

(V/R) ASL: Pam Jessurun (Porsche) BS: Tom
CS: Paul Kozlak (Mazda) DS: Jonathan Bruce
Cindy Darwal (Fiat X1/9) ES: Gregory Zollo
L: Debbie Smith (VW Scirocco) FS: John
Am) FSL: Judy Schoonmaker (Trans Am) GS:
HS: Michael Ticonchuk (VW Bug) HSL: Tina
P: Gary Wigglesworth (Porsche) ASPL: Gloria
P: Tom Moore (Corvette) BSPL: Karen Chabal
Chuck Noonan (Honda CRX) CSPL: LaDonne
2002) DSP: Jinx Jordan (Honda CRX) DSPL:
Honda CRX) AP: Bill Lane (Lotus Elan) BP: Tom
m Tiger) CP: Douglas Smith (Trans Am) DP:
Sprite) DPL: Lynne Ferrugi (Sprite) EP: John
2) FP: Robert Inye (Datsun) AM: Bill Goodale
laigh (Lotus) BML: Nancy Widley (Lotus) DM:
is) DML: Nancy Bowden (Sprite) EM: John Rudy

(Honda CRX s) ASL: Linda McGuire (Corvette)
lix (Mazda RX-7 GS) SE) BSL: Dr. Mary Jane
re) CS: Andrew J. Toth (Dodge-Omi Turbo) CSL:
wald (Mazda RX-7) DS: Bill Verdien (Toyota MR2)
oneen (VW Rabbit GT) ES: Michael Sturm (Honda
onette Bonifiglio (Honda Civic) FS: Mark McGowan
g GT) FSL: Linda Smiley (Ford Mustang GT) GS:
r (Porsche 924) GSL: Lou M. Adbertson (Pontiac
Alan Sheidler (Plymouth Colt GT) HS: Deborah
mouth Colt GT) IS: Barry Schonberger (Sunbeam
Mary Brotz (Corvette) CP: Grayden Obenour (Ford
L: Marlene Obenour (Ford Mustang) DP: Kevin
Sprite) DPL: Rene Dunham (Triumph Spitfire) EP:
lvo 1225) EPL: Mary Koewen (Datsun 510) FP:
(Datsun 280Z) FPL: Denise Sebrrel (Datsun 280Z)
Gamy (MRC FV) AML: Ellen Honsperger (Apollo)
Cambren (Nobelshehl-I) ASL: Tom Bootz (LeGrand
Jan Bootz (LeGrand Max2) DM: Davie Looman (VW
c) DML: Joyce Looman (VW Autodynamic) EM: Steve
RC Sprite) EML: Sharon LeWaque (LeVizor Spider)
ray (Porsche 914-2) ASPL: Dee Schweikle (Alfa
ber) BSP: David Crifton (Mazda) CSP: Ferd Boehner
X) DSP: Chuck Sample (Fiat X1/9) DSPL: Jeanette
M X1/9).

Havranek (Porsche 914-6) 2:05.220; ASL: Judy Fiere
911) 2:12.327; BS: Mel Egan (Mazda RX-7-GSL-98)
BSL: Jill Egan (Mazda RX-7-GSL-98) 2:16.495; CS: Matt
la (Mazda RX-7) 2:08.329; CSL: Debbie Barnett (Mazda
099; DS: Rick Hines (Pontiac Fire V6) 2:07.905; DSL:
s (Fiat X1/9) 2:10.978; ES: Tom Johnson (Mazda RX-7)
FS: Bill Madamba (Chevrolet Camaro Z28) 2:07.043;
ll) Brumm (Chevrolet Camaro Z28) 2:12.804; GS: Jim
tsche 924) 2:10.818; GSL: Janet Lanz-Pasha (Porsche
LS16; HS: Art Murcheryan (Toyota Celica) 2:13.709; ASP:
amussen (Lotus Europa) 2:01.588; ASPL: Susan
en (Porsche 914-4 2.0) 2:05.185; BSP: Don McWilliams
let Corvette) 2:00.644; BSPL: Joan Ananos (Chevrolet
l) 2:08.053; CSP: Randy Kenyon (Mazda RX-2) 2:05.696;
Shelly Monfort (Datsun SR131) 2:10.799; DSP: Conrad
h (Honda Accord) 2:15.465; AP: Chris O'Donnell (Lotus
54.903; APL: Pat Kelly (Lotus 3) 2:01.65; BP: Larry Park
let Corvette) 1:52.503; BPL: Pat Park (Chevrolet Corvette)
3; CP: Frank Stagnaro (Shelby GT350) 1:58.458; CPL:
Ridders (Ford Mustang) 2:09.888; DP: Gary Goodh
Healey Sprite) 1:58.550; DPL: Doris Hansen (Austin-
Sprite) 2:04.429; EP: Steven Wakefield (Datsun 510)
6; EPL: Karina Biedermann (Datsun 510) 2:04.843; FP:
k Craig (Datsun 240Z) 1:53.244; FPL: Joan Colman
h (914-6) 1:50.562; AM: Jesus Villarreal (Aurora) 1:49.564;
Lynne Overman (Aurora Sundance) 1:54.439; BM: Jack
ck (Lotus T340) 1:49.709; BML: Betsy Terrell (Aurora-Fiat)
73; CM: Dan Cole (Silver Fox) 1:51.308; CML: Sandy Cole
F) 1:52.400; DM: Stan Jennings (Lotus 57) 1:54.761;
Nastie Jennings (Lotus 57) 1:55.525; EM: Bob King (Sprite-
e) 1:49.378; EML: Charlotte King (Sprite-Mazda) 1:55.148.

Road Rally Review



Making up time at the Virginia Reel: Debbie Segall and Bob Kraus (left) of the Finger Lakes Region are passed by Chuck Larouere and Jack Chidester of the Washington DC Region. Full report next month. (©C. Carlisle)

BoD Feedback And Road Rallying's Future

SportsCar® is pleased to present this first report on the road rally scene from Norm Hill, chairman of the Road Rally Board. Next month Norm will begin a regular column in SportsCar called, "Check Point," and he's on the hunt for any news or items of interest you may have. Drop him a line at 715 South Road, Lisle, Illinois 60532. —Ed.

Several months ago I had the privilege of meeting with the Board of Directors in Denver. I presented to them the experiences and plans of the Road Rally Program (as I know them, of course), and they gave me feedback as to where they saw road rallying fitting into their SCCA scheme. I want to take the occasion of my first SportsCar® column as Road Rally Board chairman to share this meeting with you and ask for your feedback.

I began by evaluating the program as healthy, growing and making money! For perhaps the first time, road rallying is an asset to SCCA. I give the credit to Bob Radford, the new SCCA Rally/Solo V.P., who has built upon programs started by Terry Moreland and pushed us well into the black. Road rallying is not only financially stable but is the second most active SCCA program, having a membership gain of 27 percent since August of 1984. We've gained more members in pure numbers than the Solo program, and they're three times our size. Events are also up, with 1984 showing a gain over '83 and '85 having more events scheduled than '84—and four events already scheduled for '86.

Besides Bob Radford, I give credit to a program of emphasis on less complex events, stability in regulations, communication and feedback, and missionary work with regional programs and local clubs. These are programs we intend to continue in order to best serve the SCCA membership.

■ Of late, it's been hard to miss a growing demand for tour/endorsement events, e.g. the

Great American Race, One Lap of America, Dixie Dash, Alcan, etc. These are really road rallies (and are now almost all SCCA-sanctioned as such), yet don't fit into our usual format. This presents us with a great growth opportunity. How can we integrate this format into our National championship series without ruining both? We can't! "Traps" and complex calcs (much less computers) don't fit at all the tour description, nor does "look-at-the-scenery," 14-hour days (on some events), and "mostly social" fit our present championship format (though Vic Wallder will quickly tell me that's how it all began.)

If the two formats don't mesh, let's not try. Let's create a second championship series for tour events. We can coexist—perhaps even cross-pollinate. The tour rules might be similar to the Great American Race—no odometers, straight forward and lots of parties. How about the "American Heritage Tour Series" where a rally format is used (checkpoints and all) to tour the back country of our entire state for a weekend or even a week? Dash plaques in the shape of the state would be given to encourage contestants to collect the country. Two to four a year is sufficient. And how about the first one being "One Lap of Iowa" on Oct. 19 and 20? John Spragg of Waterloo thinks it's a great idea—he's doing it out of Dubuque!

Other ideas include a two-week cross-country tour and/or a continuation of the "Nova" rally, which combined a road rally with several Solo fits as well as a new car intro. I'm working with Phil Schmidt, Solo Event Board chairman, on this.

This type of event is where the market and the Board of Directors want road rallying to go. You "trapped" types won't give up your game either—that's an established market. We need to take advantage of rally demand with new, innovative offerings.

These are some ideas. The Rally Board needs input and ideas from you out there—rallyist, used-to-be rallyist, and would-be rallyist. Maybe we could even get Vic Wallder to bring Jesse out again.

Andiamo! —Norm Hill