

VIRGINIA MOTOR SPORT CLUB, INC.
P. O. BOX 25822
RICHMOND, VIRGINIA 23260-5822

CHECKPOINTS is the monthly publication of the Virginia Motor Sport Club, inc. It is mailed free to members. Subscriptions to non-dues paying parties are \$6.00 per year. Deadline for contributions to the editors is the first thursday of the month. For advertising rates, please contact the VMSC Advertising Manager.

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Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 27

NUMBER 8

AUGUST 1982

CALENDAR OF EVENTS

1982	AUGUST							1982
S	M	T	W	T	F	S	S	
1	2	3	4	5	6	7		
8	9	10	11	12	13	14		
15	16	17	18	19	20	21		
22	23	24	25	26	27	28		
29	30	31						

1982	SEPTEMBER							1982
S	M	T	W	T	F	S	S	
			1	2	3	4		
5	6	7	8	9	10	11		
12	13	14	15	16	17	18		
19	20	21	22	23	24	25		
26	27	28	29	30				

- August 19 VMSC Monthly Meeting at 8:00 PM at Our Lady of Lourdes School on Woodman Road.
- August 21 VMSC Rally(Hot August Night), OD'ed by Barbara Stout and Bookie Westbrook. (See Flyer)
- August 29 Autocross (Rocky Mount), tentative.
- Sept. 6 Holiday (Labor Day).
- Sept. 16 VMSC Monthly Meeting at 8:00 PM at Our Lady of Lourdes School on Woodman Road.
- Sept. 25 & 26 VMSC Autocross("Blackstone Championship Autocross"), OD,ed by Len and Libby Wells and Lewis and Barbara Parsley. (See Flyer)
- Oct. 3 VMSC Autocross at AJD (Subject to change).

What are you driving NOW?

Is your car . . .

- | | |
|----------------------|--|
| fuel efficient ? | (34 mpg city / 44 highway) |
| superb on the road ? | (front-wheel drive, disc brakes
5 speed transmission) |
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Car. & Driver, July 1981) |

If not, before you buy any car,
test drive the new Honda Civics, Accords,
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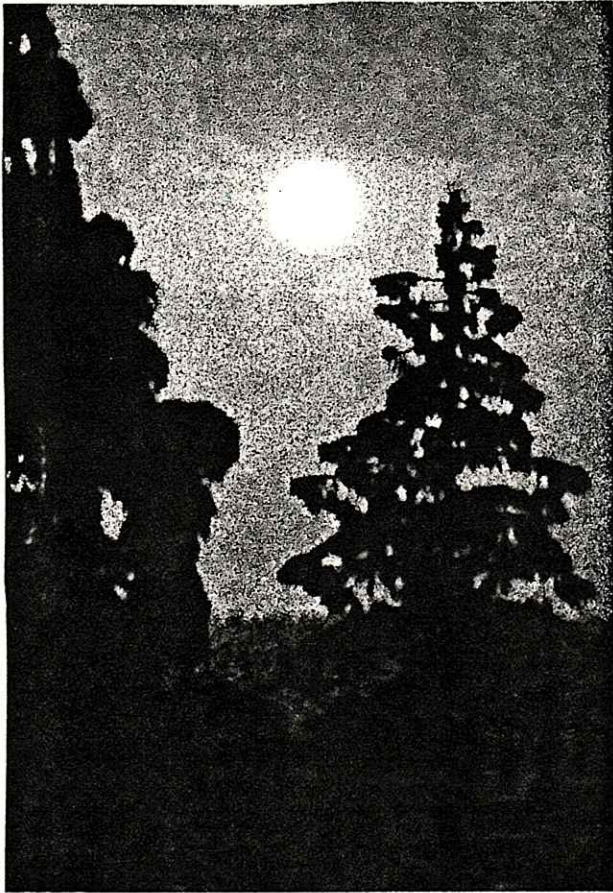
7400 Midlothian Pike, just west of Cloverleaf Mall.

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HOT AUGUST NIGHT



A NIGHT RALLY

DATE: August 21, 1982

TIME: Registration--7:00 - 7:45 p.m.
First car off--8:01 p.m.

START: Dumbarton Square Shopping Center
(On Staples Mill Road, Rt. 33, just
west of its intersection with Glenside
Drive.)

FINISH: Greek Circus Restaurant
Staples Mill Shopping Center, just
across Staples Mill from the start.

ENTRY FEE: \$7.00 per car

OFFICIAL PRE-CHECKS: Chuck Hoelzel
Kathy McCall

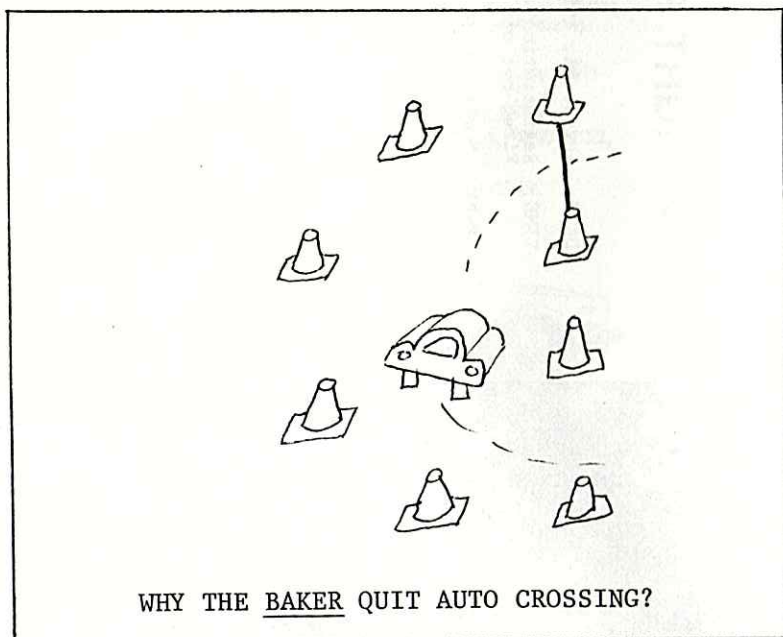
RALLY MASTERS: Barbara Stout
Bookie Westbrook

To pre-register contact: Barbara Stout
Apt. 4
412 W. Franklin St.
Richmond, VA 23220
804-644-0711



VMSC JUMBLE

A	T	R	S	T	—	○	—	○	○		
N	Y	P	O	L	—	○	—	○	○		
C	V	E	U	R	—	○	—	○	—		
O	S	L	L	M	A	—	—	○	—	○	○
U	E	S	R	O	C	—	○	—	○	—	○
I	H	F	S	N	I	—	—	○	—	○	—



Unscramble the above words (Hint - All are related to autocrosses), then use the letters in the circles to unscramble the surprise message.

Submitted by H. Neale Dickinson, Jr.

The DRY SPELL
Autocross

July 11, 1982

Name	MARQUE	1st run	2nd run	3rd run
<u>A/M</u>				
T 1. Robert Bryan*	Mazda	DNF	1:15.297	1:02.878
2. Ray Quinn*	Mazda	DNF	1:04.728	1:07.784
<u>B/M</u>				
T 1. Cecil Pope*	Formula	1:12.256	1:19.084	1:02.324
<u>C/M</u>				
T 1. Paul Moore*	Ford	1:17.877	1:06.722	1:04.620
2. Jim Moore*	Ford	1:05.933	1:07.952	1:06.024
<u>A/P</u>				
T 1. John Adams	Lotus	1:01.156	1:02.784	1:00.073
2. Sam Jesse	Porsche	1:06.798	1:16.091	1:06.012
<u>B/P</u>				
T 1. Stan Vann*	Chevrolet	1:06.811	1:06.428	1:05.951
2. Walter Harley	Ford	2:06.805	1:14.754	2:03.845
<u>C/P</u>				
T 1. Richard West	Datsun	DNF	1:01.098	1:00.803
2. Gary Simmons	Porsche	1:04.277	1:02.684	1:02.572
3. Larry Thomas*	Porsche	1:05.281	1:03.933	1:03.931
<u>D/P</u>				
T 1. Pat McAllister	Porsche	1:07.722	1:07.401	1:08.263
2. Roe DeGrace	Fiat	1:29.215	1:12.250	1:09.344
3. Bill Hunter	Honda	1:20.796	1:21.402	DNF

E/P

T 1.	Wilt Greenwood	Saab	1:04.623	1:04.296	1:03.509
T 2.	Mark Grimsley*	Mazda	DNF	1:05.807	1:04.593
T 3.	Brian Cates*	Mazda	DNF	1:14.353	1:05.489
4.	Delphine Cavazos*	Volkswagen	1:05.700	1:05.601	1:09.867
5.	Michael McDougall*	Dodge	1:18.698	1:06.770	1:16.980
6.	Doug Christensen*	Dodge	1:09.486	1:10.820	1:09.062
7.	Rex Barber*	Chevrolet	1:10.958	1:09.450	1:15.079
8.	Bill Gilchrist	Dodge	1:14.664	1:13.139	1:16.238
9.	Doug Burton	Chevrolet	DNF	DNF	1:24.865

A/S

T 1.	Doug Harrel	Porsche	DNF	1:03.661	1:04.774
2.	Warren Mentaque*	Chevrolet	1:07.048	1:05.619	1:14.933
3.	Mac Davis*	Chevrolet	1:12.448	1:20.448	1:12.231

B/S

T 1.	Greg Miller*	Morgan	1:04.629	1:06.6601	1:03.174
2.	Scott Powell	Datsun	1:06.874	DNS	DNS
3.	Rennie Mitchell*	Datsun	1:09.576	1:12.662	1:07.542
4.	Jim Adcock	Mazda	1:12.560	1:22.666	1:08.919

C/S

T 1.	Gary Stout	Honda	1:03.641	1:03.530	1:06.210
T 2.	Alan Armstrong	Dodge	1:10.567	1:07.077	1:08.412
3.	Floyd Mills	Honda	1:14.262	1:08.649	1:08.593
4.	Mark Walthew*	Fiat	1:10.343	1:09.906	1:14.551
5.	Stephen Greenwood	Saab	1:58.706	1:13.950	1:14.821
6.	John Walthew*	Fiat	1:39.725	1:25.601	1:19.431

IMPORTANT REMINDER

OD's are reminded that all materials are to be given to the appropriate people within 10 days following your event. The publicity chairman has not been receiving non-member lists. The secretary has not received the results of some of the 1982 events. This has delayed the preparation of mid-year points. Please be prompt in fulfilling your duties.

D/S

T 1.	Ted Heller	Honda	1:10.549	1:07.049	1:12.357
2.	Joe Bainbridge	Mazda	1:07.676	1:08.639	1:12.338
**3.	Gary Stout	Honda	1:06.578	1:05.958	1:07.118

E/S

T 1.	Tom Cornelisses*	Olds	1:11.019	1:09.656	1:08.952
2.	Glenn Davis*	Chevrolet	1:25.035	1:17.621	1:16.862
**3.	Glenn Davis*	Chevrolet	1:14.500	1:15.153	1:14.574

T-Trophy winner
 *-non-VMSC member
 **-Fun runs only

OD's

John Adams and Mike Newsome

The OD's wish to thank those who helped work the autocross:

Doug Harrel, Neale Dickinson, Jet Rickman, Dick Jones, Floyd Mills, Beth Mills, Marvir Mills, Bill Hunter, Shelia Hunter, Len Wells, Will Hunter, Bill Gilchrist, Carla Beasley*, Chuck Madison, Chuck Heelzel, Joe Bainbridge, Earl Underwood*, Doug Burton, Ted Heller, Pat McAllister, Sue McAllister, Christie Simmons*, Sam Jesse, Rennie Mitchell,* Scott Powell, and Sue Adams, Lewis Parsley and Tom Blot

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RALLY REPORT - "YOU DO IT"

"Okay, we're looking for Reven or Lodd..."

"What??"

"Reven or Lodd - right on an even-numbered route or left on a route with an odd number."

"I guess next it will be Leven or Rodd?"

"Depends on which way we go next - could be Reven or Rodd or Leven or Lodd or right on route..."

"Okay, okay already - here's a Reven..."

"NO!!! That route doesn't exist!"

(Screech of tires, tire smoke drifts past window...)

"Arrgghh!!!"

About mid-afternoon we figured out why they called it the "U-Do-It" Rally - we had made so many U-turns at non-existent roads that correct mileage was a fading memory.

The rally was a good one, clean, and with a new concept in general instructions. (New to us, anyway.) Putting the generals and route instructions on the same sheet is excellent for low-pressure rallies; it keeps paper work and fumbling to a minimum and reduces printing costs.

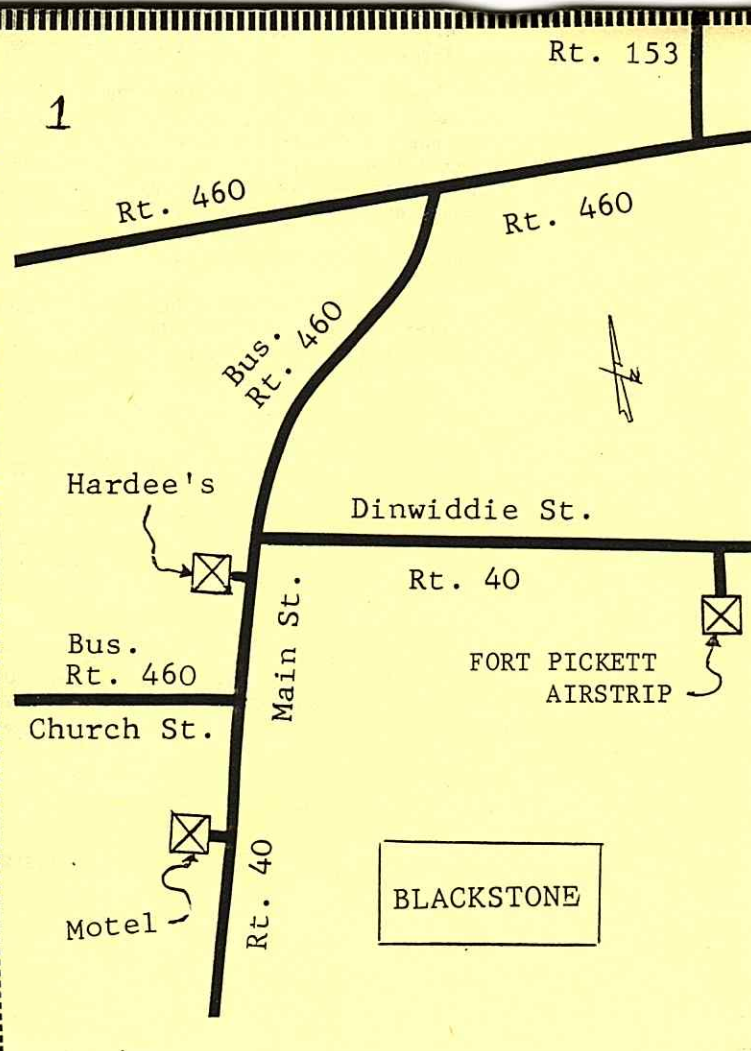
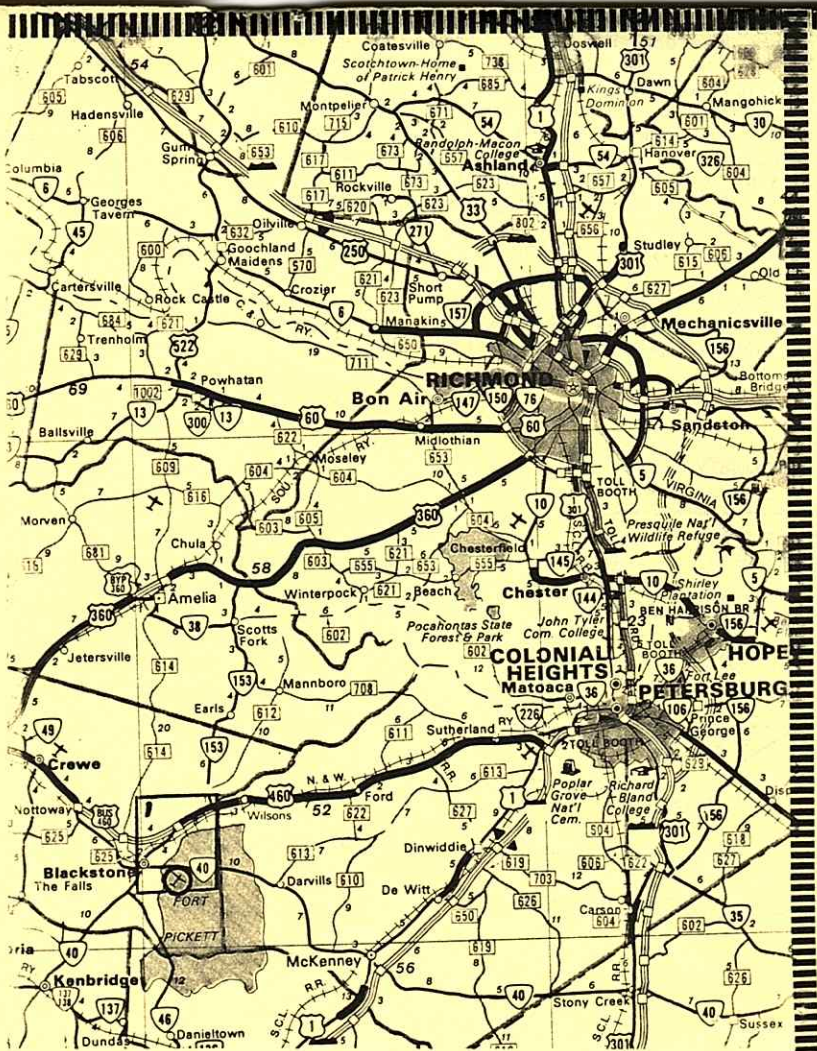
Roads and speeds were great, although Bertha the Rally Chevy can be a handful to drive with 47-turn lock-to-lock, Chevy "Feeble-Matic" steering.

Our savior for the rally, however, was a navigator who was good at record-keeping. One missed right or left could wreck your whole day.

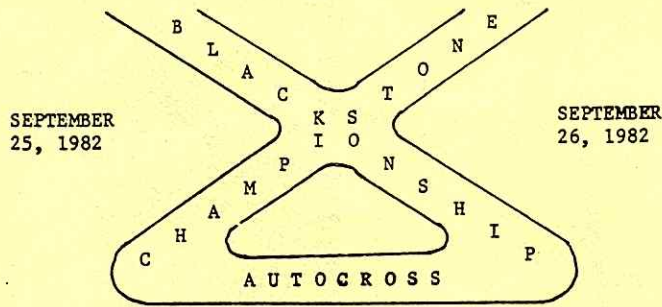
We survived the rally, got dutifully sucked-in by the YFU trap, got to the campsite and smiled pleasantly as we backed into a tree. (Budget Dent-A-Car?) Says something about your car when you can't figure out which dent is the new one.

We set up camp, slaked our thirst, and finished off the day with a cruise on the H.M.S. Lost Control with "Cappy Dick" Jones at the helm. For a picnic rally, what more could one ask?

Doug + Jet —



V.M.S.C. PRESENTS



FT. PICKETT AIRSTRIP - BLACKSTONE, VA.

SATURDAY: Registration and Tech inspection 8:00 AM. to 12:30 PM. Open untimed practice for all cars 8:30 AM to 12:30 PM. Timed runs will begin at 1:00 PM. Party and All You Can Eat Pig Roast at the airport - 7:00 PM.

Sunday: Timed runs will begin at 10:00 AM. Presentation of trophies at the finish.

Registration will be limited to 80 cars. Pre-registration prior to Sept. 20th is recommended. Entry fee for registration by Sept. 20th will be \$20.00 per car for the weekend, after the 20th, \$25.00. Weekend fee includes Saturday's practice and timed runs, party and pig roast, and Sunday's timed runs. Extra crew tickets for Saturday's party and pig roast will be available for \$8.00 each. Lodging is available thru VMSC at the Wedgewood Motor Inn on Rt. 40 in Blackstone (Deadline for Motel Reservations Sept. 20, 1982).

Blackstone Championship Autocross will be a simple fast course with no walk throughs or drive throughs. Car numbers will be assigned by a drawing on Sept. 22nd (there will be allowances for multiple driver cars). It will be run using MWSCC Classes as amended by VMSC. Exhaust suppression required for all stock and prepared cars, camber compensation required for all swing axle cars, rollover protection required for all open top cars, and 1 3/4" minimum ground clearance required. Scoring will be based on the Best Time out of two runs on Saturday added to the Best Time out of three runs on Sunday.

For Additional Information Call:
 Lewis or Barbara Parsley
 (804) 262-1350
 Richmond

Len or Libby Wells
 (804) 275-8772
 Richmond

PLEASE TEAR OFF AND RETURN

PRE-REGISTRATION

NAME: _____ PHONE: _____

ADDRESS: _____ CLUB: _____

ZIP _____

CAR: MAKE: _____ MODEL: _____ YEAR: _____

FEES: ENTRANT	\$ _____	++	Make checks payable to VMSC.
Extra Pig Roast & Party,		++	
Tickets Needed @ \$8.00 Ea.	\$ _____	++	Mail To:
(Driver entrant fee includes 1 ticket)		++	
		++	VMSC
Total	\$ _____	++	c/o Lewis Parsley
		++	7807 Dalmain Dr.
		++	Richmond, Virginia 23228

MOTEL ACCOMODATIONS

FRIDAY NIGHT: YES NO Number of people _____

SATURDAY NIGHT: YES NO Number of people _____

(DEADLINE FOR RESERVATIONS IS SEPTEMBER 20, 1982)

PLEASE DO NOT MAKE RESERVATIONS DIRECTLY WITH THE MOTEL.

YOU DO IT RALLY

JULY 24, 1982

O.D.'s: Lewis and Barbara Parsley. Official Pre-Check: Len Wells and Tom Blot.

Workers: Peter Wilson, Fred DeBardeleben, Joe & Candy Bainbridge, Chris & Lil Young, Louis & Toni Hiltz, Katy & Mark* Wells, Chuck Madison, and Len Wells.

O/A	Class Pos'n	CAR #	MAKE	DRIVER	NAVIGATOR	CONTROLS					TOTAL
						1	2	3	4	5	
1	1E T	6	SAAB	W. Greenwood	B. Greenwood	.5	1.0	0.0	2.5		4.0
2	2E	8	Porche	T.C. Wagner *	R. Wagner *	1.5	2.0	2.0	1.0		6.5
3	1U T	7	Honda	M. Mills	F. Mills	.5	.5	4.5	1.5		7.0
4	3E	3	Honda	G. Stout	D. Jones	.5	2.5	6.5	5.0	ADMINISTRATIVELY DISCARDED	14.5
5	4E	5	Honda	B. Westbrook	B. Stout	12.0	6.5	.5	2.0		21.0
6	5E	4	Datsun	S. Powell	N. Dickinson	36.0	21.0	20.5	33.5		111.0
7	2U	9	Colt	B. Hunter	G. Eberhard	3.0	35.0	70.0	12.5		120.5
8	1R T	1	Chev.	D. Burton	J. Rickman	30.0	44.0	18.0	37.5		129.5
9	2R	2	Honda	M. Smith *	A. Hutchinson*	44.5	8.0	141.5	2.5		196.5
10	3U	10	Datsun	B. Mills	L. Wilson	8.5	89.5	30.0	94.5		222.5
11	4U	11	Honda	L. Wells	S. Hunter	5.5	32.5	65.0	145.0		248.0
12	5U	12	SAAB	S. Greenwood	J. White	63.0	139.5	400.0	400.0		1002.5
13	3R	13	OPEL	F. Schneider	L. Evans *	21.0	191.0	400.0	400.0		1012.0

T= Trophy Position * = Non VMSC Member

There was a protest on Control 5 which the competition committee denied. The Rallymasters at this time administratively discarded the leg because the purpose of the trap was not to see who could turn around the fastest...we gave y'all an even break.

JULY RALLY REPORT

One always approaches a rally in which generals are given out at on the day of the event with a certain amount of trepidation (why, the last time this was done the rallymaster tried to sleep through the event - are you listening, Castleberry?). Upon receiving said generals, we noted several errors and decided that we'd just run loose. This thinking proved to be a fatal error, both for the contestants and the rally.

The concept was simple enough, alternate lefts and rights based on the last digit of the route number, except where superceded by an instruction or a non-existent road. The speeds were on the sane side of suicidal - but just barely - making the crews strive mightily to make up lost time - not with great success either, I might add.

The only glitch occured on the last leg when the contestants should have made an obvious right only to be confronted with two YFU signs. Beat feet to the only other alternative. Enter control backwards. Huh? The explanation was that a YFU sign did not mean you were off course. Sure enough the generals confirmed this fact, but in a rally that one had to assume so much before running, it didn't seem particularly apropos.

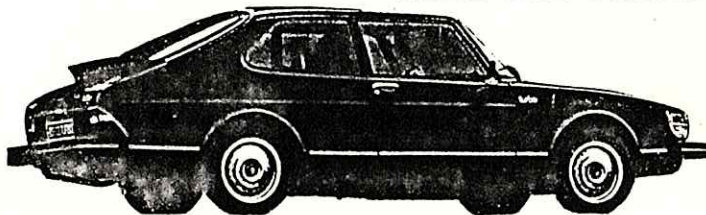
The leg was protested, the protest denied, and the leg was discarded - it doesn't make sense when you read it, but that's how it happened - we just report the news here at Checkpoints.

At the camping area, there was free beer - we pain with our blood on leg 5 - except for Dick who became quite distraught when he ran out of my Collins mixer "I ain't going to mix no Vodka with no zshinzsher - gimme a Dew!" He also had me looking for a new rally partner when he decided to take the boat and conduct amphibious operations in the lake. Dick may have a lot of talent, but he swims like an anchor. All ended happile, as we rode off into the sunset, me with my Prelude, Dick with Barbara Parsley.

Gary for

Dick "Protest Denied" Jones and myself.

SAAB 900 TURBO



BOULEVARD IMPORT SERVICE 7903 W. Broad St. 270-4700

Competition Committee Report Concerning the Protest of
The "You do it" Rally.

A Protest was filed on Leg 5 and was denied by the Committee.

The Protest concerned itself with whether the O.D.'s definition of a "Y.F.U." Sign could be interpreted as "You Fouled Up" and thereby prevent the contestants from entering Control 5 from the intended direction.

The O.D.'s defined Y.F.U. as "You F d Up", without further explanation, and the Generals stated that an example would be displayed at the start.

The Committee decided that the contestants could not assume the missing letters spelled out the word "Fouled", and that since the Generals did not say that the contestants would see a Y.F.U. Sign or what the contestants should do if they did indeed encounter a Y.F.U. Sign, then a Y.F.U. Sign was nothing more than a pie plate (as per the sample displayed at the start) and had no other meaning. The Committee also decided that those contestants who strayed from the correct course and used a Y.F.U. Sign to return to the proper course, did so incorrectly per the Generals in question.

The definition of Y.F.U. as used in other rallies or as per "Standard" rally usage and the question as to the O.D.'s intent that one control determine the rally's outcome based on how quickly a contestant recovered, were deemed irrelevant.

The Committee does however, wish to go on record as being against using Y.F.U. Signs and/or Emergency Signs for trap purposes. The "normal" usage of these signs is to keep contestants from traveling too far off course and trying to recover by traveling at unsafe speeds, or to circumvent a problem area, or as a tool of the O.D. to eliminate certain roads from consideration by the contestants. The Committee feels that contestants, O.D.'s, and even the club, place too much significance on these signs, as per their original intention, to have them used unwisely.

Respectfully submitted,

Neale
H. Neale Dickinson, Jr.
Committee Chairman

* * * NEW MEMBER * * *

Samuel D. Jessee
957 Finchley Place
Richmond, VA 23225
786-0258

Sam is a Resident in Orthopedic Surgery at MCV Hospital. He is interested in rallies and auto-crosses. Sam owns a 1973 911T Porsche and a 1974 Datsun 260Z. Welcome to the Club.

THE AUGUST AUTOCROSS

August 8, 1982

OD's: Bill and Alan Armstrong

The OD's wish to thank those who helped work the autocross: John Adams*, Del Cavalos, Roe DeGrace*, Neale Dickinson*, Bill Hunter*, Shelia Hunter*, Will Hunter*, Dick Jones*, Chuck Madison*, Beth Mills*, Floyd Mills*, Marvin Mills*, Barbara Parsley*, Lewis Parsley*, Scott Powell*, Jet Rickman*, Barbara Stout*, Bookie Westbrook*, and Paul Westbrook.

NAME	MARQUE	1st RUN	2nd RUN	3rd RUN
A/M				
T 1. Jim Fry	FTD Royale	1:01.963	- 56.762-	1:07.867
2. Robert Bryan	Mazda	-1:03.712-	1:40.599	1:16.011
B/M				
T 1. John Sheally	Morgan	1:00.421	- 58.632-	1:14.902
2. Ray Clark	Triumph	1:03.325	-1:00.388-	1:09.420
3. Cecil Pope	Zinc	-1:03.166-	1:11.804	1:21.548
4. George Wright*	Triumph	1:10.729	1:10.964	-1:09.178-
C/M				
T 1. Lloyd Hornberger	Mercury	1:06.846	1:06.650	-1:02.660-
T 2. Lewis Parsley*	Mazda	1:09.740	1:06.887	-1:02.918-
3. Harold Hayes	Mercury	1:04.790	-1:03.178-	1:04.450
4. Jim Moore	Ford	1:07.368	1:05.393	-1:04.073-
5. Mark Grimsley	Datsun	1:06.248	-1:05.107-	1:11.382
6. Bill Enot*	Mazda	1:05.710	1:06.161	-1:05.295-
7. James Gilchrist	Volkswagen	1:10.912	1:09.567	-1:08.505-
A/P				
T 1. John Adams*	Lotus	1:04.349	-1:03.678-	1:08.311
2. Bill McAllister*	Porsche	1:05.848	-1:04.102-	1:05.309
3. Sam Jesse*	Porsche	1:08.978	-1:07.107-	1:16.929
B/P				
T 1. Larry Thomas	Porsche	DNF	1:08.724	-1:06.298-
2. Ray Elliot	Chevrolet	-1:10.668-	1:19.171	1:26.276
C/P				
T 1. Gary Simmons*	Porsche	1:06.123	-1:04.551-	DNS
D/P				
T 1. Bill Hunter*	Honda	1:04.865	-1:03.934-	1:04.163
T 2. John Bergeron*	Triumph	1:04.563	1:06.526	-1:04.397-
3. Shelia Hunter*	Honda	-1:06.892-	1:16.917	1:17.397
4. Roe DeGrace*	Fiat	1:10.571	1:09.765	-1:09.724-
5. Doug Burton*	Honda	DNF	-1:09.827-	1:09.879
E/P				
T 1. Del Cavalos	Volkswagen	DNF	1:13.926	-1:11.348-
Doug Burton*	Corvaire	1:20.728	-1:11.796-	1:12.704
(Fun Run - Not for points)				
2. Bill Gischrist*	Dodge	1:14.985	1:12.308	-1:12.196-
3. Rex Barber	Chevrolet	1:20.123	1:14.122	-1:15.079-
F/P				
T 1. Bill Lloyd*	Chevrolet	1:16.271	1:13.997	-1:10.294-
A/S				
T 1. John Lee, Jr.	Chevrolet	DNF	1:11.645	-1:09.551-
2. Tom Cornelisser	Plymouth	1:11.904	1:13.213	-1:11.315-
B/S				
T 1. Timothy Winter	Fiat	1:13.928	1:10.371	-1:09.453-
2. Glen Smith	Mazda	DNF	1:13.485	-1:12.706-
3. Jim Adcock*	Mazda	1:15.870	1:13.260	-1:12.741-
C/S				
T 1. Richard West*	Dodge	-1:05.068-	1:12.100	1:10.359
T 2. Richard Mitchum	Mazda	1:13.918	1:10.378	-1:07.895-
3. Floyd Mills*	Honda	1:10.774	1:09.043	-1:09.039-
4. Barbara Stout*	Honda	-1:09.261	1:14.498	1:13.540
5. Mac Buhrman	Ford	-1:11.300-	1:21.0350	1:18.048

D/S				
T 1. Gary Stout*	Honda	1:08.301	1:08.278	-1:08.265-
2. Bookie Westbrook*	Nissan	-1:10.271-	1:19.515	1:18.661
3. Bill Whitehead*	Ford	DNF	-1:13.074-	1:15.790
4. Carla Beasley	Chevrolet	DNF	1:25.888	-1:24.999-

E/S				
T 1. Robin Hayth	Plymouth	1:24.849	1:21.090	-1:19.186-

PLEASE NOTE: All times given here include pylon penalties.

* denotes VMSC Members T denotes trophy positions

Any non-VMSC trophy winners, please contact Barbara Stout, (804) 225-8666, to make arrangements to receive your trophy. Thank you.

These are the standings as of July 31, 1982. They have not been double checked or audited. These points include 4 autocrosses, 6 rallies, and 8 meetings.

EQUIPPED CHAMPIONSHIP

1. B. Greenwood	5600	8. N. Dickinson	4100
1. W. Greenwood	5600	8. S. Powell	4100
3. L. Wells	5300	10. T. Blot	3500
4. B. Stout	4800	11. Chuck Hoelzel	2900
4. B. Westbrook	4800	12. B. Parsley	2200
6. D. Jones	4700	12. L. Parsley	2200
6. G. Stout	4700	14. A. Armstrong	2000

UNEQUIPPED CHAMPIONSHIP

1. F. Mills	5800	8. A. Armstrong	3500
1. M. Mills	5800	9. B. Parsley	3400
3. B. Hunter	4700	9. L. Parsley	3400
4. G. Eberhard	4500	11. B. Armstrong	3300
5. S. Hunter	4100	11. E. Wells	3300
6. B. Mills	4000	11. C. Young	3300
7. L. Wilson	3600	11. L. Young	3300

SPEED CHAMPIONSHIP

1. R. West	3900	11. B. Stout	2500
2. G. Stout	3800	13. S. Hunter	2400
3. J. Adams	3500	14. B. Westbrook	2100
4. J. Adcock	3000	15. B. Mills	2000
5. L. Wells	2900	15. S. Powell	2000
6. D. Harrell	2800	17. B. Chvala	1900
7. B. Hunter	2700	17. W. Greenwood	1900
7. F. Mills	2700	17. G. Simmons	1900
9. L. Parsley	2600	20. J. Bregeron	1800
9. R. DeGrace	2600	20. M. Mills	1800
11. A. Armstrong	2500	20. G. Wright	1800

OVERALL CHAMPIONSHIP

1. F. Mills	8900	24. R. West	4200
1. G. Stout	8900	25. C. Bainbridge	3900
3. L. Wells	8500	26. R. DeGrace	3800
4. M. Mills	7800	27. L. Young	3750
4. B. Hunter	7800	28. C. Young	3700
6. W. Greenwood	7700	29. B. Armstrong	3650
7. B. Stout	7650	30. B. Parsley	3600
8. B. Westbrook	7250	31. Chuck Hoelzel	3450
9. S. Hunter	6900	32. J. Adcock	3400
10. S. Powell	6500	33. C. Madison	3150
11. B. Mills	6400	34. D. Harrell	2800
12. L. Parsley	6350	35. D. Burton	2750
13. A. Armstrong	6300	36. B. Chvala	2550
14. N. Dickinson	6100	36. E. Wimmer	2550
15. J. Adams	6000	38. T. Heller	2450
16. B. Greenwood	5950	39. S. Adams	2400
17. D. Jones	5900	39. J. White	2400
18. L. Wilson	5500	40. J. Wright	2350
19. T. Blot	5200	41. G. Simmons	1900
19. G. Eberhard	5200	42. J. Bergeron	1800
21. E. Wells	4600	42. G. Wright	1800
22. M. Newsome	4400	44. B. Lloyd	1700
22. J. Bainbridge	4400	45. S. Greenwood	1400

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