

NATIONAL TOURING



RALLIES

Thumbs Up

Rochester Hills, Michigan / November 10, 1990

Story by Jim Mickle / Photos by Donald J. Castle

Most of the top teams in the Touring Rally Championship entered the Thumbs Up, the fifteenth and next-to-last Tour event of the season. Entries included Equipped class points leader Mike Lingenfelter (44 points) and his navigator Dan Schonberg (42), and their nearest competitors Curt Rich/Russell Brown (both with 41). This would be the last chance for all but Dan to score points, as they had already run six of their allowed seven events. Also entered were local hot shoes Gene Henderson/Doug Shepherd.

After 220 miles of rallying on mostly unpaved roads, the Overall/Equipped winners were Bill Laitenberger/John McArthur (Peugeot) with a score of 25 (i.e. 25/100 min.) for 24 scored controls. Bill and John led from the first leg, where they were the only team to score a zero. At the first break they had a score of three, the next closest being Henry Lipsey/Mike Canning (Mazda) with seven. Laitenberger/McArthur continued their winning ways in the next two sections with thirteen and nine respectively.

And overall & Equipped at the finish were Lingenfelter/Schonberg (Audi) with a total score of 44. In third were Bob Morseberg/David Head (Shelby), also with 44. Mike and Dan won more legs, and so were awarded second. Fourth was taken by Henry Lipsey/Mike Canning with 58. Rich Shue/John Townsend

Above: Class E points leaders Lingenfelter and Schonberg. Below: Bill Laitenberger and John McArthur — Class E winners. Chairman Jim Mickle presents awards.





Gene Henderson and Doug Shepherd.

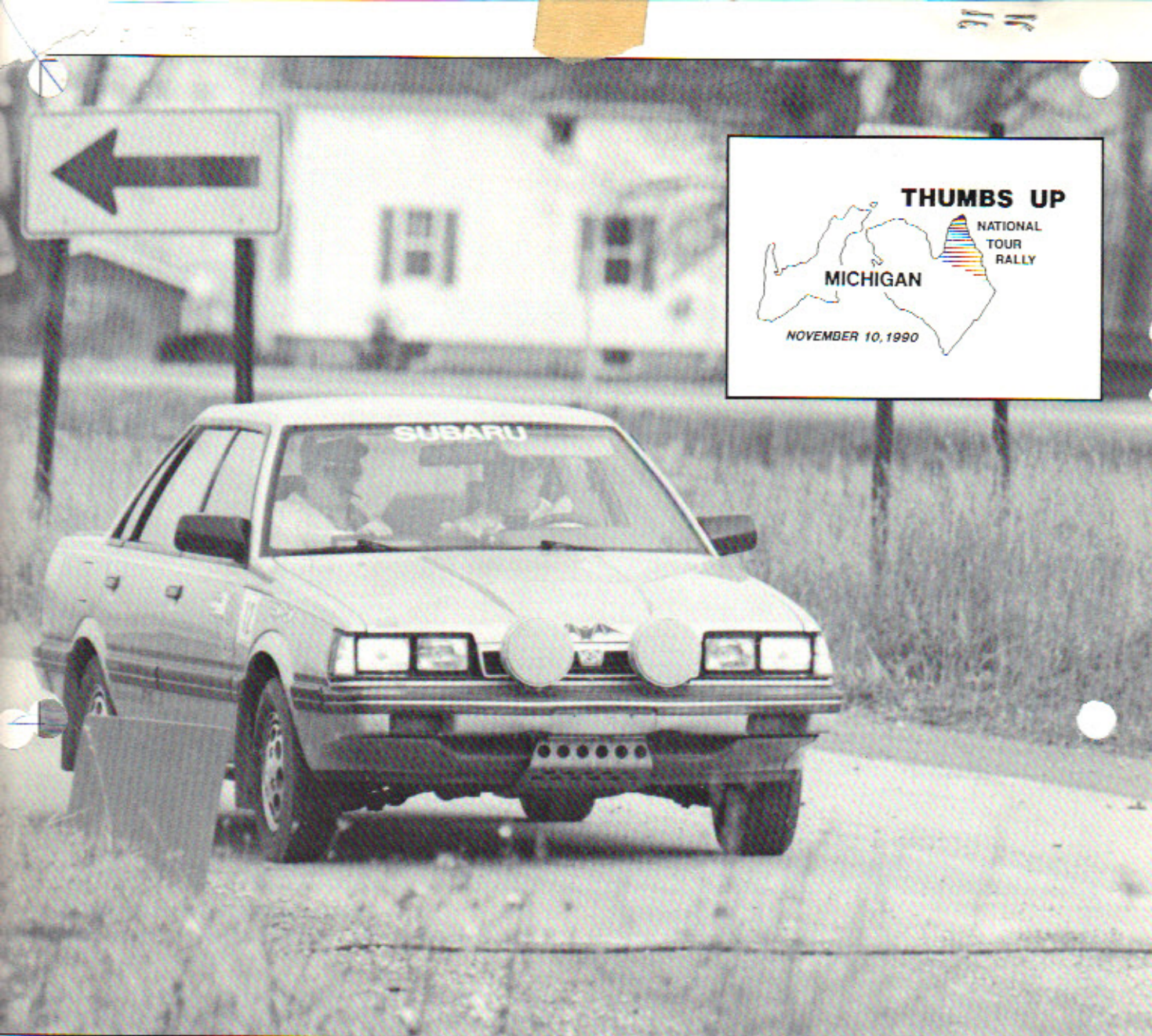
(Ford SHO) were the best-placed local team in fifth with 68, one point ahead of Gene Henderson/Doug Shepherd (BMW).

With the hot shoes staying home in Unequipped, the first finisher in class was Bob Schlain/Norm Hill (Mercur) in tenth place with 174 points. Bob and Norm backed into the win when the leg where they missed a turn and collected a max was thrown out. Had the leg been counted they would have been well down in the standings. Second in U were the local team of Jerry and Greg Seelhoff with 222.

The Stock class was decided by a single point in favor of the father and son team of Bruce and Chris Gezon (Olds), over Wayne Schmeider/Kim DeMotte (Fiat), 192-193. If the name Gezon sounds familiar, it should. While Bruce has not been active for some time, he is listed as a Grand Master in the SCCA lifetime standings. Obviously the layoff has not hurt much. In addition, he must be quite a teacher as Chris is only 15, and had much hard work to do (the Stock class allows only a stock odometer, pencil, paper, and slide rule—no computers).

One of the things that caught a few teams was a pause just before one of the controls. Since the control was located just after a left turn, there was a ten-second pause at the turn to allow for possible opposing traffic to clear. Several of the teams apparently forgot the pause upon seeing the control and rushed in. The result was a penalty of about 17/100 early. The organizers did not intend it as a trap, but it seemed to work out that way.

The weather was almost perfect; clear and cold in the morning, but warming up to be comfortable in the afternoon. While a few of the roads were a little rough, most had been graded after recent rains. The fresh grading may have caused a little problem with the mileages as the surfaces varied from hard like pavement to loose and soft. The result was that teams were constantly chasing the odometer factor. That makes the Laitenbörger/McArthur score of 25 even more impressive.



Mark Henderson and Dave Mulder coming into a control.

THUMBS UP

OA	Cl	Driver/Co-driver	Marque	Score	OA	Cl	Driver/Co-driver	Marque	Score
1	E	Laitenberger/McArthur	Peugeot	25	14	E	Clark/Clark	Ford	356
2	E	Lingenfelter/Schonberg	Audi	44	15	E	Grolle/Murray	Ford	380
3	E	Morseberg/Head	Shelby	44	16	S	Smith/Spicer	Nissan	385
4	E	Lipsey/Canning	Mazda	58	17	S	Conner/Conner	Audi	451
5	E	Shue/Townsend	Ford	68	18	U	Parps/Craft	Saab	454
6	E	Henderson/Shepherd	BMW	69	19	S	Aszmann/Heine	Volkswagen	573
7	E	Tolle/Boris	Mazda	91	20	S	Stone/Bell	Nissan	676
8	E	Henderson/Mulder	Subaru	96	21	U	Strazzabosco/Strazzabosco	Ford	807
9	E	Rich/Brown	Oldsmobile	98	22	U	Burgan/Vroman	Hyundai	841
10	U	Schlain/Hill	Merkur	174	23	S	Campbell/Gray	Subaru	903
11	S	Gezon/Gezon	Oldsmobile	192	24	S	Schmitt/Meade	Jeep	3448
12	S	Schmieder/DeMotte	Fiat	193	25	E	Rood/Keefer	Chevrolet	4218
13	U	Seelhoff/Seelhoff	Volkswagen	222					

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MAX PENALTY = 200

THUMBS UP 90 TSD RALLY

TEAM	C L A S CAR	SECTION ONE							SECTION TWO									SECTION THREE										SECT. THREE TOTAL	SECT. TWO TOTAL	SECT. ONE TOTAL	GRAND TOTAL	CPE		
		LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG	LEG						LEG	LEG
		1	2	3	4	5	6	7	1	2	3	4	5	6	7	8	9	1	2	3	4	5	6	7	8	9	10						11	
B LAITENBERGER/J McARTHUR	20 E	0	0	0	1	2	0	1	2	2	4	0	0	2	1	1	0	1	1	1	1	1	1	0	1	2	9	13	3	25	20			
M LINGENFELTER/D SCHONBERG	10 E	2	3	1	2	3	0	1	2	9	4	2	1	2	1	3	1	1	2	0	1	1	0	1	1	0	8	25	11	44	10			
B MORSEBURG/D HEAD	2 E	2	0	1	4	3	0	3	1	1	4	2	0	4	1	2	2	1	1	1	0	2	1	2	2	4	16	18	10	44	2			
H LIPSEY JR/M CANNING	14 E	1	2	2	1	1	0	0	16	2	11	3	2	1	1	1	0	0	2	2	2	5	1	0	2	0	14	37	7	58	14			
R SHUE/J TOWNSEND	13 E	1	2	1	3	3	0	2	14	16	7	1	1	3	2	2	0	0	0	0	3	4	0	1	1	1	10	48	10	68	13			
G HENDERSON/D SHEPERD	8 E	3	1	1	2	6	0	2	3	4	7	10	1	2	1	1	0	18	1	1	1	1	1	1	0	1	25	31	13	69	8			
A TOLLE/J BORIS	5 E	1	8	5	4	6	0	34	5	5	8	1	0	3	1	2	1	1	0	0	0	1	1	2	1	1	8	59	24	91	5			
M HENDERSON/D MULDER	12 E	2	2	0	3	0	0	3	5	16	10	4	0	1	2	0	7	0	3	25	6	1	2	0	2	2	48	41	7	96	12			
C RICH/R BROWN	11 E	1	3	2	2	1	0	2	27	18	25	0	1	2	3	0	1	2	0	1	1	2	1	1	0	2	11	78	9	98	11			
B SCHLAIN/N HILL	17 U	6	2	4	7	5	0	13	9	6	6	22	0	15	0	2	2	5	33	2	2	23	0	0	6	4	77	73	24	174	17			
B. GEZON/C GEZON	1 S	2	3	0	5	11	0	32	3	63	1	5	5	2	2	1	5	30	2	3	6	1	2	5	1	2	57	114	21	192	1			
W SCHMIEDER/K DeMOTTE	7 S	7	13	5	1	14	0	1	2	16	4	24	2	12	4	2	1	2	6	1	5	13	2	0	2	54	86	67	40	193	7			
J SEELHOFF/G SEELHOFF	23 U	1	55	11	3	10	0	12	7	11	20	7	10	8	3	1	4	7	5	8	4	3	9	11	18	4	73	69	80	222	23			
C CLARK/J CLARK	4 E	2	200	1	1	3	0	3	4	11	13	3	0	3	2	0	1	24	41	34	1	4	0	1	0	4	110	39	207	356	4			
C GROLLE/J MURRAY	21 E	2	2	1	2	7	0	2	8	11	9	4	3	118	2	0	0	0	1	0	2	1	0	3	2	200	209	157	14	380	21			
T SMITH/ C SPICER	6 S	1	12	2	10	17	0	12	4	32	15	2	40	16	5	5	12	22	3	7	49	4	30	42	37	6	212	131	42	385	6			
G CONNER/A CONNER	15 S	7	4	1	1	27	0	13	22	11	26	19	12	32	2	5	2	10	10	3	200	17	19	0	5	3	269	142	40	451	15			
D PARPS/T CRAFT	9 U	14	6	10	9	2	0	7	4	5	14	27	3	7	8	8	1	33	5	1	13	8	19	49	200	1	330	83	41	454	9			
W ASZMAN/J HEINE	3 S	20	23	14	14	72	0	200	22	8	15	26	7	1	10	15	10	22	0	3	13	7	28	14	16	13	126	304	143	573	3			
D STONE/T BELL	16 S	14	20	24	17	54	0	31	79	23	27	20	8	22	14	5	4	0	24	8	1	24	6	4	47	200	318	229	129	676	16			
STRAZZABOSCO X2	18 U	9	22	1	11	20	0	9	4	12	2	23	19	200	15	2	1	39	1	16	3	5	3	21	164	200	453	286	63	802	18			
E BURGAN/D VROMAN	22 U	2	157	23	1	18	0	2	12	69	27	6	10	175	5	14	4	26	1	9	1	2	5	27	54	200	329	310	201	840	22			
R CAMPBELL/J GRAY	19 S	5	49	4	26	200	0	37	45	9	195	59	50	12	2	39	10	17	38	0	18	32	10	5	7	34	171	448	284	903	19			
G SCHMITT/L MEADE	24 S	200	128	77	123	200	0	200	200	200	200	177	102	200	30	67	112	200	81	48	200	61	200	48	194	200	1344	1376	728	3448	24			
D ROOD/M KEEFER	25 E	105	200	191	9	170	0	174	164	200	200	200	5	200	200	200	200	200	200	200	200	200	200	200	200	200	2000	1543	675	4218	25			

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