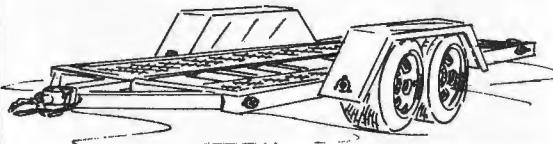


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RAIN CLOUDS THREATEN RESULTS OF THE
LISCA JUNE JOUST GYMKHANA
by Steve Wang

Besides competing with another small gymkhana (the Bridgehampton Trans-Am), the LISCA June Joust on the 21st also sparred with the weather and lost. An inordinately low number of 27 cars showed up at Mitchell Field for the fifth CLISCC Championship event this year. It's a disgrace to the Long Island clubs that their members can't or won't support the sport they indicate they enjoy by belonging to a club. The fact that this was a championship event makes the low turnout even more tragic.

The threat of desanction hangs over the event because of the rain that started as all but 3 drivers had taken their second run. After a "lunch" break the event was halted at 1:45 when the rain kept coming down. Trophies will be awarded though CLISCC points are in doubt.

The LISCA crew headed by Al Fischer did their usual competent job. The only problem was the lack of cooperation from the drivers in getting to the start line to run. When the rain threatened, though, they seemed to hustle it a bit. The course was a series of switchbacks and chicane with a figure 8 leading to a slalom before the finish.

Top gun for the day was Frank Boscarino. The Sperry member took his gold Lotus Elan around in a sharp 1:16.296, good enough for BTOD and first in Class A. Right behind in A, but not really, was Sperry's Captain America, Bob Brown, whose Elan totalled 1:20.697 including one 3 second pylon.

Class B, the "largest" with 6 cars also went to two Sperry members, Jim Fraser's VW Manx ran a 1:19.788 for first with Bob Boscarino next a 1:20.472 in a TVR Vixen. PCA's Al Travison was tops in Class C, taking his Porsche 356C to a 1:20.831 to beat Al Neuroth who turned a 1:21.483 in his Sprite.

LISCA's Lee Grossman easily won Class D with a 1:24.854 in his MGB to beat SCAN's Barry Breslow who recorded a 1:28.147. Class E was again won by an Alfa Duetto, this one owned by Lee Tomczk of CSCC. He went 1:21.984 to beat Arnie Roth of South Shore who drove his Sprite to a 1:22.227.

John Veimeister toolled his Class G AMX 390 around the course in 1:27.826 to win F-G combined. In H it was Jim Tkacsik in a Karmann Ghia at 1:29.732 (including a 3-second pylon) to beat Jim Sheridan's Mini at 1:34.930.

FORD FINISHES 1-2-3 ON GREEN MOUNTAIN NATIONAL DESPITE BOHL DNF

A couple of ringers named Georing and Zitkus who drive under the Ford banner in the Midwest came east and took top prize on the SCCA- New England Region's Green Mountain national rally on June 27-28. Their 489 was low in Class A followed by Ford teammates Ed Crockett and Mac Cornforth with 577. In between (and second overall) was the top Class B team, Jack Chidester and Bruce Gezon who have great difficulty losing national rallies. Their score was a nifty 560. They, too, are members of the sponsored Ford rally team. In fourth overall and third in Class A was the sponsored Renault team of Bill Stephenson and Bob Clayton whose 578 was only 1 point



SEEN AT THE FINISH of the SCCA Green Mountain National Rally. John Buffum, rallymaster, and Kathy Bohl of the Ford Team.

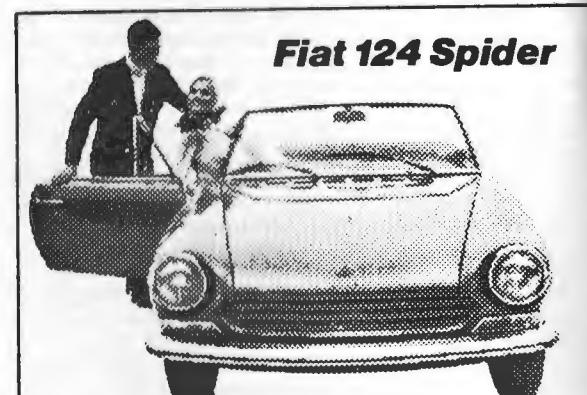
out of second.

John Buffum's Green Mountain lived up to its advance publicity. It was fast, devious, fast, exciting, fast and for the most part it was pretty clean. By lunchtime on Saturday, every car had bought several hundred points mostly due to a couple of traps. The first real trap of the day caught 61 out of the 65 starters.

You made a left turn and observed a checkpoint dead ahead of you. Your instruction was CAS at a specified mileage after passing a sign reading "POSTED". Next was the instruction reading "Right toward the cemetery onto unpaved road". The sharp cars caught the hard - to - see "POSTED" on the left and congratulated themselves into the control about .1 miles away. The really sharp cars looked to the right and caught the unpaved road a few hundredths in front of the CP sign. Chidester and Gezon caught the road as they passed it, locked up and slid to a halt a foot in front of the checkpoint sign. They calmly backed up, made the correct loop, and came back for an excellent score. (Now you know why they have been first in Class B in fourteen straight national rallies).

Another excellent trap that caught quite a few cars was an instruction to turn right 2.71 miles after a "Mount Holly Lodge" sign. It was the "a" in the instruction that tossed most people. A juicy right hand turn appeared at 2.63 miles after the first such sign. Some cars turned without hesitation. A few others went past the bend in the road to the correct mileage and not finding another right, turned around and assumed the mileage was in error. The smart cars went past the turn and continued looking for another "Mount Holly Lodge" sign at which to turn after. Needless to say, a checkpoint intervened.

Speeds for the event ranged from fast to faster. Although it was raining on Saturday emergency speeds were not invoked and it's even doubtful that they had been calculated. As it turned out they would have helped a little but weren't really critical. In the afternoon cars were put on a high speed run up over the top of one of the mountains which unfortunately was being bathed by a very moist cloud at the time. Near the crest, visibility went down to about 50 feet and taking switchbacks at 44 mph in a dense fog can be something of an experience. The control was located at the bottom of the mountain after a few slippery downhill switchbacks. It was not a control that many cars zeroed.



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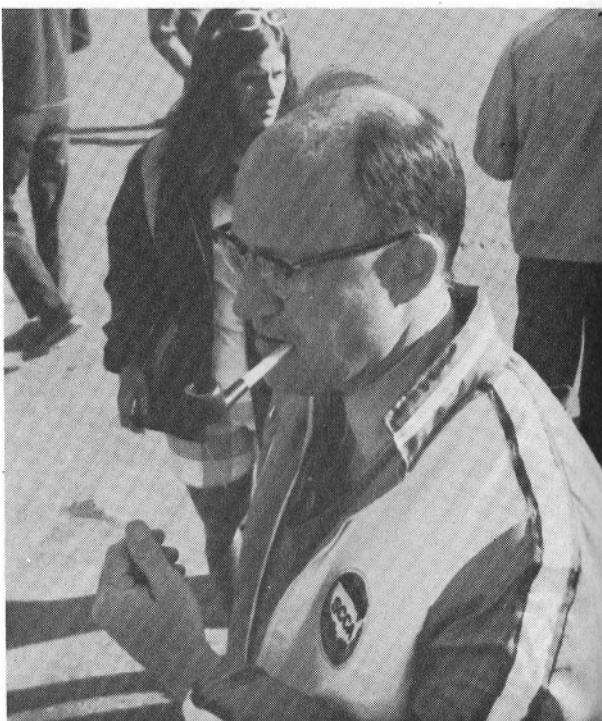
Two accidents marred the weekend though thankfully no one was seriously hurt. Early on Sunday morning's run Jack and Renee O'Leary and Roger and Kathy Bohl were involved in a sideswipe accident as the O'Leary's were doubling back after being off-course. It was the second time in three nationals this year that the Bohls were unable to finish the rally. In another accident later that day Dick Storrs and Ayer Bellerman went off the road. Storrs, who is the father of the rally chairman, Nick Storrs, reportedly suffered only superficial cuts.

Both accidents occurred at places on the rally course where the chairman had not provided a fail-safe into the checkpoint; rather, the contestant came to a dead end or ran out of a mileage and then raced back to try to find the course. If self-correcting loops had been used throughout the rally, it's unlikely that the accidents that did occur (and the few that didn't but only narrowly) could have ever taken place. In the highly competitive atmosphere of a national rally, course marshals and rallymasters should be prepared to shoulder some of the responsibility for these mishaps when they do not provide an off-course route into a checkpoint.

Other trophy winners included Gronning and Libering at 689 for 4th in A, Howard and Shrader at 757 for 5th, and Pete Kosche and Ira Meislik, 6th in A at 799. Just out of the trophies were Barbara and Joe Zeligs.

In Class B, second spot went to Steve Rosenthal and Paul Smith with 595 while Michel Potheau and Bill Todd finished third with 1210.

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