



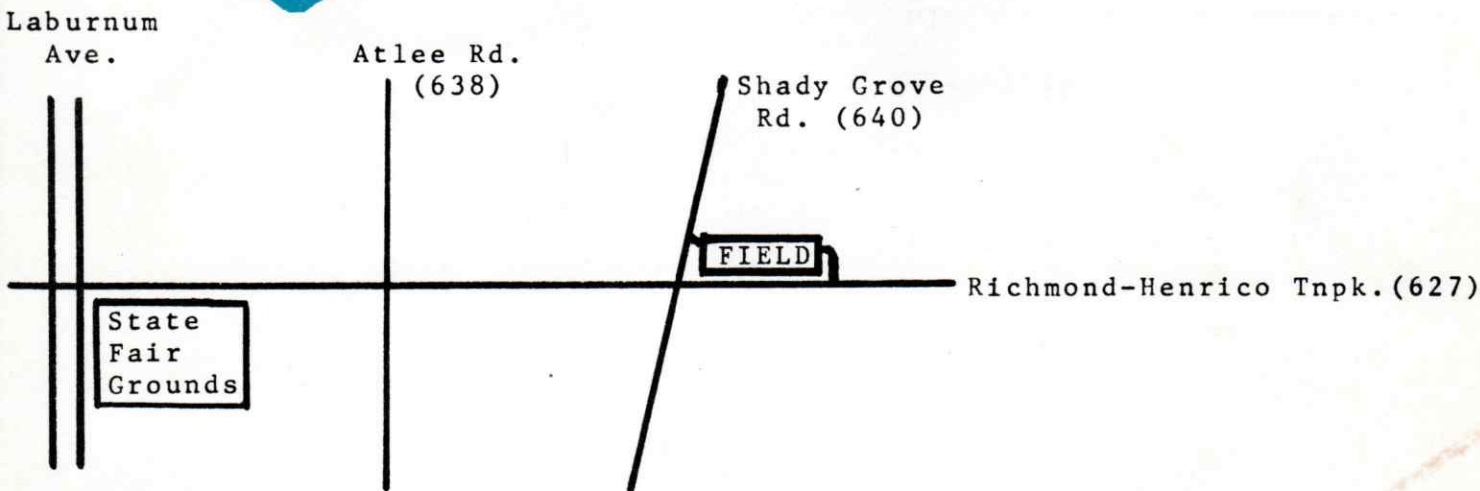
Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME XI

NUMBER VII

JULY, 1967



ANNUAL FIELD TRIALS

O.D.-Doris Belcher Location-Ellerson Area (See above) Date-July 16, '67

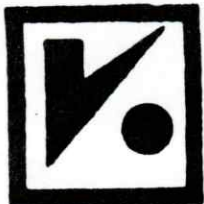
Registration-12:00 Noon 1st Car-1:00 P.M. Price-\$2.00/\$3.00

Classes-Sports over & under 1600 cc, sedans over & under 1500 cc, ladies.

Other July and August events:

- July 15-16.....SCCA Regionals @ Marlboro.
- July 20.....VMSC Meeting & Night Rally (Bowes & Chehaske). SEE WRITE-UP!
- July 22 (SAT.) VMSC Picnic Rally (Winfree). ENTRY BLANK IN THIS ISSUE!
- July 29-30.....SCCA Regionals @ VIR.
- July 30.....PMSC Rally (Call Bob Kennedy or Greg Howe).
- August 13.....SCCA Trans-Am Sedan Races @ Marlboro.
- August 17.....VMSC Meeting & Hare-&-Hounds (Wright & Wright) (& Wright?).
- August 20.....VMSC Gymkhana (Wray Bragg)
- August 27.....PMSC Rally (Call same double agent as for July 30).





CHECKPOINTS is published monthly by the Virginia Motor Sport Club, Inc., and is mailed free to members. Subscriptions to non-members are at the rate of \$1.50 per year. Meetings are held at 8:00 P.M. on the third Thursday of each month at the Branch House, Monument and Davis Avenues, Richmond, Virginia. President-Hart Grundy, 1518 Monmouth Court, Richmond. Phone-282-5341. Deadline for material is the 5th of the month. All material should be addressed to 408 S. Laburnum Avenue, Richmond, Virginia 23223. Editors-Wiltshire and Ann Greenwood. Club Officers-1st Vice President-Wiltshire Greenwood, Activities Chairman-Geo. Winfree, Secretary-Doris Belcher, Assistant Secretary-Caryl Hatch, Treasurer-L. Wells

The Swan Song

SHAKESPEARE ONCE SAID that parting is such sweet sorrow, and for once I must agree with what someone else has said. That in itself is somewhat unusual.

BUT, IN ALL SERIOUSNESS, it must be said that I have greatly enjoyed my connection with the club, both as an individual member and as the editor of Checkpoints. I apologize for nothing, and, if at times the sting of the quill has been sharp, it was needed.

IT IS EASIER, AS YOU KNOW, to be negative rather than positive in one's writing and much easier to write upon a subject on which you may vent your anger or displeasure. But VMSC has much to be proud of in its past record and in its future plans.

AS I SIT WRITING THIS article, the club members are providing the transportation for the annual Fourth of July parade at Hotchkiss Field, an event they have participated in for several years. Planned for the fall is a braile rally which will give some blind children an experience with automobiles which under ordinary circumstances they would never have.

AS FOR THE SOCIAL ASPECT of the club, this writer feels that he has made lasting friendships with some members, acquaintances with others and enemies of some. This is merely life as it was intended, for the social animal is a weird one.

AS FOR PARTICIPATION in club events it is hoped that I will be able to continue to do so in the future this year whenever possible. But, as schedules in the newspaper business are sometimes quite demanding, that remains to be seen.

VMSC ACTIVITIES AND EVENTS for the year, in my estimation, have been excellent to this point and it would seem from my little prior knowledge of what is to follow--that they will continue to be.

YOUR NEW EDITORS Wilt & Ann Greenwood, I feel will do a good job, what with their vociferation and serious intent.

IT IS WITH HEARTFELT THANKS that I bid you adieu and farewell.

--TDHB

"CRANKSHAFT JOURNAL"

Sometimes the obvious escapes scrutiny by virtue of human failure to observe, and we thought that "Wheels" would be an item of interest this month.



The disc, or pressed steel, wheels which come standard on nearly everything are not infallible, as they crack in the center hub area frequently due to strain of cornering and braking, loose lugs, or flimsy construction. Front wheel drive units carry reinforced or heavy hub section wheels to handle propulsion loads in addition to the forces mentioned. Discs frequently separate in a linear fashion at the rim flange area, due to excessive overinflation, particularly when Radial or Snow tires are fitted.

Station wagons are bad offenders on this, Cecil, so don't run those hot old snow tires during the Summer, Please!

Beware of overtures from tire dealers regarding free or low-cost wheels when buying sets of shoes, especially in the Fall, as many of these jobs are Not Dayton, Budd, or Eaton wheels, but are "cheapies" made for promotional purposes. (We are Not saying dealers are unethical, but please pick up the wheel and check the weight and construction if in doubt.)

Naturally, if you "prang" a wheel against a "kerb", you should dismount the item, and carefully inspect for spider-web cracks, or weld fractures, prior to straightening. Greenweed and I found that Michelins are good for hammering upon while using a knockoff hammer on customized Porsche wheels. Competition jobs should be Magna-Fluxed, to insure safety.

We have no criticism of Offsets, if they are properly built and bearings are oversized to handle the leverage.

Our only comment on Magnesium or cast wheels is "Why?" (lightness, "cool", status, or what?) Two cases of explosion during tire inflation Off the car have caused serious injury, as these damn things shatter like crystal.

Reversing wheels as per VW is more work than Russian Roulette, but equally as effective, so good luck to you cats with your lives hanging on a skimpy stub-axle which has more load than it needs to start with!

Sprite, Lark, 6-banger Falcon, Chevy II, and other light car owners should be very careful with those 4-lug discs, as they place great loads on small areas, with results you have witnessed at Ellerson, Puddledock, Marlboro, & Danville. During the 1965 12-Hour, the (Sorry, Clark) Renault team used up exactly 13 wheels per car on all 3 entries - No tires, Just wheels!

The wire crowd may not be "in", but they enjoy less road shock, impact damage, and gravitational forces transmitted to their machines because those sturdy spokes are absorbing all this, and allowing tire and brake heat to escape more readily at least one reading every 4,000 miles made, to insure equal loading around the hub, and pack those bearings while you're in there. A simple test for loose spokes can be made by leaning hard against the top of the tire and rocking the wheel in and out, as the weight of the car is always suspended by the

top spoke on each one. Should you detect broken or bent spokes, inspect All others on the same wheel for signs of damage. Also watch for elongation of the holes in the hub, as loose wires will cause this to occur. The newer triple-laced spoke wheels are much stronger than a disc of the same size and weight, and much easier on drive trains to boot! Remember to use white grease on splined hubs and knockoff threads.

Keep all wheels balanced (static & dynamic) and keep Knockoff hubs and lugbolts properly tightened, and we thank you for reading. Please stop by my office at 2321 Riverside Drive whenever you're in Danville, as we would love to have you visit! The men will certainly like some of the fixtures in the office!

Scuderia Dudley

Eugene



A FEW MODEST WORDS FROM ONE OF THE INCOMING EDITORS, AHM:

As you can see from the masthead, Ann and I have taken over the editorship of Checkpoints for the remainder of the year. Hunter and Sayre are in the process of relocating in Norfolk, and since it's a little late in the year to call for volunteers, Hart asked us to muddle through as best we can until then, with the hope that someone better qualified will put in an appearance before January.

Since time is short, suffice it to say for now that, while our opinions on any given subject may or may not agree with those of the previous editor, it is our hope that they will continue to excite the type of constructive criticism that has been prevalent in the past. (Having second thoughts, eh, Grundy?)

Hunter's farewell address appears elsewhere in this issue - he, Sayre and Mike have done a great job so far, and we aspire only to do as well. Excelsior!

Wiltshire

**You'll never know
if you have a tiger under
your hood until you drive**

SAAB

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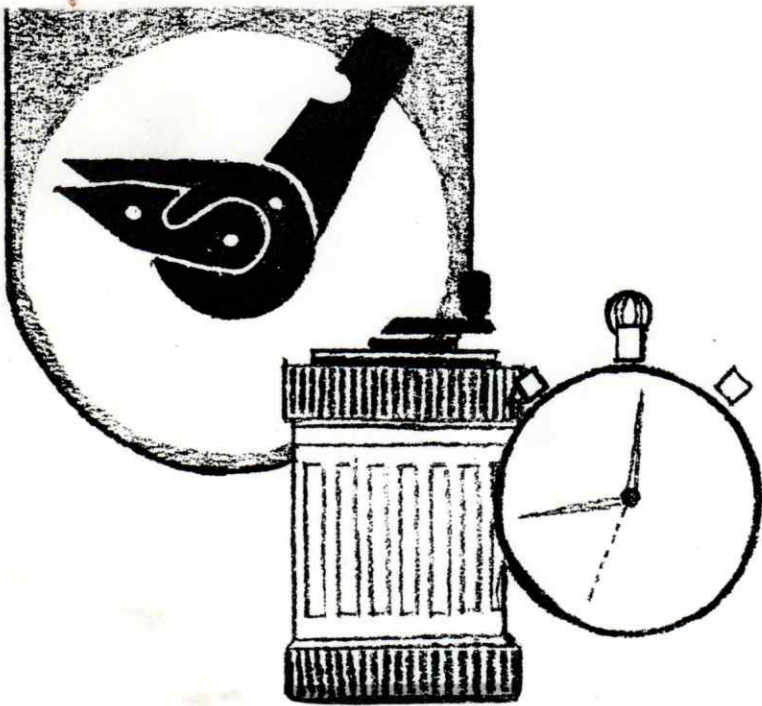
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V.M.S.C. PICNIC OUTING-SATURDAY, July 22
4:30 to Midnight

"Get Me To The Church On Time" Rally starts at 4:30 at Miracle Mart on Staples Mill Road.

Picnic Supper 7:30 to 8:30 at picnic area of Fox Rest Apartments (off of Glenside Drive between Staples Mill and Broad). Bring your own picnic dinner-beverages (beer and soft drinks) will be provided by the club.

Swimming Party 8:30 to 12:00 at Fox Rest Apartments Swimming Pool. Beverages, lifeguards, and places to change clothes will all be provided.

This is an excellent opportunity to rally, dine, and swim (and drink) for a very modest fee:

- Rally only-\$3.00 per car.
- Picnic and Swimming only-\$3.00 per couple.
- (Children 25¢ extra each if over 12).
- All three-\$5.00 per car (Including children).
- Non-members of any club-50% more in each category.

To enable the O. D.'s to know how much brew to purchase, please fill out the form below and forward it with your check to: George Winfree, 7006 Hunt Club Lane, Richmond, Virginia 23228.

Names: _____

Club: _____

Picnic only ____ (3.00)(4.50)
 Rally only ____ (3.00)(4.50)
 The whole ball of wax ____ (5.00)(7.50)

(Please check one)

Number of children you will bring -
 Enter only if you don't plan to run
 the rally. ____ (25¢ each)

Total amount enclosed \$ _____

The Azalea Four-Hour

It must be that the Sprite resents being run in rallies. We had flogged it over every secondary road within a 30-mile radius of Richmond for every event this year and all we had to show for our efforts was a shaky fourth and a bunch of other finishes where we could have done better at a checkpoint. So there we were, after an all-night maintenance session, in the Volvo, which is after all a real rally car. (The Sprite's 3½ inch ground clearance-Peabody Speed Shop Special exhaust system is not exactly the best for dirt roads and/or large and medium-sized potholes.) If that damnable Curta zzzzz licit zzzzz licit zzzzz TAC zzzz nicit didn't put us to sleep we felt we had as good a chance as anybody to outwit wicked ol' Chuck Edwards and his Priorities. So, after a last glance at the Excalibur, we were off. Happiness is being the car behind Bob Kennedy when he catches all those 3 inch x 5 inch signs that mark route changes and you see him just as he turns. Misery is being three minutes behind while averaging 40 mph on a bumpy road with bad front shocks and coming over the crest of a hill and seeing Porter Seay standing about 50 yards down the road with a stopwatch. Misery also is finding a landmark before you're supposed to and going 18.7 miles to the next instruction which is Right at Stop and you are on a main highway at 32.7 mph and you know there won't be a Stop sign. Misery is being lost and you can't get anybody to stop and tell you what instruction they're on. Misery is flat out up and down the world's bumpiest road with zero front shocks looking for where the hell is that Stop sign and your navigator shuts off the stopwatch when he leans up for the map of whatever county this is. Happiness is getting the O.D. to agree that you were right all along. Happiness is a trophy. Happiness most of all is 1,000 points.

Bob & John

SUBSCRIBE TO -----

THE



STOPWATCHER

THE BEER-DRINKERS RALLY

Due to the kindness of the O.D.s and the progressiveness of the State ABC board, we are happy to announce that there will be ample time for everyone to indulge in the oft neglected pastime of bending the elbow and socializing with the group after a stimulating encounter with the sport of rallying. The O.D.s have bent over backwards to make sure the rally will be easy for all, as evidenced by the following- NO dirt, NO gimmicks, and NO checkpoints. Thursday, July 20, 1967, at 9:00 P.M., after the meeting. The rally will start from the Branch House parking lot and end in the luxurious and atmospheric surroundings of the "Gay 90's", Richmond's newest and nicest night spot. 'Til one A.M. Cost- \$2.00 for club members, \$3.00 for others.

1st All-American City Rally

| | | | Mileage | Time | Total |
|----|-----------------------------------|-----------|---------|-------|-------|
| 10 | Brad Peasley & Hart Grundy | 1st Place | +5 | +46 | 51 |
| 9 | Bob Bowes & John Chehaske | 2nd " | +1 | -59 | 60 |
| 8 | Kat Edwards & Chuck Edwards | 3rd " | -1 | +116 | 117 |
| 7 | Miles Turner & Don Ayres | 4th " | -20 | -164 | 184 |
| 6 | Al Carr & Gail Carr | 5th " | -14 | +315 | 329 |
| 5 | Judy Van Devere & Doris Belcher | 6th " | -11 | +435 | 446 |
| 4 | Bill Whitehead & Jackie Whitehead | 7th " | +5 | -499 | 504 |
| 3 | John Ruble Sr. & John Ruble Jr. | 8th " | -15 | +531 | 546 |
| 2 | Nancy Rusk & George Winfree | 9th " | +16 | +556 | 572 |
| 1 | Reggie Williams & John Bergeron | 10th " | -95 | -585 | 680 |
| 0 | Ann Greenwood & Wilt Greenwood | 11th " | +55 | +660 | 715 |
| | Cecil Wright & Edith Wright | 12th " | +35 | +699 | 734 |
| | William Seaton & Phil Lively | 13th " | +53 | +4045 | 4098 |
| | Richard Hard & Birgitta Kullgren | 14th " | +131 | +6557 | 6688 |
| | Randy Cournow & Susan Cournow | 15th " | 0 | +6840 | 6840 |
| | *Bob Kennedy & Greg Howe | 16th " | +8 | +112 | 120 |

*Results turned in too late to be credited with position that answers reflect.

| | |
|----------------------------|-----|
| Jerry Adolf & Paul Silver | DNF |
| Larry Long & Jerry Gildner | DNF |
| Betsy Hillman & Sami Said | DNF |

SPECIAL BULL-ITON

BAHAMAS TRIP WILL BE TO FREEPORT DEC. 12 THROUGH DEC. 19.
 ACCOMODATIONS WILL BE AT THE FABULOUS LUCAYAN VILLAS OF
 THE LUCAYAN BEACH HOTEL. \$175.00 PER PERSON.
 Reservations should be made as soon as possible but no
 later than Sept. 15. \$20.00 per reservation.
 MORE Ronald Rhoades assumes new duties as "our
 man in West Palm Beach" on July 10. More info available.

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| Nomex Driving Suits | Abarth Exhaust Systems | Casler Racing Tires | |

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 9:30 P.M., Friday 12:00-6:00 P.M., Saturday 8:00 A.M.-6:00 P.M.

12% DISCOUNT TO VIRGINIA MOTOR SPORT CLUB MEMBERS

1st All-American City Rally, June 15, 1967

Yours truly is most happy to have been a winner in his first rally since joining VMSC, however, as driver he had absolutely nothing to do with the success of the evening. Success was due entirely to the superior intelligence and sharp mind of navigator, Hart Grundy. At least that is what he told me when he suggested that I write the rally report.

The rally was an exercise in following instructions, though at times it seemed more like an exercise in futility. Seemingly anticipating the futile parts, OD Len Wells thoughtfully provided gathering places where friends could meet, and cuss, and discuss the affairs of the evening. For us there were three such places; 13th and Byrd Streets (a beautiful neighborhood), the Sunoco station at the south end of Lee Bridge, and the intersection of 19th Street and Springhill Avenue. We had a slight detour prior to arriving at 19th and Springhill, said detour taking us on a wild goose chase around Maguire Hospital in search of the elusive instruction that would lead to the left turn at Southcliffe Road. A six or seven car 11 PM conference at 19th and Springhill resulted in a consensus and led into the proper route.

In looking for Route 1703 the first time so we could turn left the second time, it did seem a trifle long between instructions, however, prior knowledge of the location of Thurloe Drive helped.

From Thurloe in we had only a few bad moments in the Windsor Farms area and in the neighborhood behind the quarry. During this time Hart worked "feverishly" with his stuck Curta, and as it turned out he also worked accurately.

Len Wells did a good job with the rally layout. The route was interesting and demanding, and the instructions were excellent with one exception. His determination of the winner capped an evening of "fun and games".

Brad Peaseley
for
Hart Grundy and himself

GT-6 **Triumph**

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GEMKHANA

Edwards

RUN: June 18, 1967 CARS: 23 COST: \$2.00 O.D.'s: Kathleen & Chuck
 HELPERS: Len Wells, Bob Bowes, Jerry Adolf, T.D.H. & Sayre Barnett,
 Bob Kennedy, Greg Howe, Ervin Smith, Neale Dickinson, John Chehaske,
 Porter Seay, Bill Thomas

| <u>PLACE</u> <u>OVER.</u> | <u>CLASS</u> | <u>PLACE</u> <u>CLASS</u> | <u>DRIVER</u> | <u>CAR</u> | <u>TIME</u> |
|------------------------------|--------------|------------------------------|---------------------|--------------------|-------------|
| 1st | 3 | 1 (2-1) | Bill Whitehead | Porsche | 1:19.5 |
| 2nd | 3 | 2 (2-2) | Wiltshire Greenwood | TR-4A | 1:24.0 |
| 3rd | 1 | 1 (1-1) | Bill Thomas | VW | 1:24.0 |
| 4th | 2 | 1 (1-2) | Bob Bowes | Sprite | 1:25.5 |
| 5th | 1 | 2 (1-3) | Neale Dickinson | Fiat 850 | 1:26.5 |
| 6th | 3 | 3 (2-3) | Brad Peaseley | Porsche 912 | 1:28.0 |
| 7th | 3 | 4 (2-4) | John Bergeron | TR-4 | 1:29.0 |
| 8th | 3 | 5 (2-5) | Randy Cournow | TR-4A | 1:29.0 |
| 9th | 3 | 6 (2-6) | Bob Clements | Mini-Cooper | 1:29.5 |
| 10th | 1 | 3 (1-4) | Ervin Smith | Simca 1000 | 1:30.0 |
| 11th | 3 | 7 (2-7) | Al Carr | TR-4A | 1:30.2 |
| 12th | 3 | 8 (2-8) | George Winfree | TR-4 | 1:30.8 |
| 13th | 1 | 4 (1-5) | Hart Grundy | VW | 1:32.2 |
| 14th | 4 | 1 (2-9) | Jack Mungo | Corvette | 1:33.0 |
| 15th | 4 | 2 (2-10) | Jackie Mungo | Corvette | 1:34.5 |
| 16th | 4 | 3 (2-11) | Reggie Williams | Corvette | 1:35.0 |
| 17th | 2 | 2 (2-12) | John Chehaske | Volvo 122 | 1:37.0 |
| 18th | 2 | 3 (1-6) | Bob Freeman | Fiat Abarth 750 | 1:39.0 |
| 19th | 3 | 9 (2-13) | Ann Greenwood | TR-4A | 1:41.0 |
| 20th | 1 | 5 (1-7) | T.D.H. Barnett | Anglia! | 1:44.0 |
| 21st | 4 | 4 (2-14) | Len Wells | Falcon | 1:47.0 |
| 22nd | 3 | 10 (2-15) | Don Cully | Alfa Romeo | 1:59.0 |
| 23rd | 1 | 6 (1-8) | Bob Kennedy | Fiat 600 | 2:04.8 |

Classes were determined on the following basis:

$$\frac{\text{HORSEPOWER (SAE)}}{\text{WEIGHT (LBS)}} = N$$

- 0 - 350 = Class 1
- 351 - 450 = Class 2
- 451 - 550 = Class 3
- 551 - ∞ = Class 4

Classes were homologated merely by determining the closest class to the index number for a particular car. Simple, eh?

At the next meeting the following will receive awards: Bill Thomas, Neale Dickinson, Ervin Smith, Bob Bowes, Bill Whitehead, Wilt Greenwood, Brad Peaseley, Jack Mungo

Club points will be awarded on the basis of homologated class (1 or 2) finishing position, as shown by the figures in parentheses. Non-members will of course not be considered in this tabulation.

V.M.S.C. POINT STANDINGS

AS OF 6-30-67

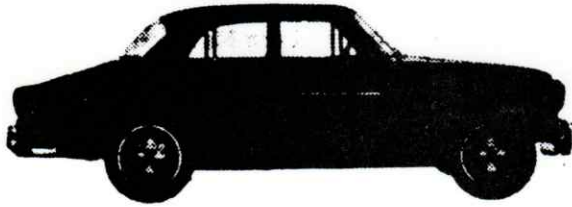
OK

| | | | |
|------------------------|-------------------|-----------------------|-----|
| 1. GREENWOOD, A. W. | 7,150 | 50. LAUGHON, ROBERT | 900 |
| 2. GRUNDY, HART | 6,450 | 51. BERGERON, JANICE | 850 |
| 3. WHITEHEAD, WM. | 6,000 | LOFURNO, MEL | 850 |
| 4. GREENWOOD, ANN | 5,750 | 53. ANDERSON, EMORY | 800 |
| 5. BOWES, ROBERT | 5,650 <i>6850</i> | LANE, ROGER | 800 |
| 6. WINFREE, GEORGE | 5,150 <i>7150</i> | 55. PEABODY, SANDRA | 750 |
| 7. DIXON, BILLY | 4,800 <i>6800</i> | 56. STEWART, DON | 750 |
| 8. CARR, AL | 4,700 | 57. VAN DENDER, JUDY | 700 |
| 9. EDWARDS, CHUCK | 4,450 | 58. CAVEDO, BRENT | 650 |
| EDWARDS, KATHLEEN | 4,450 | CAVEDO, JERRY | 650 |
| 11. CHEHASKE, JOHN | 4,100 | KULLGREN, BRIGETTA | 650 |
| 12. WELLS, LEN | 3,900 | LIVELY, PHIL | 650 |
| 13. BELCHER, DORIS | 3,850 | 62. FERGUSON, KEN | 600 |
| 14. BERGERON, JOHN | 3,700 | PATTESON, GEO. | 600 |
| 15. DIXON, LAURETTA | 3,550 | STEWART, BILL | 600 |
| 16. COURNOW, RANDY | 3,300 | 65. CHEHASKE, NONA | 550 |
| DICKENSON, NEALE | 3,300 | ADOLF, JERRY | 550 |
| HATCH, CARYL | 3,300 | 67. WHEELER, HENRY | 500 |
| 19. PEASLEY, GABRIEL | 3,200 | 68. ALLWOERDEN, GAYLE | 450 |
| 20. BARNETT, SAYRE | 3,100 | ALLWOERDEN, STUART | 450 |
| RUBLE, JOHN | 3,100 | BOISSEAU, LEON | 450 |
| 22. WHITEHEAD, JACKIE | 2,800 | FORTE, MARK | 450 |
| 23. HATCH, DICK | 2,600 | KESSLER, JOHN | 450 |
| 24. RUBLE, JOHN JR. | 2,550 | SANDERSON, RICHARD | 450 |
| 25. BARNETT, HUNTER | 2,500 | SEAY, ANN | 450 |
| 26. WRIGHT, CECIL | 2,350 | WILSON, ROSALINE | 450 |
| 27. SMITH, AL | 2,300 | 76. BOISSEAU, BONNIE | 400 |
| 28. KENNEDY, BOB | 1,950 | GRAWBERG, BRIAN | 400 |
| 29. HILLMAN, ELIZABETH | 1,850 | PEASLEY, ELEANOR | 400 |
| HOWE, GREG | 1,850 | WHEELER, KARIN | 400 |
| 31. CARR, GAIL | 1,800 | 80. CAMP, PAUL | 250 |
| 32. WRIGHT, EDITH | 1,750 | PEABODY, WM. | 250 |
| 33. WITSCHHEY, NANCY | 1,700 | 82. EILER, DON | 200 |
| 34. GRIMM, MIKE | 1,650 | WILSON, JOHN | 200 |
| 35. BRAGG, WRAY | 1,600 | 84. CLARK, ROBERT | 150 |
| 36. PARKER, KENDALL | 1,500 | SPRING, RALPH | 150 |
| WITSCHHEY, WALTER | 1,500 | MORRISEY, JIM | 150 |
| 38. AYERS, JOHN | 1,400 | 87. LONG, LARRY | 100 |
| 39. SEAY, PORTER | 1,350 | 88. BLANTON, JIM | 50 |
| 40. HARD, DICK | 1,300 | BRIDGE, JAN | 50 |
| YOUNG, JOHN | 1,300 | GRUNDY, JANE | 50 |
| 42. MUNGO, JACK | 1,250 | INABINET, ED | 50 |
| 43. AGEE, BILL | 1,200 | KESSLER, SUZANNE | 50 |
| 44. CULLY, DON | 1,150 | PATTESON, SHIRLEY | 50 |
| 45. THOMAS, BILL | 1,100 | SMITH, STUART | 50 |
| 46. COURNOW, SUSAN | 1,050 | WILKINSON, RUSS | 50 |
| 47. CULLY, PAT | 950 | WILSON, DAVID | 50 |
| ISBELL, PAT | 950 | | |
| MUNGO, JACKIE | 950 | | |

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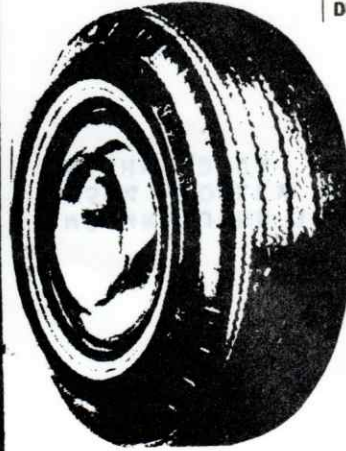
You have doubts? Volvo is America's biggest-selling imported compact. You know how Volvo got that way? People with doubts drove one.



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