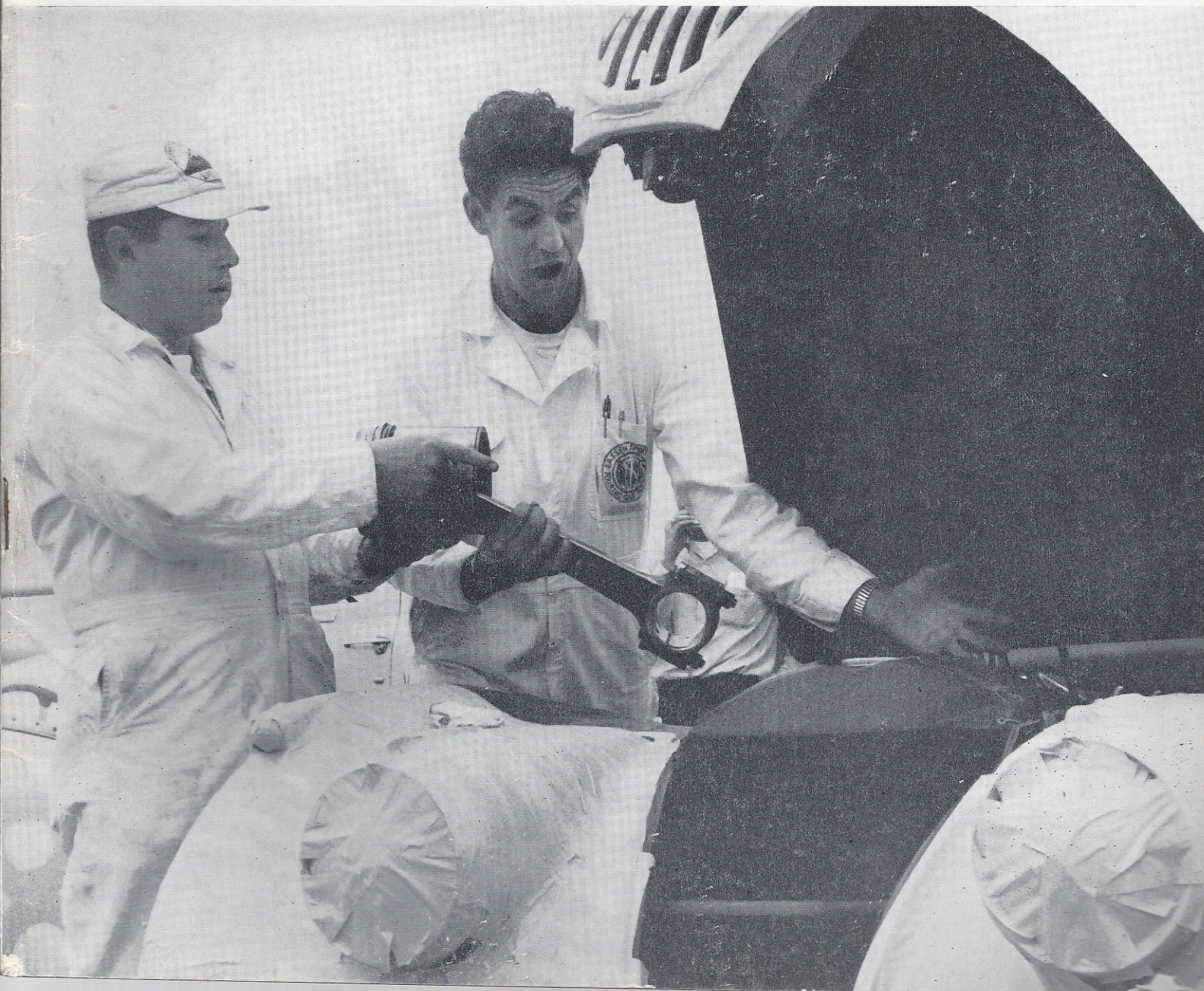


SPORTS CAR

JANUARY-FEBRUARY

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The Winners!—Mr. and Mrs. Robert Stoers from California—Ghia VW.

Photo by Bill Martinez

Fifth Annual Continental Divide Rally

by **DAN COLLINS** and **LUCILE KEY**

(Aided by information in Dorothy Gould's account in "Sports Cars Ink")

WYOMING ROADS WERE added to the rugged mountain highways of Colorado for the first time in the Fifth Annual Continental Divide Rally, conducted by the Colorado Region, SCCA, which was run out of the Swiss-like mountain resort town of Estes Park, Colorado. Twenty states were represented by 105 starters in this year's rally. Phase I, for out-of-state cars only, ended in Estes Park Thursday afternoon in time for Registration, Drivers' Meeting and social hour at the American Legion Thursday night.

During the "hospitality session" after the Drivers' Meeting, one inexperienced young navigator's eyes lit up when he was introduced to a rally worker (female). He promptly guided her to a corner table, where he hopefully plied her with soft words and refreshments in an attempt to glean inside dope as to the first check points. She obliged, several refreshments later, by tell-

ing him the first check point would be in Durango, Colo. (some 550 miles south!) and that the average speed for this leg would be 87.96 mph. The next morning, on roaring into the first check point, (some 12-13 miles away), he realized that he had been "had"!

The first leg of Phase II had a rugged 4 a.m. start on Friday morning in crisp, mountain weather. Rallyists left Estes Park and immediately started over the 12,000'-plus Trail Ridge Road, being met for the first time in CDR history by near-blizzard conditions there. The Park Rangers obligingly held the road open until all the Rally cars had started up the tortuous climb, then promptly closed it behind them to all traffic for the winter! The only casualty of this section was the Porsche driven by Mrs. Jerry Harvey of Des Moines, who was misled by a straight but icy stretch. Result, four stitches in Mrs. Harvey's forehead, dents in front fend-

ers and bumper, and 2 parking lights written off. But the Harveys and Porsche pressed on regardless. Another intrepid character on this leg was Checker Cynthia Catron, who took refuge from the rigorous weather in a trash barrel, popping out when necessary.

Down off Trail Ridge, the route followed U. S. 40 over the by-pass route, Gore Pass (9,000'-plus), into Steamboat Springs, Colo. Bob and Ruth Lehti, apparently still feeling the effects of a 3a.m. reveille, took the more direct route over Rabbit Ears Pass—closed to traffic some months ago for a complete renovation! "Rabbit Ears" Lehti somehow managed to maintain the given average for this leg in his trusty Morgan, winding his way between earth-movers, caterpillars, etc., only to arrive 20-odd minutes early in Steamboat, due to the shorter distance—to the consternation of the Checkers, not expecting any competitors from this direction.

County roads (?) led north from Steamboat, dwindling into a trail that led into the wilderness of southern Wyoming's magnificent scenery. Soon after leaving the Lunch Stop in Encampment, Wyoming, rallyists were treated to the extraordinary obstacle of a house (large, of course) being moved slowly down the center of the road. Some intrepid souls finally took to the ditch to pass this obstruction, while others swear they just ducked and went under!

During this morning dash, Wayne Kaaz topped a rise to find a reverse-camber corner, which dumped his TR 2 up-side down in a ditch. Witnesses claim that from this position Wayne opened his door, crawled out, and gallantly opened the other door to retrieve his girl friend and navigator, Ann Sweeny. Wayne hitched a ride to Denver that afternoon, picked up Ann's MG, returning to Estes Park where Ann gamely joined him for the second day's run. This episode earned them the Annual Hard Luck Trophy, a copper "gold-panning" pan.

Checker Seymour Laff, stationed in the metropolis of Centennial, Wyoming, (pop. 47) reported that commotion from the rally cars caused the teacher to let all the students (4 or 5) out for the day to join the local canine population in observing this phenomenon. From Centennial, the Rally followed a rugged winding route back to Estes Park, ending almost 16 challenging hours of driving and navigation.

Martha Zietlow and navigator, "Miss Hush," the Silent Agrivator.
Photo by Randall Gould

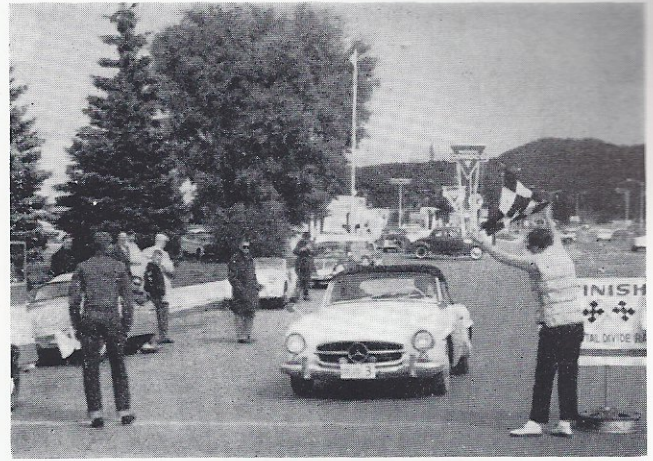


Photo by Randall Gould
First across the Finish Line, #3, 190SL of Magidson-Markow from Missouri.

The shorter second day's route took the cars south from Estes Park, through the towering peaks west of Denver, and through such historical mining communities as Central City and Blackhawk, bringing everyone back to the Final Point early Saturday afternoon in ample time to prepare for Saturday night's Victory Dinner and Dance.

Some sneaky officials manned a hidden tape recorder at the Final Point each day, recording finishers comments and reactions to the Rally for future reference. Hy Tatarsky, like the others, not knowing of the tape recorder, graphically described the saga of his wife, Muriel, making an unscheduled pit stop in the woods entirely too near the Echo Lake (10,000') Check Point, manned by binoculared Dusty Jackett, whose duty was to see that none of the competitors stalled for time within sight of the check point. Needless to say, Hy and Muriel were penalized accordingly!

Even Chairman Joe Murray conceded that he'd set up a rather rapid final paved 39.24-mile leg at a supposed average of 54.01 mph. Bob Kingham, driving his F. I. Corvette, with all the factory goodies, reported into the good old tape recorder that on this leg he followed a Ghia VW on the down-grade leading to the final Check Point, all the while indicating a solid 94 mph. Incidentally, rally organizers in this area strive to use the rugged mountain terrain as a test for the driver as well as the navigator. Americans have been criticized by European rallyists enough already for overdoing the navigational factors in a rally. You needn't be an IBM machine to win one of our rallies, although there's plenty to keep the expert navigator on his toes.

Saturday's rally action, having been terminated early in the afternoon, was followed by the Victory Dinner. The dinner was wittily MC'd by that expert, Bill Barker, who had already done a hard afternoon's work in the open air at the finish line, with the aid of his good old raccoon coat, announcing the arrivals of the finishing cars.

The awards were as follows: Distance Trophy—to the Mark M. Claffs of Randolph, Mass., who tooled a Cor-

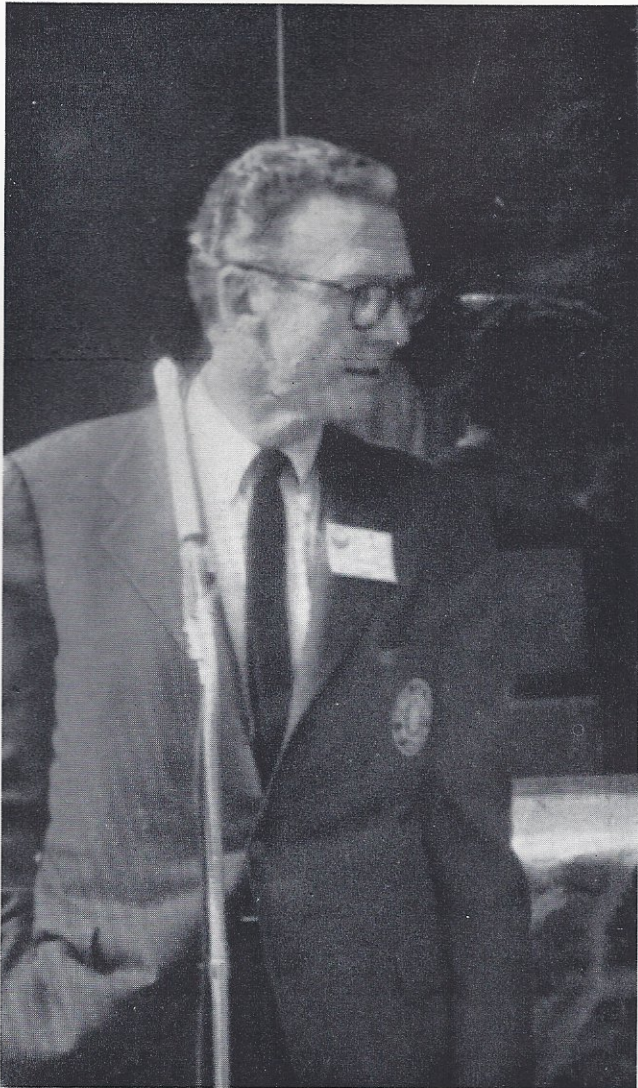


Photo by Randall Gould
 MC, Bill Barker (of Bridey Murphy fame) while explaining it all to the gathered populace.

vette some 2,350 miles to Estes Park. Phase I Award (for out-of-staters) was taken by the best Phase II finisher out of the 41 ties for 1st place, in Phase I. George Woods and Bob Warren of Dallas, Texas won this.

The Speed Concours, held on Sunday morning, was won by Jack Allan, Stockton, Calif., for his immaculate MG TD. This was a very neat cleaning job, considering entrants could not touch their cars until they arrived at the concours and had to dip buckets of water from four horse troughs and complete their tasks in only 45 minutes. Dr. Rob and Helen Livingston won a special award (powder puff) for doing a thorough job on the left rear knock-off hub of their TR's... we can't say much about the condition of the rest of the car!

Friends insist there should have been three extra CDR trophies—one for the beautifully restored 1935 boat-tail Auburn as a "character car," and one each for its restorers, Paul and Andrienne Wigton, as "characters."

Here is a complete list of the Overall Positions in the Fifth Annual Continental Divide Rally:

5th ANNUAL CONTINENTAL DIVIDE RALLY OVERALL POSITIONS

Pos.	Points	Make	Driver	Navigator
1	286	Ghia VW	Robert Stoer	Gladys Stoer
2	295	Porsche	George Woods	Bob Warren
3	350	Porsche	W. R. Osberg	Bob Schoening
4	495	MG A	B. J. Miller	William Miller
5	501	Porsche	William Wilkin	Dorothy Wilkin
6	537	AH	Howard Frank	Jane Frank
7	542	TR	Eugene Mead	Miriam Mead
8	545	Corvette	Richard Doyen	Clarence Gibbs
9	606	TR	Dr. B. H. Mayer, Jr.	Vivian Mayer
10	634	Borgward	Joseph Bechtel	Celia Bechtel

11. 645, MB, Charles Butler, Stewart Phillips; 12. 666, TR 3, Gene Hammond, Dorris Hammond; 13. 741, Porsche, Audre Kennedy, Don Kennedy; 14. 801, Porsche, Harold Pappmeier, Cal Sterling; 15. 815, Porsche, Charles Brinkman, Dr. J. Sterling Baxter; 16. 837, TR 2, Mack Barlow, John Ryd-jord; 17. 866, Porsche, David Lewis, Ron Darling; 18. 891, Alfa Romeo, Wallace Robinson, Bernadean Robinson; 19. 948, Porsche, George Durbin, Rick Davis; 20. 982, Borgward, Ron Robertson, Ann Robertson; 21. 985, T-Bird, H. K. Hybarger, Connie Hybarger; 22. 1009, MG, Sherman Fusch, Ralph Van der Muelen; 23. 1062, TR 3, Tom Rainey, Ruth Rainey; 24. 1074, Hillman, John Vaeth, Marlene Vaeth; 25. 1121, AH, F. H. Boor, Alan Clark; 26. 1141, Porsche, Cmdr. H. G. Cooper, Jim Bitting; 27. 1149, MG, Bruce Rader, George Thompson; 28. 1163, Corvette, John Kingham, Don Barnes; 29. 1176, DKW, Henri Lindsey, Ruth Lindsey; 30. 1188, MG TD, Jack Allan, Wayman Bradley; 31. 1191, Porsche, John Guynn, Pat Guynn; 32. 1216, Lancia, Gordon Capito, Annalee Capito; 33. 1282, TR 3, William Denison, Mary Denison; 34. 1400, 190SL, Dr. Adolph Bartoli, Isabel Bartoli; 35. 1410, MG, Dr. R. H. Valentine, Dr. R. E. Jones; 36. 1481, Ghia VW, Francis Dare, Donald Bell; 37. 1482, TR 2, Dewey Blackman, Jr., Marvin Liles; (Tie) 1482, Alfa Romeo, Charles Bowman, Jerry Berger; 39. 1515, Jaguar, Robert Powers, Alice Powers; 40. 1530, AH, Dr. Harold Morgan, B. Morgan; 41. 1584, 190SL, Harry Jackman, Jill Jackman; 42. 1633, HB, Dr. Ian Chesser, Lucille Chesser; 43. 1656, 190SL, William Magidson, Norman Markow; 44. 1676, MG A, Paul Rader, Barbara Rader; 45. 1690, MG A, Elton Andrews, Nadya Andrews; 46. 1697, TR, William Lutz, Catherine Lutz; 47. 1701, Volvo, Ron Hunter, John Cawthon; 48. 1745, VW, Johnny Jones, Louis Shove; 49. 1835, 1935 Auburn, Paul Wigton, Adrienne Wigton; 50. 1860, Jaguar, William Hall, Beth Hall; 51. 1890, Porsche, Lt. Jared Mackenroth, Donald Veta; 52. 1942, Jaguar, T. G. "Brownie" Brown, Katy Brown; 53. 1974, Porsche, Claud Gilmore, Dwight Covington; 54. 2044, Jaguar, Evelyn Mull, John Mull; 55. 2237, MG TD, Hy Tatarsky, Muriel Tatarsky; 56. 2244, Porsche, Charles Elder, John Eatwell; 57. 2335, TR, Ed Singleton, Milton Sadusky; 58. 2388, TR, Roy Stenholtz, Donald Braid, Jr.; 59. 2596, VW, Harry Ruckel, Tom Yocum; 60. 2643, Porsche, Harold Wilkin, Ada Wilkin; 61. 2645, 300SL, John Nichols, Harry Johnson; 62. 2691, TR, James Krentler, Marcia Weimer; 63. 2908, Morgan, William Albright, Takika Kimura; 64. 2909, Porsche, Dr. Marion Hupp, Eugene Heller; 65. 2915, TR 2, Helen Livingston, Dr. R. R. Livingston; 66. 3216, Jaguar, S. R. Langsam, Felix Pfaeffe; 67. 3318, TR, Dr. William Beaver, Dr. Margaret Beaver; 68. 3344, VW, Jo Anne Carlisle, William Carlisle; 69. 3368, Corvette, Ronald O'Dell, William Darland; 70. 3369, Porsche, Charles Heckman, Irving Hook; 71. 3612, Porsche, Ralph Ayres, Laurence Holuba; 72. 3662, AH, W. J. Smith, D. E. Martin; 73. 3672, AH, William Kealy, Glenn L. Bell; 74. 3807, MB, Dr. Arnold Schmanke, Mary Schmanke; 75. 3830, Porsche, Carl M. Ethal, Mrs. Ethal; 76. 4242, Jaguar, Gibson Hamilton, Natalie Hamilton; 77. 4394, Porsche, W. F. Woolery, Mrs. Woolery; 78. 4400, T-Bird, Don Culbertson, Lillian Culbertson; 79. 4442, Lancia, David Ehrgan, Patricia Ehrgan; 80. 4537, Morgan, Robert Lehti, Ruth Lehti; 81. 4670, VW, Sanford Downs, Lee Downs; 82. 4760, Jaguar, David Lawry, Irene Lawry; 83. 4841, 190SL, Lloyd Phillips, Jr., William Musladin; 84. 4876, Corvette, Jack Edwards, R. J. Edwards; 85. 5165, VW, Theron Wright, Margaret Wright; 86. 5503, VW, William McClelland, Louise McClelland; 87. 5652, MG A, Wilbur Mead, Jeannine Mead; 88. 7222, MG TF, Martha Zietlow, Miss Hush; 89. 7578, TR, Henry Tallis, Delores Tallis; 90. 7693, Porsche, James Bell, Jr., W. E. Dyer.

DNF—MG TC, Jack Heuter, Charles Sink (car trouble); Corvette, Elizabeth Peters, William Peters (missed check point 2nd day); MG A, Virginia Edwards, Ruela Reents (generator trouble 1st day); TR 2, Wayne Kaaz, Ann Sweeney (flipped TR 1st day); Corvette, James Hoefler, Mary Harms (turned back 1st day due to illness); Corvette, R. H. McWilliams, Mrs. McWilliams (withdrew due to altitude); 300SL, Henry Coe, Sam Decker (didn't arrive until Fri. p.m. due to snow in Wyo.); 300SL, Homer Blacker, Sam White (missed a check point); AH, Thomas Parks, Gen. James Andrew (missed a check point); Porsche, George Egold, Austin Werner (didn't start 2nd day); Porsche, Dr. Jerry Harvey, Charlotte Harvey (out 1st day due to accident—ran 2nd day); Corvette, Mark M. Claff, Barbara Claff (did not start 2nd day); AH, Wilson Creek, Bruce Creek (did not start 2nd day—car trouble).

Pettying up the cars in 45 minutes during the Sunday Morning Speed Concours—girl in right foreground is John and Evelyn Mull's daughter, who slaved on their #43 Jag.

Photo by Randall Gould

