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ELVIN AND NOVAK TOP 66 CAR FIELD AT THE PHILADELPHIA REGION APPALACHIAN RALLY

For two days in July, the South rose again as Wayne Elvin from South Carolina and Paul Novak from Florida took top honors on the Philadelphia Region -SCCA's annual national rally, The Appalachian. The winners, competing in a Porsche, took 609 penalty points in topping Class A. Finishing second were John Buffum of Vermont and Gene Hauman of Long Island in a factory sponsored Renault. They took 822 points.

Class B was taken by Steve Rosenthal and Paul Smith from Massachusetts, beating Jack Chidester and Bruce Gezon. It was the first time in 14 national events that the latter team, competing in a factory Ford, had surrendered first in Class B. Chidester and Gezon had a variety of problems and did not make the trophy circle. Rosenthal and Smith have been high up this year on the national circuit but this is the first Class B win for them.

The rally was an excellent one, very complex but also very precise and with a couple of exceptions, everyone who got trapped did it to himself. Only 3 of the 41 checkpoints had to be discarded. One involved a sign that was not exactly as drawn. Another went when a birdbath which had been carefully removed from the course by rallymaster Dave Teter reappeared on the day of the event. Another control was discarded when the restart sign for a

section was erroneously described as being 3 miles away. The sign was actually about 2.3 miles away and unfortunately an identical sign appeared at 3.02 miles and worse yet, the first several instructions following the sign fell into place.

The beauty of the Appalachian rally was the precision of logic needed to complete the event successfully, and on this score, not one checkpoint fell. Contestants had to keep in mind 7 different priorities and within these seven, there were several sub-priorities (e.g. under priority 5- the main road rule- the black on yellow sign took precedence over the backed-up STOP where there was a conflict.) Magnetic compasses were required to run the event correctly since many instructions asked you to turn in a particular direction to keep you on (or correct you back onto) the rally route.

It's not often that you see 58 out of 66 cars take a max penalty on a checkpoint, but one Sunday leg did just that. Cars were working on a GO rule on Maxwell Road when the road seemed to end and after turning on a priority at a T, rallyists suddenly re-encountered Maxwell Road going off at a 90 degree angle to the right. The generals specifically required that once a GO road (which is the equivalent of a "follow") was lost, it could be picked up again and followed if an instruction with the word Go, Left, Right or Turn was not encountered first. The next numbered instruction was simply "Go Easterly". When

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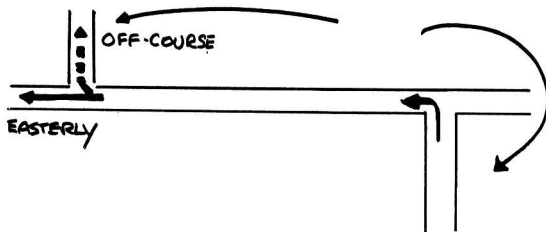
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you came up to Maxwell Road the second time, you were already heading easterly, but since the course would have gone right at that point it was expected that you would satisfy the "Go Easterly" instruction by proceeding straight ahead at that intersection since the numbered instruction takes priority over the GO rule. If that isn't clear (and it wasn't to 58 rally cars on the event) remember that these are the kinds of dilemmas you were faced with for two days and over 400 miles. The temperature on both days was well into the 90's and most rallyists on this event have decided that there is indeed more than one definition of a pressure cooker.

Best Saturday run was taken by TASC's Walt Eisen - stark and Dick Klein with 367 while Sunday run honors were taken by Bill Stephenson and Bob Clayton of Michigan in a Renault. The Renault Team also beat out 6 other teams for the team trophies. The team included Buffum and Hauman and Stephenson and Clayton in factory sponsored Renaults and Ted Rehman and Pete Fischer in the Renault sponsored by Manhattan Imported Cars.

Class winners for the event were:

Trophy	Names	Car	Score
1st A	Elvin and Novak	Porsche	609

2nd A	Buffum and Hauman	Renault	822
3rd A	Gronning and Leiberman	Ford	855
4th A	Brown and Gull	Camaro	898
5th A	Kosche and Meislik	Porsche	1223
6th A	Zeligs and Zeligs	Oldsmobile	1306
1st B	Rosenthal and Smith	Cortina	923
2nd B	Mather and Fast	Datsun	1069
3rd B	Kerner and DeCarteret	Datsun	1708

LOTUS DRIVERS SCHOOL: IT WAS A UNIQUE EXPERIENCE

by John Heilig

A month ago, SCN reported the establishment of the Lotus Drivers School at Lime Rock Park. The school is designed to teach novice and inexperienced race drivers how to handle a race car - specifically, the Lotus 61 Formula Ford. It is conducted by Lotus Racing East. Fred Stevenson, the Formula B record holder at the track, is the chief instructor.

Well, the Yellow Baron here enrolled and attended the first session with Tim Kirk of Clifton, N.J. and Tony Clarkson of New York City.

The first day we went out, Wednesday, we put about 36 laps on the cars, which are muffled to comply with local ordinances, but otherwise are competition ready.

There were four of us the first day and two drove at a time while the other two stayed at the corners with Stevenson while he showed us what the drivers were doing right and wrong at the corners. Then we switched places.

On Thursday there were only three drivers, but three cars so we did over 100 more laps. 30 of these in a driv -

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