



# Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 24 No.8

AUGUST 1978

AUGUST 13 VMSC AUTOCROSS, "INSTANT REPLAY," OD'ED BY BILL HUNTER & DAVE MC CALL. THALHIMER'S WESTMORELAND, RICHMOND. REGISTRATION 10:00 AM. SEE FLYER ON PAGE 13.

AUGUST 13 SEVSCO AUTOCROSS, PREVIOUSLY ADVERTSIED. IT IS THE EDITOR'S KNOWLEDGE THAT ALL BEACH FORD MUSTANG CLUB EVENTS HAVE BEEN CANCELLED.

AUGUST 13 WRC CHERISHED DATE RALLY, OD'ED BY LOU NUMKIN.

AUGUST 17 VMSC MONTHLY MEETING, GATEWAY APARTMENTS CLUB-HOUSE, 8:00 PM.

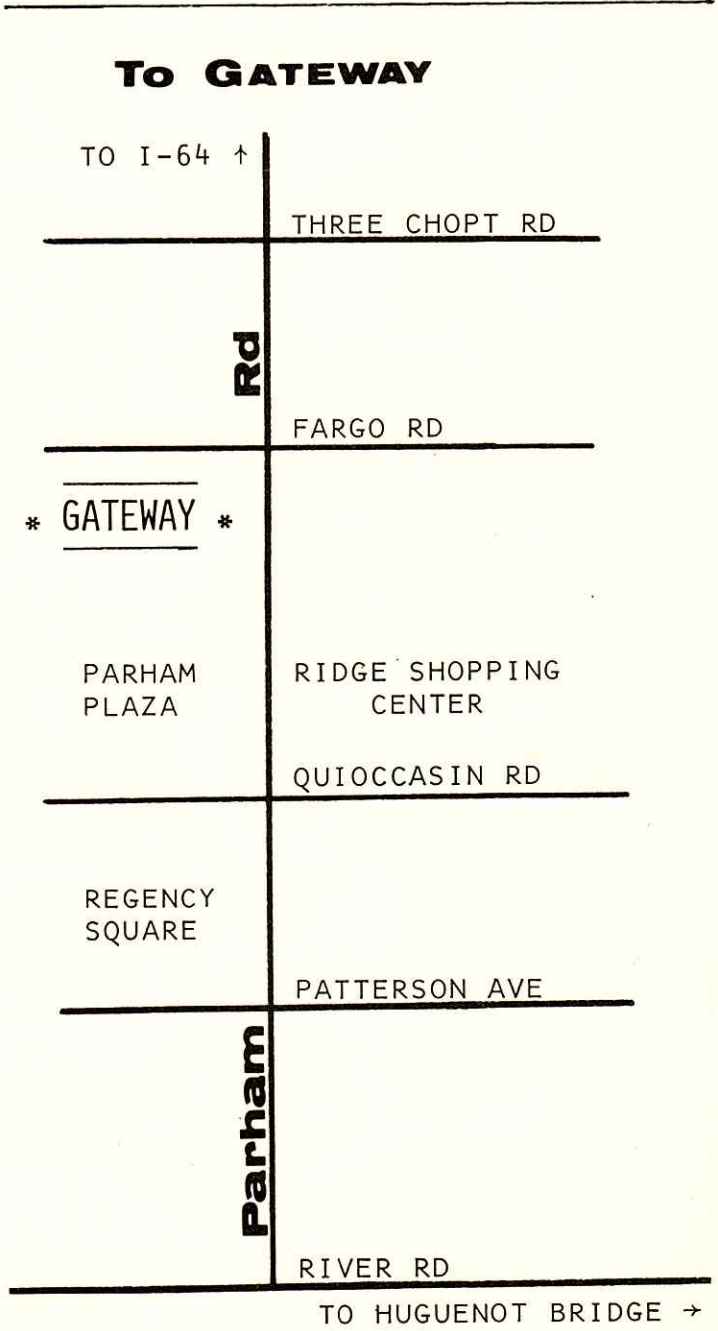
AUGUST 20 ODZCC AUTOCROSS, "MONTY PYLON & THE WHOLEY GATE," OD'ED BY RICHARD PHILLIPS, RICHARD WEST, & DENNIS STANELY. NICHOLDS DEPARTMENT STORE, COLONIAL HEIGHTS. REGISTRATION 10:00 AM. INFORMATION: 804-271-5589.

AUGUST 20 SEVSCO RALLY, "LYNCH'S LUNACY," OD'ED BY ED LYNCH, PENINSULA SPORTS CAR CLUB (NEWPORT NEWS). INFORMATION: 804-595-3165.

AUGUST 27 VMSC RALLY, "EDGE 3," OD'ED BY DICK JONES & ROB DEBARDELEBEN. STARTS AT THE TUCKAHOE VILLAGE SHOPPING CENTER, PATTERSON AVENUE, AT 8:30 AM. SEE FLYER ON PAGE 4.

UPCOMING . . .

SEPTEMBER 24 VMSC RALLY, "THE M.D. RALLY II," OD'ED BY LEWIS PARSLEY & BILL BRITTON. STARTS AT THE BANK OF GOOCHLAND AT ROUTES 250 AND 623. REGISTRATION 8:00 AM. A "BRM" STYLE RALLY FOR \$7.00. INFORMATION: 285-4301.



July 17, 1978

# Members' Forum

Mrs. Marian Debardeleben  
Editor  
Checkpoints  
Route 1, Box 419-X  
Manakin-Sabot, VA 23103

Dear Marian:

It is the prerogative of editors to elucidate colorfully and I applaud your recent editorial in the July issue. Being one of the inactive old-timers to which you referred and having been inactive for several years, I cannot argue the merits of the facts which give rise to your treatise on apathy. If the situation is as you describe then I am quite disturbed. I had thought that there would always be a VMSC and that, when my daughter is old enough to turn the crank on a Curta, I would return to activity in the best autosports club in Virginia. What you are telling me is that the club may not be here then.

The apathy you describe is not a new phenomenon, but, rather, has been observed in many social or volunteer organizations, including VMSC. The difference, perhaps, lies partly in the general time frame in which we live and partly in the ability of other organizations to provide the structure for "career" tracking.

Apathy takes many forms. In my observance of recent VMSC history, it began sometime around the autumn of 1971. That year marked the end of the Old Dominion rally. I think that was also probably the last year we fielded a SEVSCO championship team and, except for Wiltshire's marvelous efforts at the Rebel Yell, began the isolationist attitude which you noted. The year 1972 marked for me the last time I saw the grim realities of life as a rallymaster.

The purpose of VMSC is to promote interest in the sport of motoring. Admittedly in this era of lead-free gas, constricted carburetion and \$20,000 Porsches it is difficult to get people interested in doing things in or with their automobiles. It can be done, however, but the task is greater than just existing as an organization. It is greater, too, and comprised of more parts than clean rallies and blistering autocrosses. People can tire of competition and agonizing frustrations at the hands of a super-elite, neat-guy rallymaster. But they still love cars. And they love rallies and autocrosses, too. And concours d'elegance, technical meetings, trips to Nassau, and friendly, responsible, ordinary people.

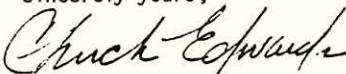
All of this may seem very simple and merely some armchair VMSC ex-president's blueprint to success. However, it is neither simple nor a blueprint and does not necessarily point to success. What it is, or was, is a scenario. Success comes as the result of achieving one's goal through the careful execution of a plan. And here is the point of all my ruminations.

To overcome apathy there must be a plan. VMSC has traditionally stuffed the board of directors with the most active members and rewarded tenacity with an officership. While there is nothing immoral with this approach, the result can be a group concerned only with shaping the club to meet the group's narrow competitive needs. People within VMSC exist on at least three planes: the competitive level, the social level, and the administrative level. Non-performance on one level does not negate the possibility of exemplary performance on another level. Little thought has ever been given to developing an organizational structure which combines the virtues of being small enough to operate effectively, big enough to involve every member, and strong enough to create a plan which will span several years and achieve short and long range goals.

To do this there must be a thorough overhaul of the job description of every officer, every board member, committee head, and member. Terms of service must be staggered and lengthened for board members to provide the continuity of thought so necessary to the achievement of long term objectives. The officers must become the servants of the board rather than as is currently practiced, and every general member should serve on some committee.

It is commonly true that without an efficient style of organization little will ever be achieved. You were correct when you pointed out that we have neglected to provide specific instructions. Specificity implies that we know where we are going. On the other hand, maybe we have merely never decided what we wish to accomplish.

Sincerely yours,

  
Chuck Edwards

CEE:wmb

"Members' Forum" includes representative letters from the membership and, where indicated, staff or executive replies. Direct responses will not be made, and letters should be kept short, concise and confined to a single topic. The inclusion of other matters, such as changes of address, will divert letters to other offices. The editorial staff may edit or abridge letters.

# Apathy.

# AUGUST 1978

## SPEED CHAMPIONSHIP

### OVERALL CHAMPIONSHIP

1. Gary Stout	10150	22. Bill Armstrong	4350
2. Dick Jones	8750	23. Bill Breckenridge	4250
3. Len Wells	8500	23. Bob Glotfelty	4250
4. Wilt Greenwood	8400	25. Lindsey Wilson	4000
5. Baxter Phillips	8350	26. Dave Armentrout	3750
6. Lewis Parsley	7900	27. Charlie Clough	3700
7. Tom Blot	7650	27. Kay Jenkins	3700
8. Scott Powell	7300	29. Marian DeBardeleben	3600
8. Pete Winters	7300	30. Shirley Zonner	3300
10. Barbara Stout	6350	31. John Bergeron	3250
11. Richard West	6300	32. Dennis Stanley	3200
12. Mike Castleberry	6250	33. David Bird	3000
13. Bill Britton	6150	33. John Jenkins	3000
14. Barbara Greenwood	6000	35. Bill Enos	2900
15. Shelia Hunter	5600	35. Gordon Paterson	2900
16. Bill Hunter	5400	37. Bill Lloyd	2850
17. Bookie Westbrook	5200	37. Judy McGowan	2850
18. Gerry Eberhard	5000	37. Peter Wilson	2850
19. Dave McCall	4950	40. Chuck Hoelzel	2650
20. Libby Wilson	4900	40. Sharon Phillips	2650
21. Fred DeBardeleben	4450		

### EQUIPPED CHAMPIONSHIP

1. Bill Britton	5600	11. Sharon Phillips	1800
1. Lewis Parsley	5600	11. Len Wells	1800
3. Wilt Greenwood	5100	11. Peter Wilson	1800
4. Barbara Greenwood	4800	16. Steve Greenwood	1700
5. Fred DeBardeleben	4400	17. Barbara Stout	1600
6. Dave McCall	4100	17. Pete Winters	1600
7. Marian DeBardeleben	3500	19. Libby Wilson	1400
8. Lindsey Wilson	2400	20. Bill Armstrong	1200
9. Chuck Hoelzel	2200	20. Tracy Greenwood	1200
9. Baxter Phillips	2200	20. John Jenkins	1200
11. Charlie Hoelzel	1800	20. Jenny White	1200
11. Judy McGowan	1800		

### UNEQUIPPED CHAMPIONSHIP

1. Mike Castleberry	6400	11. Gerry Eberhard	3550
1. Gary Stout	6400	12. Libby Wilson	3200
3. Dick Jones	6200	13. Shelia Hunter	2800
3. Bookie Westbrook	6200	14. Sharon Phillips	2550
5. Len Wells	5800	14. Shirley Zonner	2550
6. Scott Powell	5200	16. Bill Armstrong	2500
7. Tom Blot	5000	17. Barbara Greenwood	2400
8. Barbara Stout	4150	17. Lindsey Wilson	2400
9. Baxter Phillips	3750	19. Wilt Greenwood	2200
9. Pete Winters	3750	20. Bob Glotfelty	1900
		20. Richard West	1900

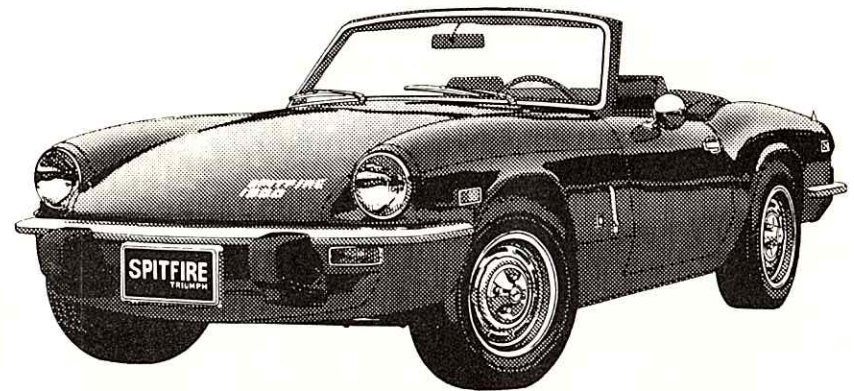
1. Richard West	4900	10. Shelia Hunter	3200
2. Baxter Phillips	4800	12. Bob Glotfelty	3100
3. Gary Stout	4300	12. Dick Jones	3100
4. Bill Hunter	4000	14. David Bird	3000
4. Pete Winters	4000	15. Lewis Parsley	2800
6. Bill Breckenridge	3500	15. Barbara Stout	2800
6. Scott Powell	3500	17. Wilt Greenwood	2700
8. Tom Blot	3400	17. Bill Lloyd	2700
9. Len Wells	3300	19. Bill Enos	2600
10. John Bergeron	3200	20. Gordon Paterson	2400

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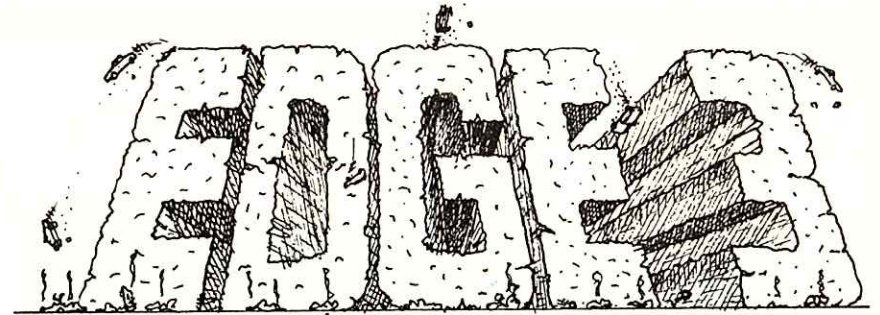
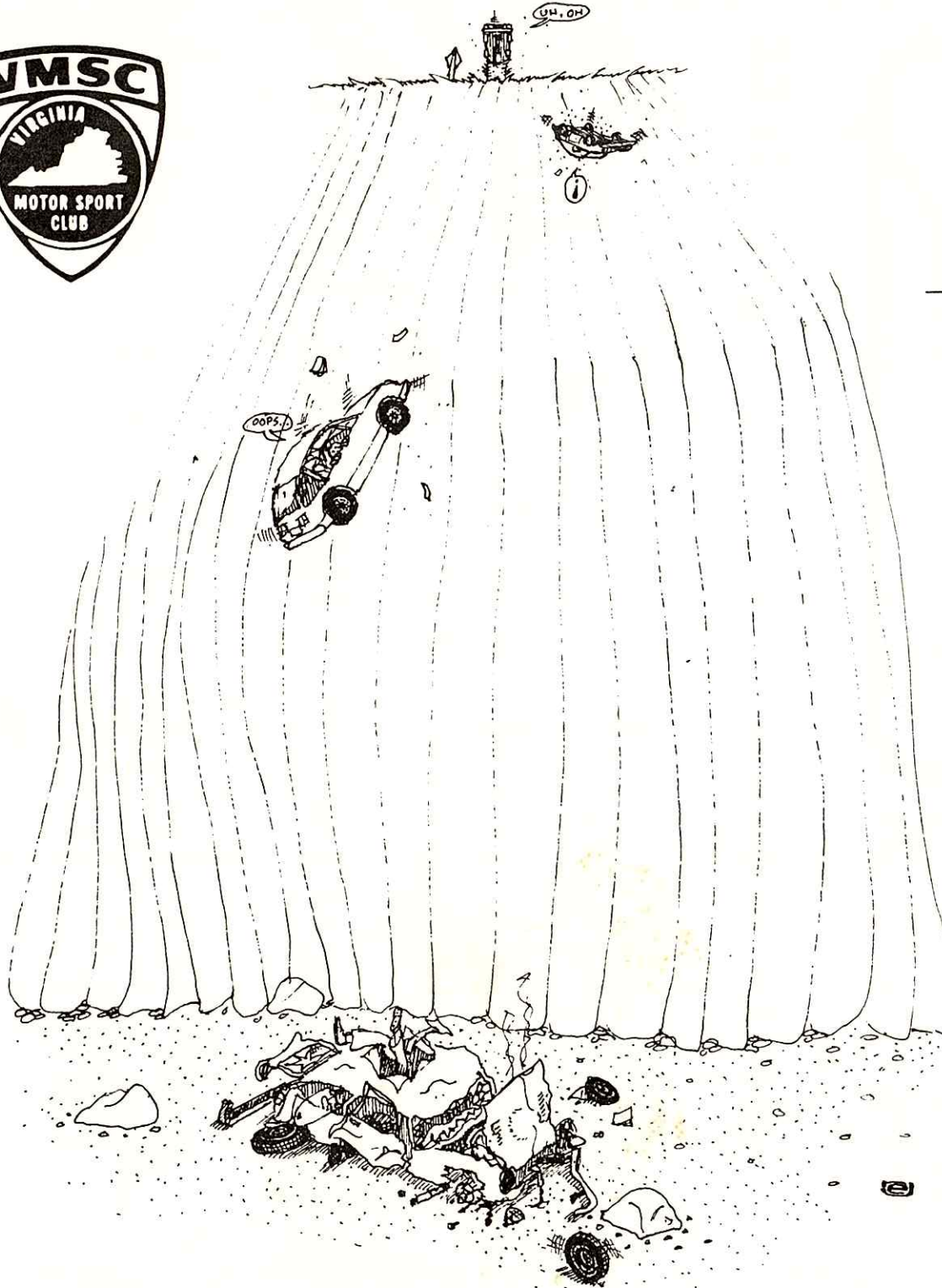


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Rob Debardeleben

Official Precheck: Gary Stout and  
Kathi McCall

Unofficial Precheck: Pete Winters  
and Barbara Stout

A brisk (we mean it) TSD event of about 100 miles, interesting for drivers and a piece of cake for good generals readers. Starts at the Tuckahoe Village Shopping Center on Patterson Avenue, 4 miles west of Parham Road. Costs \$6.00. Registration and tech from 8:30 AM to 9:30 AM. FCO at 10:01 AM. For more info, generals or car number, call Dick Jones at (804) 784-4373 or Rob DeBardeleben at (804) 784-3746, or write:

Dick Jones, P. O. Box 41,  
Manakin-Sabot, Virginia 23103

# Uh-Oh.

RALLYMASTERS: MIKE CASTLEBERRY & BAXTER PHILLIPS

OFFICIAL PRECHECKERS: BOOKIE & LAURIE WESTBROOK

UNOFFICIAL PRECHECKER: SHARON PHILLIPS

WORKERS: SHARON PHILLIPS, BOOKIE & LAURIE WESTBROOK, DEBBIE JONES, GORDON PATERSON, RICHARD WEST, SCOTT POWELL, DOUG WYLIE, KITTY WESTBROOK, MILES & BRENDA TURNER, DAWN & DANNY HARRIS, BUTCH COBB, TONI WELLS

O/A	CLASS POS'N	CAR	DRIVER	NAVIGATOR	1	2	3	4	5	**	TOTAL
1	1E	HON	C.CLOUGH	W.GREENWOOD	19	10	68	11	13		121
-	FUN	VW	C.HOELZEL	C.HOELZEL	11	18	76	5	86		196
2	1U	DAT	L.WELLS	T.BLOT	200	4	5	6	6		221
3	2E	VW	B.BRITTON	L.PARSLEY	200	4	4	10	6		224
4	2U	HON	G.EBERHARD	R.DEBARDELEBEN	5	200	1	200	16		422
5	3U	MGB	M.SPEEGLE	B.FOLEY	50	28	58	128	200		464
6	4U	HON	G.STOUT	D.JONES	23	11	200	72	200		506
7	3E	TR4	C.EDWARDS	G.NUTALL	48	200	200	26	55		529
8	5U	DAT	J.DEBARDELEBEN	D.NEAL	94	24	200	200	200		718
9	6U	DAT	S.POWELL	?.BOWMAN	17	200	200	200	197		814
10	7U	VW	J.HUMPHREYS	F.HUMPHREYS	200	65	200	200	200		865
11	8U	TOY	D.MILLIGAN	B.MILLIGAN	200	93	200	200	200		893
12	9U	POR	F.SHERWOOD	S.CORNWALL	200	140	172	200	183		895
13	10U	MGB	J.ADOLF	B.HUNTER	200	200	200	200	115		915
14	11U	CHE	B.BRECKENRIDGE	C.BROWN	200	200	200	200	200		1000

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# YOU PACKED THE CAT IN THE SUITCASE?!

## You Gotta Get Organized

WORD IS THAT BEFORE MY TIME THERE WERE NIGHT RALLIES AFTER THE CLUB MEETING. SINCE CASTLEBERRY AND PHILLIPS ARE WAY BEFORE MY TIME, THEY REMEMBERED SUCH RALLIES OF OLD AND ATTEMPTED THEIR OWN VERSION.

WHETHER OR NOT THESE EARLY RALLIES WERE RUN IN LOCAL SUBDIVISIONS IS UNKNOWN TO ME, BUT MIKE & BAXTER'S CERTAINLY WAS, WITH AN INTERESTING CONCEPT: ALL CONTROLS WERE UNTIMED DO-IT-YOURSELFERS WITH ONLY THE CAR'S STOCK ODO CHECKED AT CONTROLS TO DETERMINE ANY OFF-COURSE EXCURSIONS.

TO GO OVER THIS CONCEPT AND OTHER ESSENTIAL INFORMATION, THEY HELD A BRIEF MEETING BEFORE THE START, WITH MIKE PUTTING EMPHASIS ON PROPER CONTROL PROCEDURE AND THE NO-BACKING RULE. TO PREVENT UNSAFE MANEUVERS, A 100-POINT PENALTY WAS ASSESSED FOR BACKING ANYWHERE OTHER THAN INTO A DRIVEWAY. AFTER SCHOOL AND A FEW QUESTIONS (RALLYISTS DON'T ASK MANY QUESTIONS UNTIL AFTER THEY BITE A TRAP), WE WERE UNDER WAY.

ON THE ODO LEG, WE SOON DISCOVERED THAT WE COULD FORCE A TURN TO KEEP FROM GOING STRAIGHT ONTO A DEAD END ROAD. OTHERS FOUND THIS OUT ONLY AFTER BACKTRACKING THROUGH THE ODO LEG!

3.09 MILES. LET'S SEE . . . 6 MONTHS SINCE USING A STEVENS. E FOR ERROR AND M FOR MASTER . . . OR WAS IT E FOR EXPERT AND M FOR MORON?

THE FIRST LEG WAS LARGELY UNEVENTFUL. TOO EASY. SUPPOSED TO BE HARD. OH, WELL, I DIDN'T COMPLAIN. OUR MILEAGE AT THE FIRST CONTROL: 7.60, NI #28. OH \*\$#! WHAT'D WE DO WRONG? CONTROL SLIP READS NI #10 AND 4.45 MILES! MIKE, I KNOW YOU TOLD US TO ZERO IF WE WANT, BUT AT LEAST YOU TWO COULD HAVE TOLD US WHEN YOU ZEROED AND — OH, YES, TYPED THE PROPER NI NUMBER ONTO THE SLIP. BUT THEN, WE DIDN'T KNOW OF THIS MISTAKE AND COULD ONLY ASSUME WE FLUBBED UP.

OKAY, SO WE'RE WORKING ON NI #10 AGAIN. STRANGE THAT IT'S THE FIRST NI AFTER THE ODO LEG, READING, "LEFT OUT OF LOT," OR SOMETHING. YES, YOU GUESSED IT! IT CAUSED US TO RUN THE ENTIRE FIRST LEG AGAIN. BUT THEN, WE WERE ALLOWED AN EXTRA 15 MINUTES TO CALCULATE TIMES.

THERE WAS A TOTAL OF 2 HOURS (+ 15 MINUTES) FROM OUR START TIME TO COMPLETE ALL FIVE CALCULATIONS AND TURN IN THE SCORECARD. THE RALLY TOOK 1 HOUR AND 45 MINUTES TO COMPLETE, LEAVING NO TIME TO GATHER THOUGHTS AT THE END OF THE ODO LEG OR AT EACH CONTROL. YES, I DID HAVE TIME (30 MINUTES) FOR THE FIVE CALCULATIONS, BUT ONLY THROUGH EXPERIENCED USE OF THE STEVENS. I FEEL SORRY FOR THOSE WHO DID IT LONG HAND. I DID NOT, HOWEVER, HAVE TIME TO CHECK MY CALCULATIONS. AS IT TURNED OUT, LEG 2 HAD AN OET OF 8 MINUTES WHILE I CALCULATED 13 MINUTES; OBVIOUSLY A CALCULATION ERROR SINCE OUR MILEAGE WAS CORRECT (AN EASY 200-POINT ERROR). THE SOUND OF RUNNING FEET BY THE CAR AS I SPUN THE STEVENS PROVED THAT OTHERS WERE HAVING TROUBLE RETURNING THE SCORE CARD ON TIME AS WELL.

BUT LOOK ON THE BRIGHT SIDE. IT WASN'T IN THE HEAT OF THE DAY. DESPITE THE GRIPES, GERRY AND I HAD A GOOD TIME RUNNING, SINCE IT WAS A WELCOMED CHANGE OF PACE. AND THAT'S WHAT THIS CLUB REALLY NEEDS. — ROB.

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

(Perhaps they know something you should know!)



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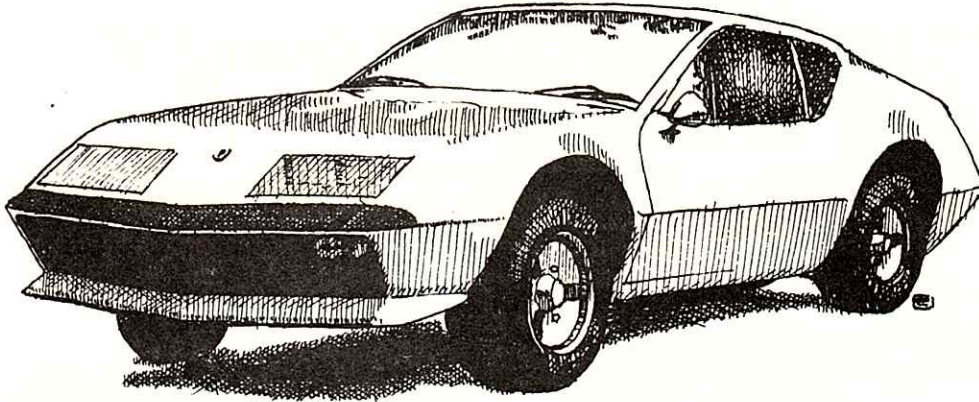
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## Amin to Follow New Hobby

NAIROBI, Kenya (UPI) — Idi Amin said yesterday that he will hand over control of Uganda to his senior wife while he takes time off to become a famous racing driver.

Even Radio Uganda couldn't refrain from breaking the news with a tongue-in-cheek air.

"President Idi Amin will wear his famous jacket and red cap," the radio said.

The dictator's senior wife, Medina, will run the government in Amin's absence, the radio said. His junior wife, Miss Sarah, has been given leave from the "Suicide Mechanized Regiment" to act as Amin's co-driver, it added.

Amin will race his 1971

Citroen-Maserati in the rally scheduled to begin Friday.

He inaugurated the "economic war rally" to commemorate the launching of his 1973 campaign against Asian traders, about 40,000 of whom he expelled on three months' notice.

Since then the economy, missing the expertise and reeling under Amin's unpredictable policies, has remained virtually paralyzed.

Amin's rally dominated the headlines and neither the radio nor the newspapers made any

mention of a serious topic, the Senate decision halting imports from Uganda including its main product coffee.

Diplomatic sources in East African capitals have expressed fear that Amin might retaliate against the 200 U.S. citizens living in Uganda as he threatened to do 18 months ago in a confrontation with the Carter administration.

Amin has kept uncommonly quiet about the situation that could have serious political consequences for his regime. It is money from coffee that gives Amin cash to keep his army happy and himself in power.

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**A-4 Richmond Times-Dispatch, Tues., Aug. 1, 1978**



# How good it is

## SERIES 3 RESULTS

OD's--Lewis Parsley, Bill Enos, Kay Jenkins, Scott Powell, & Gary Stout

	CAR	CLUB	BEST TIME EACH EVENT			TOTAL POINTS	
			1	2	3		
<u>***A/M***</u>							
T 1	Bob Holland	Mini	PSCC	0:53.647(4)	0:53.570(9)	0:53.164(6)	19
T 2	Ray Thompson	Corvette	SCCA	0:55.633(2)	--	0:52.944(9)	11
T 2	Steve Volk	Porsche	SCCA	0:55.510(3)	0:54.423(4)	0:53.458(4)	11
T 4	Tip Franklin	Lotus		0:52.112(9)	--	--	9
T 4	Jeff Chasen	Corvair	CORSA	0:56.438	0:53.927(6)	0:53.519(3)	9
	6 Fred Belen	Lotus	SCCA	0:53.007(6)	--	--	6
	7 Cory Zimmermann	Lotus	Lotus	0:55.767(1)	0:58.719	0:55.449(2)	3
	7 Larry Shauf	Lotus	Lotus	0:55.873	0:56.494(3)	--	3
	9 Harry Patton	Datsun	Capital Z	--	0:56.793(2)	--	2
	10 Arthur Dwyer	VW	SCCA	0:56.270	--	0:55.639(1)	1
	10 Chuck Sieber	Lotus	Lotus	--	0:58.172(1)	0:56.519	1
	12 Jeff Myers	VW		--	--	0:56.396	
	13 Bob Metz	Lotus	Lotus	0:56.606	0:56.950	--	
	14 Jim Rhyne	Lotus	TSCC	0:58.053	--	--	
	15 Bob Avery	Lotus		1:00.166	--	--	
	16 Kevin Seeber	Porsche	SCCA	--	--	1:02.007	
	17 Tom Alley	VW		1:02.197	--	--	
	18 Don McInturff	Corvette	SCCC	--	1:03.692	--	
	19 Chuck Langlois	VW		1:07.422	--	--	
<u>***B/M***</u>							
T 1	Larry Boyd	Corvette	Comm.Corv.	--	0:53.276(9)	0:53.050(9)	18
T 2	Robert Matthews	Corvette	TAA	0:52.229(9)	0:53.600(4)	0:53.949(3)	16
T 3	Steve Gibbs	Mini	PSCC	--	0:53.286(6)	0:53.844(4)	10
T 4	John Fender	MG		--	0:55.150(1)	0:53.135(6)	7
T 4	Norman Beaver	Plymouth	TAA	0:54.083(4)	0:54.136(3)	--	7
	6 Tim Funk	Datsun	SCCA	0:53.259(6)	--	--	6
	7 Fletcher Williams	Triumph	SCCA	0:55.727(3)	0:56.483	--	3
	8 Rick Swinson	Corvette	CCR	--	0:54.491(2)	0:57.066	2
	8 Ronnie Mitchell	Corvette	Comm.Corv.	--	1:00.781	0:55.086(2)	2
	8 Art Stockdale	Corvette		0:55.830(2)	0:55.247	--	2
	8 Richard West	Datsun	VMSC	0:56.202(1)	--	0:56.400(1)	2
FUN	Aubrey DesPortes	Corvette	CCR	--	--	0:56.156	
	12 Ed Lynch	Triumph	PSCC	--	--	0:57.658	
	13 John Myers	Corvette		1:00.903	1:06.149	0:58.005	
	14 Shirley Mitchell	Corvette	Comm.Corv.	--	0:58.138	0:58.029	
	15 Calvin Sanders	Ford	TSCC	0:58.852	--	--	
	16 Gerald Palmer	Corvette	HRCC	--	0:58.961	--	
	17 John Bergeron	Triumph	VMSC	1:00.091	0:59.293	0:59.722	
	18 Jeff Johnson	VW		1:02.625	1:00.347	0:59.571	
	19 Jeff Shaver	Corvette	Comm.Corv.	--	1:00.378	--	
	20 Bob Keith	Datsun	ODZCC	1:09.376	1:00.654	1:04.672	
	21 Chuck Early	Triumph	SCCA	1:01.537	--	--	
	22 Dennis Stanley	Datsun	VMSC	1:02.746	--	1:02.011	
	23 Everett Davis	Corvette	HRCC	--	1:03.318	--	
	24 Tom Scott	Vega	VMSC	1:03.996	--	--	
	25 William Rossier	Triumph		--	1:05.493	--	
	26 Joyce Sanders	Ford	TSCC	1:05.495	--	--	
	27 Charles Bub	Triumph		1:09.828	1:06.890	--	
	28 John Phillips	Corvette	AMSC	--	1:08.356	--	
	29 Brenda Stanley	Datsun	VMSC	--	1:13.541	1:09.887	
	30 Tony DeMuth	Triumph		--	1:17.654	--	
	31 Martin Burk	Honda	TAA	--	DNF	--	

# Easy as...

\*\*\*C/M\*\*\*

T 1	Patrick Skehan	Pinto	TAA	0:56.581(6)	0:55.896(6)	0:56.337(9)	21
T 2	Doug Wolfe	Corvair	TAA	0:53.856(9)	0:54.476(9)	--	18
T 3	Wayne Ford	Toyota		0:57.727(3)	0:56.679(3)	0:56.649(6)	12
T 4	James Moore	Pinto		0:57.247(4)	--	0:57.069(4)	8
T 5	Spencer Wilkinson	Pinto		--	0:56.044(4)	--	4
6	Gene Cooley	Fiat		0:58.333(2)	1:00.815	0:59.386(1)	3
6	Alvey Ford	Toyota	SCCA	1:00.718	0:58.325	0:58.129(3)	3
8	Tony Ford	Toyota		--	0:56.956(2)	1:00.122	2
8	Mark Goyne	Vega		1:02.454	1:02.570	0:58.394(2)	2
10	Ed Barnette	FV	FVSCC	--	0:58.110(1)	--	1
10	Burk Bartels	Fiat	VMSC	0:58.451(1)	0:58.328	1:01.765	1
FUN	Delphino Cavazos	Pinto	PCA	--	--	0:57.712	
12	David Sanderson	Datsun		0:59.291	--	--	
13	Bill Lloyd	Vega	VMSC	1:00.501	0:59.618	1:00.131	
FUN	Mike Jones	Capri		--	0:59.765	0:59.727	
14	Danny Peak	Corvair		0:59.847	--	--	
15	Danny Montgomery	Datsun		1:01.567	1:00.563	1:01.021	
16	Steve Terrell	Morgan	MCC	1:01.242	1:00.565	--	
17	Tom Heath	Pinto		--	--	1:00.855	
18	Tom Blot	Renault	VMSC	1:01.157	1:01.976	1:01.589	
FUN	Len Wells	Renault	VMSC	1:02.365	1:02.026	1:02.053	
19	Lewis Parsley	Renault	VMSC	1:02.329	1:02.632	1:03.034	
20	Bill Enos	Renault	VMSC	1:02.826	1:03.959	1:03.562	
21	Chuck Lambeth	Datsun		1:04.580	--	1:03.990	
22	Martha Bartels	Fiat	VMSC	1:04.008	1:04.601	1:05.314	
23	Robert Sylie	VW		1:05.395	1:05.497	--	
24	Art Wingo	Renault	VMSC	1:05.677	--	--	
25	Bob Harrison	VW		1:08.587	1:07.451	1:06.347	
26	John DeBardleben	Datsun	VMSC	1:06.624	--	--	
27	Dave McCall	VW	VMSC	1:09.476	1:07.764	--	
FUN	Gerry Eberhard	Renault	VMSC	--	--	1:12.091	
28	Bobby Spicer	Datsun		--	--	DNF	

\*\*\*A/P\*\*\*

T 1	Lloyd Cayes	Lotus	LOTUS	0:57.824(6)	0:55.151(9)	0:56.287(9)	24
T 2	John Ashford	Porsche	PCA	0:57.552(9)	0:57.689(6)	0:56.764(6)	21
3	Bill McAllister	Porsche	VMSC	1:04.474(1)	1:02.629(2)	1:04.055(4)	7
4	Ray Kelley	Porsche		1:00.706(2)	1:02.591(3)	--	5
5	Duffy Ovens	Porsche	PCA	--	0:58.033(4)	--	4
5	John Maligieru	Porsche		1:00.138(4)	--	--	4
7	Ozzie Stivers	Porsche		1:00.370(3)	--	--	3
8	Jack Bolling	Porsche		1:05.269	--	--	

\*\*\*B/P\*\*\*

T 1	Aubrey DesPortes	Corvette	CCR	0:57.560(9)	0:56.905(9)	0:57.453(6)	24
T 2	John Sealey	Corvette	AMSC	0:58.077(6)	0:57.723(6)	--	12
T 3	Stanford Vann	Camaro		1:00.638(4)	1:00.775(4)	1:01.773(2)	10
T 4	Ernie Sims	Corvette	CCR	--	--	0:54.052(9)	9
T 5	Joel Holland	Corvette	NCOA	--	1:00.995(3)	0:59.158(3)	6
6	Nick Beasley	Corvette	Comm. Corv.	--	1:04.500	0:58.208(4)	4
6	Bert Duval	Camaro		1:03.203(2)	1:01.939(2)	1:02.502	4
6	Donna Prince	Corvette	CCR	1:02.482(3)	--	1:01.964(1)	4
9	George Lundberg	Corvette	NVCC	--	1:02.298(1)	--	1
9	Bill Gilchrist	Camaro	VMSC	1:03.830(1)	1:04.106	--	1
11	Walter Michael	Corvette	CCR	1:04.939	1:04.959	1:02.413	
12	Ben Fortner	Camaro		1:05.459	1:03.995	1:03.090	
13	Frank DePew	Trans Am		1:06.129	1:05.169	1:03.687	
14	Braxton Morris	Camaro		--	1:04.995	1:03.863	
15	Mike Newsome	Trans Am	VMSC	1:05.352	--	--	
16	Stuart Allen	Trans Am		--	1:05.492	--	
17	Stephen Myers	Camaro		1:05.597	--	--	
18	David Scroeder	Plymouth		DNF	--	--	
19	Jim Carmichael	Corvette	Comm. Corv.	--	DNF	--	
20	Marshall Campbell	Dodge		--	--	DNF	

\*\*\*C/P\*\*\*

T 1	Baxter Phillips	Datsun	VMSC	0:59.286(9)	0:58.134(9)	0:58.981(9)	27
T 2	David Bird	Datsun	VMSC	1:00.287(6)	1:00.090(3)	0:59.568(6)	15
T 3	Jim Davis	Datsun		1:01.087(3)	1:00.041(4)	1:00.210(4)	11
T 4	Michael West	Datsun	VMSC	1:00.789(4)	1:01.153(1)	1:00.965(2)	7
T 5	Richard West	Datsun	PCA	--	0:59.628(6)	--	6
6	Dan Peer	Porsche	PCA	1:02.280	1:02.168	1:00.363(3)	3
6	Duane Urban	Porsche	ODZCC	1:01.978(1)	1:00.810(2)	--	3
6	Richard Phillips	Datsun	VMSC	1:01.823(2)	1:01.755	1:01.472(1)	3

1.  
2.  
3.

FUN Richard West	Datsun	VMSC	--	--	0:58.774	
9 Gary Simmons	Porsche	PCA	--	1:02.696	--	
10 Vic Rola	Mini	SCCA	1:03.217	--	--	
11 Paul Downing	Datsun	BMWCCA	1:05.940	1:03.583	--	
12 Mike Stoneman	BMW	ODZCC	--	1:03.855	--	
13 Jim Barker	Datsun	VMSC	--	1:04.488	1:03.934	
14 Charle Clough	Porsche	PCA	1:04.313	1:04.083	1:04.091	
15 Gary Bohon	Porsche		--	1:04.370	--	
16 Danny Merkh	Triumph		--	1:04.437	--	
17 Ray Quinn	Datsun	PCA	--	--	1:04.935	
18 Troy Urban	Porsche		1:05.068	--	--	
19 Chuck Langlois	Datsun	VMSC	--	1:07.307	1:05.448	
20 Gail Walsh	Datsun	ODZCC	1:06.137	1:05.920	--	
21 Robert McGann	Datsun	ODZCC	1:07.203	1:06.002	--	

\*\*\*D/P\*\*\*

T 1 Bill Hunter	Honda	VMSC	1:01.107(6)	1:00.191(9)	0:59.695(9)	24
T 2 Jack Dempsey	Corvair	SCCA	1:00.117(9)	1:01.231(3)	--	12
T 3 Dick Jones	Honda	VMSC	1:05.658	1:02.319(2)	1:00.807(6)	8
T 4 Lenny Stann	Corvair	SCCA	1:01.952(3)	1:00.996(4)	--	7
T 4 Shelia Hunter	Honda	VMSC	1:03.448(2)	1:02.424(1)	1:02.084(4)	7
6 Kurt Runge	Fiat	TAA	--	1:00.742(6)	--	6
7 Kevin Seeber	Porsche	PCA	1:01.240(4)	--	--	4
7 Libby Wilson	Honda	VMSC	1:04.517(1)	--	1:02.778(3)	4
9 Thomas Wims	Datsun		--	--	1:03.920(2)	2
10 Pat McAllister	Datsun	ODZCC	--	1:05.671	1:05.379(1)	1
11 Gerry Eberhard	Honda	VMSC	--	--	1:05.538	
12 Leonard Horn	MGB		1:06.233	--	--	
13 Shirley Zonner	Honda	VMSC	--	--	1:14.678	
14 Brenda Wims	Datsun		--	--	1:24.524	
15 Joe Audi	MG		--	--	DNF	

\*\*\*E/P\*\*\*

T 1 Mike Jones	Capri		1:01.312(9)	1:01.051(9)	1:00.403(9)	27
T 2 Jay Dorsk	Morgan	MCC	1:01.998(6)	1:01.546(6)	1:01.560(6)	18
3 Greg Simon	Mazda	UMSCC	--	1:02.253(4)	1:01.724(4)	8
4 Dave Armentrout	BMW	VMSC	1:04.337(4)	1:03.917	1:02.750(3)	7
5 Mike Blantz	Capri		1:06.166(3)	1:03.687	1:03.573(2)	5
6 Bill Chilcoat	Colt	USCC	--	1:02.617(3)	--	3
7 Fred Hirsch	Fiesta		--	1:03.449(2)	--	2
8 John Sheally	Morgan	SCCA	--	1:03.552(1)	--	1

\*\*\*F/P\*\*\*

T 1 DeWitt Boyd	Saab		0:59.484(9)	0:59.770(6)	0:59.180(9)	24
T 2 Len Wells	Datsun	VMSC	1:01.994(6)	1:01.242(4)	1:01.708(4)	14
3 Ron Shurie	Datsun	TAA	--	0:59.642(9)	--	9
3 Barry Hickman	Datsun		1:03.377(4)	1:03.371(3)	1:03.381(2)	9
5 Sue MacDowell	Datsun	USCC	--	--	1:01.375(6)	6
6 Steve Graalman	Datsun	USCC	--	1:05.250(2)	1:02.037(3)	5
7 Bob Miller	Saab		1:06.066(3)	--	--	3

\*\*\*A/S\*\*\*

T 1 Dana Cole	Porsche	PCA	1:04.401(4)	1:03.526(6)	1:03.597(3)	13
T 2 Bruce Jones	Corvette	SCCA	1:07.583(3)	1:05.457(4)	1:02.584(4)	11
T 3 Rhett Riddle	Corvette	CCR	--	--	0:57.533(9)	9
T 3 Sam Davis	Porsche		0:59.347(9)	--	--	9
T 3 Tom Martin	Corvette	CCB	--	1:01.531(9)	--	9
6 Carolyn Riddle	Corvette	CCR	--	--	1:00.680(6)	6
6 Sam Lovelady	Porsche	PCA	1:02.240(6)	--	--	6
6 Denise Cole	Porsche	PCA	1:08.148(2)	1:07.167(3)	1:06.455(1)	6
9 Pete Ortiz	Porsche		--	--	1:06.182(2)	2
9 Debbie Swinson	Corvette	CCR	--	1:14.449(2)	--	2
11 Wayne Tilley	Corvette	CCR	--	--	1:09.067	
12 David Wilkinson	Corvette		--	--	1:37.626	

\*\*\*B/S\*\*\*

T 1 Charlie Alligrant	Datsun		1:04.113(1)	1:00.986(9)	1:00.762(9)	19
T 2 Delphino Cavazos	Porsche	PCA	1:02.080(9)	1:03.430	1:01.626(3)	12
T 3 Charlie Seal	Datsun		--	1:01.603(6)	1:01.327(4)	10
T 4 Bob Glotfelty	Porsche	VMSC	1:03.003(6)	1:02.926(2)	1:02.360	8
T 5 Robert Lower	Triumph	SCCA	--	--	1:00.848(6)	6
T 5 Ric Cavallero	Porsche		--	1:01.904(4)	1:01.717(2)	6
7 Scott Powell	Datsun	VMSC	1:03.387(4)	1:03.034(1)	1:03.702	5
8 Sam Youngman	Porsche	Lotus	--	1:02.031(3)	1:02.528	3
8 Rob Lawrence	Fiat		1:03.828(2)	--	1:02.183(1)	3
8 Bill Armstrong	Jensen	VMSC	1:03.758(3)	--	--	3

11	Dave Duree	Fiat	--	1:03.327	--
12	Mike Flynn	Fiat	AMSC	--	1:03.464
13	E.A. Moffett	Triumph		1:05.713	1:04.705
14	Keith Tingler	Fiat	--	--	1:05.336
15	James Richards	Datsun	--	1:05.402	1:05.639
16	Byra Blanton	Fiat		1:12.558	--
17	Pat McAllister	Datsun	ODZCC	1:06.000	--
18	Chuck Mills	MG		1:06.287	--
19	Barry Woods	Fiat	--	--	1:09.423
20	R. A. Kirkland	Datsun	ODZCC	DNF	--

\*\*\*C/S\*\*\*

T 1	Pete Winters	Honda	VMSC	1:03.118(4)	1:02.320(9)	1:01.565(9)	22
T 2	Gary Stout	Honda	VMSC	1:02.110(6)	1:03.400(6)	1:02.068(6)	18
T 3	Barbara Stout	Honda	VMSC	1:03.755(2)	1:03.605(4)	1:02.213(4)	10
T 4	Jeff Wendell	BMW	ODSCC	1:01.874(9)	--	--	9
5	Gordon Paterson	Fiesta	VMSC	1:03.938(1)	1:03.661(3)	1:02.910(3)	7
6	Wilt Greenwood	Honda	VMSC	1:04.210	1:03.862(2)	1:03.471(2)	4
7	John Blanchard	Fiat		1:03.305(3)	--	--	3
8	David Harris	Honda	Kepone	--	--	1:04.911(1)	1
8	Gerry Eberhard	Honda	VMSC	1:05.819	1:05.166(1)	--	1
10	Brian Cooley	Opel		1:06.494	--	1:05.100	
11	Cory Brown	VW	VMSC	1:06.615	1:05.460	1:05.777	
12	Charles Luck IV	BMW	VMSC	1:06.189	--	--	
13	Rocky Bowman	Honda	VMSC	1:13.860	1:07.853	--	
14	Toby Williams	Capri	VMSC	--	1:20.927	--	

\*\*\*D/S\*\*\*

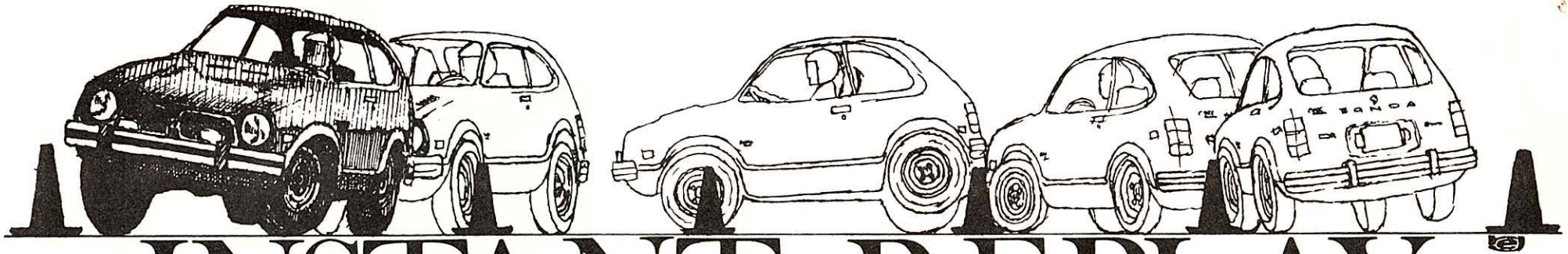
T 1	Michael Kubulak	Saab	SNCCA	1:02.274(6)	1:00.961(9)	1:00.754(9)	24
T 2	Don Coronel	Datsun	USCC	1:01.988(9)	1:01.946(6)	1:01.783(6)	21
T 3	Bill Breckenridge	VW	VMSC	1:02.590(4)	1:02.340(4)	--	8
4	Craig Harris	Olds	UVSC	1:07.131(2)	1:10.386	1:05.324(4)	6
5	Gordon Hammond	Datsun		--	1:03.058(3)	--	3
5	Robin Waldrop	Fiat		1:05.776(3)	--	--	3
5	Joann Rich	Datsun	USCC	--	1:06.494	1:06.512(3)	3
8	Bruce Hammond	Datsun	TAA	--	1:03.444(2)	--	2
9	Verdi Palmer	Datsun		--	1:04.392(1)	--	1
9	Kim Rose	Honda		1:07.809(1)	1:05.684	--	

WORKERS: John Jenkins, Lindsay Wilson, Art & Diane Wingo, Barbara, Steve, Tracy, Wilt Greenwood, Barbara Stout, Mike Newsome, Dick Jones, Tom Scott, Gordon Paterson, Bill & Shelia Hunter, Libby Wilson, Cory Brown, Len Wells, Gerry Eberhard, Baxter Phillips, Bill Armstrong, Dave McCall, Shirley Zonner, Tom Blot, David Witt, Judy McGowan, Peter Wilson, Pete Winters, Mike Castleberry, Richard West, Ralph Vawter, Craig Harris, Bill Britton, Brenda & Dennis Stanley, Craig Stout.

COURSE RECORDS:

A/M 1977	Wayne Walker, Corvette	0:51.955
B/M 1978	Bob Matthews, Corvette	0:52.229
C/M 1978	Doug Wolfe, Corvair	0:53.856
A/P 1978	Lloyd Cayes, Lotus	0:55.151
B/P 1978	Ernie Sims, Corvette	0:54.052
C/P 1977	DeWitt Boyd, Datsun	0:56.742
D/P 1977	Steve Volk, Porsche	0:59.091
E/P 1978	Mike Jones, Capri	1:00.403
F/P 1978	DeWitt Boyd, Saab	0:59.180
A/S 1978	Rhett Riddle, Corvette	0:57.533
B/S 1978	Charlie Alligrant, Datsun	1:00.762
C/S 1978	Pete Winters, Honda	1:01.565
D/S 1978	Michael Kubulak, Saab	1:00.754

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