



# Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 22 NUMBER 4

APRIL 1977

## FEATURED IN THIS ISSUE

- NOTHING OF ANY PARTICULAR SUBSTANCE OR CONTENT
- THE EVER-POPULAR CALENDAR OF EVENTS
- SIX PAGES OF DRIVE!

## Yes Folks, A Real Zero Issue Of Checkpoints

CHECKPOINTS is the monthly publication of the VIRGINIA MOTOR SPORT CLUB, INC. It is mailed free to members and advertisers. Subscriptions to non-dues paying members are \$3.00/year\*. Please send all articles and contributions to the Editors, deadline the weekend after the first Thursday of each month. Inquiries regarding advertising should be directed to the advertising manager. Ad deadline, the first Thursday of each month. Ad rates: \$8.00/month/quarter page; \$45.00/6 months/quarter page; \$80.00/year/quarter page. Manager: Bill Enos, 5616 Indigo Road, Richmond, Va. 23230.

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\* Austria 106 S  
Belgium 172.0 BF  
Denmark 30 DKr  
Finland 17.00 FM  
Germany 15.00 DM  
Greece 250 Dr  
Holland 11.80 Hfl  
Israel \$3.00 U.S.  
Italy 4200 L  
Japan 1700 Y

### COMMENT

One of Our undercover reporters informs Us that there is a slowly growing subversive plot to alter the makeup of VMSC. Yes, it's true, look around you- Hondas everywhere. Our reporter tells Us that this clandestine group calls themselves Honda Owners 'N' Decent Americans. They're enthusiastic about their cars, they love their cars, some, We've heard, even sleep with their cars. And they're out to get you! When confronted with one of these fanatics, don't listen to them! Stick your fingers in your ears! Stick your head up your ass- if it isn't there already! Because if you listen to them, they've got you. Let's keep VMSC open to all cars. We plead to your sense of justice. Don't practice Honda superiority- don't become segregationists- Honda racists! Because if you do, sure enough, We'll be forced to bus in cars from Tidewater and D.C. in order to keep a proper balance. Since you are all free-thinking people, We really don't expect to be able to influence you (nobody ever listens to Us, anyway). But try to heed Our warning: Beware- the Hondas are coming! the Hondas are coming!

- April 17 - VMSC Rally- "The Sun Time Rally". OD'ed by Chuck and Charlotte Hoelzel. Rally begins at Huguenot Village Shopping Center located at the intersection of Huguenot Rd.(Rt. 147) and Robious Rd.(Rt. 675). Registration is from 11:00 AM to 11:45 AM, FCO is 12:01. Entry fee is \$5.00. If you want to pre-register, call Chuck at (804)272-8520.
- April 21 - VMSC Regular monthly meeting. 8:00 PM at St. John's Woods clubhouse.
- April 24 - MWCSCC Championship Rallye, "The Here, There, and Everywhere Rallye or Which Way To Go?". Entry fee is \$6.00. Bill Gronning has entry forms.
- May 1 - VMSC Rally- "The 'MGB' Rally", OD'ed by Peter and Libby Wilson. See flyer this issue. And also take note of the incredibly delicate and ornate artwork of the Phantom Red MGB.
- May 8 - VMSC Autocross. First event of Series III. See flyer this issue.
- May 19 - VMSC Regular Monthly Meeting.
- May 22 - VMSC Autocross. Second event of Series III.
- June 5 - VMSC Autocross. Third event of Series III.
- June 11 - VMSC Wine and Cheese Party

## APRIL 1977

## MAY 1977

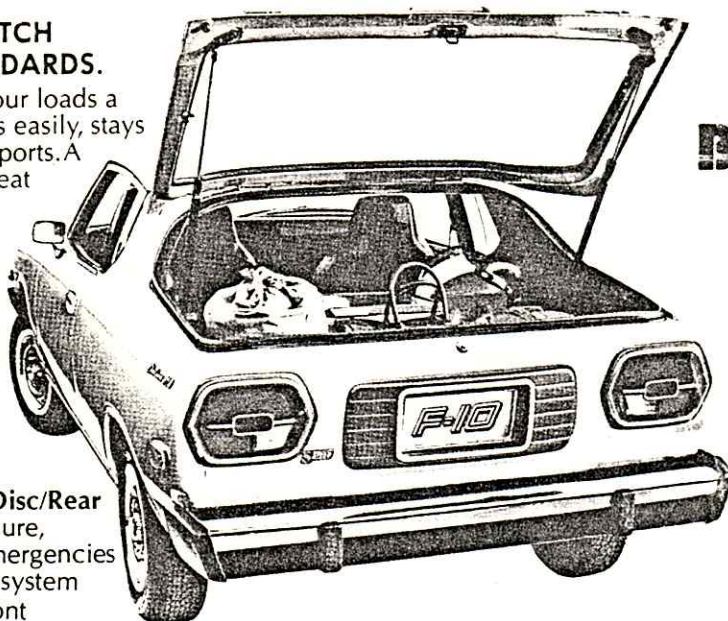
sun	mon	tue	wed	thu	fri	sat	sun	mon	tue	wed	thu	fri	sat
3 Passover	4	5	6	7	8	9	8	9	10	11	12	13	14
10 Easter	11	12	13	14	15	16	15	16	17	18	19	20	21
17	18	19	20	21	22	23	22	23	24	25	26	27	28
24	25	26	27	28	29	30	29 Memorial Day	30	31				

### HANDY HATCH & OTHER STANDARDS.

The F-10 hatch gives your loads a wide welcome. It opens easily, stays up on two gas-filled supports. A simple flip of the rear seat gives you 23.3 cu. ft. of flat floor space for an amazing assortment of wagon type loads.

**Electric Rear Window Defogger.** Tiny electrical wires attached to the hatch window are heated to dissipate condensation.

**Power Assisted Front Disc/Rear Drum Brakes.** You get sure, straight stops. And in emergencies a diagonal twin circuit system brakes on both sides, front and rear.



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# LETTERS TO THE EDITOR

THE WHITE HOUSE  
1600 Pennsylvania Ave.  
Washington, D. C.

PRESIDENT  
James E. Carter

VICE PRESIDENT  
Walter P. Mondale  
SECRETARY of STATE  
~~Henry Kissinger~~

March 9, 1977


Editors, Checkpoints  
P. O. Box 25822  
Richmond, Virginia 23260

Dear Pete and Gary:

Well Shucks! I found an issue of Checkpoints on the floor of the Executive Washroom and had to write. Reading your magazine was more fun than chewing on a Georgia goober.

Here's hoping you can keep your publication what it is today: a common magazine for us simple folk.

Shuckingly yours,

  
Jimmy

P.S. Billy says it's fun to use in his Executive Washroom out back behind the gas station, too, but it doesn't last long.

## PLAUDITS AND KUDOS....

....have to go to the VMSC crews that ran in this year's edition of the BRM rally. Six teams from VMSC entered and returned with four trophies. Judy McGowan/ Bill Gronning took 1st Overall/ 1st Equipped and best placed Porsche; Mike Castleberry/ Bookie Westbrook were 2nd Unequipped; and Len Wells/ Mike Williams captured 3rd Unequipped.

Event Result Report

Name of Event You Can't Get Here From There Rally # of Entrants 18 @\$ 5, \_\_\_ @\$ \_\_\_.. Date of Event 3-20-77  
 P.D.'s B. Cronning & J. McGowan Helpers B. & M. Barkels, M. Castleberry, B. Enos, D. Groth, E. Hamilton,  
B. & S. Hunter, C. Jones, B. Yauter, L. & T. Wells, P. & L. Wilson, G. Stout, A. & V. Winters, B. Westbrook  
Al & Vivian Winters, T. Williams

/A	Class Pos'n	Car #	Make	Driver	Navigator	CONTROLS														TOT.
						1	2	3	4	5	6	7	8	9	10	11	12	13	14	
1	*1E	18	Volvo	A. Marsh	S. Mulligan	1	62	4	111	6	2	200	153	4	5	2				550
2	*2E	3	Audi	W. Greenwood	B. Greenwood	2	41	1	114	16	161	2	200	200	5	0				742
3	*1L	11	Datsun	S. Howell	N. Dickinson	38	100	20	25	14	30	138	66	77	200	113				824
4	3E	4	Datsun	L. Paisley	B. Britton	200	45	4	113	18	5	1	156	116	5	200				863
5	4E	5	VW	C. Huetzel	C. Edwards	5	186	2	37	4	200	0	150	118	0	166				868
6	5E	7	Datsun	D. McCall	B. Edwards	23	68	0	200	115	191	160	149	9	2	62				979
7	*2L	9	VW	D. Jones	R. DeBardleben	200	175	118	17	84	2	174	6	30	10	121				987
8	6E	10	Datsun	M. DeBardleben	E. DeBardleben	51	152	0	121	98	200	50	200	76	13	37				998
9	*3L	1	Honda	D. Wingo	A. Wingo	132	153	58	200	88	1	200	30	30	200	48				1140
10	4L	12	Datsun	P. Winters	B. Stout	200	78	200	24	53	11	131	149	87	200	11				1144
11	5L	2	Pontiac	M. Sedovic	V. Watson	38	154	165	15	186	2	9	86	148	200	200				1203
12	6L	13	Copel	B. Armstrong	B. Armstrong	200	73	106	81	66	17	200	195	76	41	200				1255
13	7L	15	Porsche	D. Armentrout	C. Rowe	200	104	173	200	42	5	200	159	3	200	176				1462
14	*3L(N)	17	Capri	C. Ogden	B. Pierson	200	2	1	200	200	3	200	200	200	72	200				1478
15	2L(N)	8	Pontiac	M. Newsome	M. Mills	200	151	200	171	190	59	170	200	126	36	23				1526
16	7E(N)	14	VW	N. Simicich	K. Simicich	200	200	81	200	64	23	200	99	200	200	71				1538
17	10L	6	Datsun	S. Zonner	M. Dickinson	200	200	131	194	11	55	188	200	120	200	57				1558
18	11L(N)	16	Pelica	F. Mills	B. Mills	200	200	200	36	86	50	200	200	200	200	200				1772
* denotes non-V MSC members																				
* denotes trophy winners																				
ONE PROTEST WAS RECEIVED ON LEG 7 AS TO WHETHER INTERSTATE-95 TERMINATED OR CONTINUED AT ITS																				
UNDERPASS WITH ROUTE 65. THE PROTEST COMMITTEE'S DECISION WAS UNANIMOUS IN DECISION. THEY DECIDED THAT THE																				
MAP USED A STANDARD UNDERPASS SYMBOL WHICH DOES NOT DENOTE THE ENDING OF A ROUTE.																				

Deliver 1 copy to each of the following within 1 week of the close of the event: Club Secretary, Editor of Checkpoints, and non-club member participants.

YOU CAN'T GET HERE FROM THERE RALLY

or

MIRACLES NEVER CEASE

After reading the generals to the You Can't Get Her From There Rally my driver and I decided the best way to run this rally was to forget calculating times and mileages and run SOP. (Gee, thats odd we do that often.) Rally day arrived, slowly and reluctantly we climbed out of the bed for an early AM start. Sitting at the out pylon at the start I caught a glimpse of my driver, she was gripping the wheel of her '77 Honda Civic with an evil smile seen only before on the lips of Fangio. (My God not another day of hanging on.)

We roared away from the start and following the general rule for Checkpoint #1 and went straight to the Checkpoint. Not bad, a 132 penalty late. Checkpoint #2 went by without any real incident and again not a bad score for us; 153.

Checkpoint #3 caught us hook, line and stop watch as we did consider Route #726 as a through road (even though it clearly wasn't.) Oh well, on to #4 and this time everything went wrong and we bought a 200 max.

Checkpoint #5 treated us to a score of 88 and on #6 my driver and I got a score the like of which we never had seen before a "1". (I knew there was a good reason we were supposed to leave out markers on time) as #6 was just around the corner.

Checkpoint #7 involved a lunch break and being car #1 for once we had plenty time to eat lunch. We left early and zeroed at "RICHMOND"- left on time "we thought", and blew past I-95 never even giving it a thought. Well, for that bit of logic we went past go and collected 200 points.

#8 and #9 were good to us and we managed good scores on each. However, at #10 after a long ride we found ourselves staring at a live checkpoint. We had a decision to make, continue on Route #657, or keep straight right into the hands of a checkpoint crew. And, as usual, we made the wrong decision, we went straight and was given a max. as witnessed by the smiling OD's.

#11 caught us with the "Gary Stout Syndrome", goint left for right and vice versa. We finally got that straightened out and my driver, to quote the good ole boys "put the pedal to the metal" and got a 48 penalty.

Being car #1 we arrived at the Greek Circus in time to order and get served. We totaled our score and my God I think we have trophied as 3-U. Yes, Judy and Bill it was a good rally and miracles never cease.

Art & Diane

# NEW MEMBERS

We certainly must be living in an affluent society since people just keep throwing away their hard-earned bucks on frivolous extravagances like VMSC. As a club, We really mustn't delude Ourselves by thinking that people join Our club because they like Us and like what We do. A recent City-wide survey confirmed what We felt was true all along--- 78.326% of the people who join VMSC do so just so they can get their free subscription to Checkpoints.

Floyd and Beth Mills live at 8277 Jack Burd Lane, Richmond 23229 (747-0750). They own a 1976 Toyota Liftback and a 1974 Datsun B-210. In a previous life, they were members of PCA.

Marvin Mills is Floyd's brother. He's living in Ashland (Rt. 2, Box 192, 23005). He's single and 23 (or was it 23 and single), and owns a Ford Cobra II.

Don Groth is also single but he's 30 years old. Don resides at 1457-A Whitesand Drive, Richmond, 23225. He drives a 1968 Chevrolet Impala with extensive body modifications ("mashed in at all four corners"). Don's interested in rallying and would drive or navigate because, by his own admission, his "car is not otherwise suitable except for trips to the grocery store".

## Foreign Car City Incorporated

"SPORTS CAR SPECIALISTS"

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WE WILL FIND  
IT FOR YOU



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RICHMOND, VIRGINIA 23220  
355-2809

JOHN WHITAKER III

## CHECKPOINTS RALLY ADVISOR

Regardless of how good a rallyist you may be and how good a condition your car may be in, there are times when everyone needs assistance out in the middle of nowhere. If you're lucky, another rally car will stop and render aid and comfort. If you're not, a local ( species- red neckus Americanus ) will stop and, often as not, will speak in a dialect loosely related in its general origins to English but not even closely resembling what they taught you back in City-Slicker High School. There are times when you're not sure whether they said, "Do you need some help?", or "Up against the wall, this is a stick-up". Well fear no more, Checkpoints has come to your rescue with Our "Glossary of Local-Language"- carry it in your car, no self-respecting rallyist should be without one.

A-Fixin'- Getting ready."I'm a-fixin' to go to the store."

Agin- When."Hit'll be dark agin I get through work."

Ague- "A hen lays an Ague."

Aim- Intend."I aim to piece a quilt."

Airy- Any at all. "I don't have airy a penny to give you."

Ank pen- Ink pen."My ank pen won't write."

Argy- Argue. "Let's not argy about this anymore."

Arn- Iron."I need to arn my clothes."

Atter- After. "We'll go atter while."

Axe- Ask. "Axe me any question you want."

Backards- The wrong way."You got your hat on backards."

Biggety- Stuck-up."They're acting mighty biggety since they bought that new car."

Burries- "We picked a gallon of black-burries this morning."

Carr tarr- Car tire."I need air in my carr tarr."

Cheer- Chair."Draw up a cheer and set a spell."

Chore- Your."Is that chore young'un?"

Clabber-up- Cloud-up."It's a-clabber-in'-up to rain."

Clum- Past tense of climb."he clum up the ladder."

Crick- A stiffness."I got a crick in my neck."

Crick- A small stream."Let's go fish in the crick."

Dope- Soft drink."All I ever eat for lunch is a dope and a moon pie."

Fall off- Lose weight." I believe you've fell off since I saw you last."

Far- Fire."Put some wood on the far."

Far place- Fireplace."I like to set by the farplace."

Fetch- Bring."Fetch some wood."

Ficety- Feisty or sassy."You sure are a ficety little girl."

Flare- Flour."Bread is made from flare."

Furder- Farther than fur."Nashville is furder than Knoxville."

Gander- To look at."Let me have a gander at that new dress."

Gully washer- Ahard rain."It came a gully washer this morning."

Harr- Hire."We can't seem to get no harred help anymore."

Hern- Hers."That cow is hern."

Hesh up- Be quiet."Let's hesh up that noise."

Holler- Valley."I have lived in that holler all my life."

Holler- Yell."Holler for your pap, it's almost suppertime."

If'n- If."I'll help you if'n I can."

Jinly- Usually."I jinly do my washing on Monday."

Juice- Electricity."The storm caused the juice to be cut off."

Kiver- Cover."Kiver up so you won't get cold."

Lag- Leg."My lag hurts."

Lasses- Molasses."We're a'fixin to make 'lasses."

Law- An exclamation."Law, it's been a long time since I seed you."

Lowed- Allowed."I lowed you'd come see me today."

Mater- Tomato."We had fresh maters for supper."

Nigh- Near."How nigh done are you?"

Noxfull- Knoxville."Noxfull is a long way off."

Order- Ought to."He order be working his fields."

Peaked- Pale."He looks sort of peaked."

Pizen- Poison."Don't get in the pizen ivy."

Plumb- Completely."I'm plumb wore out."

Poke- Paper bag."Put the groceries in the poke."

Quair- Strange."Don't you think he's acting quair?"

Rat cheer- Right here."I was sittin' rat cheer."

Rat now- At once."Come here rat now."

Recommember- Remember."I recommember the year it frosted in June."

Ruint- Spoiled."The milk is ruint."

Seed- Past tense of see."I seed him coming before he got there."

Shed of- Rid of."I can't get shed of this cold."

Shet- Close."Shet the door."

Smack dab- Point blank."It landed smack dab in his face."

Stiffiket- Certificate."Do you have your birth stiffiket?"

Summers- Somewhere."I put it summers."

Warrant- Wasn't."He warrant no account."

Whupperwill- Whippoorwill."I heard a whupperwill singin' last night."

Whar bouts- Where."Whar bouts do you live?"

Yaller- Yellow."He was a yaller dog."

Yander- Yonder."The thunder came from over yander."

Just in case you might have missed this little blurb from "Miscellaneous Ramblings" in the March issue of Road & Track, We'd like to reprint it for you. You might want check your auto-insurance policy just to make sure you're not underinsured.

*Is Your Insurance Adequate?*

A RECENT accident in France resulted in an insurance claim of remarkable proportions. It appears that the driver of a Citroën stalled his car in the middle of a railroad crossing and, unable to move it, ran to a telephone.

While he was gone, a freight train came along and hit the car pushing it about 300 ft and simultaneously ripping up the tracks. Before coming to rest, the locomotive tipped over and fell into a river taking with it more than 20 freight cars, most of which were loaded with beer. As a result, the fish in the river died, presumably from acute alcoholism, thereby depriving local fishermen of their living. Three enormous cranes had to be rented to recover the freight cars and the locomotive, which was a mess anyway; buses and trucks had to be used to transport passengers and freight around the scene of the accident for six weeks, and the locomotive engineer sued for two cracked ribs. The resulting insurance claim amounted to \$7,000,000 and the Citroën driver's insurance policy has been increased by 12.5 percent.

**two hot specials**

Famous Hella H4 Quartz Halogen Headlamp Conversions to replace 7" Sealed Beam Headlamps. The simplest, most inexpensive way to obtain a tremendous improvement in lighting at the lowest possible cost. The lamp is made for direct plug-in replacement of your existing sealed beam unit and no additional wiring is needed. Unique dual filament Halogen bulb gives you a wide spread, non-glare peripheral light pattern on the low beam and a long distance driving light, two beams in the high beam.



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No more settling for second best. Our long-awaited V600 steel radial is off the production line and running. And what a tire! Low aggressive tread design grips at speeds over 130 mph on the Autobahn. Provides excellent wet grip and high water dispersion. Speed and fuel economy. Treads support steering and directional stability. And two tough, heavy steel side walls help to absorb shock, making you drive as possible while maintaining a steady pace. For more information, write to: Bug Parts, Inc., Dept. 100, 10000 E. Highway 100, Aurora, Colorado 80012. Demand it. April 1974.



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SUPER SPYDERS**

V-600 185/70VR-15 tube type \$69.98 each

**BUG PARTS, INC.**

PHONE: 804 - 233-7607

IMPORTED AUTOMOTIVE PARTS & MOTORING ACCESSORIES

**FOR SALE**

All you people in F/P can breathe a sigh of relief, Captain America is selling his Datsun B-210. He's asking \$3200 and since it still gets 39 mpg, it sounds like a bit of a bargain. It's a 1974 model, and, if you've ever seen it run in an autocross, you know how quick it is. If you might be interested in buying this jewel, you can call Frank Keyser at 285-0547.



## GUEST EDITORIALIST

Beulah Gunch- marketing analyst and advisor for a large domestic automobile manufacturer.

I address you as friends- because you are our friends. And our friends are potential customers. It's a tremendous honor to be chosen to write for this great metropolitan newsletter. I have selected as my subject, a topic that affects us all- Auto Safety. Even though you are our friends (and potential customers), you probably have reservations about my true feelings toward you since I do represent a large domestic automaker. I would like to clear the air, here and now, and state that we are only looking out for your own good in the kinds of cars we offer you, our friends (and potential customers).

I realize that most of you own and drive small foreign-built automobiles. I respect your choice, even though we in Detroit think you all went off the deep end a long, long time ago. Face the facts, what good is a small, nimble, quick-handling car going to do you when confronted face-to-face with one of our oversized, lumbering products? It's true that our automobiles are too large, and loaded with the kinds of options that encourage that "asleep-at-the-wheel" style of driving for which Americans are famous. But just think how we could cut the number of highway deaths by arming everyone with the same sort of weapon. Just think of it, never again would you have to fear for your life when passing another car. Never mind that he has that massive blind-spot in the rear-quarter area, for you are just as immovable and ponderous as he is-- it would take an earthquake to move your behemoth off its intended course.

Parking lot dings? We, in Detroit, believe it's "an eye for an eye". Why else would we make our doors so wide, heavy, and cumbersome? Yes, you could literally pound another car into a pile of rubble with one of our doors.

Yes, isn't it about time that you rewarded yourself with an anachronism? Go down to one of our dealers, he'll give you a great deal. You might even be surprised at how much of a trade-in you can get (provided that you have a signed affidavit from a practicing psychiatrist affirming that you were suffering from diminished faculties when you bought that silly little thing you're driving around in now).

## HELL'S ANGELS PLUNDER VMSC

We send Our deepest thanks to the Richmond News-Leader for uncovering the pillaging of VMSC by society's malcontents and perverts. As witnessed by the story below, which appeared in the March 26 issue, they apparently spared no effort and left no stone unturned in their attempt to print the news, the whole news, and nothing but the news. It's investigative reporting like this that gives people like Us such a good name.

### Motorcycle Race

The Virginia Motor Sport Club will hold a motorcycle race and autocross benefit for the Richmond area chapter of the American Heart Association tomorrow at 10 a.m. at the Memco store, 5501 Midlothian Turnpike. Registration for participants will begin at 9 a.m.

# THE "MGB" RALLY

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Registration 9:30 AM-10:15 AM FCO 10:31 AM  
at Chesterfield Mall (Route 60 at Route 147)  
on May 1, 1977

A 120 mile TSD Rally of moderate difficulty, but  
completely fail-safed

To pre-register for Car# & Generals call,

Peter & Libby Wilson 271-0005

# SCCA NATIONAL CHAMPION 8 YEARS IN A ROW

**MISCELLANEOUS** — Race driver Bobby Allison set a world speed record for motor homes, clocking his vehicle at 80.823 miles per hour on the Alabama International Motor Speedway Track in Talladega . . .

(Editor's note: Apparently nobody has ever bothered to clock any of the motor homes on I-95.)

With responsive rack and pinion steering, four-wheel independent suspension, a sparkling 1500 cc. four-cylinder engine, and cornering power in the same league as sports cars costing twice as much, no wonder our Spitfire has won a Sports Car Club of America National Championship 8 years running.



## TRIUMPH SPITFIRE 1500



**E. G. Bradley, Inc.**

621 W. Main Street Richmond, Va. 23219 (804) 648-7255

If anyone has pictures of the Heart Fund Autocross, particularly ones with the MEMCO sign in them, MEMCO-South would like to have them for publicity. Bring them to the meeting, and We'll see that they find their ways into the proper hands. It seems a small favor to ask in return for the use of their parking lot.

## ANOTHER COMMENT

We would like to express Our most profound and sincere congratulations to Fred DeBardleben, Judy McGowan, Peter Wilson, and the membership of VMSC in general for the fabulous performance that We witnessed at the Heart Fund Autocross. About \$1000 was contributed to the Heart Fund, and the whole event appeared to come off without incident. The one possible exception occurred prior to the autocross when Peter Wilson and Fletcher Greenwood (purported mob hit-truck) conspired to kill off half of Us by pitching said Editor out of the back of Fletcher. Quick thinking on the part of that half of Us not only saved a life, but now enables Us to truly fulfill Our motto, " We bust Our asses for VMSC".

4th ANNUAL HEART FUND AUTOCROSS

March 27, 1977

OD's: Fred DeBardleben, Judy McGowan, Peter Wilson

\* - Trophy Position

+ - Fun Run

A/STOCK

1*	John Cochran	Porsche 914	PCA	DNF	32.963	33.066	32.474		
2*	Chuck Richards	Camaro	VMSC	34.057	33.394	35.098	32.574		
3	Dana Cole	Porsche 914	PCA	34.784	DNF	33.025	32.919	.98800	2N*
4	Denise Cole	Porsche 914	PCA	DNF	36.158	DNF	34.988		
5	Joe Cacciotti	Plymouth		DNF	35.948	35.260	35.332	.92240	21N

B/STOCK

1*	Paul Ferrara	Datsun 240Z		33.904	33.414	33.112	32.632		
2*	John Blanchard	TR-7	VMSC	36.871	DNF	33.763	33.194		
3	Morris Daniels	Datsun 280Z	Z Club	33.905	34.434	33.938	33.831		
4+	Dan Pippins	Triumph		DNF	34.327	34.381	34.036		
5	Bill Loth	Porsche 356C	PCA	34.081	34.124	34.671	34.665	.96573	10N
6	John Neblett	MG Midget		DNF	DNF	34.745	35.357	.94727	15N
7	Foster Britt	TR-6		DNF	DNF	39.324	37.061	.88808	27N

C/STOCK

1*	Wilt Greenwood	Audi Fox	VMSC	DNF	33.530	33.547	33.108		
2*	Mike Castleberry	Honda Civic	VMSC	34.039	33.690	34.186	34.337		
3*	Barbara Stout	Honda Civic	VMSC	34.024	34.379	34.442	33.691		
4*	Brian Farrington	Rabbit	HDoA	34.553	34.737	34.593	33.921		
5*	William Dowdy	Capri 2800		35.689	34.977	35.179	34.256		
6	Barry Buchanan	Honda Civic		34.842	34.269	34.566	34.280		
7+	Barry Buchanan	Honda Civic		34.293	34.362	34.584	34.299		
8	Philip Cox	Vega		34.895	DNF	34.395	34.617	.98337	4N*
9	Dave Sweat	Toyota Celica		35.464	34.801	35.172	35.882		
10	Bob Pierson	Opel Manta		35.355	35.147	35.440	34.837	.97089	6N
11	Dick Jones	Scirocco	VMSC	35.371	34.862	34.896	34.961		
12	Tom Hall			DNF	38.075	35.466	34.992	.96659	8N
13	John Whitley	Capri 2600		DNF	35.888	36.301	35.351		

14	Charles Madison	Honda Civic		36.060	35.681	DNF	35.447	.95419	12N
15	Walter Witschey	Jaguar XJ-12	VMSC	36.394	35.543	35.869	36.146		
16	Victor Cornell	Honda Civic		DNF	38.735	36.003	36.506	.93945	16N
17	Gerald Eberhard	Capri 2000	VMSC	41.307	36.569	37.170	37.860	.92491	20N
18	Merle Davis	Volvo P1800		DNF	DNF	DNF	DNF		

D/STOCK

1*	Gordon Paterson	Pinto	VMSC	34.238	33.834	43.802	33.981		
2*	Wm Breckenridge	VW Beetle		35.110	35.366	34.857	36.325		
3*	Bill Doyle	Opel		36.996	DNF	34.861	35.796		
4	Roger Garrett	Starfire		36.900	35.614	35.491	35.038		
5	Craig Harris	Starfire		DNF	36.720	DNF	35.101	.98336	5N*
6	John Jenkins	Opel		38.116	37.343	36.943	37.767	.93433	17N
7	Kay Jenkins	Opel		40.588	39.190	37.705	37.047	.93171	18N
8	Diane Wingo	Opel	VMSC	39.179	DNF	38.470	38.015	.90798	23N
9	John Spencer	Volvo 244		39.088	DNF	DNF	DNF	.88306	29N

A/PREPARED

1*	John Ashford	Porsche 911T	PCA	37.150	31.421	30.810	33.736		
2*	Dave Armentrout	Porsche 911	VMSC	32.989	31.094	33.458	31.230		
3	Mike Williams	Porsche 911	VMSC	40.810	32.001	31.254	31.625		
4	Steve Volk	Porsche 911S	PCA	32.320	31.416	33.837	31.508		
5	Vic Rola	Porsche 911T	PCA	31.773	31.501	31.605	31.790		
6	Gary Simmons	Porsche 911T	VMSC	32.544	DNF	34.617	32.133		
7	Mary Rola	Porsche 911T	PCA	33.492	32.775	32.821	32.565	F.D.D.	
8	Kevin Sutton	Firebird		DNF	DNF	DNF	DNF		

B/PREPARED

1*	Ernie Sims	Corvette	CCR	30.039	29.608	DNF	29.092		
2*	Jay Marks	Corvette	CCR	DNF	29.875	30.613	30.920		
3*	Aubrey DesPorte	Corvette	CCR	31.704	30.936	30.272	30.206		
4	John Mitchell	Corvette	BCC	30.888	31.377	31.275	30.544		
5	Chris Starling	Corvette	CCR	DNF	DNF	31.296	31.406		
6	James Epperson	Corvette		33.626	33.313	33.273	33.748	.89950	25N
7	Jerome Drummond	Corvette		34.743	34.757	33.769	34.310	.88629	28N
8	Barry Hewitson	Mustang		36.524	35.427	35.174	34.472	.86821	30N
9	Michael Jones	Laguna S-3		34.822	35.244	34.662	34.659		
10	Ricky Pegram	Mustang		38.907	37.034	36.174	36.428	.82736	31N

C/PREPARED

1*	DeWitt Boyd	Datsun 240Z	SCNCA	29.757	30.112	30.179	30.107		
2*	Baxter Phillips	Datsun 240Z	VMSC	31.479	DNF	31.156	30.977		
3*	Gary Bolton	Porsche 914	PCA	32.864	32.759	32.339	32.211		
4	Joelyn Bohon	Porsche 914	PCA	DNF	DNF	33.461	32.926		
5+	Delphino Cavazos	Porsche 914		DNF	34.671	DNF	32.928		
6	Delphino Cavazos	Porsche 914		32.952	33.291	33.361	33.649	.95496	11N
7	Richard West	Datsun 240Z	VMSC	DNF	33.839	33.975	33.002	.95352	13N
8	George Jernigan	Porsche 914		33.708	33.336	33.288	35.336		
9+	John Blanchard	Datsun 260Z	VMSC	33.366	33.962	34.174	33.845		
10	Pete Winters	Datsun 260Z	VMSC	35.451	35.195	34.709	42.215	.90662	24N
11	Sam Jessee	Datsun 260Z		DNF	35.963	35.053	36.010	.89773	26N
12	Dan Pippins	Datsun 260Z		DNF	DNF	DNF	DNF		

D/PREPARED

1*	Dan Peer	Porsche 914	PCA	DNF	32.424	32.456	32.365		
2*	John Loth	Corvair	CORSA	36.892	33.264	33.402	DNF		
3	Bill Hunter	Honda Civic	VMSC	DNF	34.261	34.676	34.245		
4	Shelia Hunter	Honda Civic	VMSC	36.314	34.901	34.676	34.418		
5	Mary Volk	Porsche 912	PCA	37.292	36.208	35.371	34.578	.94901	14N
6	Stephen Gunnels	Porsche 356B		DNF	DNF	DNF	DNF		

E/PREPARED

1+	Burk Bartels	Fiat 124	VMSC	32.541	32.366	32.483	32.052		
2*	Martha Bartels	Fiat 124	VMSC	35.155	34.190	33.576	38.075		
3	Wayne DuPont	BMW 2000tii	BMWCCA	34.364	33.972	33.986	33.834		

F/PREPARED

1*	Frank Keyser	Datsun B210	VMSC	33.653	33.908	33.531	33.739		
2*	Terry Lowman	Vega		33.933	33.861	33.917	34.098		
3*	Thomas Broocks	Vega		35.233	DNF	34.406	35.274		
4	Bill Armstrong	TR-3	VMSC	34.804	35.017	34.684	34.900	.98377	3N*
5	W. G. Michael	Vega	CCR	34.692	34.911	34.861	35.669		
6	David McCall	Datsun 510	VMSC	36.555	35.230	35.704	34.692		
7	Jim Rowe	Vega	VMSC	38.691	35.535	DNF	34.703		

8	Alan Armstrong	TR-3		DNF	36.141	35.177	35.320	.96988	7N
9	Barry Hickman	Datsun 510		36.110	35.879	35.318	35.319		
10	John Myers	Vega		38.861	37.783	38.294	36.996	.92229	22N
11	Steve Vaughan	Fiat 850		DNF	DNF	38.877	38.337		

A/MODIFIED

1*	Wayne Walker	Corvette	CCR	28.435	27.722	26.905	DNF	F.T.D.	
2	Kevin Seeber	Porsche 914/6	PCA	29.091	28.617	28.397	29.018		
3+	Kevin Seeber	Corvette	PCA	DNF	29.166	29.608	DNF		
4	Mike Haas	Datsun 510	SCCA	DNF	DNF	35.128	DNF		

B/MODIFIED

1*	John Bergeron	TR-4	VMSC	32.675	32.341	33.098	31.770		
2*	F.DeBardleben	Datsun 240Z	VMSC	33.374	33.515	33.035	32.672		
3*	R.DeBardleben	Datsun 240Z	VMSC	32.986	33.045	38.643	32.693		
4	James Phillips	Corvette		34.461	33.673	32.764	37.008	.98822	1N*
5	Franklin Depew	Firebird		32.955	DNF	33.054	32.874		
6	Wayne Clowers			DNF	DNF	33.975	33.435		
7	Charles Burnett	TramsAm	SCCA	36.765	33.523	DNF	33.905	.96584	9N
8	Peter Wilson	MGB	VMSC	34.369	33.643	33.766	33.807		
9	M.DeBardleben	Datsun 240Z	VMSC	DNF	37.144	35.729	35.679		

C/MODIFIED

1*	Tom Blot	Renault	VMSC	32.702	32.038	32.564	32.367		
2*	Bill Lloyd	Vega	VMSC	32.504	32.377	32.622	32.066		
3+	James Moore			32.305	32.393	32.205	32.111		
4*	Len Wells	Renault	VMSC	DNF	32.712	32.215	32.184		
5*	Tim Lloyd	Vega		36.402	33.773	32.676	32.417		
6	Neale Dickinson	Renault	VMSC	33.984	32.934	32.750	32.733		
7	James Moore	Pinto		32.789	32.807	33.310	36.265		
8	Bill Enos	Renault	VMSC	33.293	33.043	33.165	33.141		
9	Art Wingo	Renault	VMSC	38.017	33.156	34.385	33.206		
10	Gary Stout	Scirocco	VMSC	33.488	33.200	37.121	35.485		
11	Lewis Parsley	Renault	VMSC	34.710	34.234	34.049	33.530		
12	Mike Free	MG Midget	SCCA	34.216	33.905	34.270	34.781		
13	Bob Chase	Fiat 850	SCCA	DNF	36.890	DNF	34.865	.92609	19N
14	Gene Cooley	Abarth Zagato	AMC	35.333	DNF	DNF	DNF		
15	Stephen Blackburn	Sprite	SCCA	DNF	56.750	DNF	DNF	.56895	32N

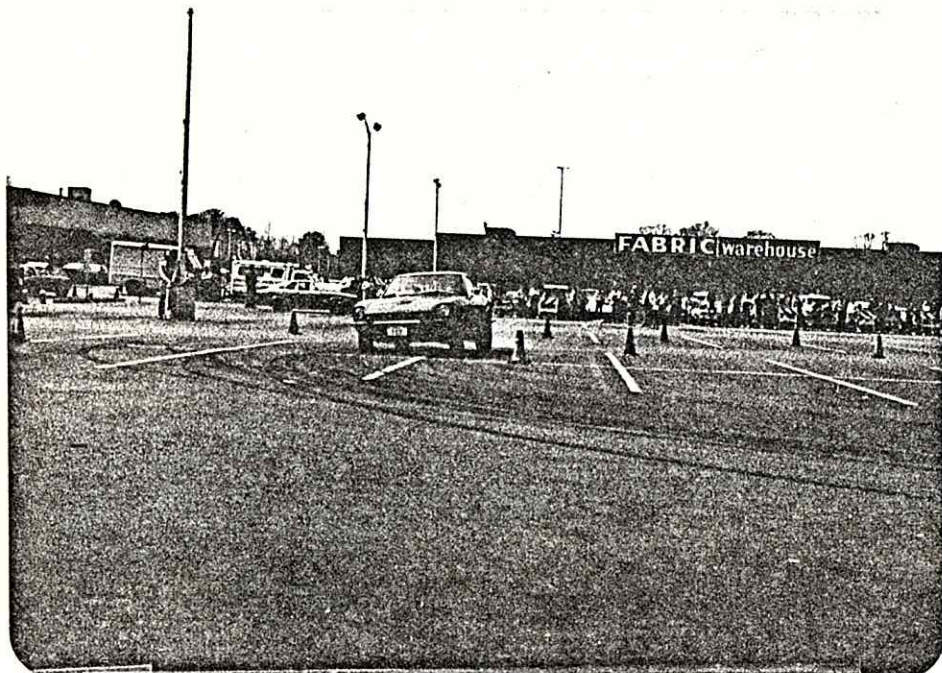
1st HEART FUND TEAM CHALLENGE

1st - Chesterfield Police	Sgt. M. L. Starnes	36.700	36.391	35.978	
	Ofcr. James M. Clapp	40.659	36.392	36.151	
	Sgt. L. S. Matthews	DNF	34.999	34.979	107.108
2nd - Television Personalities	David Little WWBT	36.053	35.500	35.260	
	Bob Beaudreault WTVR	DNF	36.560	DNF	
	James Minard WXEX	39.439	36.321	35.616	107.436
3rd - Henrico Police	Sgt. F. W. Chandler	36.083	34.816	DNF	
	Ofcr. Harvey Wilson	40.946	37.290	36.365	
	Ofcr. George B. Cary	DNF	37.063	36.308	107.489
4th - VMSC	Burk Bartels	36.385	35.386	35.513	
	Fred Sherwood	36.765	36.278	DNF	
	Gerry Eberhard	40.308	36.936	36.683	108.347
5th - Radio Personalities	Bob Walker WRVQ	36.631	35.394	34.900	
	Jean Walker WRVQ	46.476	DNF	40.556	
	Bill Hunter	36.693	35.240	35.675	110.696

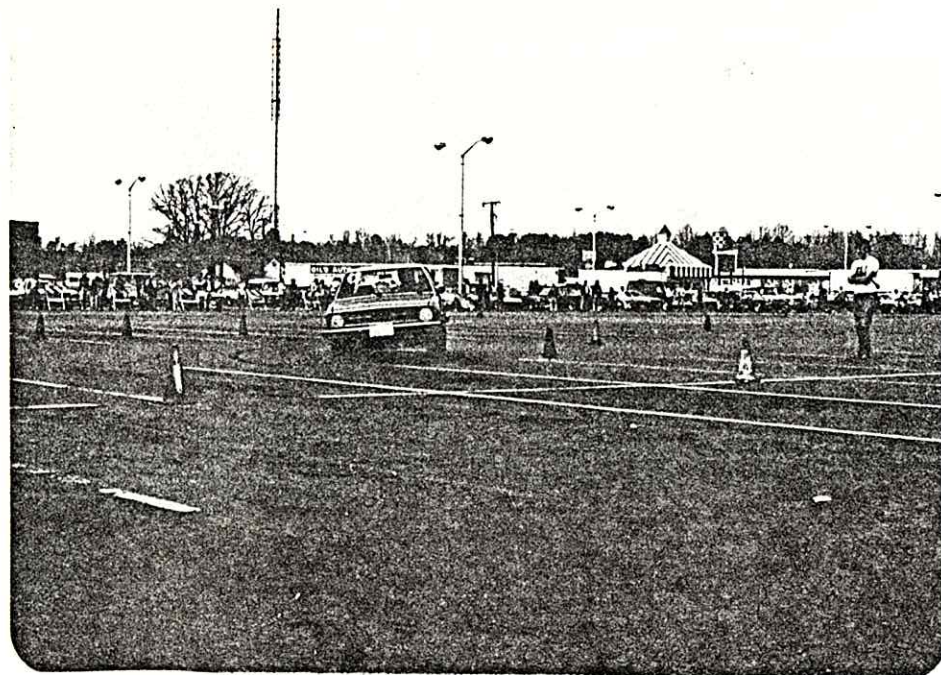
WORKERS: Marian DeBardleben, Libby Wilson, Bill Gronning, Dick Jones, Bill & Beth Armstrong, Len & Toni Wells, Art & Diane Wingo, Gary & Barbara Stout, Wilt & Barbara Greenwood, Bill Enos, Bill & Shelia Hunter, Neale & Martha Dickinson, Gordon & Lale Paterson, Dave McCall, Jim Rowe, Rob DeBardleben, John DeBardleben; Lewis Parsley, Bill Britton, Scott Powell, Tom Blot, Mike Castleberry, Gerry Eberhard, Pete Winters, Nick Simioich, Dave Armentrout, Baxter Phillips, John Blanchard, Richard West, Rhodd Grierson

If anyone who worked at the autocross has been left off this list, please contact Judy McGowan so that you can receive your points.





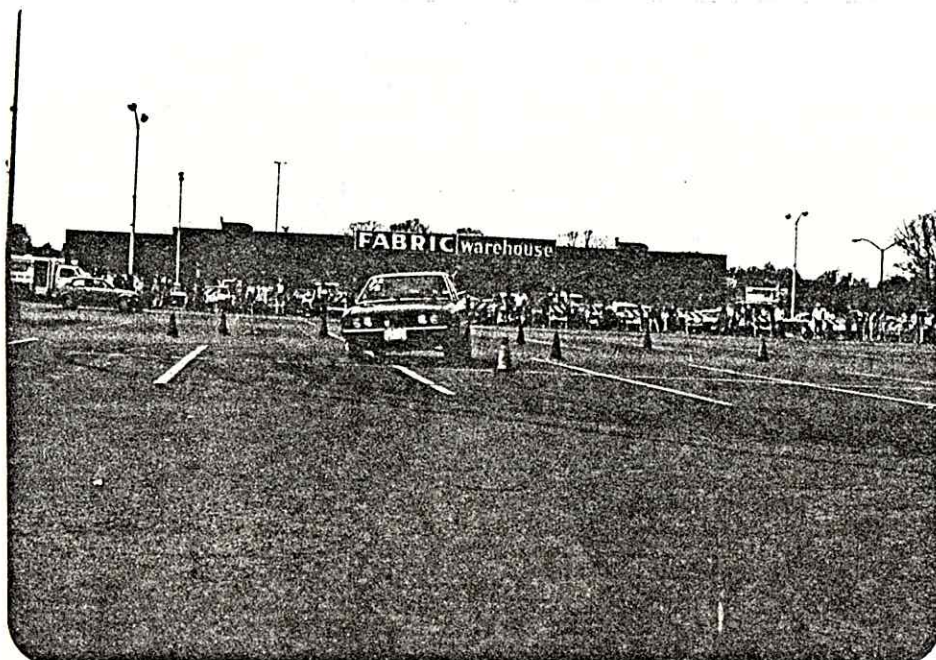
Baxter Phillips on his way to 2nd C/P



Wilt Greenwood, sans Wretched, takes 1st C/S



Gary Stout - "Sciroccos sway too much."



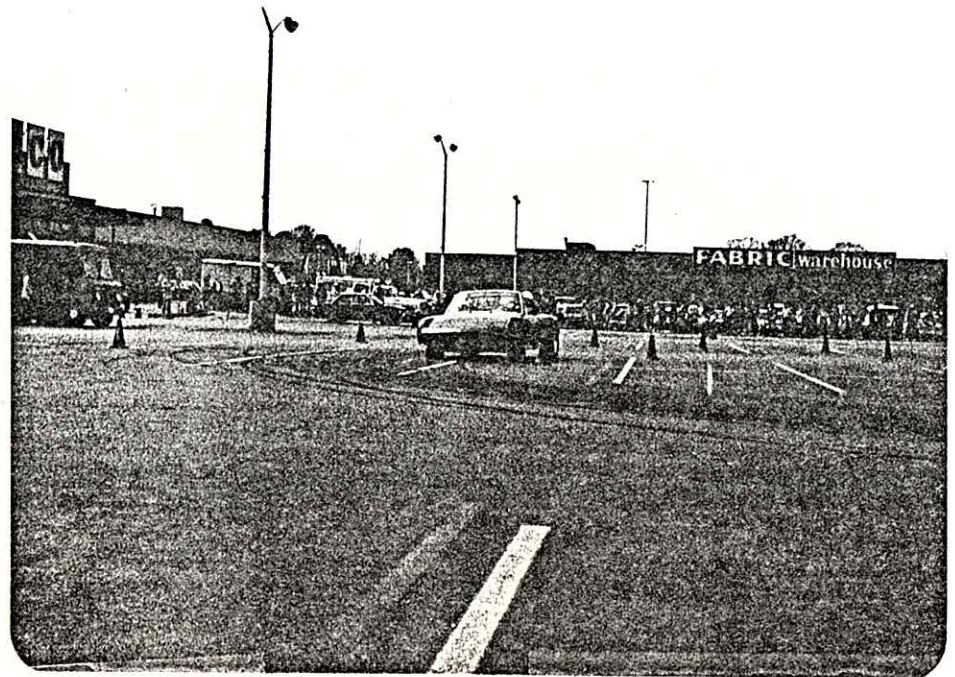
Dick Jones - "Amen."



Except for VMSC finishing 4th the Honda Challenge Run was a howling success.



Mike Castleberry gives a tour of the course to Mac Pearson just before Mac was taken to the Cardiac Care Unit at Chippenham Hospital.



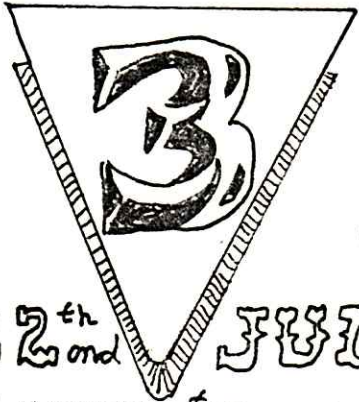
Keven Seeber had FTD locked -- until Wayne showed up.

\*  
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SERIES



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 ART WINGO 804-262-2796



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CITY, STATE, ZIP \_\_\_\_\_ YEAR \_\_\_\_\_

PHONE \_\_\_\_\_ COLOR \_\_\_\_\_

CAR NUMBER PREFERENCE \_\_\_\_\_ .IF TAKEN A NUMBER CLOSEST TO IT

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