

**Okemo II, August 2006**

**Co-Chairs: Dick Fenton and Eric Fenton**

For Immediate release:

Michael Wilson wins Okemo for the 4th time in a row. "It is nice to win again, especially since this will be our last Okemo due to the new rules for 2007", said Michael Wilson. "It also puts us in a good position for King of the Hill. With both Ascutney hillclimbs not counted as part of the series, and Jerry Driscoll and Maros Zelina attending family events, we only need to be within 2.5 seconds of FTD at Burke to take the series. We were fortunate that Paul Tingaud's Audi-based Super Chicken blew up, because he was on a pace that could have taken FTD. While I had the fastest splits to checkpoint 5 for the weekend, his were very similar to my fastest". (See attached check 5 splits.)

Thanks to the Fenton family, Dick & Eric co-chairs with Barbara working in the background. 37 drivers, 3 runs Saturday and 4 runs Sunday. Again all drivers were under 3 minutes. The average was 2 seconds slower than June, but still fast. Weather was excellent, and the drivers cooperated with only one off-course, and even then the driver continued on to the top unaided. There were a few phone issues on Saturday and civilian pedestrian issues all weekend. Only one wrecker roll, and that for the over-boosted chicken parts.

Adam & Eric Val da Serra brought a 914 with a 6 cylinder motor; Adam did one nice run Saturday at 2:29 but the transmission got stuck, I do not know whether stuck in one gear, or stuck with no gears. So much for the custom shifter. Dave Dykes in the U3 240 SX ran on experimental tires Saturday so his times did not count, but put legal ones on for Sunday. Dave Baker's rabbit, co-driven by Ryan Higbee, had fuel pressure problems Saturday that turned out to be the regulator mis-calibrated. The Ricker/Blow Camaro suffered some accessory drive belt problems, which were tuned out with washer shims by Bill Hudson.

Michael Wilson did a 2:17.93 (.25 slower than the personal best), followed by a 2:18.18. Setting tire pressures for the weekend was probably worth 2 seconds. Sherman Baumann in the dwarf set a new personal best with a 2:20 at the end of Sunday to take 2nd overall and first in P2. Arlo Cota did a 2:23 for 3rd overall and first in S1 in the white STI. Kevin Gale did a 2:23 in the new modified with the mighty 305 motor. While not a personal best, this is fast for such a small V8 (no we are not comparing this to the size of Sherman's motor). Don Taylor did a 2:27 in class FL for another personal best, and John Reed also had a 2:27. Butch King in the Blazer rounded out the 2:20s and P1 with a 2:28, also a personal best.

Greg Haley is showing good speed in the turbo Jetta with a 2:33. Don Peaslee in the ex-Rutan rabbit decided to do some agricultural work around turn 24, which was unwise. While Don made it to the top, this left the various power steering parts either on the road or non-functional, and co-driver Stephen Turgeon with the class win from his first run. Chet Devarney found a grandmother in the road on one of his runs; I am not sure where, nor am I sure how reruns happened since he was working check 3 and later check 7 along with co-driver Nelson Shepard.

There was a "consistency" pool for the driver who had the two runs closest in time on Sunday; this was won by Bob Josephson in the Corvette with a 2:57.32 and a 2:57.28. Both Charles Holt and Jimi Heyder had times within .05 of their fastest run.

The Super Chicken engine decided that the inside should become one with the outside and ventilated the block (I only saw connecting rods on the right side of the motor, others apparently could see inside the left side of the motor). This happened at turn 28; unfortunately the finish was a few yards further on. Michele at finish thought he was cleared through check 7 about 2 seconds faster than Mike Wilson's first run.

The Dennis clan stayed away; with any luck they will be at Burke. We will probably need new chairpeople for both Burke & Okemo for 2007 and beyond. We definitely need a plan to keep the civilian pedestrian population off the road. A major part is a plan to notify them of what we are doing. It appears from my perspective that the Okemo mountain organization gives us a date but then tells NOBODY that we will be there, not even their employees.

Check 5 splits provided by Arlo or Ralph Cota's crew (I missed the name).

Michael Wilson

*(Yes I know much of this was covered by others, but I started writing this Tuesday AM and did not want to change it just to include the extra info)*