

Driver & Navigator

The official newsletter of the Touring Club of New England

Volume XLIX, number 5 – June, 2002



Hero Workers!

A review of the First Day Out road rally

By Doug Hagerman

The First Day Out road rally, sponsored by the Touring Club of New England and Mass Miata, was held on April 27. The weather was perfect, with bright blue skies and warm temperatures—perfect for top-down motoring. We had 11 entries, with some great classic sports cars including an Acura NSX, a Datsun 240Z, an MGB, a BMW Z3, and a bright red restored 1971 Lotus Elan. The "cool car of the day" award goes to Bruce Jardarian and Frank Mantell in the beautiful Lotus.

Congratulations to overall winners Carl Baker and John Howard, who obviously knew what they were doing because their total score was 40 points over 10 legs.

This event would never have happened if it had not been for the heroic efforts of the workers, particularly Val Stegemoen and Nick Sheckman. Laurel Unger, James Hagerman, and Traci Fogarty worked checkpoints, and Nick and Laurel also checked the event.

All competitors reported that they had a good time on this club-level event. We had one DNF. One car missed a turn in leg 9 and went "about 15 miles" before giving up. They ran short on gas and called another team to confirm their situation. I hope they try again at the Essex Ramble rally on June 8th.

Val ran a truly heroic event. Paired with new partner James they started as run-work car number -5. This put them a few minutes ahead of the other teams so that I could set up the first checkpoint and hand it over to them to finish. After the last car was through they followed

continued on page 2

Timing Line Psychology

A review of the Essex Ramble II road rally

by Doug Hagerman



The M coupe of Mark and Kay Rerick awaits competitors at the timing line for checkpoint 12. Photo: Mark Rerick

The Essex Ramble II road rally was held on June 8. This 125 mile event was sanctioned by the Sports Car Club of America, so we used all the official SCCA rules and equipment, including the automatic checkpoint timing lines. The extra equipment makes the SCCA events seem much more professional and official.

The automatic timing lines are rubber hoses like the ones that ring the bell at the gas station. They're hooked to a switch that connects to the checkpoint clock, so as the cars pass over the hose their time is recorded without human error.

There are some "features" of the automatic timing system that make it a bit more complicated than it appears at first glance. First off, there are pedestrians, bicyclists, and local traffic that run over the hose. Some rally drivers are distracted and forget to run over

continued on page 2

Upcoming Events

- July 13: Rally Against Leukemia
Loudon, NH (SCCA)
- Aug. 4: Cruisin' with St. Joe's
Meriden, CT (FCSCC)
- Aug. 17: Hurdle 2002
Cromwell, CT (FCSCC)
- Sep. 1: The Day Off
Lime Rock, CT (FCSCC)
- Sep. 14: Lighthouse Depot
Wells, ME (CMC)
- Sep. 22: Annual Grand
Leominster, MA (TCNE)
- Oct. 19: The Search
Sturbridge, MA (TCNE)

(hurdle flyer unavailable in electronic format)

First Day Out review, continued from page 1
 on as regular competitors. At the 30 minute mid-rally break and restart, they caught up and managed to get out as car -2 and worked checkpoint 7.

Despite all this they managed a very respectable 128 points, barely edged out in class C (taped odometer) by Matt Demicco and Steve McKelvie at 119 points in a Mitsubishi Galant VR-4.

First Day Out 2002 Results																									
27-Apr-02																									
Driver	Navigator	Car	Make / Model	Overall	In Class	Score	Fish Game	Blind	Crossing	DIY Leg 2 Railroad	Course	Leg 3 Golf	Southwic K Road	Leg 4 Park	DIY Leg 5 Before	Thickly Settled	DIY Leg 6 Road	Douglas Road	Leg 7 Drinking	No Public	Leg 8 Road	Town Farm	Road	Leg 10 Davis	
C. Baker	J. Howard	3	VW Passat	1	1A	40		13		1		4		4	1		2		0		2		6		7
W. Turano	A. Boardman	1	VW Golf	2	1B	84		2		2		4		43	12		11		1		4		3		2
M. Dimicco	S. McKelvie	2	Mitsubishi Galant	3	1C	119		0		2		22		11	12		6		16		5		4		41
V. Stegemoen	J. Hagerman	-5	Ford Exploror	4	2C	128		6		2		19		14	2		29		12		8		14		22
R. Varchol	B. Sauer	7	BMW Z3	5	1D	251		55		26		1		56	5		1		19		54		25		9
J. Hicklin	R. Lurie	5	Acura NSX	6	2B	356		7		63		59		177	4		12		10		11		9		4
J. Glasier	D. Glasier	11	MGB	7	2D	712		6		169		2		130	8		91		56		39		79		132
S. Silber	R. Silber	4	Nissan Altima	8	3D	722		12		24		42		56	4		300		51		11		176		46
B. Jardarian	F. Mantell	8	Lotus Elan	9	4D	1170		13		136		148		19	108		9		43		94		300		300
M. Liguori	M. Healey	6	Honda Del Sol	10	3B	1242		1		14		120		18	2		300		300		300		34		153
M. Vichare	B. Glasier	9	Datsun 240Z	11	5D	DNF		75		-		300		23	-		-		113		19		-		-

Essex Ramble review, continued from page 1
 the hose, in which case you need to push the "split" button as they pass the hose. And you need to remember to record the split time before you push the "reset" button, or the time is lost forever. So the person running the clock has several possible ways to mess up. Theresa quickly figured out the potential problems and took them nicely into account. That left lots of time to observe the way people react to an unexpected "checkpoint" sign and gas-station hose across their road.

There are the oblivious ones, who just keep going without even acknowledging your existence. There are the obnoxious ones who make a special effort to drive over the hose, nearly side-swiping our car. And we had a pedestrian, maybe 50ish, who determinedly stomped on the hose as he passed, in both directions. Perhaps a case of arrested development?

Some people are curious about all the excitement and stop to see what's up. This is fine as long as there's no contestant running late coming around the

corner! Even a couple of the rally cars didn't really seem to understand the drill, and either came to a stop just before the line or actively avoided it.

There's also a large community of people who are familiar with the concept of road rallies, passing by on bike or foot and mentioning that they had done that sort of thing "back in college."

The third control was after the second break, and we decided not to stop and get ice cream because we weren't sure how much travel time we had. It's a good thing, too, because we ended up making a mad dash down a couple of dirt roads to get to the checkpoint location about a minute ahead of the first car. Nick was there with everything set up so we were OK. Cars came one right after the other, mostly right on time, at this checkpoint, and we were just able to keep up with the in-time recording and out-time assigning.

Everybody finished, we met in a nice hotel restaurant, and people got awards and prizes. What else can I say? It was fun.

Essex Ramble II Results																			
08-Jun-02																			
Driver	Navigator	Car	Make/Model	Overall	In Class	Total	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
David Lewis	Paul Gosselin	11	95 VW Golf	1	1A	22	1	4	1	4	0	1	3	1	1	1	1	3	1
Carl Baker	John Howard	4	00 VW Passat	2	2A	40	3	2	12	3	9	5	0	0	2	2	0	1	1
Steve Mauger	Steve Novatne	3	92 Mitsubishi Galant VR4	3	1B	47	4	6	3	3	6	0	4	9	3	3	1	4	1
Will Turano	Andrew Boardman	1	87 VW Golf	4	2B	99	35	2	3	8	7	2	5	10	4	3	5	13	2
Adam Assarabowski	Rich Assarabowski	8	99 Audi 200	5	1D	319	6	4	42	49	67	9	13	17	16	23	22	30	21
Bob Milgate	Jim McCandless	14	97 Saturn SL1	6	1C	436	66	9	25	243	7	9	24	3	5	22	13	5	5
Rachel Sauer	Bob Sauer	13	96 Honda Accord	7	2D	519	63	166	21	31	50	62	24	2	26	3	25	28	18
Siegmar Silber	Rachel Silber	9	97 Nissan Altima	8	3D	910	106	60	185	156	133	57	18	3	98	62	1	16	15
Mark Bettez	Josh Letendre	7	00 Jeep Cherokee	9	4D	992	164	7	4	120	4	23	300	2	275	20	16	47	10
Sean Glenn	David Getchell	5	98 Subaru Legacy GT	10	5D	1109	109	43	272	215	8	98	232	20	31	26	14	21	20
Jason Modugno	Josh Richardson	15	02 Subaru WRX	11	6D	1241	183	87	111	300	43	113	51	32	28	13	28	230	22
David Pierce	Ben Pierce	12	92 Mazda Miata	12	7D	1295	300	123	12	300	229	27	8	56	146	47	8	8	31
Ramon Gonzalez	Gregory Viscomi	6	02 BMW 325xi	13	3A	1343	122	300	194	118	287	84	3	11	12	177	24	5	6
Ted Emerson	Ellen Kampersal	10	92 Porsche 911	14	8D	1495	224	83	84	300	9	26	22	153	55	158	78	207	96

(lighthouse depot and the search flyers unavailable in electronic format)

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	higgsrally@msn.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	higgsrally@msn.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 to 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.

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

June 2002



In this issue:

- Results and Reviews for First Day Out and Essex Ramble
- Flyers for Hurdle, Lighthouse Depot, and The Search

Visit the TCNE web site! <http://www.tcne.net>