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SATURDAY, AUGUST 18, 2007

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Army relocating 32 to Md. base

Lawmakers: Move is premature

By KEITH BROWN
and BILL BOWMAN
STAFF WRITERS

The Army plans to use about \$2.2 million of Fort Monmouth's mission funds to move an advance contingent of post engineers to Aberdeen Proving Ground before a federally mandated report has been submitted to Congress.

The Army Materiel Command, which oversees Fort Monmouth, issued a release late Friday announcing that it had approved the move of 32 engineers to Aberdeen in an effort to "facilitate a smooth transition." The Maryland installation is scheduled to absorb the bulk of the fort's mission by 2011 under the 2005 Base Realignment and Closure decisions that marked the 90-year-old post for shuttering.



ON THE WEB: Visit our Web site, www.app.com, and look under Special Reports for a link to Battle for Fort Monmouth.

The move will cost about \$70,000 for each person and will be taken from the fort's "operational" — or mission — funds, according to Henry Kearney, a fort spokesman.

Gen. Benjamin S. Griffin, AMC's commanding general, said 19 of the 32 positions have been filled voluntarily by Fort Mon-

See Relocation, Page A5

Sex-abuse lawsuit vs. church to proceed

By KATHLEEN HOPKINS
TOMS RIVER BUREAU

TOMS RIVER — A \$100 million lawsuit against St. Thomas Lutheran Church in Brick will proceed, after a judge Friday declined to dismiss complaints brought by 19 men who allege they were molested as children in the 1960s, 1970s and 1980s by the church's one-time pastor.

State Superior Court Judge Thomas E. O'Brien denied requests to dismiss the lawsuit made by attorneys representing the church and its adjacent St. Thomas Christian Academy on Salmon Street, the church's and school's officials and parent organizations, and the estate of the former pastor, the late Rev. Robert L. Siegel.

Toms River attorney Robert R. Faggi filed the lawsuit on behalf of 19 plaintiffs, who now range in age from 29 to 52. They allege they were molested by Siegel when they were between 5 to 15 years old. A 20th man also claims he

Coming Sunday

The Press takes a look at the trend toward consolidating municipal services.

INSIDE

Sweet success

A Jersey Shore taffy-making tradition thrives at Berkeley Sweet Shops.
JERSEY LIFE/D1



Pleasant

Mostly sunny.
WEATHER/A2

TEMPERATURES

BRKFST LUNCH DINNER
68° 74° 70°

BUSINESS B5

CLASSIFIED B1

COMICS/PUZZLES D9

EDITORIALS A15

MOVIES/CELEBS D2

OBITUARIES A12

SPORTS C1

TELEVISION D8



Asbury Park Press daily

MEMORIAL SERVICE: Planned at Wall Township Speedway tonight after a ceremonial final lap by John Blewett III's No. 76 car. Visitation is Tuesday



John Blewett III

Conn. crash kill auto-racing sta



John Blewett III and his son, John, hold the checkered flag after the race car driver won the fifth annual Marian D. O'Rourke Independence 76 Race at Wall Township Speedway on July 3, 2004. (PRESS FILE PHOTOS)

By MICHELLE GLADDEN
FREEHOLD BUREAU

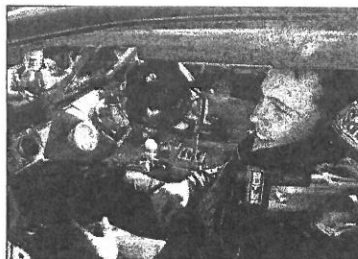
News that famed driver John Blewett III, a Howell native known to have loved racing even as a child, died at a speedway in Thompson, Conn., has stunned the racing community.

Blewett, 33, was racing in the New England Dodge Dealers 150 on Thursday night when his family-owned No. 66 car smashed up against the wall at Thompson Inter-

brother, Jimmy Blewett, 26, also was involved in the crash but was not injured.

"We were watching the race on the computer," said his stepmother, Jessie Blewett, Friday afternoon from the family's home on Herbertsville Road. "I saw there was a crash and got the phone call that they were airlifting him out."

The accident took place about 9:50 p.m., as the



Jimmy Blewett, younger brother of John III, is shown in a 2004 photo. Jimmy was involved in his

DON WILSON



Eulog for Sh legen

The news left numb, and saddened.

John Blewett II had known as a fan admired as a race driver, interviewed many times at the and respected for esty and integrity auto racing icon i parts — was dead.

I didn't want to such tragic news. wanted it to be ju other bad racing i of which there are so many.

But as Thursda became Friday m truth be told, John ett III was dead, k a horrific racing i in the Whelan Mo Tour's New Engla Dodge Dealers 150 Thompson Intern: Speedway in Con

The incident ju yond the apex of t and 2 on the 0.625-oval was so severe the race was stopp flagged after 106 l while the 33-year-wett was extricate his family-owned modified, then ru ambulance to Hut Regional Hospital ster, Mass.

It was there, at pital, where the d we've known for s years as "John B pronounced dead injuries.

All of us who k mourn his untim ing. He is yet an young talent tak