

MILESTONES

MILITARY MILESTONE

KINGSTON | Navy Hospitalman Apprentice Daniel H. Gage, a 1997 graduate of Sanborn Regional High School in Kingston, recently graduated from the Basic Hospital Corps School at Naval Hospital Corps School in Great Lakes, Illinois.

During the 14-week course, Gage learned a wide range of medical procedures used to provide first aid and assist Navy doctors and nurses. Gage also received an introductory instruction for service in a variety of medical environments, from fleet hospitals and shipboard medical departments to fleet Marine forces and medical administration offices.

Gage's newly acquired skills and knowledge will enable him to help provide quality health care to Navy and Marine Corps personnel and their families. Gage's first assignment after school will involve direct patient care, but with his training, Gage (who joined the Navy in May 2004) can work in several areas, including first aid and assisting with minor surgery, pharmacy and laboratory analysis, patient transportation, and food service inspections.

WHAT'S UP?

Do you have a story, event, activity or news that you would like to share with the community? Tell us today! Drop off a photo or story (or both) with your name, address and phone number (so the story may be verified) at our offices, located at 893 Lafayette Road, Hampton, NH 03842, or you can call us at (603) 926-4557, or fax it to the *Atlantic News* at (603) 926-4531 or e-mail to editor@atlanticnews.com with the title "News" in the subject line, or mail it to "News" c/o Atlantic News, PO Box 592, Hampton, NH 03843.



ROLL CALL ROUND UP

How to reach your New Hampshire legislator

SPECIAL TO THE ATLANTIC NEWS

SEACOAST | Before the next legislative session begins, Granite News Services (GNS) is providing information on how Seacoast area constituents can contact their legislator(s), by mail, phone (at home and work), fax and e-

mail.

GNS has listed what committee they are on, so voters know what type of the legislation they can most easily influence. Those who chair a committee are so noted with an asterisk (*) after the committee they chair and a single quo-

tation mark (!) after the committee they vice-chair.

Following each chart are two keys. One tells which towns are in which House districts or the general area in the Senate districts; the other is a key to the committee symbols.

HOUSE MEMBERS

Name	Cou	Dis	Par	Address	Town	Home#	Work#	Fax#	E-Mail	Com1 /Com2
Flockhart, Eileen C	Rock	13	d	62 Park Ct	Exeter	7780647			hartflock@comcast.net	Chil
Mason, April H	Rock	13	r	6 Greybird Cir	Exeter	7720020	8951110	8950532	amatmason@comcast.net	HHS
Quandt, Marshall Lee	Rock	13	r	45 Franklin St	Exeter	7723417		7727702	peppergas@comcast.net	Comm
Quandt, Matthew J	Rock	13	r	45 Franklin St	Exeter	7723417		7727702	mjqandt@comcast.net	Comm
Robertson, Carl G	Rock	13	r+d	106 Front St	Exeter	7787111			CGRobertson@comcast.net	Exe
Johnson, Rogers J	Rock	13	r	PO Box 565	Stratham	7788091			rogersjohnson@alum.exeter.edu	HHS
Scamman, Stella	Rock	13	r	69 Portsmouth Ave	Stratham	7723062		7780303	stella.scamman@leg.state.nh.us	Comm
Scamman, W Douglas	Rock	13	r	69 Portsmouth Ave	Stratham	7723062		7780303doug.scamman@leg.state.nh.us	SPEAK	Rul*
Moore, Benjamin E	Rock	14	r	81 Railroad Ave	Apt 307Seabrook		4742076			Fish
Palazzo, Frank J	Rock	14	r	PO Box 321	Seabrook	4742686				Way
Weare, E Albert	Rock	14	r	30 Forest Ct	Seabrook	4749454			aweare@aol.com	Crim
Morris, Richard W	Rock	14	r	PO Box 644	Seabrook Beach	6824622			richard.morris@leg.state.nh.u	Jud
Bridle, Russell D	Rock	15	r	225 Towle Farm Rd	Hampton	9268694	9263316		rusty.bridle@leg.state.nh.us	Lab*
Francoeur, Sheila T	Rock	15	r	88 Kings Hwy	Hampton	9262554			sheila.francoeur@leg.state.nh.us	Comm*
Gillick, Thomas J	Rock	15	r	17 R Gill St	Hampton	9291093				Muni
O'Neil, Michael	Rock	15	r	PO Box 818	Hampton	9267326			mikeoneilnh@aol.com	MAJL Rul'
Stiles, Nancy F	Rock	15	r	40 Hobbs Rd	Hampton	9266467		9266467	nancy.stiles@leg.state.nh.us	Edu
Rolston, James G	Rock	17	r	1 Carlton Dr	Greenland	4316596		4307980	j.rolston@comcast.net	Stat
Hughes, Daniel M	Rock	18	r	PO Box 334	New Castle	4315829	3738844	3738844	daniel.hughes@leg.state.nh.us	Fin
Langley, Jane S	Rock	18	r	PO Box 115	Rye Beach		9646371			Comm 39

SENATE MEMBERS

Name	DS	P	Address	City	Home#	E-Mail	C1	C2	C3
Hassan, Margaret W	23	d	48 Court Street	Exeter	7724187	maggie.hassan@leg.state.nh.us	EnW	Exe	InA
Clark, Martha Fuller	24	d	152 Middle Street	Portsmouth	4316626	martha.fuller.clark@leg.state.nh.us	Exe	HHS	

House Committees

Committee	Symbol
Children and Family Law	.Chil
Commerce	.Comm
Criminal Justice and Public Safety	.Crim
Education	.Edu
Election Law	.Elec
Environment and Agriculture	.EnvA
Executive Departments and Administration	.Exe
Finance	.Fin
Fish and Game	.Fish
Health, Human Services & Elderly Affairs	.HHS
Judiciary	.Jud
Legislative Administration	.LegA
Labor, Industrial and Rehabilitative Services	.Lab
Municipal and County Government	.Muni
Public Works and Highways	.PubW
Resources, Recreation and Development	.Res
Rules	.Rule
Science, Technology and Energy	.Sci
State-Federal Relations and Veterans Affairs	.Stat
Transportation	.Tra
Ways and Means	.Way

Senate Committees

Committee	Symbol
Banks	.Ban
Banks and Insurance	.Bal
Capital Budget	.Cap
Education	.Edu
Energy and Economic Development	.EED
Environment	.Env
Environment and Wildlife	.EnW
Executive Departments and Administration	.Exe
Finance	.Fin
Health & Human Services	.HHS
Insurance	.Ins
Internal Affairs	.InA
Interstate Cooperation	.Int
Judiciary	.Jud
Public and Municipal Affairs	.PuA
Rules	.Rul
Rules and Enrolled Bills	.REB
Transportation	.Tra
Transportation and Interstate Cooperation	.TrI
Ways and Means	.Way
Wildlife & Recreation	.Rec

Leadership positions are noted in UPPER CASE: Speaker (S P E A K), Deputy Speaker (DUP), Majority Leader (MAJL), Minority Leader (MINL), Majority Whip (MAJW) and Minority Whip (MINW). For a complete list of towns that go in each Senate district, visit www.sos.nh.gov/senate.htm.

Cyan Magenta Yellow Black

926-5785

Fri.-Sun., Jan. 21-23

COACH CARTER:
12:05, 3:00, 6:00, 8:55

ELEKTRA:
12:35, 3:35, 6:35, 9:00

RACING STRIPES:
12:15, 3:15, 6:15, 8:45

MEET THE FOCKERS:
12:20, 3:20, 6:20, 9:05

THE AVIATOR:
12:00, 3:30, 7:00

WHITE NOISE:
12:25, 3:25, 6:25, 9:10

Mon.-Thurs., Jan. 24-27

COACH CARTER:6:00, 8:55

ELEKTRA:6:35, 9:00

RACING STRIPES:6:15, 8:45

MEET THE FOCKERS:6:20, 9:05

THE AVIATOR:7:00

WHITE NOISE:6:25, 9:10

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CIVIL WAR NOTES

The 12th NH Infantry: Chancellorsville's Forgotten Heroes

PART TWO

By PAUL OMAN
SPECIAL TO THE ATLANTIC NEWS

(Editor's Note: This is the second of a multi-part article written by Paul Oman, a member of the Civil War Roundtable of New Hampshire.)

"Abandoned and forgotten, both during and after the battle, the 12th New Hampshire Mountaineers fight for their lives a half mile behind Confederate lines at the Battle of Chancellorsville."

PRE-CHANCELLORSVILLE

Officially, the 12th NH was raised to full strength in only four days. On August 12, 1862, Governor Berry of New Hampshire issued the enlistment papers necessary to create the regiment. On August 16, a full regiment of men, the completed paperwork, and all the necessary document were returned to the Governor.

This "four day" regiment formation is probably a record, but of course, there was much organizational activity underway before the enlistment papers were actually issued. The Mountaineers, as they would call themselves, were now official.

Thomas Whipple (Lt. Colonel of the 90-day 1st NH Regiment, Colonel of the 4th NH Regiment for its first six months), helped raise the regiment and was elected the regiment's colonel on August 20, but Governor Berry instead selected John Potter (who was a captain in the regular

U.S. Army - 7th US Infantry), instead. Potter was part of the Union presence in Texas that was surrendered by Major Lynde to the Confederates on July 27, 1861. The regiment was not happy with the Governor's override of Whipple, who did not become a part of the regiment and remained in New Hampshire.

Nearly all of the regiment was mustered in on September 5, 1862. While they heard their first enemy shots on October 13, their first serious "view of the elephant" was at Fredericksburg. In a way the regiment was lucky at Fredericksburg. They spend December 12 and 13 dodging cannon shells within the city limits. A handful of men were killed or wounded, but their turn to make the next death assault on Marye's Heights was cancelled when the Union army gave up charging the Heights.

On December 16, as the Union Army was retreating from Fredericksburg, Companies "C" and "F" of the 12th NH where ordered to hold their position in town and where then promptly forgotten. The pontoon bridges were already being taken up when the regiment's Lt. Colonel, John F. Marsh, dashed back across the bridges and into the city to rescue the two companies still holding their position.

By an odd twist of fate, the same thing would happen at Chancellorsville, the day before the 12th's big battle. And again, Company "F" (many from Pittsfield, NH) would be involved.

NASCAR ANNOUNCES STARTING LINE-UP CHANGES

By GERALD HODGES
SPECIAL TO THE ATLANTIC NEWS

DAYTONA BEACH, FL | NASCAR officially announced long-expected changes to its qualifying procedures that guarantee the top 35 teams in the Nextel Cup car owners' points standings a starting spot in 2005 Cup races.

The changes will also be in effect for the Busch and Truck series, with the top-30 teams in those standings guaranteed starting spots.

The new procedures replace provisionals, which were awarded to teams that failed to make the cutoff based on qualifying speeds for individual races.

For the first five Cup races of 2005, the top 35 teams in the final 2004 car owners' standings will be assured a starting spot provided they file an entry for each race by NASCAR's deadline and make a qualifying attempt.

That leaves seven spots per race available to teams not in that top 35. Those spots would be awarded to the cars that post the fastest speeds among those not in the top 35.

The 43rd starting spot would go a past Cup champion whose current team is not in the top 35 and who did not earn a starting spot based on qualifying speed. If no past champion needs the 43rd spot, it goes the next team in line based on qualifying speed.

Guaranteeing starting spots for the top teams, ones committed to run the full 36-race schedule, protects them from being bumped from a 43-car field by teams not running every week who could show up, put a car in special qualifying trim and make a race without regard for how they'd run in the event itself.

"They certainly complement each other," NASCAR president Mike Helton said of the changes. "It certainly makes the top 35 more confident with the impound. If the rest of the world felt like they could come in an go extremes for qualifying and accomplish what they're out to do, it would encourage that to happen."

"If you analyze it closely,

a new team would be racing actually against eight other new teams," Helton said. "So your chances are actually better than the old way. That's one of the things we were anxious not to do was to create a barrier."

"And after the first five races, it evolves week to week. So it also encourages the competition side of it to be up in that area to where you don't have to worry about it."

SIGHTS SET ON NEW ENGINE

DAYTONA BEACH, FL | A new engine and powerplant is on the horizon for the Nextel Cup Series. One that will be more generic than the present three different engines.

NASCAR has initiated discussions with the three manufacturers currently participating in its Nextel Cup Series — Ford, General Motors and Dodge — regarding the design and introduction of new engines, perhaps as early as the 2007 season.

"We're looking ahead to the future," Cup Series Director John Darby said. "We don't necessarily have an engine problem now. We're not doing this to fix something."

"We're doing this as a cooperative effort between NASCAR and the manufacturers to get everyone lined up on the same page."

What NASCAR is saying is that they want to have one basic engine design with interchangeable parts for all three types of cars.

But even more, it might be to accommodate Toyota, which has said they plan to have a Cup entry as early as 2007. Toyota doesn't have a Cup engine at the present, so by introducing a brand new engine for everyone, it would level the playing field.

While the types of cars used in NASCAR have changed significantly since its inception in 1949, the engines used in its premiere series are still based on the 358-cubic inch "small block" V-8 design first produced in the 1950s.

The small block V-8 design has become the cornerstone of NASCAR's methods to maintain parity among manufacturers and limit the use of modern tech-

nology, which is more difficult to police.

Darby, as well as manufacturer officials, say the time is right to begin looking at a new direction in regards to engine development.

"What we're looking for is a spot out in here in the future where we can, with the help and suggestions from the manufacturers, take all the basic design specifications and give all of the manufacturers the ability to ... design a new engine with the same specs," he said.

(Comment from Gerald Hodges: The bottom line of all this is, that NASCAR has a timetable, and it's my bet that there will have one engine and one body design — with all interchangeable parts—before too many years from now. Will it make for good racing? Competitive, yes — but good racing, no.)

JARRETT SPEAKS

DAYTONA BEACH, FL | Both Rusty Wallace and Terry Labonte will hang up their driving helmets after

the 2005 season. Rusty has said he might continue to run a couple Busch or truck races, while Terry will only run a partial 2005 schedule.

"Both of those guys have had great careers," says Dale Jarrett. "They've meant a lot to this sport. The only thing aside from losing two good friends out here that are my age and we have things in common to talk about would be the questions that come at me now about when I'm gonna retire because we're basically the same age. My answer to that is I started later than they did, so I'm gonna try to drive a little longer than what they are, but I wish them both the best in their last year."

"When you see that happening to two good guys, and obviously Terry is cutting back too. Those people have meant a lot to this sport and you'd like to see them have a lot of success here to go out on a good note."

Gerald Hodges/ the Racing Reporter is a syndicated NASCAR columnist. For additional racing stories, visit www.race500.com.

Countdown to the Bud Shootout

By GERALD HODGES
SPECIAL TO THE ATLANTIC NEWS

DAYTONA, FL | For Kurt Busch, the difference between competing for a Budweiser Shootout purse of more than \$1 million and watching the race on his own television was merely two-thousandths of a second. Two-thousandths of a second slower on his Bud Pole Qualifying run last November at Homestead-Miami Speedway, and the 27th running of the Budweiser Shootout at Daytona would have been without the series champion.

But on a weekend in which he claimed the inaugural Chase for the Nextel Cup title, Busch also earned his first Bud Pole Award of the season by beating teammate Greg Biffle's qualifying time by the smallest of margins. As a result, he will be one of 20 drivers eligible to compete in the 27th running of the Budweiser Shootout at Daytona, a "non-points" race that consists of all Bud Pole Award winners from the previous season as well

as former Shootout champions.

"I had been joking in the pre-qualifying interview (at Homestead) that we needed a pole to get into the Shootout," Busch said. "Miami ended up being a storybook ending for us, and to start that last race weekend off by picking up a Bud Pole Award and an invite to the Budweiser Shootout made it even sweeter."

For a driver known for his ability to string together strong finishes when points count the most, he'll now be thrown into an event where points mean nothing. The Shootout is a race of 70 green-flag laps totaling 175 miles. It is divided into two segments. The first segment will be 20 laps, followed by a 10-minute intermission. The second segment will be 50 laps and must end in a green-white-checkered finish.

This will be Busch's third time competing in the Budweiser Shootout. His first

AWARDS FROM 25A

According to Matt Gregg, one of the founders of the event, "Many performers and theatrical artists from New Hampshire go on to achieve success and fame elsewhere. The NH Theatre Awards is a chance to give a little glory to the place it all begins — in the local arts community."

Tickets for the event are \$37.50; VIP tickets for the front rows are \$50. To reserve tickets or for more information, call the Palace Theatre at (603) 668-5588 or visit the box office at 80 Hanover Street in Manchester; additional information is available at www.NHTheatre.com.



ATLANTIC NEWS

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