

# Driver & Navigator

The official newsletter of the Touring Club of New England

Volume L, number 6 – July, 2003



## Monthly Rally Survey

By Douglas Hagerman

We've had four of the Third Friday events now, and I'd like to start getting some feedback from the club about how it's going. Could I ask you to please let me know what you think about the program?

The goal of the Third Friday series is to have a stable and fun road rally program with enthusiastic participants. We thought that by having fairly informal events on a regular basis we'd be able to get some new participants and make it easy for existing members to either exercise their cars or brains or even try out new ideas that they might take to the more formal event series.

Frankly I've been disappointed with the turnout. The publicity has not been very aggressive, but certainly everyone in the club knows about them. We have had a few new people who found out about the events through the Internet, and perhaps an enhanced publicity campaign might increase the number of newcomers. But I'm concerned about the regular club members, because it looks to me like the program is not meeting their needs.

So could you please let me know what you think? Here are some questions that might help, but really what I'm looking for is just an open discussion of how the club should pursue this sort of events. Thank you for any sort of feedback or suggestions.

**Please see page 2 for survey ideas for discussion.**

## The Biggest Telescopes Ever

by Douglas Hagerman

I didn't get around to writing up the May TCNE Third Friday "Mayflower" rally, but suffice it to say that it was a fun tulip-style event perfectly scheduled and suited as a warmup for the SCCA "Big Lap VI" held the following afternoon in New Hampshire.

TCNE ran two events in June, the "Essex Ramble" on the 14th and then the regular Third Friday event on the 20th. This is of course formally the middle of summer, and the summer solstice, if you want to be technical about it, occurred at 1:48 UT on the 21st, which works out to 9:48pm on the 20th, thus making the event name "The Longest Afternoon" entirely correct and appropriate.

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## Essex Ramble III Report

by Nicholas Sheckman

Saturday, June 14, 2003 saw the third running of the Essex Ramble. This year's event had 5% unpaved (up from 3%), and stayed entirely inside the I-495 beltway.

There was some confusion about the date of this year's event. Unfortunately, an incorrect

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## Upcoming Events

July 18: 3<sup>rd</sup> Friday Nighter  
Littleton, MA (TCNE)

Aug. 16 (**new date**): Hurdle  
Southington, CT (FCSCC)

Aug. 15: 3<sup>rd</sup> Friday Nighter  
Littleton, MA (TCNE)

Aug. 23: Rally Against  
Leukemia  
Loudon, NH (NER)

Aug. 31: The Day Off  
Lakeville, CT (FCSCC)

Sep. 7: Cruisin with St Joes  
Meriden, CT (FCSCC)

Sep. 13: Lighthouse Depot  
Damariscotta, ME (CMC)

Sep. 19: 3<sup>rd</sup> Friday Nighter  
Littleton, MA (TCNE)

Oct. 4: The Search  
Sturbridge, MA (TCNE)



Car 1 approaches checkpoint 5.

photo: N. Sheckman

## Essex Ramble review, continued from page 1

date (June 28<sup>th</sup>) was printed in Pit Talk. This cost me some workers, so I had quite a last-minute scramble to rearrange the checkpoint schedule. But the crews I had really came through to man all the checkpoints. Thanks, guys!

Also causing confusion was an instruction with a hard-to-see sign. I changed it to a description of the intersection, but I described it wrong, confusing some people on a DIY control. I also got some novices lost in the first section, and it took them most of the day to regain the course. Sorry, folks.

Last year, the rally ran on the same date as the Topsfield Strawberry Festival. This year the festival was again on the same weekend as the rally, so I avoided Topsfield until after the festival was over. But although last year's roads were open in plenty of time, one of this year's roads was closed when I got to it in the lead car! Fortunately we only lost one control to the road closure. With the DIY control discarded, we still had 12 scored controls – enough to separate out the scores fairly well.

Class A went to Fred Cochran and Pete Schneider who scored 6 points on quickies and 0s and 1s on all the other controls for a total of 13 points. Fred Mapplebeck and Stephanie Gosselin picked up 12 points on a pair of unpaved controls late in the day and 4 points on one of the quickies but also scored very well otherwise for a total of 24 and the class B victory. Karen Fegley and Bert Bremer started out slowly but settled down after the first break to win class C with an average leg score under 7 for the last eight controls, including a 0 – very impressive given the small number of mileages and liberal use of negative pauses. Dan Wiesen and Matt Healey picked up 10 more points towards their quest for the divisional class S championship and also got to take home the new S class trophies instead of having to run with the B cars. And the class D win was the closest I think I've ever seen, with Justin Magoon and Jeff White edging out Jeremy Maziarz and Charles J. Blaine, 2967 to 2982. Congratulations to all, and thanks to the workers: Cars 1 and 2, Theresa Berger, Andy Boardman, Andy English, Rich Macchi, Skip Morris, Laurel Unger Richman, Maryanne Rhodes, and Will Turano.

Essex Ramble III Results			14-Jun-03													Total	
Driver	Navigator	Car Make/Model	Overall	In class	Leg 1	Leg 2	Leg 3	Leg 5	Leg 6	Leg 7	Leg 8	Leg 9	Leg 10	Leg 11	Leg 12		Leg 13
Fred Cochran	Pete Schneider	3 04 Subaru WRX	1	1A	1	1	1	1	2	4	0	0	1	1	1	0	13
Stephanie Gosselin	Fred Mapplebeck	2 00 Audi A4	2	1B	0	4	0	0	4	1	1	1	1	0	8	4	24
Mark Johnson	Miriam Powell	14 91 Saab 900	3	2A	2	0	3	1	2	2	0	2	12	4	1	0	29
Steve Mauger	Steve Novatne	5 92 Mitsubishi Galant	4	2B	0	1	1	8	3	3	4	3	1	1	1	10	36
Howard Mikkelsen	Patti Mikkelsen	1 98 Chevy S-10	5	3A	2	0	0	0	18	7	0	7	2	4	4	17	61
Karen Fegley	Bert Bremer	6 89 Saab 900S	6	1C	28	14	22	23	0	11	2	11	8	5	6	10	140
Jon Butzke	Steve McKelvie	13 79 Saab 99	7	2C	3	76	33	1	5	7	0	57	9	27	4	12	234
Dan Wiesen	Matt Healey	11 02 Subaru WRX	8	1S	17	13	9	60	18	41	5	44	18	34	10	26	295
Kelly Gadd	Philip Mueller	15 97 VW Jetta	9	2S	13	26	168	86	15	39	5	13	129	2	2	48	546
Marc Getty	Wendel Green	4 02 Mercedes C230	10	3S	180	184	140	35	52	54	49	150	137	11	26	113	1131
Justin Magoon	Jeff White	9 03 Subaru 2.5RS	11	1D	225	255	300	300	300	300	9	300	78	300	300	300	2967
Jeremy Maziarz	Charles J. Blaine	8 99 Pontiac Grand Prix	12	2D	76	122	300	300	300	300	300	300	300	300	84	300	2982
Rachel Silber	Siegmar Silber	12 97 Nissan Altima															DNF
Martha Bitsberger	Andre LaPlume	7 03 Mini Cooper															DNS
Amy Mularien	Peter Mularien	10 99 Subaru Forester															DNS

## Some ideas for discussion, cont'd from page 1:

- Events are on Friday evenings. Is that day or time bad for you? When would be better? Would evening events be OK on another day or are they a problem?
- They start in Littleton. Is this a hard location to get to? Would it be better if they moved around? Would a more rural starting point be better?
- There are plenty of autocross clubs around. Should we tie the regular series to an autocross series to get more exposure?

- Should we make a "no unpaved roads" rule? Some people don't like to take their cars on gravel.
- The events are straightforward TSD rallies. Should we add traps? Or would that just make it worse? Or, should we make them even more tour-like and less competitive?
- The restaurant only serves Chinese food. Is that a problem? What would be better?
- What should we do? What would you like to get from the TCNE?

Hurdle and Search flyers unavailable in online version

## Longest Afternoon review, cont'd from page 1

There were four cars, running in classes A, B, and D. John and I ran by ourselves in B, thus guaranteeing at least a "first in class" award, but he had printed out some new calculating sheets and was very enthusiastic about doing the calculations out properly this time around. So armed with a calculator and our trusty "B Box" odometer we set out to win. The first leg was very long and naturally we (I) got off course at one point. I think we recovered from that ok but then later we discovered that there was a big (and dopey--neither of us knows how to subtract) error in the very first calculation that totally messed things up from that point on. Determined to figure out what was going on, we stopped on a gravel stretch that looked suspiciously like the run-up to a checkpoint and reworked the whole leg. This took a few minutes but we were confident that we could compensate by incorporating an appropriate (free) TA.

Just as we were about to resume, Fred and Jessica in his Audi blasted past, which was quite surprizing as by this time we were several minutes late. I guess they had some difficulties on this leg also, and ended up getting an embarrassing 5 points. (We got 257: Must have calculated that TA wrong after all...) I should say that the Audi was very impressive going up that hill: Not much wheelspin or flying gravel, just a whoosh up to the checkpoint which was waiting at the top just as suspected.



photo: N. Sheckman

I have resolved to change my checkpoint locating technique to reduce predictability.

Anyway, we did a lot better on the remaining legs with scores of 0 and 3, but still ended up last overall. Those first legs are always so frustrating.

So, to get to the telescope part of it, there we were, driving along in the suburban Boston woods and suddenly coming around a curve we were confronted with the biggest darn hilltop of radio telescopes ever seen. I've been to Palomar and Wilson and Yerkes and Mees, which are impressive and famous but are also all way out in the boondocks. The Longest Afternoon rally took us to the MIT Haystack Observatory in Westford, site of a half dozen Really Big telescopes that are so close to "civilization" that they're totally unexpected. Check out [www.haystack.edu](http://www.haystack.edu) for some cool pictures.

Thanks to rallymaster Jim Katz for a terrific and appropriately themed event. I've sort of lost track of who worked the checkpoints, but thanks to them, too!

## The Longest Afternoon Results

Littleton, MA June 20, 2003

Driver Navigator	Car	Legs:			Total Factor	Class Overall
		1	2	3		
Fred Mapplebeck	3	5	1	1	7	1 A
Jessica Mapplebeck					56	1
Bob Sauer	2	-90	4	146	240	1 D
Rachel Sauer					480	2
Carsten Turner	4	-129	-12	174	315	2 D
Ken Elwell					630	3
Doug Hagerman	1	-257	0	-3	260	1 B
John Hagerman					1040	4

Rallymaster: Jim Katz

Worker: Nicholas Sheckman

## Mayflower Results

Littleton, MA May 16, 2003

Driver Navigator	Car	Legs:					Total Factor	Class Overall
		1	2	3	4	5		
Carsten Turner	3	15	17	46	3	39	120	1 D
Ken Elwell							240	1
David Rodenhiser	1	124	49	184	20	1	378	1 C
Andrew Boardman							378	2
Doug Hagerman	-2	77	53	58	34	16	238	1 B
John Hagerman							952	3
Carl Baker	2	32	39	266	76	0	413	2 B
Mike Allain							1652	4

Rallymaster: Nicholas Sheckman

Workers: Theresa Berger,  
Fred Mapplebeck, Laurel Unger Richman

## 2003 TCNE Board of Directors

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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.

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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: \_\_\_\_\_

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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**

# *Driver & Navigator*

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

July 2003



In this issue:

- Results and reviews from *Mayflower*, *Essex Ramble III*, and *The Longest Afternoon*
- Flyers for *Hurdle* and *The Search*

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

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