



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 24

No.7

JULY 1978

- JULY 15 SCCA DIVISIONAL RALLIES, "CLOSE ENCOUNTERS I & II" (NEWARK, DE), OD'ED BY BILL HUDSON & DAVE TETER. TWO RALLIES, SAME DAY; EACH 106 MILES; \$20 EACH OR \$30 FOR BOTH. REGISTRATION: 302-239-2955.
- JULY 16 CCR AUTOCROSS, THE STATE FAIRGROUNDS IN RICHMOND. STARTS AT 9:00 AM. INFORMATION: 257-2850 OR 264-8646.
- JULY 16 BILL SCOTT RACING SOLO I SCHOOL, SUMMIT POINT. LIMITED TO 50 ENTRANTS; 2 HOURS ON-TRACK TIME. REGISTRATION: 703-893-0215.
- JULY 16 SEVSCO AUTOCROSS, BEACH FORD MUSTANG CLUB.
- JULY 20 VMSC MONTHLY MEETING, GATEWAY APARTMENTS CLUBHOUSE, 8:00 PM. SEE MAP ON PAGE 11.
- JULY 20 VMSC NIGHT RALLY, "UNADVERTISED SPECIAL," OD'ED BY MIKE CASTLE-BERRY AND BAXTER PHILLIPS. ANNOUNCED AS 2 HOURS TO GO 25 MILES THROUGH SOME LOCAL SUBDIVISIONS. EACH CAR MUST HAVE A NONREVERSIBLE 0.10 READING ODOMETER. SPOTLIGHTS WILL NOT BE ALLOWED. REGISTER AT 7:30 PM BEFORE THE CLUB MEETING AND GET YOUR GENERALS THEN. FOR \$3.00 ENTRY FEE, ONLY DASH PLAQUES WILL BE AWARDED TO TROPHY WINNERS.
- JULY 23 VMSC AUTOCROSS, SERIES 3 #3, THE STATE FAIRGROUNDS IN RICHMOND.
- JULY 23 SEVSCO AUTOCROSS, PENINSULA SPORTS CAR CLUB.
- JULY 29 SCCA DIVISIONAL RALLY, "THE TARHEEL '78," (CHARLOTTE, NC), OD'ED BY SAM WILSON. ABOUT 200 MILES FOR \$20. REGISTRATION: 704-372-1407.
- JULY 30 SEVSCO AUTOCROSS, "THE FIFTH ANNUAL BRIDE & GROOM," TIDEWATER SPORTS CAR CLUB. STARTS AT NOON AT THE J.M. FIELDS LOT, VIRGINIA BEACH BLVD, COLUMBUS LOOP. REGISTRATION: 804-393-0235 OR 804-441-4692.
- AUGUST 6 SEVSCO RALLY, COLONIAL RALLYE MASTERS.
- AUGUST 13 SEVSCO AUTOCROSS, BEACH FORD MUSTANG CLUB.
- AUGUST 13 WRC CHERISHED DATE RALLY, OD'ED BY LOU NUMKIN.

SCHEDULE

Editor's Page

THERE WERE MANY ALASES AND WOES AT THE JULY BOARD MEETING. THE SUBJECT WAS THE DIRECTION OF VMSC. THE IMMEDIATE REASON WAS OUR INTER-CLUB RELATIONS. AS USUAL A FEW PEOPLE DID MOST OF THE TALKING.

IT APPEARS THAT THE BENEFITS OF INTER-CLUB RELATIONS ARE APPRECIATED ONLY BY SOME OF THE OLD-TIMERS. THOSE WHO HAVE PARTICIPATED IN NON-VMSC EVENTS OVER THE YEARS HAVE DONE SO BECAUSE THEY WANTED TO. BUT THEIR PARTICIPATION HAS REFLECTED ON VMSC: AND IT ALL GETS DOWN TO GOOD PUBLIC RELATIONS.

MOST OF THE OLD-TIMERS ARE NO LONGER ACTIVE RALLYISTS OR AX'ERS. MANY HAVE LEFT RICHMOND. OUR CLUB ONCE WAS A NUCLEUS OF AVID COMPETITORS WHO WOULD ABANDON SPOUSES AND CHILDREN FOR A WEEKEND AX OR RALLY OUT OF TOWN. NEWCOMERS STROVE TO BE EQUALS AND BROUGHT THEMSELVES ALONG. BUT NOW THE MAJORITY ARE INEXPERIENCED PEOPLE WHO CANNOT BE DEPENDED UPON TO PARTICIPATE IN OUR OWN EVENTS. AND THERE IS NO NUCLEUS TO ATTRACT THEM.

IT IS TRUE THAT ONE SHOULD RUN ONLY WHAT INTERESTS HIM. AND IF ONLY LOCAL RALLIES AND AUTOCROSSES ARE OF INTEREST OCCASIONALLY, THEN PERHAPS RIGHT NOW WE DON'T HAVE THE CLUB MEMBERS WHO WILL BE TOMORROW'S OLD-TIMERS. IT SEEMS THAT THERE MUST BE SOME IN OUR CLUB, HOWEVER, WHO HAVE THE DESIRE TO EXPERIENCE IT ALL. HOW CAN WE FIND THEM BEFORE WE, TOO, RETIRE?

Apathy.

I HAVE LISTENED FOR YEARS TO THE RATIONALE FOR STAFFING THE BOARD OF DIRECTORS WITH NEWCOMERS. AND HELPING THEM ALONG IS A GOOD IDEA. BUT HAVE WE REALLY BROUGHT THEM ANYWHERE? IN THE PAST FEW YEARS 75% OF THE BOARD MEMBERS HAVE BEEN THE SILENT MAJORITY. MOST OF THE OPINIONS, COMMENTS, SUGGESTIONS, AND OUTCRIES COME FROM THE OLD MEMBERS. IT IS NOT JUST BORING TO PARTICIPATE IN A MEETING WHERE 25% OF THE ATTENDANTS CONTRIBUTE. IT IS DISHEARTENING.

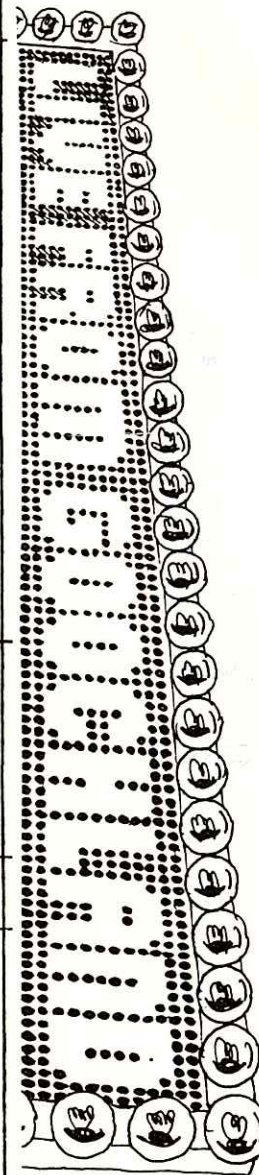
ARE WE AT FAULT FOR LACK OF GUIDANCE? DO WE EXPECT TOO MUCH BY ASSUMING THAT AN OFFICER OR COMMITTEE CHAIRMAN WILL TAKE HIS ROLE SERIOUSLY ENOUGH TO FIND OUT WHAT HIS DUTIES ARE AND PERFORM THEM? THERE HAVE BEEN SO MANY SURPRISES, SO MANY TASKS IGNORED, THAT IT APPEARS WE HAVE EITHER CHOSEN UNWISELY OR NEGLECTED TO PROVIDE EXPLICIT INSTRUCTIONS.

IT USED TO BE THAT PEOPLE INTERESTED IN THE SPORT BROUGHT THEMSELVES ALONG. BY SO DOING THEY SHOWED THEMSELVES AS GOOD CANDIDATES FOR LEADERSHIP POSITIONS IN THE CLUB. WHO WILL LEAD US TOMORROW? WHO WILL BREAK AWAY THE WALL OF ISOLATIONISM AND MAKE US AN ACTIVE, OUTGOING, MOBILE GROUP AGAIN?

AS HARD AS ALL THIS SOUNDS, IT IS NOT MEANT TO IGNORE THE PROJECTS THAT HAVE BEEN SO SUCCESSFUL IN THE PAST YEARS. WE ALL ARE WELL AWARE OF THE TREMENDOUS SUCCESS OF SERIES 3. AND MANY HAVE WORKED TOGETHER TO MAKE IT HAPPEN. THERE HAVE BEEN CHORES, TOO, TAKEN ON BY OTHERS AND WORKED THROUGH TO COMPLETION. BUT SHOULD WE SIT BACK AND REST ON OUR ACCOMPLISHMENTS?

MY FIRST EDITORIAL HOPED FOR CONTROVERSY THIS YEAR. IT HOPED FOR AN END TO APATHY. MEMORIES OF CLUB MEETINGS THAT LASTED 2½ HOURS, OF BOARD MEETINGS THAT LASTED 4 HOURS, OF TOTAL INVOLVEMENT BY THE ATTENDANTS — THAT'S WHAT PROMPTED THIS HOPE. THERE IS MUCH VMSC CAN DO TO SPRUCE UP ITS OPERATION AND APPEARANCE, TO BECOME MORE PROFESSIONAL AND BUSINESS-LIKE. DO ONLY A FEW TIRED OLD-TIMERS STILL CARE?

Over All	Class Position	Car	Driver/Navigator	1	4	5	6	DIY	Total
1	1E+	Datsun	L. Parsley/B. Britton	7	1	3	1	1	13
2	2E	Porsche	T.C.G. Wagner*/R. Wagner*	9	3	1	1	0	14
3	1U+	Honda	G. Stout/D. Jones	5	4	6	2	3	20
3	3E	Datsun	D. McCall/B. Edwards*	5	11	0	3	1	20
5	2U+	Ford	B. Westbrook/M. Castleberry	20	5	25	25	2	77
6	3U+	Datsun	L. Wells/T. Blot	13	37	3	48	0	101
7	4U	Datsun	S. Powell/B. Stanley	39	1	123	39	1	203
8	5U	Audi	S.Greenwood/W.Greenwood	2	4	3	9	200	218
9	6U	Triumph	R. West/ J. Eberhard	14	73	200	47	2	336
10	7U	Honda	L. Wilson/S. Hunter	38	72	66	27	199	402
11	8U	Honda	B. Hunter/G. Pistolis*	27	450	0	21	20	518
12	4E	Honda	B.Greenwood/T.Greenwood	3	29	8	350	200	590
13	9U	Datsun	C. Dabney†/C. Dabney*	16	66	192	127	199	600
14	10U/1N+	Volvo	D. Kjellsen*/C. Kjellsen*	32	450	0	450	0	932
15	---	Plymouth	J. Crist†/K. Crist*	DNF---	---	---	---	---	---



RALLYMASTERS: Barbara Stout & Pete Winters OFFICIAL PRECHECKERS: Sharon & Baxter Phillips

UNOFFICIAL PRECHECKERS: Shirley Zonner & Bill Armstrong

WORKERS: Kathy McCall, Kristi Rosseau, Cory Brown, Baxter Phillips, Shirley Zonner, Alice Jones, Kay Jenkins, Sharon & Trip Phillips, Charlotte, Chuck & Charlie Hoelzel, and John Jenkins.

+ = trophy

N = Novice

* = Non VMSC

Good Times

JUNE 24TH PROMISED TO BE A FINE OL' RALLY DAY. THE WEATHER WAS WARM AND HAZY, THE START TIME WAS LATE ENOUGH THAT THE ALARM CLOCK DIDN'T HAVE TO BE SET FOR "DAWN," AND THERE WAS A NEWSPAPER PHOTOGRAPHER RUNNING AROUND SNAPPING PICTURES OF EVERY PIECE OF RALLY EQUIPMENT IN SIGHT — FROM WATCHES MOUNTED ON CAR DASHES WITH DUCT TAPE TO GRONNING WONDER BOXES.


THE ODO LEG WAS A STRAIGHT SHOT INTO GOOCHLAND, AND LEG #1 THREATENED TO PUT US TO SLEEP — WHICH WAS EXACTLY WHAT THE OD'S HAD IN MIND! THE LEG CONTAINED AN INNOCENT LITTLE INSTRUCTION READING, "L ONTO A ROUTE WHOSE DIGITS ARE EVENLY DIVISIBLE BY 2". THAT LAID THE GROUNDWORK FOR A TRAP ON LEG #3 THAT WAS OUR FAVORITE OF THE RALLY. HAVING BEEN LULLED BY ABOUT FIFTEEN MILES AND THE PREVIOUSLY MENTIONED INSTRUCTION, WE ENCOUNTERED SI #1 READING, "R ONTO A ROUTE WHOSE DIGITS ARE DIVISIBLE BY 2". NATURALLY WE AVOIDED THE FIRST ROAD WE CAME UPON, ROUTE 641, BECAUSE ITS DIGITS WERE OBVIOUSLY NOT EVENLY DIVISIBLE BY 2. ZAP! HAVING BEEN PRECONDITIONED TO READ THE WORD "EVENLY" INTO SI #1 COST US — AND A LOT OF OTHER RALLY CARS — AN EXTRA SIX-MINUTE, NICELY LOOPED, TOUR OF GOOCHLAND.

THERE WERE A COUPLE MORE NICE, UNCOMPLICATED LEGS, WITH A HALF HOUR BREAK IN BETWEEN, AND THEN NI #49 WHICH READ, "RIGHT ONTO A ROUTE WHOSE LAST DIGIT IS ZERO". THIS WAS THE INSTRUCTION WE (AND APPARENTLY EVERYONE ELSE) HAD BEEN LOOKING FOR THROUGHOUT THE RALLY. THE GENERALS HAD LISTED EXISTING DIGITS AS 0-9, EXCLUDING 7, SO WE FIGURED WE WOULD BE TURNING RIGHT ON ROUTE 607. SURE ENOUGH, THE FIRST ROAD WE ENCOUNTERED WAS 607, SO WE MADE THE TURN AND STARTED LOOKING FOR THE CHECKPOINT THAT WE KNEW WOULD BE JUST AROUND THE CORNER. IT WASN'T THERE. AND IT WASN'T OVER THE NEXT HILL. AND IT WASN'T AROUND THE BEND. IT ENDED UP BEING ALMOST 25 MILES FROM THE PREVIOUS CONTROL, AT THE POINT WHERE WE BEGAN THE DIY LEG. TWENTY-FIVE MILES CAN REALLY SHAKE YOUR CONFIDENCE EVEN WHEN YOU'RE ABSOLUTELY POSITIVE (WELL, 98% SURE, ANYWAY) THAT YOU'VE EXECUTED THE INSTRUCTIONS CORRECTLY!

WE ARRIVED AT CAMP HILLBERT, TURNED IN OUR SCORE CARD, AND FOUND OUT WE'D BITTEN THE TRAP ON THE DIY LEG AND EARNED OURSELVES A BIG, FAT, MAX. OH, WELL, WHAT'S ANOTHER 200 POINTS AMONG FRIENDS? WE JOINED THE REST OF THE CROWD FOR A PICNIC AND SWIMMING IN THE OLYMPIC-SIZED POOL. THERE WAS A HIGHLY COMPETITIVE FREE STYLE RELAY RACE BETWEEN TEAMS CAPTAINED BY DAVE MC CALL AND GARY STOUT. THE MC CALL TEAM, UPON WINNING THE EVENT, TRIED TO HOLD GARY TO HIS PRE-RACE STATEMENT THAT IT WOULD BE A POINTS EVENT, BUT THE ISSUE (AND NEARLY A FEW PEOPLE) WAS DROWNED IN THE SUBSEQUENT ROUGH AND READY WATER POLO GAME (ALSO WON BY THE MC CALL TEAM!).

OUR THANKS TO PETE AND BARBARA FOR PROVIDING US WITH A MOST ENJOYABLE DAY, COMBINING A GOOD RALLY WITH A GOOD TIME AT THE FINISH.

-SHELIA (FOR LIBBY & ME)



SUBSCRIPTIONS

THE STOPWATCHER
4522 AMHERST LANE
BETHESDA, MD. 20014

NAME _____

ADDRESS _____

CITY _____

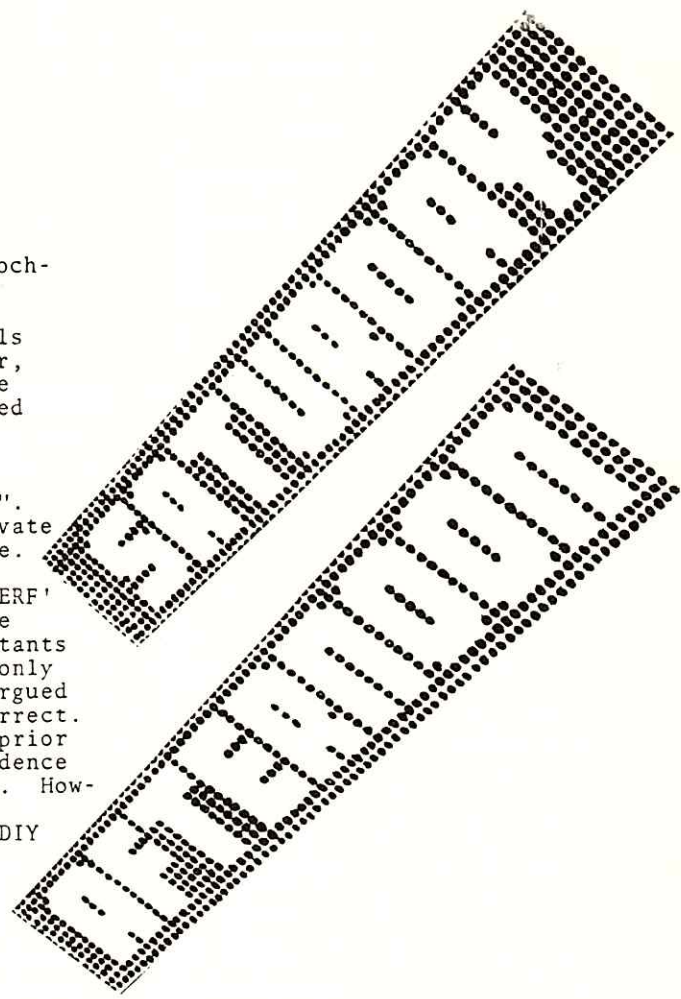
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Three protests were received on the June rally, "Live from Goochland It's Saturday Afternoon."

1. Car #5 protested NI 29: "Follow your route". The generals required a route change for each NI not having "NRC". However, the rallymasters apparently expected the contestants to change route with NI 29. The Competition Committee unanimously agreed to discard Leg #2 since the NI was an invalid instruction.
2. Car #6 protested NI 31: "'Mt. Olive Baptist Church' NRC", contending that the actual sign was spelled "Mt. Olive Baptis". Since the sign intended to be used by the contestants to activate SI #1 was misspelled, Leg #3 was discarded by a unanimous vote.
3. Car #5 protested NI 59: "Pause 1.00 minute for every 'NERF' before the execution of NI 60. NRC. (Look Sharp!)" There were three "NERF" signs prior to the intersection where the contestants were to stay on their route. The rallymasters intended that only one 1.00 minute pause be taken. The protesting contestants argued that all three signs were valid, thus a 3-minute pause was correct. "Before" was defined as the last opportunity in sight of and prior to reaching. Because interpretations change with time, precedence is not always a valid reason for making a ruling on a protest. However, the majority of the Competition Committee felt that the rallymasters were correct in this usage of "before," and the DIY leg was not discarded. Protest denied.



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ROCKY DRIVES A 1969 DODGE DART CONVERTIBLE.

NEW

Radar eyes for German drivers

Standard Elektrik Lorenz and Daimler-Benz are collaborating on development of a vehicle anti-collision radar under a contract from the German Federal Ministry for Research and Technology. Operating trials began in the summer of 1975, and the German postal ministry has since released a frequency band at 35 GHz for the radar sensor. Recent tests with a new antenna have confirmed advantages over the 16.5 GHz equipment used previously.

A frequency-modulated continuous-wave radar sensor was selected in preference to ultrasonic or infrared devices because of its greater ability to operate in rain, fog and snow. The equipment is designed to reduce the high incidence of rear-end shunts on motorways and other roads carrying dense, fast traffic. Processing of the radar returned signal indicates the speed and acceleration of vehicles in front of the sensor; own-vehicle speed is derived from the normal speedometer, and information about road conditions is also fed to the microprocessor at the heart of the system.

Trials have shown that a driver can evaluate the potential danger more rapidly if he is supplied with an indication of the difference between the measured separation and the computed safe distance for that instant, rather than rely merely on a sudden warning.

Amplitude weighting of the returned signal reduces spectral side-lobes to the extent that distance resolution is virtually as good as that provided by a pulse radar. The equipment can resolve distance to 10 m over the maximum range of 130 m, within an accuracy of ± 2.5 m. Relative speeds between -30



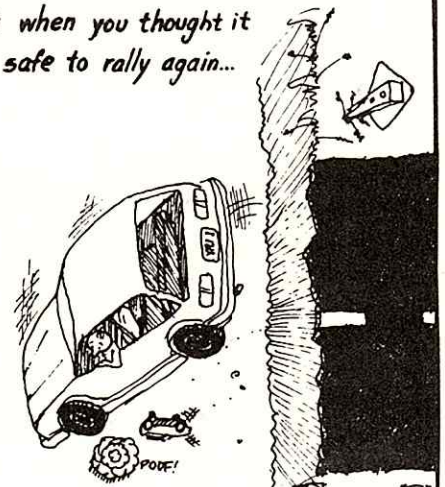
The radar devices in position on a Mercedes

km/h and $+160$ km/h can be derived with a resolution of 10 km/h and to an accuracy of 2.5 km/h.

False alarms caused by momentary acquisition of objects such as signposts are suppressed by delaying the warning until the object has been detected for a minimum duration. Interference target acquisition on curves is overcome by limiting maximum radar range and/or slewing the antenna, and false alarms caused by extended objects such as guard rails are prevented by a special program which filters out returns from objects at a constant distance.

Overall system reaction time is less than 0.1 sec, and the driver responds to a warning within 0.8 to 1.0 sec. A new magnetic tape recording procedure has been developed in parallel, allowing the system's immediate history to be reviewed constantly so that spurious data—those which represent a physically impossible rate of distance change, for example—are rejected. □

Just when you thought it was safe to rally again...



EDGE 3

...Starting in August at a parking lot near us!
The first two were only a warning.....

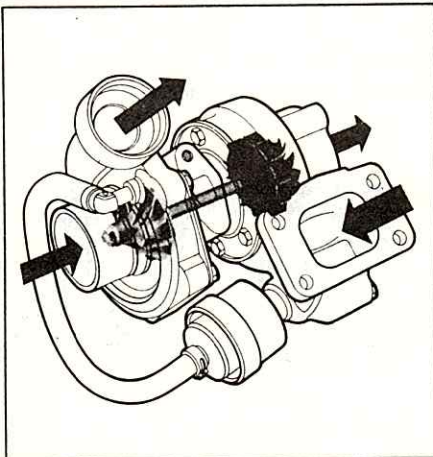
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This turbocharged five-cylinder Mercedes-Benz Diesel research car just shattered nine world speed records—including one lap at an average speed of 203.37 mph.

FOREIGN AND DOMESTIC

GENERAL AUTO REPAIRS

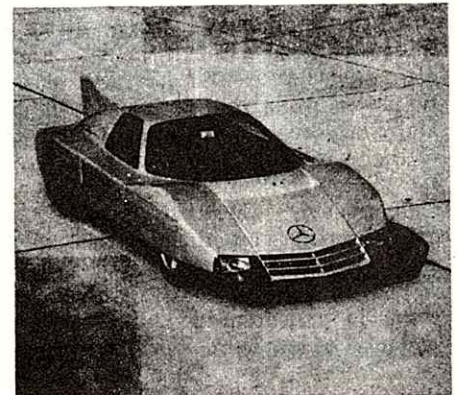
24 HR. TOWING SERVICE

STATE INSPECTION STATION

AIR COND. SERVICE

WEEKDAYS 8-6

SAT. 9-3



Last year, in the land of Mercedes, BMW, Audi and Porsche, 23,000 Germans bought Alfa Romeos.

(Perhaps they know something you should know!)



With those famous cars to choose from, almost 23,000 knowledgeable German drivers chose Alfa Romeo.

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- **Four-wheel power disc brakes**, for dependable stopping power.

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Heat and Dust

THE BOARD OF DIRECTORS HAS APPROVED THE FOLLOWING CHANGES TO THE SPEED EVENT REGS:

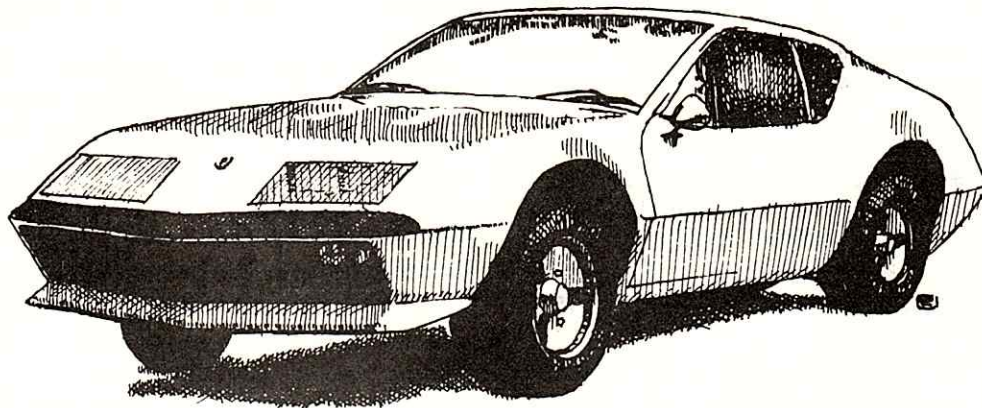
7.3 STOCK CLASSES: REPLACE THE LAST SENTENCE WITH THE FOLLOWING:
"ABSOLUTELY NO UP-DATING OR BACK-DATING IS ALLOWED."

NEW CAR CLASSIFICATIONS: FOR THE PRESENT THE MAZDA RX-7 WILL RUN IN B/S, C/P, AND B/M.

CLARIFICATION: CORVETTES WILL RUN UNDER THE MWCSCC CURRENT CLASSIFICATION, I.E., A/S, B/P, AND B/M.

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Discounts To VMSC Members

A continent was their game board.

THE CANNONBALL

by Nort Bramesco

The rules were simple. Drive from a designated location in New York to one in California as fast as you could without getting arrested. And get there ahead of other cars doing the same thing. The game aspect derived from the creativity of the players in such matters as selection of routes, number of members per team, sleeping schedules, pit stops, avoiding arrest and delay, and ability to deal with the unexpected.

This irregularly scheduled exercise was sponsored by *Car and Driver Magazine*, whose advertising manager served as the Cannonball's *éminence grise*, or if you prefer, ramrod. The event was obviously not for Sunday drivers. To be selected for the Cannonball, you had to be the right caliber person. Imagine a combination of Evel Knievel, Barney Oldfield, and the ubiquitous little old lady who has probably owned every used car on the market. Then hypothesize a *bon vivant* with leisure time who would compete not for prizes but just for the fun of it, and who could afford the \$50 entry fee plus an additional \$200 to be donated to his favorite charity. This was the typical Cannonball entrant. Surprisingly, however, there was never any dearth of candidates. In the last of the Cannonballs, an entry list of more than 60 was finally pruned to just 22 teams, of which 18 actually competed.

Before any reader begins to develop an itchy accelerator foot, let it be emphatically recorded that the Cannonball's dust has settled for good. This dangerous, wasteful, and unlawful event, first run in 1971, was discontinued after the 1975 race had roared onto the pages of history, a victim of energy shortages and public disapproval.

Reduced to statistical data, the Cannonball becomes a fairly straightforward story. It was run just four times by a total of 149 participating drivers in 61 automotive vehicles of varying age and pedigree an aggregate distance of over 160,000 miles. Almost miraculously, no accidents or injuries occurred during these events.

But the picture changes dramatically when you talk to Cannonball veterans. They are more than delighted to regale

you with hair-raising stories of near-misses, and one-of-a-kind experiences not necessarily related to driving. In the last Cannonball, for example, one team effectively nullified a supposed advantage in the cruising speed of their car by making too big a deal of their departure with well-wishers who had come to see them off. Roaring away in a cloud of dust, they left their gourmet food supply at the curb and had to subsist coast-to-coast on a Spartan regime of M&Ms and Coke—not exactly the breakfast of champions.

Cannonball veterans will also tell you

It was called the Cannonball and billed as a race, but in actuality it bore the kind of relationship to automobile racing that a military march has to music. What the Cannonball was was a game played by adults in automobiles.

that the most important part of the race was their game plan. Very simply, if you analyze Cannonballs already run, you can arrive at a mean of average winning speeds. Your strategy would then simply be to better that speed.

But remember, the key is *average* speed. Assume your car can achieve bursts of, let's say, 120 mph. Slowing down in heavy traffic to the point where you've traveled only 30 miles in another hour means that for two hours you've averaged 75 mph. Not that that's anything to sneeze at. Average speeds in the 75-80 mph range usually were enough to win the Cannonball.

So how do you average 75 mph? There are two fundamental approaches which we shall call the Hare Method and the Tortoise Method. If you remember the story, a tortoise and hare ran a footrace which the tortoise won by following the principle of slow-and-steady. The hare meanwhile alternated between high-velocity sprints and extended rest periods, thus achieving an average speed that brought him in second.

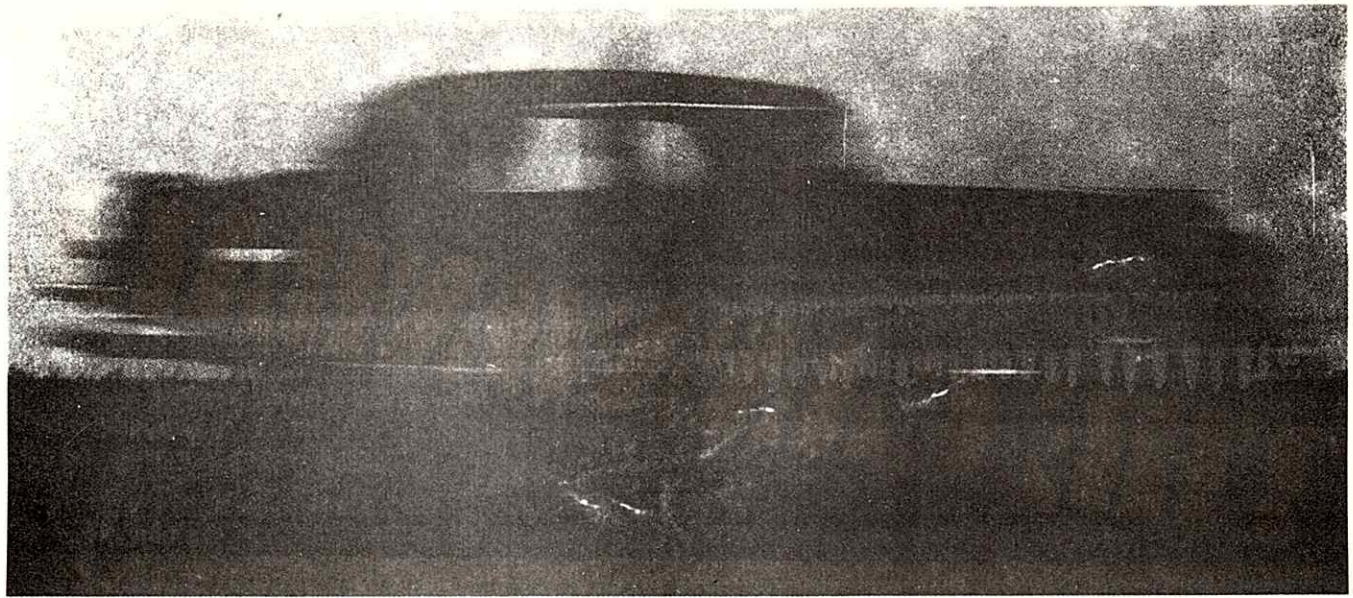
While all entrants were basically either Tortoises or Hares, enough variables

came into play to create any number of permutational subspecies. Remember, we're speaking only of variables under the control of the entrants.

Let's take a closer look at some of the controllable factors. First and foremost, there's the car itself. Would you have opted for a sports car of the type that can run effortlessly at speeds in excess of 100 mph? Experience has shown that such motorcars are geared for brief, bravura performances, and that like the violin virtuoso's Stradivarius, they can get out of tune after one presto movement. Cannonball teams obviously needed to weigh the relative merits of cars rated lower in speed capability, but greater in all-around performance and dependability.

Of almost equal importance was the route selected. The ideal—your proverbial straight line that represents the shortest and therefore fastest distance between two points—is impossible to achieve, as a glance at any roadmap will attest. Is the next best route the next best thing to a straight line? Not necessarily. Let's not forget those purple mountains' majesty above the fruited plain. Steep grades slow you down, especially if roads are ice-covered, which they often are in mountainous terrain, and definitely were during two of the Cannonballs that were run in November. And even if you're a North American geography maven, it would have availed you aught if you hadn't allowed for the hours it can take just getting in and out of New York or Los Angeles. So another significant factor became time-and-place correlation. A potential winning schedule was one that kept you out of major-city orbit during rush hours; allowed you to arrive at the mountains during daylight hours; and brought you into shadeless desert country after dark, or in the morning when the sun would be at your back. Ability to "play the clock" permitted rest periods that would sacrifice a minimum of time (as during peak-traffic periods) but increase the alertness of team members.

And finally, there was the team itself. How many people would be needed—and of what temperaments—to accom-



plish predetermined objectives, and cope with all the inevitable but unpredictable problems that arise on long motor trips. The irreducible minimum seemed to be two, while theoretical maximums were restricted by vehicular seating capacities. An optimal number, however, provided enough drivers to forestall fatigue, but not so many as to compromise the car's performance or fill space needed for sleep and relaxation.

Cannonball game plans thus comprised a mix of factors involving car, course, chronology, and crew. Archetypal hares went for fast sports cars, two-man teams, and routes conducive to high-speed runs—with less concern about the time wasted getting to straightaways. Typical tortoises chose more spacious cars geared for the long haul, three or more drivers (if for no other reason than that space was available), plus routes that would permit steady speeds in the desired average range. Yet over the years, most of the Cannonball entrants fell somewhere *between* these two exemplars.

And now, here's a chance to test your grasp of Cannonball game-plan principles. Listed below is basic information on ten of the eighteen teams in the last Cannonball, plus details of any unusual occurrences during their runs. Only five of these teams finished among the first ten. The challenge is to pick these five. Be sure to weigh all factors, including that all-important human element.

1. First, but not necessarily first in the race, was a pair of southerners who had raced sports cars, but this time were driving the model they ordinarily used to *haul* their Morgan to racing events. While navigating a covert course of backwoods southern roads selected for their low Fuzz Index, the pair gallantly picked up a fetching hitchhiker; then came a cropper when the only copper encountered on the entire trip became convinced they were harboring a fugitive or violating the Mann Act. Net loss: 4 hours.

2. Then there was a team of six dilettanti from the east and midwest, including two Cannonball veterans plus various members of the fourth estate. This happy band

drove a mobile-home vehicle, which certainly made for comfortable conditions. Only problem was that its refrigerator had a tendency to open on sharp turns spilling the Italian feast ingredients supplied by a sympathetic restaurateur. This group's strategy was based simply on beating another car they thought had a good chance to win.

3. A team of two midwesterners who had become friends while attending racing-driver school decided to make the run not in the smallish Japanese import they had originally intended to use, but in a roomier, more comfortable, one-year-old Oldsmobile. This left space for an English photographer covering the event for several European magazines. Except for some of the cars, he was the only foreigner in the race.

4. Two Floridians with racing competition experience behind them, and a fast Porsche at their disposal, nevertheless ran the race at a comparatively stately clip. Their strategy was classic in its Tor-toisian simplicity. They thought they'd win just by completing the race, while breakneck speedsters were still talking their way out of the hands of local gendarmerie.

5. And wouldn't you know that the Polish Racing Drivers of America would find it difficult to pass up this donnybrook? Typically, the organization fielded an entry in a Swedish car manned by one authentic Pole, a Slav, a WASP, and an Irishman. The latter two, a journalist and a *Time* magazine photographer, were last-minute additions who did little to advance the cause of automobile racing or Polish humor.

6. Nobody would seriously suggest that the Cannonball was a place to repair broken marriages. Yet, one New Englander who had raced regularly and actually won a tough Canadian rally, teamed up with his ex-wife for this outing. During the course of the trip, the speedy Porsche racing model they were using developed an oil leak, and its noise and unyielding suspension caused some driver-fatigue. As for Cannonball's effect on domestic felicity, that's beyond the purview of this

article. (They did drive into the sunset.)

7. Another team of Floridians driving a fast and efficient Ferrari racing model left New York an hour later than the other starters and headed west at bursts of speed as high as 140 mph. Their inevitable arrest by a zealous Ohio minion of the law resulted in a fine of \$250—a Cannonball record. This team suffered further losses: a chunk of their car in Indiana when they hit a possum, and a few hours getting untracked from traffic on the Los Angeles freeways. So what else is new?

8. One four-man team made up of New York residents plus one Californian, included a new-car dealer who supplied a Mazda station wagon for the run. This group's approach was to consider themselves not one, but two teams. One team slept while the other drove. They maintained an even speed, were stopped and ticketed once for speeding, and arrived in L.A. ready to enjoy its fabled delights.

9. As might be expected, the aforementioned *Car and Driver Magazine* honcho also competed as part of a two-man, all-New-York team of former winners. Their car, an unremarkable product of Detroit, was, however, gussied up with such special equipment as an experimental Super-Snooper radar detection unit, a CB radio, plus various and sundry pieces of automotive arcana. The CB radio actually worked to the team's disadvantage. On it they overheard truckers who hadn't enjoyed eating their dust, report them to the Smoky Bears. To avoid arrest, they lost precious time hiding out behind gas stations and diners. Attempts to straighten out their bollixed schedule with on-the-spot improvisations in routes only cost the team more time.

10. The fastest car in the race was generally acknowledged to be a Porsche Targa. It was driven by a two-man team from Pennsylvania and Virginia, and had frequently been clocked at 160 mph. Nothing will nullify speed like traffic busts, and this group received three tickets. Important time was also lost lurking in a HoJo restaurant to avoid police who had been alerted by yet another trucker.

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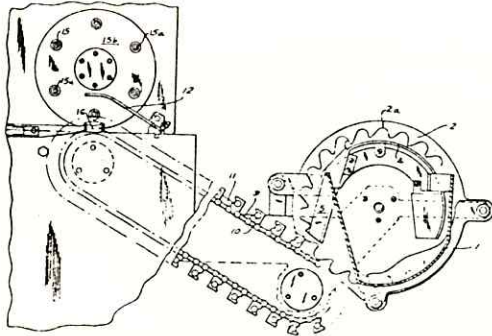
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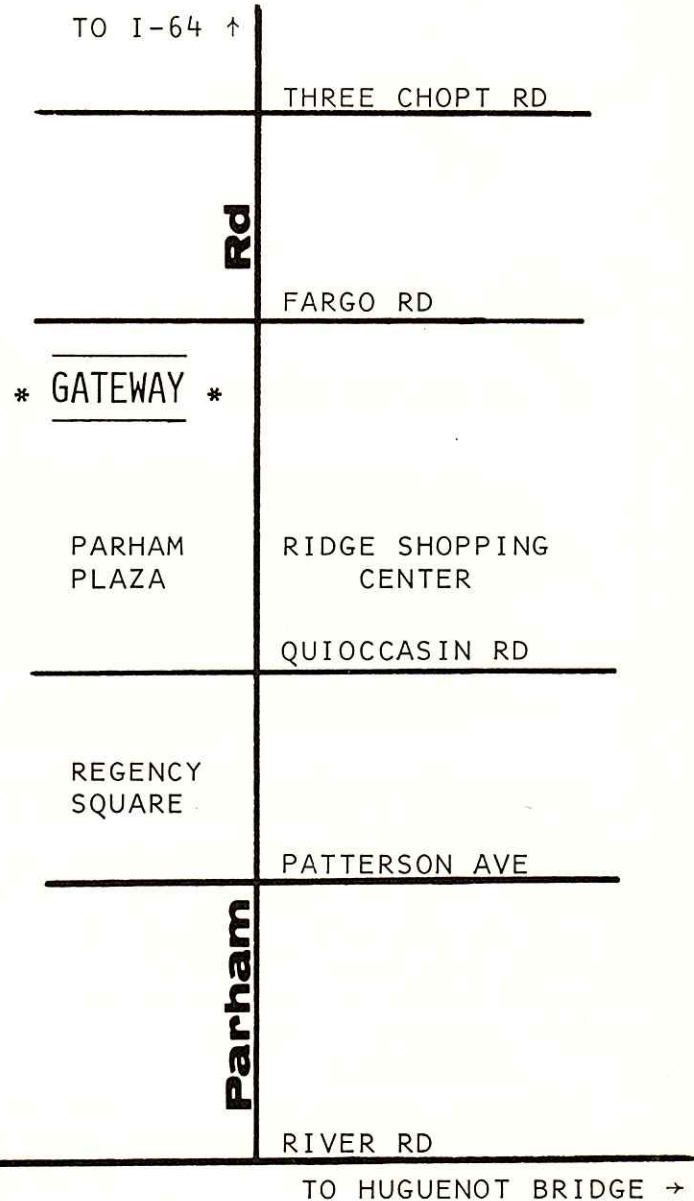
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Cannonball

If you chose the last five teams as finishers in one of the top ten spots, you scored 100%. Here are their order of finish, time, and speeds.

- The Floridians who paid a \$250 speeding fine (team #7) won the race. They finished first with an average speed of 81.0 mph, and took 35 hours, 53 minutes to complete their run—the Cannonball record.
- Third place went to the *Car and Driver Magazine* ad manager, and his partner (#9). This pair completed the race in 38 hours, 3 minutes at an average speed of 76.3 mph.
- The thrice-ticketed, fastest car in the race (#10), came in only 5th, 38 hours, 39 minutes after starting out, and at an average speed of 75.1 mph.
- The schizophrenic, two-man teams of Mazda drivers (#8) finished 8th, in 39 hours, 22 minutes, at an average speed of 73.6 mph.
- The New Englander and his ex-wife (#6) finished 9th in 40 hours, 19 minutes, at an average speed of 71.9 mph.

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