

Photo: Jack Nguyen

DOUBLE DIPPING ON HISTORY AT HUMMISHVILLE★

By Fred Mahler

I'm not sure who it was in the club that came up with the idea for drivers to be able to "double dip" and race the same car in multiple races. But as a flagger I approve of any mechanism that puts more cars on the grid. For the 'Cheap Date' weekend at NHMS I would be doing my own double dipping so to speak. First let's back up a bit for some background.

Along with auto racing, music is one of my passions that go back to the mid seventies. I've had the pleasure of going to over 200 live shows since my first concert which was Rush (a Canadian rock trio) back in 1979. Even after seeing them 15 times (but not since 2005) I was looking forward to their 2012 "Clockwork Angels" tour. When the tour dates were announced in May I quickly looked for any shows in Connecticut and found a date in Bridgeport on October 10th. Damn, I thought, Carla and I will be just returning from a Columbus Day long weekend in Bar Harbor and while doable, it would be a stretch. As I glanced at the remaining tour dates, the first date of the tour caught my eye. Friday, September 7th Verizon Wireless Arena Manchester NH 7:30 pm. Of course the date jumped out at me because we would be at NHMS already for "Cheap Date". The proverbial light bulb went off in my head, I figured okay, this will be tight, but to see them at a new venue on the opening night of the tour would be worth it!

The plan was to leave as early as possible on Friday and get to NHMS when registration opened, empty the van out, set up Hummishville, then hightail it to Manchester for the show and then back to the track for the weekend, SIMPLE! We met up with Hummish and Jessie in town and caravanned up to New Hampshire. Seeing how it was Cheap Date weekend (which meant we would be hosting the end of the year worker appreciation party at Hummishville) the vans were full of props and goodies for the eighties themed party billed as "Hummish and the Bad Turtles Excellent Adventure". We always plan on getting to the track early but between traffic, multiple stops for provisions (NH liquor store thank you very much), ice, etc. we always seem to get there just in time to set up in the dark and become a snack for the NH state bird (the mosquito). This year there was no drama. We got to registration before they opened, got into the track, got our traditional spot (been a couple of years) and erected Hummishville. Carla and I headed back down route 93 to Manchester even a little ahead of schedule and found parking easy enough. The venue was nice and cozy and held approximately 10,000

people in concert setup. The show had a couple first night hiccups but the band never disappoints. The only negative I could come up with was that the set list was too heavy with 80's songs (ironic considering the weekends party theme) while all Rush songs are good that decade wasn't their strongest. We got back to the track by 11:30 and after debriefing with the Hummishite's over a nightcap (or two) we called it at 12:30ish.

Saturday's weather started warm but windy with the forecast expected to go down hill as the day progressed. It wasn't like bad weather had never interrupted a Hummishville party before. Cheap Date 2008 was billed as "Christmas in September" we hauled up and intended to decorate Hummishville with all sorts of wonderful inflatable characters like

the Grinch, Frosty, Santa, etc...There was even "Bad Santa" that was to be shown on the big screen, but someone forgot to tell Hanna (hurricane Hanna that is) and by the time we got back to the ranch after Saturdays racing the place was under water. You might remember that was the year that the tunnel flooded causing a little scrambling by the organizers of the event Sunday morning. Undaunted we decided (much later in the evening than usual) to bring Christmas to the safe confines of garage 1. Ho Ho Hummish was there as Santa, along with Misses Claus and Hermie the elf to spread a little cheer on a very soggy night. All in attendance were given the chance to sit on Santa's lap to put in their Christmas request (lucky for us, all anybody wanted was some Jagermeister) which were granted. I have seen a lot of things in Hummishville, but the sight of Ho Ho Hummish leading the gathered diehards in a conga line to "Dominique the Christmas Donkey" blaring from one of the official track trucks (something Doug does every morning anyway) was particularly disturbing.

Although not as rainy as Hanna's mess, last years party also did not come off as planned. We moved the party to RAL weekend because Cheap Date was to close to the national runoffs for us to do both. Since RAL is much more of a family weekend we decided to tone the party down a bit (50's sock hop theme) and relocate Hummishville to a quieter part of the paddock. Before we even got to the track there was small glitch as the movie that I had already advertised (painted) on the Hummishville Marquee got lost in the mail. Then as the weather forecast was going downhill we were looking for a new venue. When the weather is good the canopy that we use works fine but with the amount of folks that might show up and the amount of electronics used for the entertainment,



water is not our friend. But before we could relocate another hiccup arrived in the form of me loosing my van keys. An hour or two was lost backtracking my footsteps of the afternoon (lots of footsteps) As a gentleman from the tracks response team was trying to break into my van so we could at least sleep in there overnight, I was making plans to get up extra early and take Dads van home (3.5 hours) to grab a spare key. Drive back (3.5 hours) pack up Hummishville and call it a weekend. After hearing the usual (your van has one of those door lock mechanisms that this tool can't open) typical response,

Doug White came driving up with my keys in his hand. I had dropped them during lunch somewhere in the paddock and someone (thank you thank you fellow NER member) picked them up and brought them to lost n found at the gate. Next hurdle was to find a new spot for the sock hop as the weather was moving in. We settled on the big top tent that Indycar would be using the following week. You remember the Indycar race that Tony Kanaan ended upside down on the back straight knocking over the blue lagoon at station 3. The Indycar race that went back to green as the rain was falling with just a couple of laps remaining. The Indycar race that Will Power stomped away from after the big pileup that resulted from them going green in the rain. You know the one where Will Power was caught on camera giving race control the double bird salute (FYI that was NER's Ray Wenzel's camera shot). Yes that Indycar race. So we moved everything over to the big top and the movie was "Blazing Saddles (thanks again Doug) arguably the most political incorrect movie ever made but everyone knew the dialog word for word, a sure sign of a classic. The highlight of the very long afternoon / evening for me, was watching Hummish, now limping along Igor style, (to much dancing) and Scott Butler on their way back to Hummishville waving a lantern around imploring who ever could hear them (hopefully not many) in fine Monty Python style " to bring out their dead".

Not every year was a wash out. We resurrected the end of the season worker thank you party in 2005. This was the Senior Hummish coming out party so to speak. The only things falling from the sky that year were the fajitas. The race chair donated the remnance of the end of day party, which was a very small amount of seasoned ground beef and a large amount of tortilla wraps. After a few margaritas it didn't take a tech steward to figure out what was going to happen. They were surprisingly aero dynamic and soft enough not to hurt when you got whacked in the face by one. There was also the year that the northern lights made a dramatic but brief appearance. I was just minding my own business (it happens) when the whole area above the NASCAR turn four area lit up like someone flipped the switch on a carnival behind the grandstands. Almost as soon as it started it was over, with most of the people on hand completely oblivious to the show. Of course they may have



**Is the Go Pro now a mandated accessory per GCR?
Three SRF's dive in proximity into the bowl lead by
David Mailhot.**

Photo: Yusuf Abudi, abudiphotography.com

been distracted by a couple of grid ladies that had saran wrapped a half dozen of them together into one giggling blob!

In 2006 we upgraded from an ancient TV and satellite dish, to the dish, DVD player, projector, and movie screen in time for the Memorial Day weekend Toga party. The party was a huge success with workers donating lots of great food (way classier than we deserved) and lots of very creative togas were modeled. Of course we had "Animal house" on the movie screen.

After the 2008 party washout, we took a year off and came back in 2010 with our biggest production to date. The party was billed as "Hummish and Hell". Actually the way these things usually work is, Hummish comes up with a theme and I try to put something together as a set with props etc. Hummish was at NHMS for the drivers school regional that year and I was at home. I get a call late on Saturday evening (I'm already in bed) and he goes into this whole long winded Jager induced concept and blah, blah, blah! And at the end of his spiel he says all excited "we'll call it Hummish and Hell"! I said cool, hung up the phone and turned to Carla and said "you know he is never going to remember that he even called me" and he didn't. But we went with the theme which was basically just a costume party with a naughty or nice slant. I dressed up as life sized bottle of Jagermeister which coincided with our latest Hummishville upgrade, a Jager cooler with a tap to serve everyone's favorite Hummishville beverage even faster. Other upgrades included a better sound system and DVD player, and a very large inflatable movie screen (thanks Dudley!) The featured movie was "Dogma" which did not go over well (a little to dark and out there) however the Pink Floyd that we played before as the opener worked perfectly. I had the van decorated as an angel with wings and a halo but I needed a good centerpiece. The devil was too easy, so I painted a 12 foot tall by 15 foot wide screaming Hummish copied from the King Crimson "Court of the Crimson King" album artwork. Again other workers donated various food and decorations to add to the fun.

It was also here that we removed the senior from Hummish. The whole immigration situation was getting more and more heated so we decided that he would now be known as "Lord Hummish".....yeah that didn't last.



Back at station two for this year's weekend, Carla and I were working with Teddy, a retired police officer from Massachusetts and a first time flagger. The wind was really strong all day but luckily the temperature was mild as we had a front row seat to watch the canopy at Hummishville slowly self destruct. I built

the canopy just before the toga party in 2006 and it lasted one week before a heavy early morning rain storm turned it into an above ground swimming pool at the six hour/ Indycar weekend at Watkins Glen. This in turn broke the horizontal end upright brace (wooden 2x4 that connects the tarp to the wooden posts) the same thing that was braking now.

—continued on page 27

New Hampshire Motor Speedway

CHEAP DATE REGIONALS

Race One

Saturday September 8, 2012

Results of Grp 1. FA FB FC FE FF FM CFC, CSR, DSR, NCF, S2, ASR, FS

Pos	PIC	No.	Name	Class	Laps	Best Tm	In Lap
1	1	#84	Keegan VanSicklen	DSR	16	1:01.921	2
2	1	#27	Charles Foster	FF	16	1:08.928	10
3	1	#86	James Hanrahan	FC	16	1:08.815	9
4	1	#54	Anthony Autiello	CFC	15	1:12.646	5
DNF	DNF	#87	Bruce Allen	FE	3	1:08.728	3
DNF	DNF	#93	Geoff Rainville	FF	1	2:12.710	2 L
DNF	DNF	#13	Douglas Hertz	FM	1		

Results of Grp 2. SSM, SM2, STU, STL - Race Grp 2 Sanction 12-R-2124-5

1	1	#03	Tyler Munroe	STU	16	1:15.858	6
2	2	#20	Dylan Murcott	STU	16	1:15.910	5
3	1	#8	Robert Blake	STL	16	1:16.254	3
4	3	#74	Joel Arel	STU	16	1:16.582	2
5	4	#7	Cy Peake	STU	16	1:17.121	2
6	1	#00	Ralle Rookey	SM2	16	1:17.535	3
7	2	#70	Jimmy Locke	SM2	16	1:18.247	2
8	5	#05	Dwayne Bennett	STU	16	1:18.675	5
9	6	#07	Kenneth Burr	STU	16	1:18.539	14
10	2	#43	Kelly Arrison	STL	16	1:18.225	2
11	3	#95	Kenneth Payson	SM2	16	1:18.792	3
12	4	#19	Shelby Churchill	SM2	16	1:18.266	2
13	5	#04	John Mason	SM2	16	1:19.207	2
14	6	#16	Rob Sturgis	SM2	16	1:19.005	3
15	7	#38	Linda Kogan	SM2	16	1:20.238	9
16	3	#44	Clinton Chichester	STL	16	1:20.385	5
17	4	#55	Jeff Campbell	STL	16	1:20.170	3
18	1	#02	Jody Fisher	SSM	16	1:20.322	4
19	8	#6	Jeff Longo	SM2	15	1:20.946	4
20	2	#78	Landis Rogers	SSM	15	1:21.186	4
21	3	#50	Christopher Milton-Hall	SSM	15	1:21.389	4
22	4	#48	Jason Bundas	SSM	15		
23	7	#79	Michael Letson	STU	15	1:22.300	7
24	5	#75	Wayne Dyer	SSM	15	1:22.574	4
25	6	#77	Paul Perry	SSM	15	1:23.112	2
26	9	#88	Daniel Meade	SM2	15	1:20.801	2
27	10	#82	Don Arns	SM2	15	1:22.421	4
28	11	#71	David Pettigrew	SM2	15	1:22.421	2
29	7	#28	Jeff Miller	SSM	15	1:22.218	2
30	8	#14	Edward Sangaline	SSM	15	1:24.464	2

Results of Grp 3. SRF, LC

1	1	#4	Joseph Wolf	SRF	16	1:16.180	10
2	2	#55	David Mailhot	SRF	16	1:16.818	11
3	3	#20	Steve Owens	SRF	16	1:16.002	6
4	4	#26	Tom Brown	SRF	16	1:16.764	8
5	5	#0	James Regan	SRF	16	1:16.644	9
6	6	#89	Willm Theodosopoulos	SRF	15	1:22.253	11
7	7	#18	Mark Saviet	SRF	15	1:19.509	4
DNF	DNF	#42	Miguel Fidalgo	SRF	1		
DNF	DNF	#3	J Mark Wendling	SRF	1		
DNF	DNF	#31	Leslie Kurz	SRF			



Running in their usual tight formation, SM competitors Ralle Rookey, Tom Capizzi, Cy Peake chase up the hill exiting three. They finished that way, Second thru Fourth. Photo: Yusuf Abudi, abudiphotography.co



Always the first to greet you and welcome you to another weekend of racing, the registration crew. Top left, clockwise is Terry Roberts, Peg Dowd, Pat Travers, Hal Denham, Karen Paul and Marilyn Freeman... thanks all for your dedicated help! Photo: Yusuf Abudi, abudiphotography.co



Douglas Hertz took the overall win in open wheel racers on Sunday.

Photo: Fred Mahler

Results of Grp 4. SM, SM5

1	1	#70	Jimmy Locke	SM	14	1:17.711	4
2	2	#00	Ralle Rookey	SM	14	1:17.66	4
3	3	#01	Tom Capizzi	SM	14	1:18.00	7
4	4	#7	Cy Peake	SM	14	1:18.003	5
5	5	#05	Dwayne Bennett	SM	14	1:18.748	9
6	6	#07	Kenneth Burt	SM	14	1:18.384	8
7	7	#19	Shelby Churchill	SM	14	1:19.233	11
8	8	#38	Phil Kogan	SM	14	1:19.12	3
9	9	#44	Clinton Chichester	SM	14	1:20.051	4
10	10	#55	Jeff Campbell	SM	14	1:20.095	9
11	11	#6	Jeff Longo	SM	14	1:21.127	10
12	12	#61	Wieslaw Gronck	SM	14	1:21.886	11
13	13	#79	Michael Letson	SM	14	1:22.671	7
14	14	#71	David Pettigrew	SM	13	1:23.472	6
15	15	#1	Harry Andersen	SM	13	1:25.024	2
16	16	#24	Ken Quartuccio	SM	12	1:17.544	1
17	17	#04	John Mason	SM	12	1:19.059	4
18	18	#02	Doug Fisher	SM	12	1:19.300	4
19	19	#9	Sandy Stevens	SM	12	1:19.929	3

Results of Grp 5. GT1, GT2, GT3, AS, ITE, T1, T2, SPO, ST, STO, SPU

1	1	#80	Maurizio Cerasoli	STO	16	1:12.912	2
2	1	#60	Ephraim Dobbins	ITE	16	1:13.455	6
3	2	#16	Bruce Bairstow	ITE	16	1:14.465	6
4	1	#17	Mark Wheaton	AS	16	1:14.525	5
5	2	#5	Anthony Cesaro	AS	16	1:15.220	5
6	3	#14	Bill Hopwood	AS	15	1:17.52	2
7	4	#12	Daniel Cianci	AS	15	1:18.432	5
8	1	#2	Robert L. Dardano	GT3	15	1:17.969	14
9	3	#74	Joel Arel	ITE	15	1:18.315	5
10	1	#27	David Burke	SPU	15	1:18.153	14
11	2	#77	Joseph Boruch III	SPU	15	1:18.110	15
12	1	#06	Kevin Oliver	GT2	15	1:20.185	3
13	1	#36	Derrick Reade	T2	10	1:22.526	6

Results of Grp 6. ITB, ITR, ITS

1	1	#18	Dave Maynard	ITR	16	1:14.365	6
2	2	#36	Robert Breault	ITR	16	1:15.144	4
3	3	#03	Tyler Munroe	ITR	16	1:15.429	4
4	4	#99	Geoff Branscombe	ITR	16	1:15.187	3
5	1	#23	Tom Capizzi	ITS	16	1:15.414	7
6	2	#14	Glenn Lawton	ITS	16	1:15.568	5
7	5	#28	James Ray III	ITR	16	1:17.254	16
8	3	#15	Paul Omichinski	ITS	16	1:17.977	2
9	1	#2	Nat Wentworth	ITB	15	1:19.757	3
10	2	#86	Tim Mullen	ITB	15	1:21.211	7
11	4	#79	Nelson Davis	ITS	15	1:21.557	7
12	3	#0	Thomas Kelly	ITB	15	1:21.863	2
13	4	#17	Jason Benagh	ITB	15	1:21.832	3
14	5	#08	Matthew Mullen	ITB	15	1:21.718	3
15	6	#51	Raymond Blethen	ITB	14	1:25.105	9
16	6	#20	Dylan Murcott	ITR	12	1:14.554	2

Results of Grp 7. FV, F5, FST

1	1	#21	Richard Johnson Jr	F5	16	1:14.929	12
2	2	#8	Wayne Dixon	F5	16	1:16.489	7
3	1	#02	Jon Van de Car	FV	16	1:16.545	7
4	2	#59	John Petillo	FV	16	1:17.416	5
5	3	#05	Nicholas Galuardi	FV	16	1:17.375	16
6	4	#33	Tyler Reynolds	FV	15	1:19.598	7
7	5	#51	Ronald Bass	FV	15	1:19.348	7
8	6	#06	Peter Cheney	FV	15	1:19.355	15
9	7	#15	John Ferreira	FV	15	1:18.983	13
10	8	#11	Thomas Pape	FV	15	1:19.729	14
11	9	#27	Mark Filip	FV	15	1:19.872	11
12	10	#55	Bruce Rodman	FV	15	1:20.137	5
13	11	#3	Paul Medeiros	FV	15	1:20.363	8
14	12	#9	Christopher Zarzycki	FV	15	1:19.593	15
15	13	#7	Robert Zatz	FV	15	1:21.575	708

16	14	#2	Robert Plencner	FV	15	1:21.843	10
17	15	#20	Thomas Galuardi	FV	15	1:21.454	9
18	16	#99	Paul Faford	FV	13	1:20.518	6
19	3	#65	Edward M Capullo	F5	9	1:16.831	9

Results of Grp 8. ITA, IT7, ITC, SSB, SSC, T3, EP, FP, HP, GTL

1	1	#96	Matt Rowe	ITA	13	1:19.138	6
2	1	#17	Joseph Boruch	EP	13	1:18.944	10
3	2	#2	Robert L. Dardano	EP	13	1:18.231	9
4	3	#47	A. Sterling Cole	EP	13	1:18.932	10
5	2	#80	Abhijeet Ghatak	ITA	13	1:19.724	9
6	4	#06	Kevin Oliver	EP	13	1:20.028	9
7	3	#43	James Alley	ITA	13	1:19.787	6
8	4	#16	Rob Sturgis	ITA	13	1:20.441	12
9	5	#4	Peter Morrison	ITA	13	1:20.026	12
10	1	#77	Daniel Sheppard	IT7	13	1:20.503	12
11	6	#50	Christopher Milton-Hall	ITA	13	1:21.093	12
12	2	#31	Drew Young	IT7	13	1:21.463	5
13	3	#15	Richard Patullo	IT7	13	1:21.290	12
14	1	#86	Dave Patten	GTL	13	1:21.290	8
15	7	#28	Jeff Miller	ITA	13	1:25.727	8
16	4	#81	JB Swan	IT7	13	1:22.420	7
7	1	#35	Bob Smart	FP	12	1:26.698	6

New Hampshire Motor Speedway

CHEAP DATE REGIONALS

Race Two

Sunday September 9, 2012

Results of Grp 1. FA FB FC FE FF FM CFC, CSR, DSR, NCF, S2, ASR, FS

1	1	#13	Douglas Hertz	FM	15	1:07.477	10
2	1	#27	Charles Foster	FF	15	1:08.548	6
3	1	#54	Anthony Autiello	CFC	15	1:10.652	12
4	2	#93	Geoff Rainville	FF	12	1:10.026	6

Results of Grp 2. SSM, SM2, STU, STL

1	1	#8	Robert Blake	STL	15	1:16.042	2
2	1	#74	Joel Arel	STU	15	1:16.237	2
3	2	#7	Cy Peake	STU	15	1:17.132	7
4	1	#00	Ralle Rookey	SM2	15	1:17.007	2
5	2	#70	Jimmy Locke	SM2	15	1:17.479	2
6	3	#07	Kenneth Burt	STU	15	1:18.004	15
7	3	#95	Kenneth Payson	SM2	15	1:18.140	13
8	4	#19	Shelby Churchill	SM2	15	1:18.241	8
9	5	#38	Linda Kogan	SM2	15	1:18.449	9
10	6	#04	John Mason	SM2	15	1:18.677	10
11	7	#16	Rob Sturgis	SM2	15	1:18.717	9
12	2	#44	Clinton Chichester	STL	15	1:19.733	14
13	1	#78	Landis Rogers	SSM	15	1:20.567	12
14	8	#88	Daniel Meade	SM2	15	1:20.455	14
15	3	#55	Jeff Campbell	STL	15	1:20.847	8
16	4	#4	Donald Barron	STL	15	1:20.182	14
17	2	#50	Christopher Milton-Hall	SSM	15	1:20.203	14
18	3	#02	Jody Fisher	SSM	15	1:19.850	12
19	9	#71	David Pettigrew	SM2	15	1:21.646	7
20	4	#79	Michael Letson	STU	15	1:21.611	7
21	4	#77	Paul Perry	SSM	15	1:21.777	9

—continued on the next page

CHEAP DATE Regionals

—continued from previous page

22	5	#75	Wayne Dyer	SSM	15	1:22.223	11
23	6	#15	Simon Kennedy	SSM	15	1:23.724	11
24	10	#82	Don Arns	SM2	15	1:21.921	14
DNF	DNF	#05	Dwayne Bennett	STU	2	1:20.876	
DNF	DNF	#43	Kelly Arrison	STL	1	1:22.022	
DNS	DNS	#6	Jeff Longo	SM2	0		
DNS	DNS	#48	Jason Bundas	SSM	0		

Results of Grp 3. SRF, LC

1	1	#20	Steve Owens	SRF	15	1:15.578	6
2	2	#55	David Mailhot	SRF	15	1:16.158	5
3	3	#4	Joseph Wolf	SRF	15	1:15.659	3
4	4	#0	James Regan	SRF	15	1:15.485	4
5	5	#42	Miguel Fidalgo	SRF	15	1:15.763	11
6	6	#18	Mark Saviet	SRF	15	1:18.039	7
7	7	#31	Leslie Kurz	SRF	15	1:19.478	11
8	8	#89	Willi Theodosopoulos	SRF	15	1:19.855	14
9	9	#3	J Mark Wendling	SRF	15	1:19.968	14
0	10	#26	Tom Brown	SRF	11	1:23.175	1

Results of Grp 4. SM, SM5

1	1	#70	Jimmy Locke	SM	15	1:17.215	2
2	2	#00	Ralle Rookey	SM	15	1:16.968	2
3	3	#24	Ken Quartuccio	SM	15	1:17.022	7
4	4	#7	Cy Peake	SM	15	1:17.596	7
5	5	#07	Kenneth Burt	SM	15	1:17.868	4
6	6	#05	Dwayne Bennett	SM	15	1:18.116	7
7	7	#19	Shelby Churchill	SM	15	1:18.613	3
8	8	#04	John Mason	SM	15	1:18.462	5
9	9	#44	Clinton Chichester	SM	15	1:18.701	3
10	10	#38	Phil Kogan	SM	15	1:18.62	5
11	11	#78	Peter Fail	SM	15	1:18.790	5
12	12	#02	Doug Fisher	SM	15	1:19.115	9
13	13	#77	Clifford Collins	SM	15	1:19.101	5
14	14	#9	Sandy Stevens	SM	15	1:19.047	9
15	15	#01	Tom Capizzi	SM	15	1:20.120	9
16	16	#71	David Pettigrew	SM	15	1:20.204	7
17	17	#61	Wieslaw Gronek	SM	15	1:22.399	14
18	18	#15	Simon Kennedy	SM	14	1:22.843	8
19	19	#79	Michael Letson	SM	14	1:23.712	3
20	20	#1	Harry Andersen	SM	14	1:23.672	13
DNS	DNS	#6	Jeff Longo	SM			
DNS	DNS	#55	Jeff Campbell	SM			

Results of Grp 5. GT1, GT2, GT3, AS, ITE, T1, T2, SPO, ST, STO, SPU

1	1	#60	Ephraim Dobbins	ITE	15	1:12.236	
2	1	#80	Maurizio Cerasoli	STO	15	1:12.718	
3	1	#32	Tom Haronian	SPO	15	1:16.999	4
4	1	#17	Mark Wheaton	AS	15	1:17.034	9
5	1	#77	Joseph Boruch III	SPU	15	1:16.479	8
6	2	#12	Daniel Cianci	AS	15	1:17.621	5
7	2	#27	David Burke	SPU	14	1:18.472	12
8	2	#74	Joel Arel	ITE	14	1:18.545	12
9	1	#36	Derrick Reade	T2	14	1:20.297	9
10	1	#06	Kevin Oliver	GT2	8	1:20.930	5
11	1	#2	Robert L. Dardano	GT3	7	1:33.054	2
DNF	DNF	#5	David Flynn	AS	1	3:54.592	1
DNS	DNS	#38	John Branscombe	SPO			

Results of Grp 6. ITB, ITR, ITS -

1	1	#28	James Ray III	ITR	15	1:16.101	12
2	1	#14	Glenn Lawton	ITS	15	1:16.707	5
3	2	#15	Paul Omichinski	ITS	15	1:18.490	9
4	1	#2	Nat Wentworth	ITB	15	1:18.916	7
5	2	#86	Tim Mullen	ITB	15	1:19.027	7
6	3	#0	Thomas Kelly	ITB	15	1:21.017	14
7	4	#51	Raymond Blethen	ITB	15	1:21.09	7
8	3	#79	Nelson Davis	ITS	15	1:21.252	9

9	5	#17	Jason Benagh	ITB	15	1:22.043	4
10	6	#08	Matthew Mullen	ITB	14	1:21.995	6
DNS	DNS	#18	Dave Maynard	ITR			
DNS	DNS	#99	Geoff Branscombe	ITR			
DNS	DNS	#36	Robert Breault	ITR			
DNS	DNS	#01	Tom Capizzi	ITS			

Results of Grp 7. FV, F5, FST

1	1	#21	Richard Johnson Jr	F5	15	1:14.047	13
2	2	#8	Wayne Dixon	F5	15	1:16.824	10
3	1	#59	John Petillo	FV	15	1:17.068	7
4	2	#05	Nicholas Galuardi	FV	15	1:16.993	11
5	3	#02	Jon Van de Car	FV	15	1:17.225	5
6	4	#33	Tyler Reynolds	FV	14	1:17.887	2
7	5	#06	Peter Cheney	FV	14	1:17.860	14
8	6	#15	John Ferreira	FV	14	1:18.641	8
9	7	#51	Ronald Bass	FV	14	1:18.723	8
10	8	#3	Paul Medeiros	FV	14	1:20.160	5
11	9	#9	Christopher Zarzycki	FV	14	1:18.974	14
12	10	#11	Thomas Pape	FV	14	1:18.694	6
13	11	#99	Paul Faford	FV	14	1:19.537	5
14	12	#27	Mark Filip	FV	14	1:21.410	11
15	13	#20	Thomas Galuardi	FV	14	1:22.191	9
16	14	#2	Robert Plencner	FV	14	1:21.166	11
17	15	#7	Robert Zatz	FV	14	1:22.186	2
18	16	#55	Bruce Rodman	FV	8	1:18.963	5
DNF	DNF	#65	Edward M Capullo	F5	3	1:24.057	2

Results of Grp 8. ITA, IT7, ITC, SSB, SSC, T3, EP, FP, HP, GTL

1	1	#17	Joseph Boruch	EP	15	1:17.804	2
2	1	#80	Abhijeet Ghatak	ITA	15	1:18.396	3
3	2	#16	Rob Sturgis	ITA	15	1:18.720	15
4	1	#77	Daniel Sheppard	IT7	15	1:19.117	12
5	3	#4	Peter Morrison	ITA	15	1:19.688	3
6	4	#50	Christopher Milton-Hall	ITA	15	1:20.011	6
7	2	#47	A. Sterling Cole	EP	15	1:20.434	4
8	2	#15	Richard Patullo	IT7	15	1:21.175	8
9	3	#31	Drew Young	IT7	15	1:20.696	3
10	1	#35	Bob Smart	FP	15	1:23.017	4
11	4	#81	JB Swan	IT7	15	1:22.813	4
12	5	#96	Matt Rowe	ITA	14	1:19.247	3
13	6	#43	James Alley	ITA	8	1:18.475	3
DNS	DNS	#2	Robert L. Dardano	EP			DNS
DNS	DNS	#06	Kevin Oliver	EP			DNS
DNS	DNS	#86	Dave Patten	GTL			DNS



Stephanie Funk receives a hand of confidence before the start of her HP race at this years NARRC Championship. Photo: Robert Beaulieu

CHEAP DATE

Race Report from NHMS

By Fred Mahler

NER's 2012 road racing season concluded with a double regional at NHMS September 8th and 9th. The weather on Saturday was windy but mild with rain in the forecast later in the day. 129 cars put in qualifying times during the twenty minute session that each group got in the morning. The qualifying sessions went smoothly with no dramas. In the afternoon all groups were to have points races of 16 laps with their fastest lap to determine their starting spot in Sunday mornings qualifying race. Each cars finish in the morning qualifying race would set the grid for the afternoon points races. After heavy rain Saturday evening Sundays weather was cool but dry.

First up in the afternoon races was formula fast with seven cars taking the green flag. That number was reduced by two before the first lap was completed, when two cars tangled between turns 8 and 10 ending their race early. When Bruce Allen parked his FE at station 3 there were just four cars circulating for the remainder of the 16 lap race. Keegan VanSicklen piloted his DSR Stohr WF1 to an 8 second margin of victory even after being meatballed for a sound infraction and pitting! In Sunday mornings qualifying race five cars started with the FF of Charles Foster coming home in first. In the afternoon race, Saturdays winner VanSicklen led handily before impacting the turn 1 wall. Keegan was alright but his car was to damaged to continue. This handed the win to Douglas Hertz who made up for his first lap DNF the day before and early retirement in the morning race in his Formula Mazda.

Next up was the 29 car mostly Miata group two. Front row starters and non Miata drivers Dylan Murcott and Tyler Munroe waged a great race long battle for STU and overall honors. Except for a brief time on lap 10 Tyler kept his BMW 325 ahead and crossed the line just 0.276 of a second in front of Dylan's Honda S2000. With Saturday's top two finishers not racing on Sunday it was up to Robert Blake and Joel Arel to fight back the hordes of Miatas.



NARRC Runoffs...and it seemed to bring quite a bit of carnage to the Miata classes... Should it become CrashOut Motorsports? Photo: Yusuf Abudi, abudiphotography.co

Blake took his Mazda RX-7 to the STL and overall win with Arel having to fight back a determined Cy Peake to take the STU victory. After a full course caution to retrieve a car from the gravel at turn 6, the mornings top two finishers again ran away and scored class wins. In SM2 Ralle Rookey and Jimmy Locke picked up the nose to tail battle that they were having all weekend with Rookey

taking the victory.

The Spec Racer Fords of group 3 were the next race up for their Saturday afternoon race. Ten cars started and by the time they got to

turn 3 two cars were out after a multiple car incident. James Regan lead until lap five when he pitted and handed the lead to Dave Mailhot who now had Steve Owens and Joe Wolf hot on his heels. On lap seven Wolf took the lead dropping Mailhot to third. Three laps later Owens was back in front only to spin from the race lead on lap twelve at turn three. This left the door open for Wolf who took the win in the sixteen lap race. In the Sunday morning qualifying race for SRF, Regan was back in the lead with Owens and Wolf right behind. On lap thirteen Owens spun at turn ten trying to take the lead leaving Wolf to take the battle to Regan. Try as he may Wolf could not get by and Regan made up for his disappointment from the day before to score the win. Things got off to a wild start during their final race of the weekend when Wolf spun at turn six causing Owens, Regan, and Miguel Fidalgo to slide off or spin to avoid him. All continued with Mailhot in first until Owens caught and passed him with five laps remaining to take the victory.

Race group four was for Spec Miata with 19 cars taking the green flag. Ken Quartuccio lead but the two cars to watch were Ralle Rookey and Jim Locke who were again joined at the bumper in a fight for second which became for first when Quartuccio pitted on lap nine with a suspected flat tire. This went on until the race was checkered 2 laps early due to a car stuck in the gravel and another broken in the

grass at turn 6 with Locke coming home in first. In the Sunday morning qualifying race Quartuccio was again the early leader with Locke right behind. At halfway Rookey, Tom Capizzi, and Cy Peake joined the group to make it a great five car battle for the lead. After Locke spun at turn eleven on lap 11 Quartuccio was able to make up for his bad luck the day before to score the win. We didn't think the SM groups

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Cheap Date Race Report

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afternoon race could out shine their earlier race but we were wrong. Quartuccio again lead from the start but by lap 4 Locke was ahead. On the following lap Locke, Quartuccio, and Rookey went through station 7 three wide with Locke having to go 4 off drivers right to avoid contact. At this point Rookey was the leader. By lap 7 Quartuccio was back in front and on lap 9 Locke had recovered from his off road trip to put himself in position number one. This great race went right down to the wire with Locke taking the victory over Rookey by 0.006 at the line!

The next group up was big bore with 13 cars lining up for the start. They pretty much finished where they qualified with Maurizio Cerasoli taking a 17 second victory in his STO Porsche 944 turbo. Ephraim Dobbins came home 2nd overall and first in ITE with Mark Weaton taking first in AS and 4th overall. Sunday morning had perennial SPO favorite John Branscombe showed up with his corvette that they

eventually taking the position.

Group 7's F5 and FV race had 18 cars take the split start for their Saturday afternoon race. Richard Johnson Jr. won easily in F5 and overall. FV had a good three car race for the lead between Pole sitter John Petillo, John Van de Car, and Nick Galuardi. Van de Car led until lap 4 when Petillo took over. At halfway Van de Car was back out front where he would stay to the finish. Sunday mornings qualifying race was more of the same with Johnson again taking the overall win but Galuardi taking the victory in FV in a race that was cut short one lap to remove a car high centered on the curb at 9. On lap 7 of the afternoon race Ed Capullo took a rough ride through the grass at turn eleven and continued only to loose a wheel between station 5 and 6 continuing back to the pits on three wheels. Meanwhile Petillo and Galuardi were having a good race for FV honors with Nick taking the lead two laps from the finish at 6 and

CHEAP DATE



Approaching The uphill at the NARRC runoffs. Chris Riley's Mini shows the contretemps of the first lap melee.

Photo: Yusuf Abudi, abudiphotography.co



More Miatas and a Mini. In this case a Miata duo is chased by GTL winner, Chris Kopely from NER.

Photo: Yusuf Abudi, abudiphotography.co

had been working on and started last. Cerasoli took the early but on lap 5 Dobbins took over the top spot. After a full course caution to retrieve a car at station 3 Branscombe drove to the front and held it to the checker. With Branscombe a no show for the afternoon race this left the door open for Dobbins to take the overall win. Tom Haronian showed up for afternoon race and grabbed the SPO win. Sunday morning AS winner David Flynn put his Mustang in the gravel at turn 6 on the first lap causing a 2 lap full course caution and handing the AS win to Wheaton.

16 cars lined up for race group 6 which was for ITR, S, and B. Second place starter Dylan Murcott took an early lead from Pole sitter Dave Maynard who was able to get by on lap 3 and waltz away to 12 second ITR and overall victory. In the Sunday morning race Maynard dominated on route to a 46 second win. The afternoon race was a different story as James Ray led early with Glen Lawton taking over the top spot in his ITS RX-7 on lap 5. The two stayed close all race but left the best for last. On the final lap they were side by side from station 7 through 11 with Ray taking the win at the line by just 0.807. This wasn't the only good battle of the race. In ITB Nat Wentworth swept the class all weekend in his Volvo. But further back Tom Kelly and Ray Blethen were having a blast fighting for 3rd in class with Kelly

John returning the favor on the final lap to seal the win. Johnson again dominated F5 and the overall by taking the victory by 30 seconds.

Group 8 was the only race that saw any significant rain all weekend (a miracle considering the forecast). 17 cars took the green flag under threatening but dry conditions. The rain came on lap two with Matt Rowe taking the lead in ITA and overall while all tip toed for a couple of laps. By lap 4 the rain stopped and Drew Young and Dan Sheppard were having fun fighting for IT-7 honors with Sheppard taking the lead for good on lap 6. Just past halfway the rain began again and on lap when 12 when the skies opened and cars began to spin at turn 1 the checkered was thrown on Rowe who was just 0.257 of a second ahead of EP winner Joe Boruch. In the Sunday morning race Boruch ran away to a 10 second overall victory however the battle of the race was for second in EP. A. Sterling Cole in a Mazda RX3 and Rob Dardano in his Triumph TR6 had a spirited deice with Cole taking the position. On the first lap in the afternoon race James Alley spun at the front of the field between 6 and 7 causing the entire pack to scatter somehow all cars managed to avoid heavy contact on continued. Boruch won overall and in EP with Abhijeet Ghatak taking 2nd and first in ITA.

Hummish

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Not that much of a worry now, as the whispers were growing as we got back at the end of the day about a line of monster storms that were headed our way (hmm.... Where have I heard this one before?). Lets see NHMS, Cheap Date, Hummishville party, water, wind, hail, thunder lightning, the only thing missing was fire, brimstone, and locusts, but the evening was young. So we packed up all of the party gear into the 3 vans/bedrooms that we had at our disposal and went in search of dinner and a new home for the party. Our hope was to find both at the same place, and we thought that we did when we got to the official end of day party. It was being held under a very large (not big top this time) tent that was going to be used for the NASCAR race in two weeks. It was more than big enough to pile all of the props, movie screen, electronics, coolers, and bodies and keep it all dry to boot. So we relaxed and had dinner while the year end worker awards were given out. The CRB had decided to hand out the yearly appreciation gifts at the track as apposed to the luncheon at the annual meeting, their thought being why not hand them out when a larger majority of the people receiving them are in attendance. About the time that the last award was handed out the tracks PA system came on with an immediate and urgent warning to take cover.

Suddenly everyone with a smart phone was looking down and there were a lot of red screens with all kinds of warnings including tornados.



David Reade won Touring two at the Cheap Date Regionals. Photo: Fred Mahler

I looked around and didn't feel quite as secure as earlier, so again we were off to find a home for our party. NASCAR garage 1 was empty so we setup shop there and got most of the stuff unloaded before the rains came. Luckily that's all that came, but for awhile it really came down. Eventually the hardy folks trickled back from their hiding places and the party came off. Because of the smaller area we had to work with (plus the great 80's music that was being enjoyed) the movie didn't happen, but that didn't stop us from having fun (as

always). The 2012 'Rookie of the Year' award was given out to Doug Myers, who then spent the rest of the evening (and weekend) wearing the traditional rookie boxer shorts. There were lots of former rookies that were in attendance, and it was fun for them to pick out their signatures that graced the underwear that Doug now was modeling!

As usual most of the folks at the party were back at it bright and early Sunday morning doing the jobs that they were there to do in the first place, after all we are all professional volunteers at this point, and we wouldn't have it any other way. Just as a last update for 2012, his Hummishness just purchased a 36 foot motor home for use during race weekends! An end of an era, perhaps, can you say "Hummish Gras" at Cheap Date 2013?

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THE GRAVEYARD SHIFT RALLY



By: Scott Carlson

The Graveyard Shift Rally was an overnight, 340 mile TSD rally that covered a good bit of the best driving roads in New Hampshire. The brainchild of Rally Master Scott Beliveau, this event was a compilation of his favorite roads in the state and the connecting roads to get from one to the next. The rally was ready to run in 2010, but low registration forced the postponement until there was more interest. The event was again postponed in 2011 due to extensive damage to the roads in the White Mountains from Tropical Storm Irene. The roads were fixed in the spring, and GSR was once again put on the event calendar for Halloween weekend 2012.



Both photos: Scott Beliveau

Since the event was more of a challenge than the average TSD rally, only experienced teams were allowed to enter, which kept the competition classes to just "Equipped" and "Stock." Ten teams signed up for the event, which was the minimum number of cars the rally master would run the event for. The teams were also advised that at any checkpoint along the way they may be called upon to "run/work," where the first team to arrive at the checkpoint also has to perform the checkpoint duty, and then continue rallying as the last car on course. Normally at NER championship events, rally teams will cover between 100 and 200 miles of roads in about 6 to 8 hours of drive time. This rally was substantially longer and used some roads that typically would not be used for a daytime event.

As the evening sky grew dark, teams left the Landmark Inn in downtown Laconia at 6 p.m. plus their car number in minutes and headed for Meredith. I knew as I sat in the passenger seat during the odometer calibration check that a full 12 hours later I would be headed back into Laconia, sitting in the same seat, ready for a cup of coffee and breakfast, talking about all the night's shenanigans. Before we even got out of Laconia, we passed one of the checkpoint worker teams pulled over by local law enforcement. It was dark at the end of the odometer check, and the teams headed for Ashland, then Holderness. I had a hunch that Sandwich Notch Road would be on the list of Scott's best rally roads in New Hampshire and, sure enough, that was the first notch we rallied through. If you haven't driven it before, make sure to put it on your bucket list.

The road is too rough for a low car to do briskly. And, during the day it's just plain reckless to try it at any type of fun pace because you simply can't see oncoming traffic. At night, it's a whole different story, but ground clearance is still essential! I heard a story of a Mini doing a smoky burnout after not quite reaching the top of a crest, and having to back up and try again to make it up the hill. I wish I had seen or smelled that. Supplemental instructions were supplied for the fun notch roads that were treated like special stages for the competitors. The supps were similar to stage notes and described what would be encountered at

various mileages along the way. Crests, dips, rocks, large potholes and the like were helpful to know about before coming upon them at speed.

The north end of Sandwich Notch Road terminates at NH Route 49 just west of Waterville Valley. From there, teams headed north towards Lincoln along the Tripoli Road, another scenic drive that should be on everyone's list. Teams took the Franconia Notch Parkway to Franconia to start the late night portion of the rally.

Scott had a few different formats for the event instructions. He started out with straight forward tulip instructions. Then he had a section with tulip diagrams that could be rotated in any direction or mirrored, or rotated and mirrored. The teams had to figure out which way to go at intersections based on a clue or key in the tulip. I don't know how Scott finds these skinny little roads that look like driveways but aren't. But just after the evening break in Franconia, we drove a gravel "road" towards Bethlehem that was a blast. I remember looking up a couple times after that and recognizing some of the roads around the Team O'Neil Car Control Center in Dalton.

Sometime between 11 p.m. and midnight, Will and I got to work a checkpoint. Now I know that this probably wasn't planned, but the checkpoint that we worked was in the middle of a hay field. The moon was bright enough that we could see the horizon of the White Mountains off beyond the tree line. We also saw the pattern of the manure spreader that had spread cow manure just a few hours before we had to sit there for 30 minutes. So, many thanks to the rally master for giving us the smelliest checkpoint of the night.

After the checkpoint, we rallied through some of the most exciting driving and riding of the night. Jefferson Notch Road and Mount Clinton Road were probably the most fun because of the surfaces. Jefferson Notch was smooth gravel with tight turns, sweepers, switchbacks, and apexes on bridges that could be drifted through perfectly—if you wanted. Teams turned from Mt. Clinton onto Route 302 to transit through Crawford Notch and start the next set of wacky instructions on Bear Notch Road, which connects 302 to the Kancamagus Highway in Albany. These instructions were called "Look at Those Curves" and told us to adjust our assigned speed by one MPH up and then back down as we passed arrow signs along the road. The purpose was to make teams

pay attention and to keep it a challenge for the top teams to score zeros. For all of the notch roads up to this point, the rally master had given us all the information we would need to calculate a "perfect time" to arrive at or leave a certain landmark, but this one did not. So drivers couldn't just bomb through it and have their navigator tell them what time they should arrive or depart a certain instruction to continue being "on time."



Checkin' your route...n' checkin' it twice....route preparation before the Graveyard Shift Rally. Another use for the primitive Racing push bar. Both photos: Scot Bellevue

We took a late night break at around 2 or 2:30 a.m. in the parking lot of Cranmore Mountain in North Conway, then hustled over Hurricane Mtn. Road into the great state of Maine. The next 2 hours were a blur, partly because it was 3:30 to 5:30 a.m., and partly because we covered about 80 miles of ground to get back to the south end of Lake Winnepesaukee. However, I do remember the moon setting directly over the dirt road somewhere near Alton or New Durham at about 4:30 or 5 a.m.

The last section of the night was called "Do Math." This was a short distance of rally roads where the rally master gave all the speeds and mileages for us to calculate our perfect time to anywhere along the route. So, it was sort of a gimme for those who might want to try algebra at 6 a.m. The final checkpoint was next to a graveyard on South Road in Belmont, a fitting end to an epic road rally. All but one team made it the whole way. A mechanical problem early in the evening forced the Gibbs/Gibbs team to retire and make it home before they wound up broken far into the woods and later into the night.

After a democratic decision to make scoring happen ASAP instead of letting contestants nap for a while, the Bellevue household became headquarters for the awards. In Stock Class,

the Subaru of Will Krouse and this author took first place narrowly over the second place team of Ryan Symancek and Phil LaMoreaux in the Toyota pickup, who finished in front of the team of Kate Murdough and Kate Most in the rally golf. In the Equipped Class, Mike Beliveau and Matt Henry took top honors in their WRX with a score of 52 penalty points in a very close battle with the team of Adam Brodeur and Josh Benner, who scored 54 points in their WRX

over the course of the night. Third place went to Chris Regan and Steve McKelvie in the screaming Bimmer.

This event is not something that will happen every year. I hope that the next time it comes around, I don't have to wait two additional years to run it. The NER Rally program may not be seeing the number of entrants that it has seen in the past, but the rally program is well stocked with events that are a ton of fun to compete in. It's kind of nice that the busiest part of the rally season coincides with the slowest part of the racing season, so I'll encourage all the people reading this that haven't rallied yet to give it a shot this

coming year. If you don't try it, you'll miss out on the chance for some fun driving on some of the greatest roads in New England.

Thank you to Scott Beliveau for putting this event together and making it happen this year. Thank you to all the workers who came out to log some serious miles to work checkpoints all night. And, thank you to the competitors who showed up to run because we needed every one of you to make this happen. Rally on!

Graveyard Shift Rally Oct 27-28 2012

#	CL Team D/N	Total
4	A Mike BELIVEAU / Matt HENRY	52
5	A Adam BRODEUR / Josh BENNER	54
1	A Chris REGAN / Steve McKELVIE	95
3	A Pat MUNHALL / Marty McCAMMON	1287
2	S Will KROUSE / Scott CARLSON	455
8	S Ryan SYMANCEK / Phil LAMOREAUX	518
7	S Kate MURDOUGH / Katie MOST	1304
9	S Jamie BELIVEAU / John BURKE	1509
6	S Jordan MELIM / Collin deFRIESSE	2401
10	S Greg GIBBS / Joshua GIBBS	3276

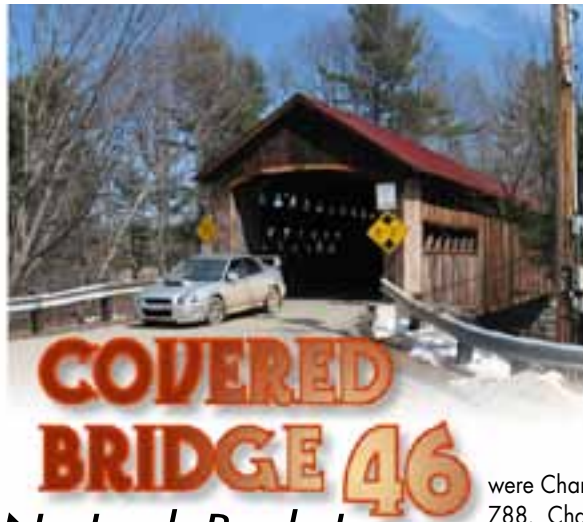
Workers: Colin Roddy, Tall Paul, Steve Levesque, Alex Korokvine

Rally Master: Scott Beliveau

This year's running of the annual Covered Bridge Rally was the 46th. Typically, rallymaster Ted Goddard bounces the headquarters for the rally around to a variety of ski areas. This year, the HQ was at The Three Stallion Inn is located in Randolph, Vermont. The turnout for CB 46, which included the shorter afternoon version Cover Bridge JR, was the largest turnout of all the NER rallies this year at 29.

The CB JR allows people that are new to the sport, or enjoy a shorter rally to come out and enjoy the fantastic Vermont dirt roads. All but possibly one of the JR teams had previous experience. Winning was the team of Jamie Beliveau/Sarah Bowin. While it was only Sarah's second rally, Jamie is a veteran rallyist. He owns a championship that came in the navigator seat, and was a bridesmaid as a driver. Both came in the Equipped class, so running with no computer for this event was a challenge new to him. John Seabrook/Kevein O'Leary took second, trailing by only 5 seconds. Third were Jim and Doris Lewis.

In the full Covered Bridge Rally, six teams competed for top honors in the Novice class. The top three were reasonably close given the lack of experience and equipment. In their 3rd rally together,



No Look Backs!
by Scott Beliveau

Clifton Kangas makes no bones about the fact that he was guided to the top step of the podium by his navigator, Nicky Beinairz. Scoring 712, they placed higher than some of the stock and equipped teams. Placing second were Chang Ho Kim and Kim Hapgood with 788. Chang and Kim come for the Sunday RallyX, but for a couple of years now, have also run the rally. Completing the top three was Rachel Baker and David White with 868, crossovers from rallyx and solo also.

The Three Stallion Inn is a 1800s farmhouse turned inn and restaurant, complete with a golf course. The facility has just changed hands and is going through some renovations. This created some logistical challenges in terms of the lunch and award parties that Covered

Bridge is famous for since the restaurant was closed. Ted found "The Travellin' Willy-B's" catering service to handle both the rally and rallycross menus. Willy was busy keeping the buffet line stocked but also took time to ladle out the soup of the day. After lunch, the teams headed back to their vehicles for a few more hours of great rally roads.

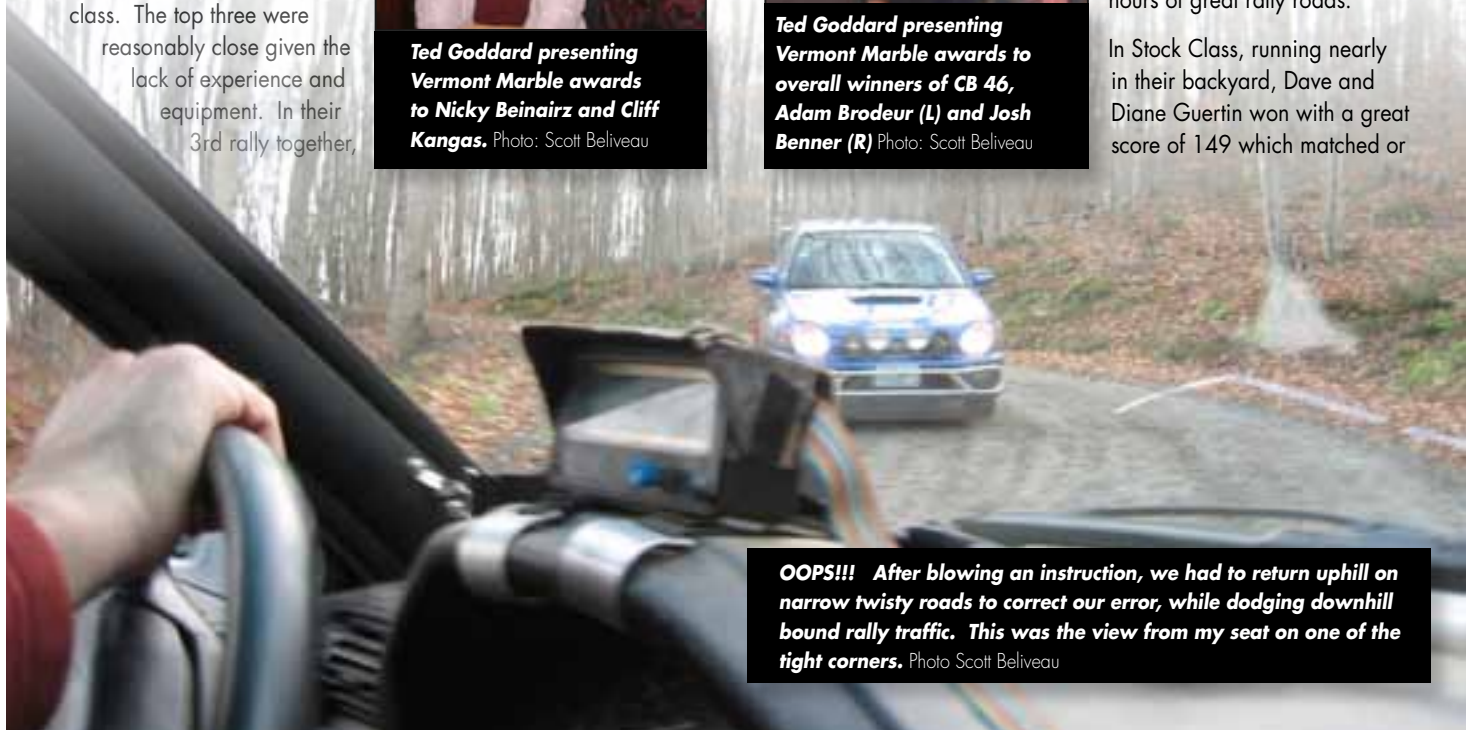
In Stock Class, running nearly in their backyard, Dave and Diane Guertin won with a great score of 149 which matched or



Ted Goddard presenting Vermont Marble awards to Nicky Beinairz and Cliff Kangas. Photo: Scott Beliveau



Ted Goddard presenting Vermont Marble awards to overall winners of CB 46, Adam Brodeur (L) and Josh Benner (R) Photo: Scott Beliveau



OOPS!!! After blowing an instruction, we had to return uphill on narrow twisty roads to correct our error, while dodging downhill bound rally traffic. This was the view from my seat on one of the tight corners. Photo: Scott Beliveau

beat 3 of the equipped teams. With only a couple of rallies under their belts, Dan Praetorius and Colin Roddy managed to capture 2nd with a score of 302. Third through fifth place were separated by only 16 points (10 seconds). Scott Carlson guided Will Krouse to third place scoring 372. Closely behind were Nate and Sarah Field, fresh off their honeymoon (Congratulations!), and Steve McLafferty and Pauline Lambert.

One of the more interesting sections of the rally happened on a morning leg. Teams were looking to follow the instruction "Keep left at Ward Hill". Following a sharp right bend in the road, a side road left was hidden by trees and bushes. As soon as you realized there was a road, natural instinct is to look back to see what road it is. There it was. The sign that said "Ward Hill". "Left", I yelled. Chris Regan, piloting his BMW got the message too late and we had to back up to make the corner. Off we went, somewhat hurried to make up the time lost backing up. As we hit 2.5 miles after the turn, I began to replay the turn sequence in my head as doubt as to its correctness set in. "Do you think that was a 'left' or a 'keep left'?" When we hit the 3 mile call back distance, I knew we had blown the instruction.

We turned around and headed back up the twisting descent we had just made. Every minute or so, we came head on to another rally car heading down the hill. At least the first 8 teams made the wrong turn. Ted's lesson of the day was bestowed upon us. In his own words, "Just because you can see a sign and can tell there is something on the sign, if you have to pull ahead of sign post to read it, it is a look back." And the General Instructions for the rally said you would not have to look backwards. Our bad. So, I sent Chris off to the checkpoint crew with the order..... request a 12.5 minute TA...gulp.



Third place in the Equipped class was Paul Beattie and Rick Beattie with a 47. They travelled in from Pennsylvania to compete. Mike Mazoway and Frank Beyer made the trip to Vermont from the Finger Lakes Region of New York and placed 2nd with 29 points. I'm not sure who had the longer trip, but both teams enjoyed the journey. Fittingly, with a golf course just out the window, the top award was given in another sport where the lowest score wins. Collecting only 19 penalty points on the day, and the first place trophy, was the team of Adam Brodeur and Josh Benner.

Ted found great roads in a section of Vermont that hasn't been rallied in the last 15 years or so. Assistant rallymaster Fred Mapplebeck made sure the instructions were true, keeping Ted from creating traps that he didn't realize. Fred also logged quite a few miles darting back and forth to checkpoint locations and handled scoring. Don Talyor and Heather Wagner also chipped in working checkpoints, along with Trevor Hermance. At the end of the Awards, Ted announced the location for Covered Bridge 47 to be Mt. Snow's Grand Summit Resort on November 2nd. Make plans now to be there. —S—

Covered Bridge 46 Results

Ov,	Names	#	CL	Total
1	A. Brodeur/J. Benner	8	1A	19
2	M. Mazoway/F. Beyer	4	2A	29
3	P. Beattie/R. Beattie	7	3A	47
4	M. Durick/J. Buffum	3	4A	57
5	M. Beliveau/K. Murdough	2	5A	73
6T	Q. Golden/B. Shrader	5	6A	149
6T	D. Guertin/D. Guertin	10	1S	149
8	C. Reagan/S. Beliveau	1	7A	245
9	D. Praetorius/C. Reddy	18	2S	302
10	W. Krouse/S. Carlson	17	3S	372
11	N. Field/S. Field	12	4S	384
12	S. McLafferty /P. Lambert	14	5S	388
13	J. Martin/J. Faber	22	6S	551
14	R. Gonzalez/G. Viscomi	13	7S	641
15	S. Sartorelli/C. Sartorelli	11	8S	675
16	C. Kangas/N. Bieniarz	23	1D	712
17	C. Kim/. Hapgood	24	2D	788
18	R. Baker/D. White	25	3D	868
19	A. Burden/J. Noeding	16	9S	910
20	S. Moore/J. Bennett	20	4D	1079
21	M. Landau/D. Huber	19	5D	1375
22	B. McMahan/J. Perry	6	8A	1405
23	K. Moody/S. Coble	15	10S	1478
24	J. Murray/E. Raymond	21	6D	1575

Covered Bridge Junior Results

1	J. Beliveau/S. Bowin	31	321
2	J. Seabrook/K. O'Leary	29	329
3	J. Lewis/D. Lewis	28	512
4	P. Cleverley/S. Cote	30	792
5	K. Mims/J. Mims	27	999

The Car Store Fall Foliage Rally and Tour



Scott Carlson and Sarah Bowin rallying rural Vermont in the Car Store Fall Foliage Rally. Photos: Scott Beliveau



Question # 2: "Someone screwed around with the road sign on what road." Both photos: Scott Beliveau

This year marked the fifth anniversary of The Car Store Subaru's involvement with NER Rally, sponsoring the Car Store Fall Foliage Rally and Tour. The rally is headquartered out of the dealership's Norwich, VT location. After morning donuts and coffee, thirteen teams enjoyed beautiful weather for a 130 mile cruise of central Vermont backroads and a brief journey over the river into New Hampshire.

This event is two events in one. The Car Store Rally is an NER event, counting towards the yearlong rally championship. The Car Store Fall Foliage Tour is an afternoon event which runs along with the full rally but is created for Car Store customers and rally novices. The Tour has fewer checkpoints and a relaxed time scoring system. It also has questions mixed about objects passed along the rally route. This format makes the Tour fun while also introducing the entrants to time-speed-distance rallying.

The morning began with an odometer check leg which ran across the border into the Lebanon, NH area and a couple of checkpoints before heading back to Vermont via the long Windsor Covered Bridge. The morning ran a loop south of Norwich. The Equipped class was the hottest battle of the rally. The teams of Adam Brodeur/Josh Benner, Stephanie Gosselin/Fred Mapplebeck and Mike Beliveau/Matt Henry traded low scores all morning. Each team took turns at winning legs. When the rallyists returned to the Car Store for a BBQ lunch, these three teams were separated by only .04 of a minute (2.4 seconds) after 7 legs.



Goodies and Subaru Swag awaited the competitors at the conclusion of the Car Store Fall Foliage Rally.

Photo: Scott Beliveau

Mother Nature played into the rally's picture again this September. The goal is for the rally to run at peak foliage. The maples, which supply the most vivid color, were not onboard with the rally schedule, holding out until a few weeks later. Last year, Hurricane Irene ripped through Vermont shortening the rally to 60 miles. Irene's road repairs were evident this year.

The afternoon section of the rally headed on a tour of the roads north of Norwich and stayed in Vermont. The Beliveau/Henry team had a catastrophic error on leg 10 that put them out running for the win. Gosselin/Mapplebeck held steady with single digit scores, but Brodeur/Benner improved rolling 3 zero legs to capture the win by a margin of .03 (1.8 seconds). Kate Murdough/Katie Most won the NER Novice class. Scott Carlson/Sarah Bowin had a very good run in Stock Class.



Question 17 posed "How many hay bales have red faces on them?" Photo: Scott Beliveau

The Tour had 7 teams entered for the afternoon challenge. This group started behind the Rally group but followed the same route. Their route instructions included 17 questions to answer. This class is not limited to 2 people per car and the more eyes, the better to help spot the answers. Clifton Kangas/Nicky Beinairz teamed up from NER and won with a combination of good time scores and missing only two questions.

The Car Store Fall Foliage Rally and Tour ended back at The Car Store dealership where contestants celebrated with cookies and cake while scoring was completed. Winners in each class received trophies and everyone involved ended up with great Subaru swag including shirts, jackets, umbrellas, hats and more. GM Mike Lang and his team were great hosts again. Plans are already being made for the 6th Annual Car Store Fall Foliage tour, so add this to your calendars for late September 2013.

Car Store Fall Foliage Rally

September 22, 2012

#	CLS		total
6	A	Adam Brodeur / Josh Benner	24
1	A	Stephanie Gosselin/ Fred Mapplebeck	27
2	A	Mike Beliveau / Matt Henry	52
5	N	Kaitlyn Mudough / Katie Most	492
8	N	Jeff Boffa / Jack Boffa	1157
5	S	Scott Carlson / Sarah Bowin	314
12	T	Cliff Kangas / Nicky Bienairz	60
11	T	Penni Cleverley / Sharon Cote	70
14	T	Ryan Prescott / Chris Prescott	80
10	T	Rich Alden / Stacy Alden	100
16	T	Greg Diaz / Tom Wiechowski	110
15	T	Terry Melancon / Jim Melancon	140
13	T	Rob Goss / Roberta Goss	150

RallyMaster: Scott Beliveau

Checker: Ted Goddard

Checkpoints: Jake Perkins, Kathy Moody, Ted Goddard

Run work: Mike Beliveau, Matt Henry, Stephanie Gosselin, Fred Mapplebeck, Adam Brodeur, Josh Benner, Scott Carlson, Sarah Bowin

Scoring: Mike Beliveau, Matt Henry, Ted Goddard

Solo Event #11, Team Challenge Results—continued from page 16

TA (Pax)

	Raw	Pax	Off	Class		
1	51	Brock Donnelly	Subaru	52.197	42.853	DS
2	8	Warren Barck	Subaru	3.301	43.387	0.534 GS
3	14	Justin Vogel	Subaru	55.583	45.244	1.857 GS
4	19	Bill Cioni	Subaru	56.285	45.816	0.572 GS
5	33	Dave Shore	Audi RS5	56.560	47.736	1.920 AS
6	1	Henry Hu	Audi S4	57.656	48.604	0.868 BS
7	23	Nathan Wolsky	Dodge	60.235	49.693	1.089 FS

RTR (Pax)

1	63	Stephen Tise	Ford	49.884	41.154	FS
2	36	Josh Brockman	S2000	49.184	41.462	0.308 BS
3	3	Darius Trink	Nissan	49.842	41.518	0.056 CS
4	72	Mac Holmes	BMW M5	53.199	43.889	2.371 FS
5	4	Philip G Gott	Dodg	53.665	44.273	0.384 FS
6	1	David Timberlake	Subaru BRZ	54.441	45.349	1.076 CS
7	39	Robert Perillo	BMW	56.149	46.322	0.973 FS
8	1	Siddharth Saxena	Porsche	58.994	50.616	4.294 SS

Top Raw

Will Schambach BMod - Cheetah 39.827

Top Pax

1	CSP	Bob Davis	Miata	43.880	37.605	0.000
2	SM	David White	Nissan	43.611	37.767	0.162
3	SSM PJ	Corrales	Nissan	43.327	38.084	0.317
4	BM	Will Schambach	Cheetah	39.827	38.233	0.149
5	SS	Grant Reeve	Corvette	44.630	38.292	0.059
6	BM	Jim Garry	Cheetah	40.022	38.421	0.129

7	BSP	Marc Monnar	RX-8	44.964	38.624	0.203
8	SSM	Billy Davis	Miata	44.159	38.815	0.191
9	BM	Bill Gendron	Dragon	40.567	38.944	0.129
10	BSP	Justin Lau	RX8	45.364	38.967	0.023

Rank	Teams	Team Pts	Pax Pts
1	Got This	30	55
2	King Cone	30	65
3	Solo Glo	28	50
4	Munchkin	28	128
5	The Babson Auto Group	27	183
6	4-Bangers	27	226
7	Mods and Rockers	23	91
8	Novice Squad	20	142
9	Blue Subie Club +1	20	204
10	****	19	85
11	Smoke and Mirrors	19	97
12	Super Heroes	19	136
13	Umass Motorsport Team	18	106
14	3-G	15	232
15	MOAR Wheel Drive	15	240
16	Extreme Motorsports	12	261
17	The Babson Newbies	11	230
18	(no name)	10	212
19	(no name)	9	242
20	(no name)	7	275
21	(no name)	7	310

Event # 9 Solo Report

—continued from page 13

A bevy of newer generation Chevy Camaro's came out, running in various classes, and it was nice to see the lot of them go through the layout with various levels of driver skill. I hope they all had fun and will come back again next year. Stephen Notarnicola drove in with his fire red Porsche Boxster, taking 25th in Novice, on a 73.358 (61.914)

XP was a single entry, that of Wayne Ringenbach. Wayne and the Corvette wheeled to a 69.703 on his third run for his trophy. EP had 3 drivers: Beck Steer, Fair. Only Daryl kept clean all day in the bunch, and he has the dirtiest looking car. There ya' go. Go figure. Bob Lang took FP as a lone entry.

A-Mod saw Bill Goodale and his Dragon take the win over Stacey Strout on his last and fourth run of 53.104, also good for Top Raw. Bob Totten was alone in DM, as was Bob Jordan in FM.

STF was 3 drivers. Athena DeGangi took a 0.061 win over Michael Smith, with her Acura RSX last run pass of 67.731. Michael also ran best on his last run, having a Ford Focus powered 67.792. STC fielded 5 drivers. Chang Ho Kim led Brian Levesque with a 60.377 vs Brian's 60.629. STS was but one, Carolyn Green, who clicked off a last run 61.909 in the "Garbage" colored Mazda Miata.

STX saw 7 drivers and lots of flying orange. David Gott won the class in his BMW 330ci on a second run (very unlike him) 61.335. Derek Sivret was a close second in the same car with 61.356. You could almost flip the class ranks for cone-calls, as sixth place Bill Brundige took home 11, Brent Van de Werf had 7, Third place finisher David Thomas had 10, Derek also with 7, and David Gott had 5. Joanna "MINI" Ellis escaped with 3 and Charlie Thompson had 1 but also found himself a DNF victim and requiring a flu shot afterwards, mentioning he just lost sight of everything. David Thomas had his best time include a penalty, which cost him a second place trophy, as did Bill Brundige, adding a "plus" 2 to his best run of the day.

Joanna had mentioned she thought she was on a boat with all that swaying back and forth pressing through the layout. Hang in there, girl!

David Arustamian cleanly captured STU on a 60.723 in the BMW M3, while Mark Sarcevocz wowed the crowd in

SM with the tail swings of his 1999 Camaro. Mark took the 10 driver field on a FIRST run 64.436. Any gaggle of drivers who lets someone get away with that won't get mentioned here (but I will)...at least for Anthony Chan in his Nissan GTR, who dirtied his best run of 63.406, to take second spot. Keep focused when you're on the track, all the way through your very last run!

Aaron Telage and his MINI Cooper S won SMF. He'll be happy just to read that.

SSM was taken by Don Kuehl in the Kuehl Honda CRX with a 57.857, while most of the battle was really mid-field. There was enough carnage going on with cones and track errors that would have made Attila the Hun blush.

Robert Lapierre won Super Stock in fine fashion in a co-drive car! Using the Lotus Elise of Russ Siggelkoe, Rob took a third run win with a 58.404. Russ was seven-tenths back, and was later allegedly attempting to explain "how that happened" on the nightly news. William Ko took the lone entry A-Stock in the BMW 1M, while Adam Neithercut was a single driver in B-Stock in his Chevrolet Corvette.

Kathy Barnes took DS, while Sam Creasey won in GS. The story in GS was not so much a clear win for Sam, but that second place Allen Parker had fewer cones than Sam over the day, as we ALL know Allen and his affinity for cones! Allen had 3 cones to Sam's 5. Clever Allen can still try to finagle a win no matter how he looks at it! Matt Mickle took ASP (2 drivers), Hank Wallace BSP (5 drivers), Rob MacAlpine CSP (2 drivers) and Chris Fitzgerald DSP, also with 2 drivers.

Only BSP was somewhat close, as Hank ran a 56.304 to place two-tenths above Jeff Anderson in the Mazda RX-8 powered 56.523. Both Jeff and John went to their last runs to finally decide who would be second or third, as both were playing in the mud pits with cones most of the day. John Rappa, also in a RX-8, fell on his Wankel to be 0.025 short of Jeff. John's best was 56.548.

ESP had a single driver of Thomas Moore, and FSP saw Neil Schelly win on a 60.565 over Alexander Twombly in the Volvo.

A few other classes on the data-logger today had single drivers, as well.

It was a good day. And sometimes, that's all you need to say. —Be seeing you!



Photo by Eddie Savage.

Event # 9 Solo Results

—continued from page 13

PRO

1	192	Nick Barbato	S2000	55.601	46.871	BS	
2	96	Bob Davis	Miata	54.973	47.111	0.240	CSP
3	196	Billy Davis	Miata	55.125	47.242	0.131	CSP
4	69	Ben Wagstaff	Miata	58.027	47.988	0.746	STS
5	98	Eric Chiang	Miata	58.038	48.055	0.067	ES
6	57	Grant Reeve	Corvette	56.146	48.173	0.118	SS
7	199	PJ Corrales	Nissan	55.837	48.354	0.181	SM
8	91	Joey Barbato	Miata	58.642	48.555	0.201	ES
9	92	Justin Lau	S2000	57.933	48.837	0.282	BS
10	99	David White	240SX	56.502	48.930	0.093	SM
11	88	Nathan Whipple	Acura I	59.790	49.087	0.157	DS
12	146	Joshua Parker	Reynard	54.473	49.352	0.265	CM
13	198	Scott Thursby	Miata	59.128+1	50.614	1.262	ES
14	188	Cliff Strout	Acura	61.589+1	52.206	1.592	DS

RTA

1	8	Warren Barck	Subaru	69.044	56.201		GS
2	36	Daniel Wolpert	Infiniti	69.061	56.975	0.774	FS
3	19	Bill Cioni	Subaru I	6.223	62.045	5.070	GS

RTF

1	79	Patrick Huxley	Civic	64.932	51.880		HS
2	6	Thomas Soja	Mini	68.138	54.442	2.562	HS
3	93	Brent DeWitt	Mini	66.701	54.761	0.319	DS
4	59	David Fried	Honda	68.802	54.972	0.211	HS
5	42	Scott Monti	Hyundai	69.851	55.810	0.838	HS
6	16	Christopher Brooks	Mazda 2	71.762	57.337	1.527	HS

RTR

1	24	Bryan Mancuso	Toyota	63.025	52.184		ES
2	3	Darius Trinka	Nissan	62.766	52.284	0.100	CS
3	63	Stephen Tise	Ford	63.936	52.747	0.463	FS
4	11	Barbara Seeger	Corvette	62.830	52.965	0.218	BS
5	36	Josh Brockman	S2000	63.391	53.438	0.473	BS
6	45	Jeff Martynuska	Corvette	63.887	53.856	0.418	BS
7	13	Hooman Vassef	S2000	64.296	54.201	0.345	BS
8	14	Scott Jessurun	Scion	67.127	55.916	1.715	CS
9	74	Dana Nicgorski	Mustang	68.197	55.989	0.073	DS
10	66	Cand Sutherland	Mustang	77.038	63.556	7.567	FS

Novice

1	1	Rick Tombarelli	BMW	64.569	54.431		BS
2	24	Derek White	Miata	66.879	55.710	1.279	CS
3	51	Brock Donnelly	Subaru	68.473	56.216	0.506	DS
4	10	James Akiba	Focus	70.909	56.656	0.440	HS
5	17	Bryan Grau	Miata	64.692	56.864	0.208	SSM
6	3	Connor O'Farrell	BMW	66.469+1	57.034	0.170	CS
7	20	Eerik Helnick	GTI	67.032	57.044	0.010	DSP
8	72	Mac Holmes	BMW m5	69.511	57.346	0.302	FS
9	44	Alex Shadmehr	Acura	72.566	57.617	0.271	STF
10	36	James Bell	Subaru	71.365	58.519	0.902	STC
11	90	John Barck	Talon TSi	69.032	58.539	0.020	ESP
12	14	Justin Vogel	Subaru	1.979	58.590	0.051	GS
13	42	Joel Gabrielson	Mini	71.506	58.706	0.116	DS
14	9	John Baker	GTI	70.215+58.783		0.077	GS
15	13	James Marino	Audi S4	73.098	60.013	1.230	DS
16	16	Charles Swanberg	Camaro	73.230	60.414	0.401	FS
17	49	Matt Weaver	Mini	73.838	60.694	0.280	STX
18	97	Thomas Pyle	Subaru	74.639	60.756	0.062	GS
19	117	Rachel Salvatori	Miata	69.569	61.151	0.395	SSM
20	3	charles smith	camaro	70.742	61.262	0.111	SM
21	159	Kasey Chartier	Honda	76.959	61.490	0.228	HS
22	7	Matthew Watroba	Subaru	73.305	61.649	0.159	STU
23	126	Hoshai Barczynski	Volvo	73.674	61.738	0.089	FSP
24	25	Robert Clark	Miata	74.314	61.903	0.165	CS
25	7	StephNotarnicola	Porsche	73.358	61.914	0.011	AS
26	124	Olivia Rogers	Miata	74.371	61.951	0.037	CS
27	8	Joe Ferreira	Subaru	74.807	62.314	0.363	CS
28	23	Eli Ahrens Dorf	BMW	72.762	63.302	0.988	EP

29	11	John Pickering	Subaru	75.719	63.831	0.529	BS
30	26	Isabella Koen	Volvo	73.984	64.070	0.239	SM
31	1	David Cookman	Camaro	74.489	64.507	0.437	SM
32	62	Peter White	Nissan	79.672	64.853	0.346	GS
33	29	Nick Mollo	Camaro	75.082	65.021	0.168	SM
34	2	David Li	BMW	83.248+169.988		4.967	D
35	92	Arijun Aletty	Jetta	85.085+170.887		0.899	GS
36	77	Dave Nutting	Monte C	85.650	74.172	3.285	SM
37	14	Carl Delfino	Camaro	90.679+281.992		7.820	SM
38	136	James Bell Sr	Subaru	DNF	DNF		STC

Top Raw

William Goodale	A-Mod Dragon	53.104		
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Top Pax

1	PBS	Nick Barbato	Honda S2000 CR	55.601	46.871		
2	PCSP	Bob Davis	Mazda Miata	54.973	47.111	0.24	
3	PCSP	Billy Davis	Mazda Miata	55.125	47.242	0.371	
4	PSTS	Ben Wagstaff	Mazda Miata	58.027	47.988	1.117	
5	PES	Eric Chiang	Mazda Miata	58.038	48.055	1.184	
6	PSS	Grant Reeve	Corvette Z06	56.146	48.173	1.302	
7	PSM	PJ Corrales	Nissan 240sx	55.837	48.354	1.483	

2013 Calendar

RACE

April 20 & 21	NHMS	Rational
May 24	NHMS	combined drivers school, test day
May 25 & 26	NHMS	triple NERRC regional , Double NARRC*
June 21 & 22	LIME ROCK	double NARRC/NERRC regional **
August 10 & 11	NHMS	RAL, triple NERRC regional*
September 7 & 8	NHMS	Cheap Date, triple NERRC regional*

*Double sanction
** Single sanction

RALLY-X

January 12-13	Stafford Springs RX	Stafford Springs, CT
February 2	NER @ NED	Epping, NH
March 10	Slip-n-Slide	NH
August 11	RAL,	NH
November 3	Covered Bridge	Mt Snow, VT
December 7	Wolf Chase	Proctorsville, VT

RALLY

February 16 & 17	Vermont Winter Challenge	Barre, VT
March 9	Frost Heaves	Laconia, NH
April 6	Cape Codders	Cape Cod, MA
July 20	Mass Challenge	MA
August 3	Hurdle	Southington, CT
August 10	RAL	Loudon, NH
November 2	Covered Bridge	Mount Snow, VT

SOLO

Full schedule next PIT TALK

Schedules may change, Check the website for changes, updates or additions (and registrations) to the NER calendar: www.ner.org

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

September 12, 2012

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

Present were Regional Executive Doug Fisher and Directors Hal Denham, Trevor Hermance, Peter Morrison, Bill Gendron, Elizabeth Winiarz, Chris Regan, Jerry Shields, and Paul Zahornasky. Also in attendance were Kathy Barnes, Paul Krysiak, and Treasurer Lou Gingerella.

These minutes may not be in chronological order.

The meeting was called to order by Doug Fisher at 7:33 PM.

Motion: After review by Directors, a motion was made to accept the minutes of the August 8th, 2012 meeting. (Denham/Zahornasky) *PASSED*

Lou Gingerella provided an update on the region's financial standing. As in the previous quarter, we are breaking even as of the start of September. With the last year or so of developing improved organization and reporting, we have the clearest understanding yet of where funds are coming from and going within the club.

Motion: was made to charge the region's Program Accounts their 2% revenue share for the 2% Fund at the conclusion of the fiscal year. (Denham/Zahornasky) *PASSED – 1 Opposed*

Lou also provided an administrative budget for the general expenses of the board. After review, **Motion** was made to approve the Admin Budget. (Regan/Denham) *PASSED*

Club Racing, Rally/RallyCross, Merchandise and Membership Reports were submitted, providing status of the programs and more detail on the over \$18000 raised at the Charities weekend. Paul Krysiak reported that Region membership as of the meeting was 2266, a decrease of 18 from August yet still 16 greater than at the beginning of the year.

Motion: was made to accept the program and specialty reports as presented (Morrison/Regan) *PASSED*

Paul Zahornasky gave an update on his negotiations on behalf of the Solo program for the 2013 Annual Meeting, likely to be held at the Racer's Expo in Marlboro, MA.

Motion: was made to allow for the 2013 Annual Meeting to be held in February (Denham/Morrison) *PASSED*

Motion: was made at 9:24 to begin an executive session amongst the Directors, then not to return to open meeting (Denham/Shields) *PASSED*

Respectfully submitted, — Trevor Hermance, Secretary

Next meeting will be held on Wednesday, October 10th, 2012 at the Hampton Inn Auburn, Auburn, MA at 7:30 PM

October 10, 2012

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

Present were Regional Executive Doug Fisher and Directors Hal Denham, Trevor Hermance, Peter Morrison, Bill Gendron, Elizabeth Winiarz, Chris Regan, Jerry Shields, Jerry Rigoli and Paul Zahornasky. Also in attendance were Solo Chairperson Bob Davis and Paul Krysiak.

These minutes may not be in chronological order.

The meeting was called to order by Doug Fisher at 7:37 PM.

After review by Directors, **Motion:** was made to accept the minutes of the September 12th, 2012 meeting. (Zahornasky/Shields) *PASSED*

A reminder about 2013 Board Nominees and requesting their biographies for distribution to the membership in advance of the election was brought up. The Secretary will be starting the annual process and has already received several nomination forms.

Upcoming conventions/meetings and who will be attending what was discussed. NER will continue with a strong presence at club business functions.

Transfer of the 2012 RAL contributions to charities (UMass Memorial Foundations and Breast Cancer Research Foundation has been completed.

Club Racing, Rally/RallyCross, Merchandise and Membership Reports were submitted. Club Racing has 2013 event dates at Lime Rock Park and New Hampshire Motor Speedway, and is expecting Thompson to be viable late in the season. RallyCross has secured a new site and event for late October in Cummington, MA. The Graveyard Shift event will finally take place after a two-year delay. The Rally Board has decided to pursue the purchase of a primary support/equipment/timing truck. Solo will be acquiring 2013 dates at Moore Airfield with Bob Davis maintaining his strategic position of mediating the location's schedule amongst the other organizations. There continues to be a sensitive and dynamic operational



Left-Hand Esses action in the formula class at the NARRC.

Photo by Yusuf Abdul, abdulphotography.com Beck

challenge at the site. Paul Krysiak reported that Region membership as of the meeting was 2259, a decrease of 7 from September yet still 17 greater than at the beginning of the year. Donna Stevens reported that the Merchandise program remains on-target.

Motion: was made to accept the program and specialty reports as presented (Regan/Morrison) **PASSED**

Paul Zahornasky will be in touch with **PIT TALK** editor Bob Beaulieu to ensure adequate notice of the 2013 Annual Meeting and related activities are communicated to the membership in the year-end issue.

Thoughts on potential new activities for the board such as a member survey and a workshop (focus) session were proposed by Doug Fisher and discussed.

Motion: was made at 9:18 to begin an executive session amongst the Directors, then not to return to open meeting (Denham/Regan) **PASSED**

Respectfully submitted,— Trevor Hermance, Secretary

Next meeting will be held on Wednesday, November 14th, 2012 at the Hampton Inn Auburn, Auburn, MA at 7:30 PM

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—continued from page 8

Their one major link to the NER, is this publication. Sure, they could go on the website for free, but in reality, is it the same thing as paying your dues every year, and still at least having the acknowledgement of belonging to this organization with something tangible,, i.e. this publication. We need to continue their loyalty!

THREE: Archiving. It always astounds me how many members faithfully hold onto their PIT TALKS. Every month, I get a few requests to send an issue in the mail, 'cause the recipient, either lost or never received it. They wish to keep their collection complete. Also, name a better source for finding whom finished in what position at a particular event 10 years ago. It's in PIT TALK. Bet you won't find it on the web site. PIT TALK still is the tool for not only telling, but showing the story.

FOUR: New members. Name a better way to impress and encourage that first time-at-an-event, than to receive a publication that has comprehensive reports and results of the events they attend...And especially to know, that possibly the following issue, not only will their participation be listed in the results, but, maybe even a photo (Every issue I try to include photos of new participants...) A most impressive visual tool that shows New England Region cares!

FIVE: Bragging rights. Never mind put me on the cover of the **Rolling Stone**. I get multiple requests for PIT TALKS to be sent out when one appears on the cover... even, many times within the pages of PIT TALK. Lot of proud Moms, Dad's, girl friends, coworkers and sponsors to impress with your notoriety. As Sephanie Funk declared "... For many people, those photos of themselves at an event are the closest thing they have to a bragging right..."

SIX. Why not the Web site. Sure, the web site is a great tool. Same with any kind of Social Media. But all needs to be combined into a cohesive unit. The problem with both the web, and any other electronic medias it needs a high level of commitment to ensure its maintained properly to ensure up-to-date communication and entertainment. Having done this myself for a number of clients, and I'm sure a number of our membership does the same with their sites, of trying to keep current and timely is far from an easy task. If any kind of reduction is put into place upon **PIT TALK**, (ie. results) it must be compensated with an effective website run by a dedicated (if not) paid employee.

In conclusion, what prompted me to defend this publication was receiving a statement from one of the Board Members (whom will remain nameless), claimed (in his personal opinion) "... I personally find no use for our website or Pit Talk!" When asked how we should communicate, the reply was Constant Contact.. Yeah right, our whole infrastructure is going to be reduced to e mail blurbs and alerts. Good Luck! Needless to say, I was quite astounded!

I could probably go on and on about other reasons as well. Again from Steph "... Without a centralized method of communication, we will not have the cross pollination among the membership..."

In conclusion, when its time to answer those questions within the survey, just ensure your are giving the thought it deserves, you may be changing major policies within the club. Yes, we don't need monthly issues to keep us abreast of the news, but, the traditional Ink on Paper still has a warranted need within the membership of New England Region, SCCA.... and that's my opinion!!!! —Robert Beaulieu—

2012 NERRC CHAMPIONS

AS		FV		ITR		SSB	
Mark Wheaton	1st	John Petillo	1st	Dave Maynard	1st	Bob Demers	1st
David Flynn	2nd	Nick Galuardi	2nd	Dr. Robert A. Breault	2nd	SSM	
CFC		Tyler Reynolds	3rd	James Ray III	3rd	Jody Fisher	1st
Anthony Autiello	1st	GT-2		ITS		Paul Perry	2nd
DSR		Kevin Oliver	1st	Glenn Lawton	1st	Christopher	
Keegan Van Sicklen	1st	GT-3		Tom Capizzi	2nd	Milton-Hall	3rd
EP		James Ashe	1st	Tim Dugan	3rd	STL	
A. Sterling Cole	1st	IT-7		SM		Ken Quartuccio	1st
Robert Dardano	2nd	J.B. Swan	1st	Ken Quartuccio	1st	Robert Blake	2nd
F500		Dan Sheppard	2nd	Ralle Rookey	2nd	Jeff Campbell	3rd
Richard Johnson, Jr.	1st	Richard Patullo	3rd	Jimmy Locke	3rd	STO	
Wayne Dixon	2nd	ITA		SM2		Maurizio Cerasoli	1st
FE		Abhijeet Ghatak	1st	Jimmy Locke	1st	STU	
Bruce Allen	1st	Rob Sturgis	2nd	Rally Rookey	2nd	Joel Arel	1st
FF		Matthew Rowe	3rd	Ken Payson	3rd	Cyrus Peake	2nd
Geoffrey Rainville	1st	ITB		SPU		Ken Burt	3rd
Charles Foster	2nd	Nat Wentworth	1st	David Burke	1st	T-2	
FM		Paul Curran	2nd	SRF		Derrick Reade	1st
Doug Hertz	1st	Travis Washay	3rd	James Regan	1st		
FP		ITE		Steve Owens	2nd		
Nuno Ferriera	1st	Ephraim Dobbins	1st	David Mailhot	3rd		
		Joel Arel	2nd				

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BUTLER BUILT RACING SEAT:

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Master Switch Off	\$1.00	___	_____
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SCCA RoadRally (checkpoint)	\$2.00	___	_____
SCCA RallyCross decal	\$2.00	___	_____
SCCA wire wheel generic	\$2.00	___	_____
SCCA Solo decal (black)	\$2.00	___	_____
NER decal 3"	\$1.00	___	_____
NER decal 4"	\$1.00	___	_____
NER decal 7"	\$1.00	___	_____
Tow arrow (indicate red, yellow, white black) set of two	\$1.00	___	_____
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LAPEL PINS			
SCCA wire wheel pin	\$4.50	___	_____
SCCA pin rectangular	\$3.50	___	_____
NER triangle pin	\$2.00	___	_____
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2011 Solo Rulebook	\$25.00	___	_____
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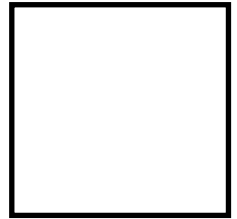
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