

## SPORTS CAR NEWS

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John Bain and Al White of the Ford Rally Team do some fast surgery on their car during the recent Appalachian National Rally. Story inside.

# SPORTS CAR NEWS

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## FORD RALLY TEAM SWEEPS PHILADELPHIA REGION APPALACHIAN NATIONAL RALLY

by John Bain

The Philadelphia Region of SCCA presented the 1969 Appalachian National Rally on the weekend of September 27-28. With the help of some financial support from Getty Oil, Purolator, DuPont, and the many local dealers who contributed marque awards, Rallymasters Moishe Mark and Jeff Robertshaw had put together an enjoyable and elaborate weekend. The registration team processed the arrivals with no delay but tech inspection, on the other hand, was a pretty involved affair, with Will Weldin checking everything imaginable, including the reserve brake fluid level. Eventually we found our way back to the hospitality suite and spent an hour or so reading the answers to the many questions that were submitted, including a 10-page letter from some nitwit who wanted to know what part of a circular sign was considered first! Fortunately, the rallymaster assured us it did not occur.

In general the rally adhered to national rally regulations. The main additions were the provision of a "main road" rule, which by now is old hat to all national rallyists and a "follow" provision that is made to order for those tortuous Pennsylvania County Routes.

The very first clue of the timed run put us on a County Route follow, and from there it was a well-varied, interesting event with traps that were tough but clean. An early chance to err was provided by: GAIN 0.10 MINUTE WITHIN 0.1 MILE OF COVERED BRIDGE. Since the generals instructed us to automatically add .25 at each bridge, some contestants assumed that the general instructions overruled the generals at this particular bridge, right? Wrong! The correct procedure was, of course, to add .15 and proceed to the checkpoint. Later in the morning we were following



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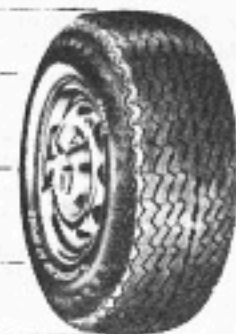
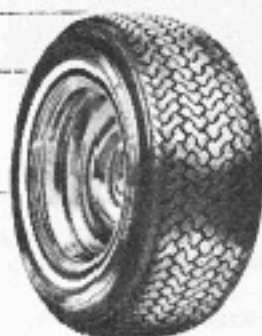


**HAPPY WINNERS WITH A BIG LEAD.** Kathy Bohl is smiling as she accepts a 0 on the last control from captain John Chadick. The Bohls won the event handily, beating 105 other cars.

yet another County Route when a clue advised us: **RIGHT AT A SIGN ADVERTISING A COLA.** Sure enough, the County Route went right at a Coca-Cola sign, and those who failed to notice it (there were very few) were rewarded with a two minute error. Throughout the event, the rallymasters made judicious use of speed changes and automatic speed decreases to insure that the off-course loops did not result in enormous penalties but hurt just the same.

In the afternoon, **RIGHT, "G. S. DANNED TINSMITH"** caused a lot of problems. It looked like "G. S. DANNER" to use, but we were hanging loose (with 500 points, why not?) so we took it and zeroed the control. Not so lucky was Car 13, Bob Roedder, who decided to go straight and look for a sign without the R. Coming back a few minutes later he zeroed his car when a BOAC (Big Old American Car) headed west down the middle of the route the same time Bob was going east. Fortunately no one was injured seriously although the familiar green Peugeot will be absent from the scene for a while. The protest was denied.

Sunday morning opened with a slight drizzle but by starting time the sky had cleared and a fine day developed. As I was reading through the instructions my eye caught on a clue: **LEFT ONTO DIRT ROAD.** It seemed innocent enough, except that the generals said that unpaved roads were non-existent unless the word unpaved appeared in the applicable route instruction. Naturally I leaped out of the car and charged up to the starting official and said, "Hey, we aren't supposed to use unpaved roads unless the word unpaved appears in the applicable route instruction." His reply, "That's right." Mulling over this cryptic answer we concluded that we were supposed to turn onto a paved road, the name of which was Dirt Road. Sure enough it popped up just after the morning rest stop, sending a good number of cars careening up a dirt road for a big penalty.



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At the finish the Ford Rally Team was host for an open cocktail party and a good time was had by all, talking over defeats and victory, past and present. The rally committee provided some excellent entertainment and witty patter at the awards banquet and the trophies were, as promised, spectacular.

Again the current champions, Jack Chidester and Bruce Gezon, produced a fantastic run, winning their 10th straight Class B National Rally by a wide margin, beating 75% of the equipped cars in the process. This team has never failed to win its class since SCCA introduced the "B" class three years ago. They had only two controls that were anything short of amazing, a 1.27 after going down 6 minutes off course, and a .43 early on a confidence run.

Class A winners and also members of the Ford Rally Team were Roger and Kathy Bohl, the 1967 National Champions who were nosed out last year by teammates Brown and Jones of Texas. The Bohls ran a very tight rally with scores clustered around one and two points per control, for a total of 62 points for the two-day event. With only two divisional wins needed for a perfect 50 points, Roger and Kathy, who have four firsts in five nationals, are in an excellent position to regain the national SCCA championship.

With a turnout of over 100 cars and very few protests, this event has got to rank as one of the best of the season. Rallymasters Mark and Robertshaw turned out a fine rally and the many region members who supplied the manpower deserve thanks for their fine results. Particularly effective in producing quick results was the use of the recently developed "QUIK-SCORE" scoring system. Each contestant carried a waterproof, indelible plastic scoreboard in his car, and the actual official scoring was done at each control. By the time the last car had parked in the parking lot, official scores were posted and there seemed to be fewer errors than usual. Details on this copyrighted system are available by writing to: Quik-Score, 11736 Millbrook Rd, Philadelphia Penna. 19154.

#### CLASS A

1 Roger and Kathy Bohl	Mustang	62
2 Jack and Renee O'Leary	Rover	142
3 Jim Helm - Bob Wilson	Pontiac	151
4 G. Henderson-W. Zitkus	Mustang	250
5 Ed Crockett-MacCornforth	Mustang	443
6 Chas. Brown-Evan Gull	Camaro	475

#### CLASS B

1 Jack Chidester-Bruce Gezon	Mustang	374
2 Wayne Elvin-Paul Novak	Porsche	591
3 Nancy and Bill Crouse	Mustang	802
4 John and Molly Chalmers	Datsun	1476

#### 55 CARS TURN OUT FOR UNMUFFLED LISCA-SCUDERIA X RACES AT BRIDGEHAMPTON

With 55 cars turning out for their first unmuffled event of the year and 44 cars starting the five scheduled races, co-chairmen Bud Kruger (SX) and Mike Feltser were understandably pleased. The event ran in the black, making it a monetary as well as an aesthetic success.

The competition school saw 18 students go through a blackboard session, a yellow flag tour and a short green flag shakedown before 12 of them got a chance to compete in the Novice race. Dave Kurtz of LICOA led the seven-lap event from start to finish in his BP Corvette,



IN A CLOUD OF DUST, Lou D'Amico goes flying off the track at the recent LISCA-SX races at the Bridge. D'Amico wrapped up his front end and had to DNF the event, won by Bob Farrell.

followed by Rascal's Paul Hec in an EP Elva Courier, Al Blaker's Lotus Formula Ford and Harvey Fisk in a B Sedan Citroen, complete with pneumatic suspension.

In the 10-lap race for E-H Production and Small Sedans, Bob Burgess took his EP Alfa GT coupe off the pole and was never caught, though followed closely by Bruce Hamlin's EP MGB and Bob Bunce's EP TR-3. Bunce got in front of Hamlin on the 6th lap but DNFed one lap from the end. Ron Holmes' HP Sprite finally got ahead of Dick Walsh's indecently fast C/Sed VW on the 9th lap to take a 3 OA and 1st in HP. Al Fischer won FP with Ira Goldenberg's Spitfire taking GP after spinning on the 1st lap and losing 1 minute to Steve Wang's GP Spitfire (DNF).

Race 3 saw a healthy entry of 4 FC's, 3 FF's and 5 FV's. Jim Bean's Brabham FC led the 1st lap but then turned sour and dropped to third. He got back to second place behind front running Oliver Triebach's Autodynamics FF but pitted for good on lap 7. Frank Rinciari in a Brabham FC took over 2nd place and held it for FC honors. Starting in the 4th grid position, Whit Gregg's Titan FF placed 3rd and 2nd FF with Gerry Sagerman's Turner FF next.

As in previous outings, the A-D Production/A Sedan race turned out to be a dogfight among LICOA members Bob Farrell (AP), Lou D'Amico (BP) and Tom Felten (BP). Farrell put his Corvette ahead of D'Amico's on the second lap but on lap 6, D'Amico got out of shape and went off at turn 8, destroying the front half of the car on a sandbank. Lou then watched Felten move up with Norm Horowitz's DP Lotus Super 7 behind. At the end it was Farrell, Felten, Horowitz, Dave Kurtz (BP), and Jan Nelson (A Sedan).

The 5-lap Libre race saw 10 cars enter and try to catch Tom Felten's BP Corvette. Demetrius Christofidi's Corvette was second and Burgess' Alfa GT third. For the third time of the day, new licensee Ann Almond finished the race in last place in her Abarth 850 coupe. Now, that's perserverance.

