

# Driver & Navigator

The official newsletter of the Touring Club of New England

-- April, 2001 --



## Snow and Ice 2001 Report

by Doug Hagerman

"Snow and Ice" is one of my favorite rallies of the regular New England SCCA series. It's held in winter in a terrific rural area of New Hampshire, which leads to a good wintertime car adventure. This year was no exception, covering about 180 miles of back roads in genuine winter conditions.

The first thing we realized that short legs can be either good or bad, depending on how things work out. If you hit a control only seconds into a leg, they're bad because you're still discom-bobulated from starting and shuffling paperwork. On the other hand, short legs give you fewer chances to mess up on the timing calculations so there's a better chance of being on time. We had both sorts of situations.

The second thing we realized is that good dirt roads are a lot better than bad paved roads. The surface in many of the paved sections had severe frost heaves, with big chunks of asphalt at random angles making it very bumpy to drive on. The gravel roads were generally smooth with some washboard but otherwise in good shape.

It wasn't nearly as cold this year as in past years, with a morning temperature above freezing, but it did get cold later in the afternoon. The sun shone and the main roads were dry, but all the back roads were ice covered. There wasn't much snow, but surfaces were slippery throughout and several cars encountered snowbanks. Speeds were suitable for the conditions, and even though there were several

(continued on page 2)

## First Day Out 2001 Report

by Nicholas Sheckman

On Sunday, March 25, TCNE and Mass Miata held a 60-mile TSD Rally. This was my friend Doug Hagerman's first time as a rallymaster and he seemed pretty nervous about it, despite every indication that the planning was going smoothly.

My usual rally partners were unavailable, so I volunteered to work. Doug already had plenty of workers signed up, but he seemed nervous about

getting a good field, so he tried to convince me to run. This led to a frantic and complicated series of emails to various, mostly first-time, potential rally drivers. I got back about five positive answers and finally decided to run with Val Stegemoen, partly because I wanted to try out some new class C (taped-odometer) navigational techniques and partly so that the first-timers could run in novice class. But two of the first-timers wanted someone experienced to navigate for them, and the other two didn't manage to get in touch with each other in time, so none of them wound up coming out. That's a shame; this was a great rally for the first-timer,

with lots of mileages to keep you on course, plenty of pauses to help you stay on time, and lots of speed changes to confuse the more-experienced teams.

One of the many things Doug was nervous about was the suitability of the rally for class C cars (of which there were two, surprisingly; usually C is pretty unpopular in the local rallies except maybe for

(continued on page 3)

### Upcoming Events:

April 22: Rights of Spring  
Londonderry NH (SCCA)

May 19: Big Lap VI  
Loudon NH (TCNE/SCCA)

June 10: Essex Country Ramble  
Danvers MA (TCNE)

June 23: Mt. Washington TSD

July 14: Rally Against Leukemia  
Loudon, NH (SCCA)

August 5: Cruisin' with St. Joe's  
Meriden, CT (FCSCC/SCCA)

August 18: Hurdle  
Cromwell, CT (FCSCC/SCCA)

August 26: Historic Trails  
Worcester, MA (NELLI)

## Snow and Ice Report, continued from page 1

pages without mileages, the route finding was straightforward.

Our mileages tracked the (few) official mileages to within a couple of hundredths all day long. This was a bit surprising considering how slippery it was.

The "SAP at T" award went to Nick and Rich, who for some reason explored a snowmobile trail in their Civic. I'm not sure exactly what the problem was, because we had absolutely no difficulty in following the course. In fact, I think this might be the first rally where we have made NO wrong turns.

We didn't really get a chance to look around at the other entrants' cars very much, but of the ones we

looked at, the Cool Car of the Day award goes to Edward Mooers and Lukasz Janik in a very nice black Mazda 323 GTX. This little pocket rocket looks a bit like a Golf, but has four wheel drive and a big turbocharger. I believe that there were about 500 of them imported to the U.S. in the late 1980s as homologation cars for the Mazda performance rally team. At the last checkpoint Ed and Lukasz had the hood up and were peering into the engine compartment, but Ed assured me that he had a couple of spare turbos at home...

Thanks to Paul Gosselin and the many workers who made this a fun event! Also, a special note about the very speedy scoring, done by Fred Mapplebeck. Whatever system it is he used is a good one...

<b>Snow and Ice 2001 Results</b>																			
17-Feb-01 Bow, New Hampshire																			
Driver	Navigator	Car	Class	Overall	In Class	Score	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6	Leg 7	Leg 8	Leg 9	Leg 10	Leg 11	Leg 12	Leg 13
Mike Mazoway	Frank Beyer	19	A	1	1	16	1	1	2	0	2	1	0	1	4	2	1	1	1
Scott Beliveau	Michael Beliveau	-5	A	2	2	56	1	2	4	4	3	3	1	1	10	6	5	16	
Rich Macchi	Nicholas Shectman	-2	B	3	1	68	2	0	13	15	4	0	2	2	10	10	5	5	
Allen Luther	Steven Cray	5	A	4	3	76	1	2	21	3	2	0	3	3	4	7	6	24	
Gary Urhan	Steve Novatne	2	B	5	2	92	1	10	42	18	4	5	0	2	0	1	6	3	
Mark Johnson	Michael Johnson	23	A	6	4	220	2	7	57	70	8	28	21	11	5	5	3	3	
John Riter	Linda Riter	17	C	7	1	320	2	5	73	30	1	23	23	13	36	105	7	2	
Will Turano	Laurel Richman	14	D	8	1	339	3	1	207	54	1	2	38	2	9	9	12	1	
Geoff Clark	Chris Morand	26	C	9	2	343	2	8	113	79	8	0	24	2	56	39	9	3	
Arthur Chabot	Andrea Dunham	28	D	10	2	407	2	7	68	76	4	47	58	68	39	16	12	10	
Doug Hagerman	James Hagerman	3	B	11	3	408	9	24	57	26	7	12	3	21	68	26	97	58	
Allan Ryan	John Ryan	16	D	12	3	447	4	6	97	141	47	31	1	3	34	31	34	18	
Sal Estacio	Robert Barber	20	D	13	4	448	6	9	151	32	10	72	12	12	61	74	1	8	
Laura McKelvie	Steve McKelvie	21	D	14	5	489	5	12	61	22	6	43	83	56	121	17	29	34	
Peter Villaume	Patrick Villaume	24	D	15	6	517	2	2	71	22	34	144	20	5	99	97	2	19	
Rick Folsom	Kyle Folsom	1	B	16	4	577	12	9	152	179	0	33	15	2	74	93	2	6	
Justin Hayward	John Adams	12	C	17	3	584	4	19	168	30	2	7	20	188	94	38	1	13	
Wayne Chin	Emilio Arce	11	D	18	7	603	3	4	215	54	4	176	15	3	81	17	21	10	
Edward Mooers	Lukasz Janik	4	B	19	5	772	6	16	57	300	22	97	33	4	114	41	70	12	
Richard Steele	Laura Carroll	18	D	20	8	832	300	7	116	205	9	48	19	15	21	79	10	3	
Richard Duplessis	Forest Duplessis	6	A	21	5	856	8	9	151	300	11	153	16	43	3	145	12	5	
Kevin Quigley	Seth Strait	22	C	22	4	874	26	1	179	131	17	54	59	4	300	51	5	47	
Craig Porter	Toby Porter	15	D	23	9	924	7	59	182	88	11	244	92	13	125	97	2	4	
Jason Fee	Joshua Clattenbus	29	D	24	10	930	8	1	174	99	101	123	300	4	73	12	14	21	
Carol Goodwin	Rob Bowers	13	D	25	11	983	0	16	95	300	13	7	78	19	300	103	39	13	
Justin Lyttle	Steve Bento	27	D	26	12	1018	8	58	135	300	25	3	124	17	50	251	19	28	
Phil Brodeur	Adam Brodeur	30	D	27	13	1120	33	21	171	300	21	48	125	33	126	184	39	19	
Joshua Birenbaum	John Folger	10	D	28	14	1172	99	55	300	300	12	53	3	3	300	10	35	2	
Adam Brickett	Caleb Allen	9	D	29	15	1779	7	15	300	300	59	253	300	179	71	160	114	21	
Scott Hochgraf	B. Funnion-Bareford	7	D	30	16	1828	36	12	293	295	64	14	300	300	136	264	47	67	
Mike Nichouse	Taylor Clark	25	D	31	17	2024	86	98	69	300	39	80	300	300	300	275	125	52	
Mark Demgnd	Jeff Nault	31	D	32	18	2391	122	55	300	84	22	8	300	300	300	300	300	300	
Kimberly Samartano	Michael Samartano	8	D	---	---	DNF	25	12	300	300	12	300	---	---	---	---	---	---	

## First Day Out Report, continued from page 1

me or Val). He was concerned that we wouldn't be able to get any good long stretches at the same speed to calibrate our speedo. But actually there were three or four mile-long stretches which let us calibrate the speedo at several different speeds. I was amazed at the number of things Val could do at once, with a clock in his lap and a center clipboard. I guess the trick is to do math and play with your clipboards on the long straights, so you can pay attention and maintain speed better at the turns. Having seen Val in action I see why center clipboards are a good idea, and how to use them so they're not a distraction.

Although the rally was fairly short it had a half-hour break in the middle, in a very pleasant park visitors' center. We chatted a little with the other rally folks, but most of my time was taken up with entering the second half NRIs into my rally computer. Although the rally app was designed for class B, I had come up with a way to use it in C and wanted to find out if it would really work. When deciding which half of the rally to run paper-and-pencil and which half to run with the computer I hadn't paid that much attention to the NRIs. But it's a good thing I chose to do it this way -- the afternoon had a lot more tricky CAS changes than the morning, and I don't think I'd have been able to keep up with just paper and pencil. That would have meant delayed info ("by the way, you were down 20 two NRIs ago") which is much less useful than countdowns.

As might be expected in March in New England, there were lots of frost heaves. A few people (including Doug) were brave enough to bring out their Miatas anyway. I thought the coolest one was a black '96. I chatted with the driver (sorry I didn't get your name) about plastic vs. glass rear windows (apparently the '96 was the last year to have plastic) and headlight styles (pop-up is somehow more the essence of Miata).

Speaking of frost heaves, there were plenty of jokes about the frost heaves having thrown off the mileages. But despite this, and despite Doug's nervousness about it, everyone seemed to think the mileages were fine. Relax, Doug, you did an excellent job.

Scoring was very fast; this was probably helped by the fact that there weren't any particularly close contests that might be affected by a protest, so Doug didn't have to worry about that. Though from what I could tell there wasn't anything to protest anyway.

I started the day with three goals, figuring I'd be happy to get any of them. First was to get better than 10 points per leg; with 49 points over 8 controls we easily met that one. Next was to score a zero; we missed that goal but did score two 1s, and there weren't any quickie legs on this rally so I don't feel bad about that one. The final goal was not to score behind anyone except the A cars. We wound up second overall (to Natalie and Bill Shrader), so we made more than good on that goal. All in all, as Doug would say, a great day.

First Day Out 2001 Results															
25-Mar-01 Hudson, Massachusetts															
Driver	Navigator	Car	Make / Model	Class	Overall	In Class	Score	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6	Leg 7	Leg 8
N. Shrader	B. Shrader	4	Ford Probe	A	1	1	14	1	0	2	4	4	0	2	1
V. Stegemoen	N. Sheckman	3	Ford Explorer	C	2	1	49	6	13	1	9	7	1	2	10
A. Luther	S. Cray	1	Toyota MR2	A	3	2	63	2	6	10	30	3	10	1	1
J. Hughes	B. Austin	8	Mazda Miata	D	4	1	154	9	6	1	28	23	49	5	33
J. Hicklin	R. Lurie	9	Acura NSX	D	5	2	217	44	6	3	34	7	14	51	58
J. Hayward	J. Adams	7	Saab 900	C	6	2	269	80	12	1	30	10	22	109	5
E. Koblentz	P. Gosselin	12	Mazda Miata	B	7	1	355	172	21	85	23	0	11	7	36
L. Lynch	J. Katz	2	Audi 80	B	8	2	364	11	75	48	118	30	72	10	0
B. Burns	S. Burns	14	BMW 328i	D	9	3	401	185	27	9	39	50	1	49	41
D. Cichocki	J. Cichocki	10	Buick Century	D	10	4	486	25	6	49	78	64	46	53	165
T. Freda	B. Lannin	13	Acura Integra	D	11	5	492	98	91	50	78	19	66	15	75
B. Boudreau	G. Hamilton	5	Toyota Tacoma	D	12	6	545	37	53	300	3	3	39	25	85
L. McMahon	B. McMahon	6	Subaru Outback	D	13	7	928	266	177	169	63	63	76	60	54
P. Caira	A. Caira	11	Subaru Outback	D	14	8	1316	300	67	46	22	128	153	300	300

The New England Region of the Sports Car Club of America  
presents the inaugural event in its  
2001 Rally Against Leukemia Novice Rally Series:  
**The Rights of Spring**

A Time-Speed-Distance Rally of 50-60 miles, geared specifically toward novices.  
Sunday, April 22<sup>nd</sup>, 12:00 noon, starting in Londonderry, NH.

The region has this year put together a new series for novice rallyists, with the intent of providing low pressure events as a way of making it easier for novices to get started in this fun sport. There will be two trophy classes: Novice (defined by the NER rules as having accumulated fewer than 50 points competing in NER Championship events over the previous three years), and First-Timer (in which neither competitor may have previously participated in a TSD rally). Contestants not meeting these restrictions are welcome to run, but no prizes will be awarded.

The start will take place at the Burger King in Londonderry, NH. This is just east of Route 93 on Route 102. Take exit 4 off of Route 93. Registration will open at 10:00AM. A rally school will be held from 10:30AM to about 11:30AM. The first car will start at 12:01PM. The rally will take between 2.5 and 3.5 hours to complete. Prizes will be awarded after the event, and there will be experienced rallyists present after the event to answer questions. If you have questions prior to the event, please contact the rallymaster, Fred Mapplebeck, at 603-898-4778 or derfrally@aol.com.

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Pre-registration:

Driver	_____	Navigator	_____
Street	_____	Street	_____
City/State/Zip	_____	City/State/Zip	_____
Telephone	_____	Telephone	_____
Email	_____	Email	_____
SCCA member?	_____	SCCA member?	_____
Car make	_____	Model	_____
		Year	_____
		Registration	_____
		State	_____

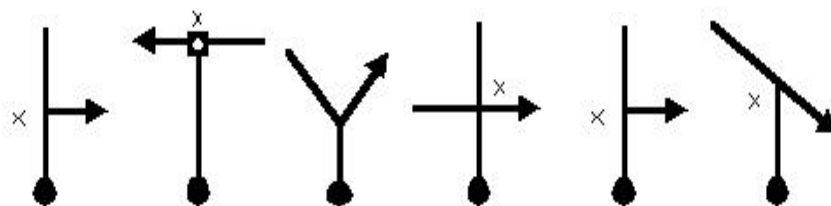
The entrant warrants that an auto insurance policy with liability limits of not less than \$20,000/\$40,000/\$10,000 is in force for the vehicle entered. In signing this form, entrants agree to abide by all the regulations and decisions of the rally committee. If either the driver or navigator is under 18, a minor release form must be obtained and filled out before the rally.

Driver Signature \_\_\_\_\_ Navigator Signature \_\_\_\_\_

Entry fees: \$15 per team for entries received on or before April 15<sup>th</sup>, \$20 per team after April 15<sup>th</sup>.  
Please make checks payable to NER-SCCA and mail to Rights of Spring, c/o Fred Mapplebeck, 147 Millville Street, Salem, NH 03079-2221.

Pre-sanction flier

## Northern Lites Rally



Presents.....

## ***The BIG LAP VI*** TSD Road Rally

Saturday May 19th, 2001 Loudon, NH

Big Lap VI will be a straight-forward STD (speed-time-distance) rally of approximately 150 miles. A tulip diagram format will be used for the route instructions and many mileages!! This rally is well suited for inexperienced as well as veteran rallyists. The BIG LAP will start and end in the Concord, NH vicinity. Contestants will wind their way through central NH backroads traveling over hills and mountains, and along rivers and lakes. Paved and unpaved roads are utilized. All roads are public and maintained roads, however, no guarantees are made on road conditions as this is a spring event in New England. This may not be suitable for all cars. There will be both open and DIY controls to challenge teams to stay on time. The Big Lap is being hosted by the Touring Club of New England (TCNE) and sanctioned by New England Region of the Sports Car Club of America (NER SCCA).

### **INFORMATION:**

**General:** The Big Lap will be run in compliance with the 1996 NER-SCCA Rally Regulations as amended. The General Instructions will be posted on the website, and mailed to teams only if requested.

**Pre-registration:** Must be post-marked by May 5th in order to receive the discounted entry.

**Registration:** *Friday* May 18th, 7:00-9:00 PM at the Red Roof Inn, Loudon, NH. *Saturday*, May 19th, 7:00-9:00 AM at the Red Roof Inn. *Times are currently tentative, check website for updated times, or call the rallymaster.*

**Novice School:** 8:00PM Friday night at the Red Roof Inn.

**Lodging:** The Red Roof Inn, Loudon, NH. 603-225-8399. Continental breakfast and indoor pool included for \$60.49 + tax per night. A block of room is being held until April 19th, call to reserve and mention the "Big Lap Rally" to receive the discounted rate. Rate will still apply beyond this date, depending on room availability. Directions to Red Roof Inn: From I-93, take Exit 15 onto I-393 East. Then take Rt. 106 North (follow signs towards the speedway).

**Start:** First car off at 9:01 AM (Tentative) from the Red Roof Inn.

**Lunch:** Approximately 1:00 PM, on your own. Choose from a variety of establishments in Laconia.

**Finish:** Approximately 4:30 PM at the Gristmill Restaurant, Bow, NH. Awards to follow ASAP.

**For more info:** Call Scott Beliveau, 603-527-2342 (days), 603-524-4305 (eves), email questions to [beliveau@together.net](mailto:beliveau@together.net), or check the website at [www.geocities.com/MotorCity/Shop/9592/biglap.htm](http://www.geocities.com/MotorCity/Shop/9592/biglap.htm)

# Big Lap VI Registration Form

Driver \_\_\_\_\_ Member of: TCNE \_\_\_\_\_ SCCA \_\_\_\_\_

Street \_\_\_\_\_ City, ST, Zip \_\_\_\_\_

Phone \_\_\_\_\_ E-mail \_\_\_\_\_

Driver's signature \_\_\_\_\_  
.....

Navigator \_\_\_\_\_ Member of: TCNE \_\_\_\_\_ SCCA \_\_\_\_\_

Street \_\_\_\_\_ City, ST, Zip \_\_\_\_\_

Phone \_\_\_\_\_ E-mail \_\_\_\_\_

Navigator's signature \_\_\_\_\_  
.....

Class of Competition:      NER Class: A \_\_\_\_\_ B \_\_\_\_\_ C-NER \_\_\_\_\_ NOVICE \_\_\_\_\_  
.....

Vehicle make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

Color \_\_\_\_\_ Plate \_\_\_\_\_ State \_\_\_\_\_  
.....

Registration fee per vehicle \$35.00

\$5.00 discount for members of TCNE and SCCA if registered by May 5th.

Include \$4.00 for a copy of the 1996 Road Rally Regulations

Send registration form and check payable to "New England Region, SCCA, Inc." to:

Scott Beliveau  
38 Cedar Street  
Laconia, NH 03246

This event will be conducted in accordance with the 1996 NER-SCCA Rally Regulations, as amended. The entrant warrants that an auto insurance policy with liability limits of not less than \$20,000/\$40,000/\$10,000 is in force for each vehicle entered. In signing this form, I agree to abide by all the regulations and decisions of the Rally Committee. If either the driver or navigator is under 18, a minor release form must be obtained and filled out before the rally.

## 2001 TCNE Board of Directors

Andy English	181 Littleton Rd. #302, Chelmsford MA 01824	AEngli622@aol.com	(978) 256-7285
Paul Gosselin	75 Castle Hill Rd, Windham NH 03087	srcntech@nh.ultranet.com	(603) 880-1620
Doug Hagerman	371 Oak St, Shrewsbury MA 01545	douglas.hagerman@compaq.com	(508) 797-0165
Fred Mapplebeck	147 Millville St, Salem NH 03079	DerfRally@aol.com	(603) 898-4778
Natalie Shrader	144 Harvard Rd, Stow MA 01775		(978) 897-3058

## 2001 TCNE Officers & Chairpersons

President:	Paul Gosselin	75 Castle Hill Rd, Windham NH 03087	srcntech@nh.ultranet.com	(603) 880-1620
Vice President:	Doug Hagerman	371 Oak St, Shrewsbury MA 01545	douglas.hagerman@compaq.com	(508) 797-0165
Treasurer:	Natalie Shrader	144 Harvard Rd, Stow MA 01775		(978) 897-3058
Secretary:	Stephanie Gosselin	75 Castle Hill Rd, Windham NH 03087	sgosselin@yahoo.com	(603) 880-1620
Membership:	Karen Logan	5 Boulder Circle, Nashua NH 03087	lkarangel@aol.com	(603) 886-6550
Activities; Equipment:	Fred Mapplebeck	147 Millville St, Salem NH 03079	DerfRally@aol.com	(603) 898-4778
Historian:	Bill Shrader	144 Harvard Rd, Stow MA 01775	shrader@prodigy.com	(978) 897-3058
Statistician:	Max Logan	5 Boulder Circle, Nashua NH 03087	max_logan@psdi.com	(603) 886-6550
Publicity:	Andy English	181 Littleton Rd. #302, Chelmsford MA 01824	AEngli622@aol.com	(978) 256-7285
Newsletter:	Nicholas Shectman	75 Lexington Ave, Somerville MA 02144	phi@apocalypse.org	(617) 628-3595

The purpose of the Touring Club of New England, Incorporated, is to encourage the ownership, preservation, and operation of sports cars; to provide and regulate events and exhibitions for sports cars and their owners; to promote motoring for pleasure and sport; and to encourage careful and skillful driving on public highways. The club welcomes guests to all of its events.

Driver & Navigator is published periodically for the members of the Touring Club of New England and entrants from recent Touring Club of New England events. Personal advertisements are free at the discretion of the newsletter editor. Business advertisements are placed at periodic and annual rates.

Membership to The Touring Club of New England is by application of the membership chairperson. Annual dues are eighteen dollars, with membership extending for one year from the last day of the month in which the membership is granted. Each paid membership includes the privilege of naming a spouse, relative or friend as a dues-free auxiliary member.

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### Touring Club of New England, Inc. Member Application Form

Member Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone Numbers: \_\_\_\_\_

E-mail: \_\_\_\_\_

Auxiliary Member Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone Numbers: \_\_\_\_\_

E-mail: \_\_\_\_\_

On request, listings of the membership are made available to the members of the club for publicity and informational purposes. If you do not want your data made available on these lists, please check here: \_\_\_\_\_

I understand that the membership is for one (1) full year from the date of this application and I agree to abide by the by-laws of the Touring Club of New England, Inc.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

**Please remit with payment of \$18.00 payable to the Touring Club of New England to:  
Karen Logan, 5 Boulder Circle, Nashua, NH 03062**

Touring Club of New England  
c/o Nicholas Shectman  
75 Lexington Ave  
Somerville, MA 02144

# *Driver & Navigator*

*The official newsletter of the Touring Club of New England*

April 2001



In this issue:

Results and stories from Snow and Ice 2001  
and First Day Out

Flyers for Rights of Spring and Big Lap VI