

In the Spirit of the Sport

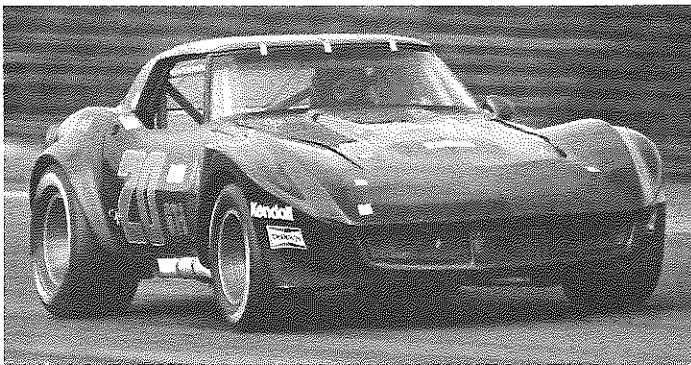
the glen region

SPARKPLUG



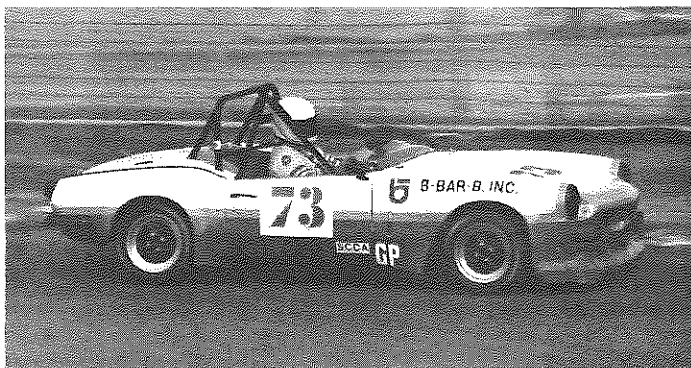
Glen Region, SCCA November 1984 Vol. 27 No. 11

Octoberfest Winners



Hugh Cornell - 1st - GT1

Ade Ketchum Photo



Bob Rynone - 1st - GP

Ade Ketchum Photo



Keith Wyckoff - 1st - SSB

Ade Ketchum Photo

Checkpoint 11

The 7th annual "Halloween Hollows" was held Saturday, October 27th - a beautiful summer-like evening. Rallymasters Mile McKerrow and Kelley Buckbee put together a very challenging route that included tours through Burdett, Cayuta, Bennettsburg, and Montour Falls.

Fifty-three cars were entered for the rally, and a good number were occupied by some very strange creatures indeed. Ghosts, witches and dracula-types were the order of the day. They were greeted at checkpoints by eerie, glowing pumpkins and workers, who were also "dressed" for the occasion.

Tim Hills and Don Rockwell took first place with 85 points - just one tick of the clock ahead of Bob Swarthout and Bob Chamberlain, who finished with 86 points for the four checkpoints. Another high finishing team of note was that of Dewey Neild and Ron Seacord, who the previous week chaired the Ithaca Lions Club/Glen Region White Cane Rally. They finished 5th with 116 points - one ahead of Dave and Connie Davies - the only Rally Championship contenders to finish in the top ten.

Congratulations and a warm welcome to Paul Aliprando and Ed Lee, who, after a year, finally gave in to our pressure and became the 399th and 400th members of the Region. They both have a lot to offer the rally program, and their input to that program, as well as their participation in next year's Championship, will be most welcome. They are also very interested in chairing a rally next year - how quickly they learn the avenues of revenge!

So, the rally season is finished for another year, and I feel it was a successful year - thanks to the work and dedication put forth by the Rally Board, the rallymasters and the many workers - my sincere thanks to all of them. Next month I'll review the entire year and take a look at how well we did statistically compared with other years.

Lyn Rexford

Reflections

November is upon us. Racing is finished for the year. The rally program is over, and the solo events are through for the year. All that awaits now is the year end awards, and of course, a new racing, rally and solo II program for 1985.

By now, most of the membership is aware of our very active schedule for 1985. It is best that each and every one of you review it very thoroughly and decide what events you are going to participate in for 1985. I think the most interesting event is going to be the 24 hour in October. At last a 24 hour race comes to Watkins Glen.

1984 Officers & Directors

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Congratulations to the 1985 Board:

Richard Chambers	-	R.E.
Tim Meddaugh	-	Asst R.E.
Betty Page	-	Sec.
Bev Buckbee	-	Treas.
Tom Sparling	-	Act. Dir.
Phyllis Hoskinson	-	Dir.
Eleanor Perry	-	Dir.

and to Adrian Ketchum and William Green who continue with the board in 1985 in their second term of office.

At the NEdiv Mini Convention last week, Brenda Winters from SCCA National handed out a printout of worker licenses. Stan Dobromil came up with some percentages:

Licensed Workers to Active Membership

Glen	25%
LoL	20%
SNY	17%
Milwaukee	17%
Chicago	17%
Oregon	17%
Atlanta	14%
FLR	11%
San Fran.	09%
Cal Club	08%
WNY	06%
CNY	03%

Enough said???????

Wishing you a very safe and enjoyable
HOLIDAY SEASON.

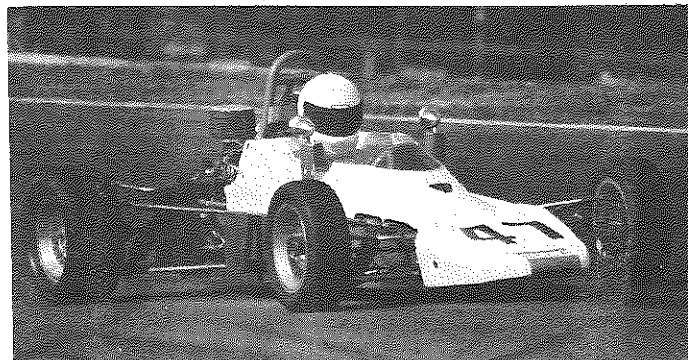
- Bob Burns -

Delta Rescue Says Thanks

The crew of Delta Rescue MPV would like to thank the Glen Region, Watkins Glen International, the Finger Lakes Region, the Watkins Glen Fire Department and our "coach", Ernie Jackson, for the faith, encouragement, and resources that enabled us to have our best season ever. Working on the turn nine area of the short course has enabled us to safely handle better than two miles of track (7 turns), with excellent response times and effective post-crash management.

On behalf of Carla Bogin, Kevin Harris, and all others who "played" on our vehicle with much verve and spirit, we wish you all a fine winter rest, and the happiness of the holiday season. Delta Rescue will be ready when needed in the '85 season.

Yours in Safety,
Jay



Dennis Cotton, Octoberfest 1984

Ade Ketchum Photo

The Race of Champions

The SCCA American Race of Champions, or as we know it today, the Champion Spark Plug Race of Champions, now determines the different national class champions each year. This series of races started at Riverside, California in 1964 and would alternate between there and Daytona International Speedway in Florida until 1969. 1970 saw the run-offs moved to Road Atlanta, which has hosted the event ever since.

Glen Region drivers have competed in the run-offs since 1970, starting out with Fred Kepler of Elmira Heights, New York, who drove a Corvette to finish 5th overall in A Production. Ray Stone, a limited member of the region from New Jersey, finished 2nd overall in H Production in a Porsche 904.

1971 saw Fred Kepler back again in a Corvette to take 4th overall in A Production. Kepler returned again in 1973 to run his Corvette in A Production, but he retired from the race after only completing 3 laps.

It wasn't until 1978 that the region would have a driver running in the run-offs again. Hugh Cornell from Knoxville, Pa., drove a Datsun to finish 17th overall in Showroom Stock A. The following year the region had two drivers competing at Road Atlanta. Cornell returned to run in Showroom Stock A and finished 4th overall. Geoff Foster from Nobleton, Ontario, Canada, finished 18th overall in his Honda Civic in C Sedan.

After a little dry spell, the region again was represented. This time it was on the Formula 440 starting grid. Clint Welding drove his Red Devil T84 to finish 12th overall.

All the Glen Region drivers that have had the honor to run in the Champion Spark Plug Race of Champions have raced with the best SCCA can produce.

- Bill Green -

Membership News

The Glen Region membership stands at 400 members as of October 29, 1984. New members include:

Gary & Clarice Crawford - from Syracuse, New York. Gary is a school administrator and they are interested in working as pit marshals.

Edward A. Parker - from Odessa, New York and is interested in club racing and working races.

Jeffrey R. Smith - from Andover, New York and is interested in Flagging & Communications.

John K. Hammond - a teacher at Williamsport Area Community College and is interested in rally and working races.

George B. Williams, Jr. - assistant manager of Life Line in Rochester, New York and is interested in all SCCA activities.

James McGohan - from Auburn, New York. James is assistant manager of Bobbett Gas Service in Skaneateles, New York and is interested in working races.

Nancy I. Sayman - a nurse from Scottsville, New York and is interested in Pro and club racing.

Edward Lee - an engineer from Plainview, New York, who is interested in rally and Pro Rally.

Paul J. Altprando - an engineer from Minoa, New York, who is interested in rally, Pro Rally and solo events.

Welcome one and all to the Glen Region.

MEMBERSHIP CONTEST AS OF 10/29/84. (Ends 11/30/84.)

1.	Kim Davies	12
2.	Gregg Beach	8
3.	Bill Green	6
4.	Peter Kwasnik	5
5.	Tommy Sparling	4
6.	Stu Luther	3
	Kathi Burns	3
	Richard Chambers	3
	Bob Rynone	3
10.	Joe Carozzoni	2
	Joni Mattice	2
	Phyllis Hoskinson	2
13.	Arnold Carbaugh, Jr.	1
	Gregory Menzenski	1
	Phil Kelley	1
	Eleanor Perry	1
	Bob Morris	1
	E. Terry Matro	1
	Leon Jessie	1

Carl J. Matuszek
Membership Chairman

National Convention Facts

FACT SHEET:	the SCCA National Convention
When:	February 6-10, 1985
Where:	St. Louis, Missouri - on the Mississippi river - "Located about halfway from anywhere in the U.S.A."
Host:	St. Louis Region, Sports Car Club of America
What:	40th Annual Convention
Theme:	The 40th Reunion - nostalgia for those good old days. The way it was - the way it is!
Seminars:	on How to. . . .
Activities:	on What/Where to. . . .
Parties:	Yes! -
Food and Drink:	Yes! - } Included in registration fee
Social:	Yes! - }
How to get in on this action???	

LOOK IN THE NOVEMBER ISSUE OF "SPORTS CAR"

Contact: Registration: Carol Cohn (314) 469-1761
Hotel: Clarion, St. Louis 1-800-325-7353
(Missouri only) 1-800-392-7310

'85 United Airlines: 1-800-521-4041
St. Louis (SCCA #526M)

Delta Airlines 1-800-255-7223

National Car Rental: 1-800-328-7949
(Recap #63000237)

BE THERE!!!



The Welding's Runoffs Diary

Friday - By 10:00 PM the trailer is loaded with more racing equipment than Georgia and I thought we owned. Along with the racing equipment is enough camping equipment and clothes to make it through a week of any kind of weather. Most of the clothes were for cold and rain. At 10:30 PM the Brew Crew rolls in from Syracuse for the Glen drivers' school and Regional. A little liquid libation is consumed, and it's off to bed.

Saturday - As we leave for Atlanta, the scope of what we are a part of has not hit home. It feels like we are leaving for any other race. When we left Horseheads, the fall colors were beautiful, but now that we are below Harrisburg, everything is green - and the temperature is reaching toward 80 degrees. We drive into North Carolina and stop for the night. (We fell asleep in a rest area.)

Sunday - We drive the last 5 hours to Gainesville where the track is located. (The whole trip took 18 hours.) NOW the scope of what we are a part of hits home. We park outside the gate and walk in and register, then we are escorted to our parking spot. Due to our late arrival, they put us in the grass - about 1/2 mile from the grid, which is not bad, because we have shade and are away from most of the activity. We unload the car and proceed to tech. Next, we attend the F-440 drivers' meeting, where I RECOMMEND a 50 pound increase in the minimum weight. The vote is 11 for and 10 against. (All skinny). We will see what Denver does. Next, the track is ridden around in the back of a pickup truck, and we call it a day.

Monday - The car is fueled and prepped for the mid day practice session. Holy Smokes, there must be 60 cars on this grid, and we are right in the middle. V's and F-440's are practicing together. Here we go out of the grid area into the right hander and up the hill. As I crest the hill, to my surprise and the guy behind me, there is a hard right. I hit the brakes, and he or she hits me. I take off like a rocket but stay on the track, and they spin. After a couple of laps, the cars stretch out, and it's not too bad. Then Drisel (the N.E. champion) passes me going into the back straight, and I decide to see what the new motor can do. To my total surprise, I can stay right in his draft, and we even pass some cars together. Then, as we come into the right hander where I was bumped, we come upon a slower car. Drisel gets by, I get along side, and the car turns into me - driving me into the curb. We both go spinning down the hill ending up off the track in a cloud of Georgia dust. I pull back on the track, but something wasn't right. I proceed to the pits, where I almost spin, going through the sharp turn in pit lane and discover the axle is bent along with the wheel. Georgia and I head into Atlanta and pick up an axle - then back to the track, where we find a wheel. It takes the rest of the day and the next morning to get the car apart and back together. We found that the axle carriage was bent, but we could not find where.

Tuesday - The car is ready in time for the practice session with a new clutch setup. The V's and F-440's are released from the grid at separate times. No bumping or banging occurs, and I'm able to learn which turn is coming next. The new clutch setup is 1000 RPMs off, so we will qualify with the one we ran Monday.

Wednesday - We get to the grid late and are positioned 16th, which does not bother me, until I'm out on the track, using up a lot of laps being held up by slower cars. At the end of the session, I hook up with a southern driver and turn my fastest lap on the last lap of the session. According to Georgia's times, we were 2 seconds off the track record. That gave us a real lift. Then when the grid was posted, we found out our time was only good for 14th position. Fast crowd.

Thursday - We put in a new clutch setup, because the one used on Wednesday had damaged weights, and the car was ready for the 6:30PM qualifying session. We got to the grid early and were second in line, which allowed us to draft the faster cars, which I was doing - until the second lap, when I spun in turn 4. Then 1/2 lap later, the engine slowed and died on the back straight. I was sure the engine had blown, but after being towed in, we found the throttle cable junction had broken. (Easily fixed). Also, we discovered the chain and drive sprocket were ruined. It is now 8:30 at night, and we warm up at 9:00AM and race at 12:30PM. I start taking out the bad parts, and Georgia heads for the laundromat, for the second time, because it has been eighty everyday - and all our clothes were for cold and rain. (I'm not complaining.) At about 11:30PM, the Coleman lantern, I'm using for light, falls off the tire, and I catch it. My right hand is now burned in the palm, and all I can think of is not being able to drive tomorrow. But with a little first aid from Brian Yarnel, the hand is able to work pretty good.

Friday - PEOPLE - People are everywhere. This is the biggest crowd at a race I've ever seen, except for when Georgia and I went to Indy. The installation of the new drive sprocket and chain is completed, when Georgia discovers our last clutch, which she is cleaning, also has damaged weights. The warm up session has now started, and we are taking parts from both clutches, in an attempt to make one good one. It is 11:00, and we are grinding our last set of weights down to the weight of the ones we ran our fast time with. At 11:15 we have ground off all the weight we can, and we are still too heavy, so we decide to up the spring tension to compensate.

We made it to the grid on time - look at all the people. The race takes the green on the first attempt, and we move up two places in the first turn. As the field heads out of the first turn, a long line forms and snakes its way through the road course section. Then, as we hit the back straight, a gap begins to open up between the car in front of me and myself. I look at the tack, and the engine is 1000RPMs low. The clutch setup did not work. I was able to hold my position and drafted with two other cars for 10 laps. Then the car

started making a noise at the rear, whenever I let off. Also, the top speed began to decrease. So, it was just hang on and finish, which we did - coming in 12th.

TO THE GLEN REGION MEMBERS - THANKS FOR THE HELP!!

- Clint & Georgia Welding -

1985 at the Glen

No one can dispute that the GLEN is BACK.... 1985 promises to be even more exciting. I would like to add.... the GLEN REGION is BACK!! You proved your ability at every call, and I have no reservations about you rising to the the CHALLENGE in '85. The demand pertains not only to RACING, but our RALLY and SOLO programs as well.

I COMMEND each and every WORKER, RACE CHAIRPERSON, RALLY CHAIRPERSON, SOLO CHAIRPERSON, COMMITTEES, CHIEFS of SPECIALTIES, STEWARDS, and ANYONE else involved with the region on a MAGNIFICENT PERFORMANCE. Certainly the same recognition goes to our RE and his BOARD.

What can you do to make '85 better for everyone??? RECRUIT!!! If each of you signed up just ONE new member, our ranks would double, and our work load cut in HALF! Why not make this your New Year's resolution? EVERYONE stands to benefit. So I ask each for an EXERTED EFFORT in this most important endeavor.

COMMITTEES..... I need VOLUNTEERS!!! i.e.: Sparkplug editor, Rally Board Chairperson, Public Relations, Social Committee Chairperson. For you NEWER MEMBERS it's an opportunity to LEARN, meet our members and participants. STEP UP and be part of the FUN. Call me, or submit YOUR NAME by mail... EVERYONE will be considered. You OLDER MEMBERS need not be reminded of the importance of these appointments. Your EXPERTISE can be of great HELP. Please advise me of your INTEREST and WILLINGNESS to HELP.

Again, I thank you for your faithful support in '84 and ask for your continued support in '85.

In the spirit of the sport
Dick Chambers RE elect

Fifteen Years Ago In The SPARKPLUG

October was dominated by (what else), the USGP, which saw Jochen Rindt win his first championship race while Graham Hill sustained serious leg injuries when he flipped at the end of the front straight and was ejected from the car. Piers Courage was second in a Brabham, John Surtees third in a BRM, and Jack Brabham himself came back from a pit stop to get fourth. World Champion-elect Jackie Stewart was out early after leading, and so was Mario Andretti after an uncompetitive weekend with the 4-wheel-drive Lotus.

Faces in the pits at the USGP included Vic Franzese as the sponsor of Pete Lovely's Lotus (yes Tom Bayless, you got the trivia questions right!), Glen Region stalwarts Chuck Besley and Chuck Wylie, and SCCA PR honcho Dic Vander Feen in radio contact with somebody... wonder if it was John Bishop?

The November issue headlined that other traditional Fall attraction, the FIR Fun One. Glen Region drivers pictured on page one were Mike and Neil Wiernicki, Bill Petrie, Jim Ostrum, Bill Stroud, Fred Kepler, and Homer Snert himself, Dick Sparling.

We scanned the pages of Motoring News and National Speed News for tips on the 1970 season, and came up with some diamonds (Sam Posey would run a Dodge Challenger in Trans-Am) and some stones (Jo Siffert would sign with Ferrari). Fifteen years later I'm digging out racing rumors for a living, and I'm still scanning NSSN for tips on the 1985 season... maybe I could get Charlie to shell out a few quid for Motoring News too!

November's cover posed the 1970 Glen Region officers headed by R.E. Bob Perry, but December marked the return of Mr. S. Claus and his goodie-laden Formula car, once again thanks to the artwork of Char Winter. Inside, the accent was on the Christmas Party held at Morrison's in Big Flats, with Owens-Corning Corvette driver (now racing Kelly American) Jerry Thompson as guest speaker. Awards passed out included rally championships to Shirley Brown (driver) and Elinor Rhoades (navigator), the Area 11 A Production racing title to Fred Kepler, and a bunch of autocross trophies to among others, Lyn Rexford, Rick Perry, and Dick Robinson.

And so the Robinson era of the Sparkplug ended with the December 1969 issue, as we turned the editorship over to Lyn Rexford, after three exciting and eventful years. Up to this point, I sincerely think that period represented the high point of American road racing and the Golden Era of the Glen. But with the announcement of WGI's 1985 schedule the day this column is written, and the surge in road racing interest all over the country, I'm convinced the next Golden Era is at hand. Stick around. You'll enjoy it.

-Al Robinson

Glen Region's Drivers at the Octoberfest

Driver	Class	Pos.
Bob Rynone	GP	1
Keith Wyckoff	SSB	1
James Brown	HP	DNF
Tom Kwasnik	GT4	DNS
Peter Kwasnik	GT4	DNS
Dave Beach	FV	9
Herb Minor	FV	10
Hugh Cornell	GT1	1
Phil Kelley	GT1	2
Mike Lilley	GT3	4
Tom Rotsell	GT1	DNF
Mark Sherwood	FF	6
Dennis Cotton	FF	13
Brad Jacobs	FF	DNF

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THIRD CLASS MAIL

Results of "Halloween Hallows VII Rally"

1. Tim Hills	Chevrolet Pickup	85
2. Robert Swarthout, Jr.	Citation	86
3. Dan Douglas	Rabbit	103
4. Arnold Carbaugh, Jr.*	Dodge D-50	114
5. Dewey Neild	Chevette	116
6. David Davies*	Ford LTD	117
7. Stan Dobromil*	Corvette	122
8. Barton Snedaker	Prelude	130
9. Eric Estes	Pinto	141
10. Greg Coombs	GTI	142
11. Joan Crouse	Phoenix SJ	146
12. Barbara Abrams	Datsun 510	147
13. Deb Marlatt	Camaro	173
14. Dan Gulick	Capri	179
15. Irene Dobromil*	Mazda GLC	196
16. Jay McKendrick	CRX	217
17. Bill Bicknell	Civic	249
18. John Moore*	Capri	276
19. Pamela Hanna*	RX-7	281
20. Ade Ketchum*	Ford LTD	291
21. Michael Mong	Rabbit	302
22. Bruce Phalin*	320i	302
23. Rick Hughey*	Monza	321
24. Paul Aliprandi*	Scirocco	334
25. Joe Atkinson*	Zepher	339
26. Terry Smith	Alliance	344
27. Joe Holderbach	Escort	345
28. Terri Dobbs*	Corolla	362
29. Lori Barber	EXP	363
30. Yee Lee	Volvo DL	367
31. Scott Kreisler*	Spitfire	389
32. Carl Matuszek*	Audi Coupe	394
33. Gary Jumper	Firebird	396
34. Sue Bellgraph	EXP	417
35. Mike Stephens*	Celica	429
36. David Snyder*	J-2000	445
37. Bob Beckerman*	Lincoln Town Car	519
38. Dick Spike	CJ-7	531
39. Thomas Sparling, Sr.*	Rabbit	535

40. Jennifer Howell	Monza	617
41. Ken Strothmann*	Accord	626
42. Joni Mattice*	Chevette	901
43. Katherine Drake	Turismo	935
44. Jamie Egan	Mustang	1018
45. David Acuto	Isuzu 4x4	1028
46. Michael Matson	Camaro	1130
47. Ron Fulkerson	Porsche 914	1245
48. Willis Thomas, III	Chevrolet 4x4	1272
-- Dennis Chapman		
-- Teresa Unwin	Omni	DNF
-- Anita Dobromil*		
-- John Vacca	Omega	DNF
-- Stacy Vecce		
-- Charles Berch	Maverick	DNF
-- Michael Tongate		
-- Rosann Unwin	Aspen	DNF
-- Keith Clark	Malibu	DNF
-- Sean Coons		

* indicates Glen Region member.

Wine furnished by **Bully Hill Vineyards.**

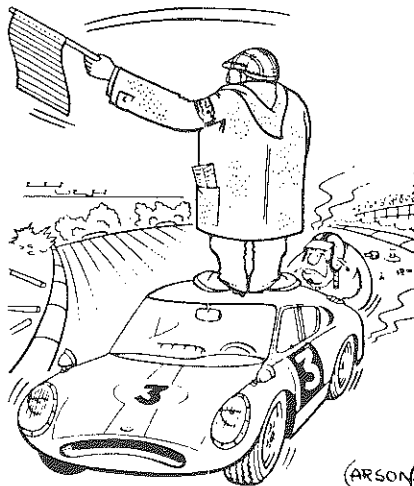
Tim Hills & Don Rockwell won the **Harding Chevrolet Award** in a 1978 Chevrolet Pickup.

David & Connie Davies won the **Whitcomb Ford Award** in a 1983 Ford LTD.

Barbara Abrams & Gary Thomas won the **Van Brunt Motors Nissan Award** in a 1971 Datsun 510.

Terri Dobbs & Betty Page won the **Brown & Hauser Auto Sales Toyota Award** in a 1977 Toyota Corolla.

Ken Strothmann & Rob Plummer won the **AMS/OIL PRESS ON REGARDLESS AWARD** which is furnished by Tom Sparling and Joe Atkinson, local AMS/OIL dealers.



International Flag Signals—5
YELLOW, WAVED: Great danger, be ready to stop.

Final 1984 Road Rally Standings:

Driver:	Navigator:		
1. Ade Ketchum	3350	1. Lyn Rexford	3350
2. Carl Matuszek	3070	2. Connie Davies	2915
3. David Davies	2915	3. Keith McPherson	2635
4. Kevin Hooy	2600	4. Kelley Buckbee	2460
5. Mike McKerrow	2530	5. Bill Green	2170
6. Mike Stephens	2060	6. Pauline Bradshaw	2040
7. Irene Dobromil	1800	7. Kelli Owen	1750
8. Joni Mattice	1750	8. Anita Dobromil	1700
9. Bill Bradshaw	1680	9. Gregory Menzenski	1425
10. Scott Kreisler	1505	10. Wendy Morris	1410
11. Arnold Carbaugh, Jr.	1490	11. Kathy Burke	1065
12. Pamela Hanna	1425	12. Joe Carozoni	860
13. Bob Morris	1410	Jerry Buckbee	860
14. Bob Beckerman	1395	14. Tommy Sparling	795
15. Bob Pinkston	1380	15. Mary Farrell	720
16. John Davey	1080	Jill Davies	720
17. Stan Dobromil	990	Barbara Luther	720
18. Brent Chidsey	880	18. Gail Cordes	620
19. Beverly Buckbee	860	19. Irika Dobromil	550
20. Tom Sparling	850	20. Dabra Champain	500
21. Bruce Phalin	840	21. Sheila Sparling	415
22. Mark McKerrow	760	22. Stan Dobromil	380
23. Dave Rothchild	720	23. Chad Morris	360
Dave Beach	720	Tate Morris	360
Stu Luther	720	Patrick Sharp	360
Gregg Beach	720	Jill Sharp	360
Bob Perry	720	Sally Chambers	360
Tim Meddaugh	720	Nancy Beach	360
29. John Moore	690	Eleanor Perry	360
30. Ed Cordes	620	Betty Newkirk	360
31. Joe Atkinson	530	31. John Davey	280
32. George Hoffman	360	32. Lyn Randall	230
Dick Chambers	360	33. Sharon Troha	200
34. Ken Strothmann	265	34. Edward Lee	160
35. Jim Egan	241	35. Janet Wright	140
36. Victor Troha	200	36. Betty Page	120
37. Kathy Sheehe	170	37. Ken Strothmann	1
Rick Hughey	170		
Dave Snyder	160		
Paul Aliprandi	160		
41. David Wright	140		
42. Thomas Palmer	120		
Terri Dobbs	120		
44. William Doolittle	80		
45. Kelley Buckbee	55		

Whitcomb Ford Class

1. Ade Ketchum	3350	1. Lyn Rexford	3350
2. David Davies	2915	2. Connie Davies	2915
3. Bob Morris	1410	3. Wendy Morris	1410
4. Bob Beckerman	705	4. Marilyn Randall	230
5. John Moore	690		
6. Joe Atkinson	530		

Van Brunt Motors Nissan Class

1. Michael McKerrow	2530	1. Kelley Buckbee	2460
2. Brent Chidsey	880		
3. Kelley Buckbee	775		
4. Mark McKerrow	760		

Brown & Hauser Auto Sales Toyota Class

1. Mike Stephens	2060	1. Pauline Bradshaw	2040
2. Bill Bradshaw	1680	2. Betty Page	120
3. Bob Pinkston	1380		
4. Kathy Sheehe	170		
5. Terri Dobbs	120		

Harding Chevrolet Class

1. Joni Mattice	1750	1. Kelli Owen	1750
2. Stan Dobromil	860		
3. Bob Beckerman	650		
4. Bruce Phalin	360		
5. Rick Hughey	170		