



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME XVII

NUMBER 9

September 1972

COMING ATTRACTIONS

- SEPTEMBER 17 VMSC "Let Them Eat Cake" Rallye. A TSD event of about 110 miles, starting at Eastgate Mall. Reg. 12:01, FCO 1:01. \$3.00/\$4.00. A rally of medium (there is not complete agreement on this) difficulty for the experienced novice, with plenty of challenge for the pro. Pre-reg. David and Kathi McCall, 353-7184.
- SEPTEMBER 23 Porsche Club rally OD'd by Cecil Wright. VMSC members invited to participate, with separate classes for PCA and VMSC members.
- OCTOBER 14/15 VMSC "Old Dominion" Rally, starts at Holiday Inn West, Richmond. Overnights in Lynchburg. 450 scenic miles, TSD. Prereg. only prior to Oct. 4 (see reg. form inside); \$45.00 per car includes Saturday party, room, Sunday party and banquet. Rallymaster Mike Castleberry, Course Marshals Steve Morrissett, Chuck Hoelzel, Bookie Westbrook, Bruce James.
- OCTOBER 27 A genuine social event for VMSC members, details to be announced as soon as decided upon.
- OCTOBER 29 VMSC autocross at Friedman-Marks, OD Dick Jones. A "benefit" for our new Autocross Timer Fund. No trophies will be given to members, all proceeds to go towards the timer. Dash plaques will be given to nonmember winners.

***** TRANSITION *****

Club Historians Dick and Caryl Hatch have been transferred to West Virginia and we will miss them; they have promised to keep in touch but it's a long haul back for rallies.

Not so far away but also missed is Beth Beverage who is teaching in Harrisonburg, and who has promised to come back for rallies, since your editors refuse to be split up every time Mike needs a navigator.

Due to pressures of opening his own business, Len Wells has resigned as indoor activities chairman and has turned over his dirty movie list to Bob Hollinger. Not much chance of seeing any of those, though, as Bob will be occupied filming his own coming attraction due in November.

PROPOSED CHANGES TO VMSC BYLAWS

At the Board meeting held on September 7, 1972, a proposal was made to change the bylaws as stated below. These changes will be presented to the membership at the General Meeting on September 21 and will be voted on at that time. Please come.

ARTICLE VII

Officers and Directors

Change II to read:

II. The Board of Directors shall consist of the six elected officers, the Immediate Past President, and seven directors appointed by the elected officers.

Add paragraphs III and IV as follows:

III. A Nominating Committee shall be appointed annually for the purpose of nominating a slate of candidates for Officers for the annual election. The committee shall nominate a maximum of two persons per office. The committee shall consist of five members. The committee shall be selected and chaired by the most immediate Past President and shall include the current President and one or more Past Presidents.

IV. No person shall serve as an appointed director for more than three years in succession. Years as an elected officer or an Immediate Past President shall not be considered interruption of consecutive years of service.

Checkpoints is the monthly publication of Virginia Motor Sport Club, Inc. It is mailed free to members; subscriptions to non-members are \$1.50 yearly. President, John T. Chehaske, 7504 Woodley Road, Richmond VA. Editors, David and Kathi McCall. Send all contributions to 3427 Stuart Ave Richmond VA, 23221, or call 353-7184. Deadline for material is the first of each month.

THAT WAS THE AUTOCROSS THAT WAS

by Kay Giles, a new fan

"Come on out to the next autocross and I'll show you what it's like," he said. I had been asking questions on the subject and not understanding any of the answers. So, a "show me" effort was the only solution.

The "he" mentioned above is Bob Hollinger, VMSC member, autocross-fanatic and Healey-advocate beyond all reason. "I" work at the same place he does and had been hearing at lunchtime all the right racing jargon. I would nod my head when I thought it appropriate, but really "heat" still meant "warm" to me.

So a real live autocross--scheduled for Sunday, August 20, at the Friedman-Marks parking lot--was the next step. 'Twas a beautiful day for outside activity, and we began early. Bob and John Bergeron were in charge of the race, and they were everywhere at once. Bob's wife Pat handled registrations. I watched. . .and wondered if she really understood all the participants asked. They were so earnest, but it sounded like another language to me. I was afraid to learn too much, though; someone might put me to work.

Which did happen later. Somebody assumed that even the uninitiated could push a button and tell time. So I hooked up with a stopwatch and settled down right in line with the starting point. The responsibility of my situation was not overwhelming, however, as there were three other watches going at the same time, all operated by people more experienced at it than me.

And then. . .the race was on! "Push the button when the front tires cross the starting line." Who were they kidding? How could I tell? The cars were flying! And, oh! the sound effects. . .ROAR. . .scre-e-ech. . .whine. And the drivers were all so dedicated! Round the snaking track they pushed. . .the Lotus and the Lister holding the asphalt; the Corvettes, for the most part, swinging about, tail-first; and some of the domestic compact cars looking surprisingly race-worthy. Funny thing: after I watched a few, I found myself thinking, "That's not so fast. . ."

Bob frowned noticeably when I let it slip that I didn't think he had made the supreme effort his first trip around the track. I didn't say anything like that again! But later he offered to give me a ride over the course and, drunk with Pepsi and a day of watching everybody else do it, I figured, "Why not!" Why not, indeed. Bob promised he'd "take it easy" since he'd already gotten his time down to a very respectable 1.08.4. "No need to push it after the race is over," he indicated. Of course. And I believed. Fool. . . .

The helmet pinned my ears painfully close to my head, and the seat belts hugged tight--everywhere!--and my feet melted so close to the revved up engine in "Old Spot," the reprobate, black and white Healey. I was ready for the Granny tour around the track.

No way. We took off on this "fun run" like a bullet! My first sensation? "I'm gonna throw up--in front of God and Bob and everybody!" But I couldn't figure out how, we were going so fast. So I opened my eyes, and that helped. I glanced at Bob; he had forgotten he had a passenger. Intent. Determined. Dr. Jekyll had become the proverbial Mr. Hyde before my very eyes! Oh, my God, we were going around the track twice!

Our time was .5 of a second off Bob's best time of the day. I BELIEVE IT!



Do it again? Strangely enough, I just might. I can understand a bit better now the fascination of the autocross. So-o-o, when I trade in my '65 Chevy II station wagon for some kind of modified baby--"Old Spot," look out!

"BRISK BRITISH BRUTE"
 VIRGINIA MOTOR SPORTS CLUB AUTOCROSS
 AUGUST 20, 1972

<u>CLASS</u>	<u>PLACE</u>	<u>DRIVER</u>	<u>CAR</u>	<u>CLUB</u>	<u>TIME</u>
A/M	*1	Tom Stanley	Lister Corvette		1:00.8 (FTD)
	2	Bob Williams	Austin Mini-Cooper	PSCC	1:01.1
	3	Tom VanAuken	Lotus Elan	VMSC	1:03.5
	4	Geoffrey Griffiths	Lister Corvette		1:05.2
B/M	*1	John Bergeron	TR-4	VMSC	1:04.7
	*2	Dick Vogel	Sprite	PMSC	1:09.0
	3	Jim Jennings	Sprite	PMSC	1:10.5
	4	Dave Jerrell	Sprite	PMSC	1:12.1
	5	Paul Shank	Spitfire	PMSC	1:12.2
	6	Y. L. Kent	MGB		1:12.5
C/M	*1	Steve Sachs	Sprite	TACH	1:03.7
	*2	Stu Williams	Sprite	TACH	1:06.8
	3	George Field	Cortina	VMSC	1:13.4
	4	Ken Koslow	Datsun 510	VMSC	1:15.0
	5	P. J. Seibert	Vega		1:16.3
A/S	*1	Wilt Greenwood	Porsche 914-6	VMSC	1:08.8
B/S	*1	Tom Christmann	Corvette	CCR	1:08.8
	*2	Jack Brown	AMX	SSCC	1:09.3
	*3	Bill Coats	Corvette	CCR	1:10.0
	4	Roger Flinchum	Corvette		1:11.2
	5	Lee Ballou	Corvette	CCR	1:11.7
	@6	John Chehaske	AMX	VMSC	1:12.0
	@7	Rhett Riddle	Corvette	CCR	1:12.0
	8	Kermit Park	Corvette	CCR	1:12.4
	9	Steve Bracken	Corvette	CCR	1:12.6
	(@ - Tie broken by second best run)				
C/S	*1	Bruce James	Porsche 914	VMSC	1:11.7
	2	Chuck Hoelzel	Porsche 912	VMSC	1:16.2
	3	Bob Hamilton	Porsche 914	VMSC	1:16.7
D/S	*1	Don Halbach	Saab Sonett	SSCC	1:08.4
	2	Nick Buckholz	Capri	VMSC	1:14.2
	3	Steve Fields	MGB		1:15.2
E/S	*1	Bob Hollinger	Austin Healey 3000	VMSC	1:08.0
	2	John Sheally	Morgan	TACH	1:10.0

<u>CLASS</u>	<u>PLACE</u>	<u>DRIVER</u>	<u>CAR</u>	<u>CLUB</u>	<u>TIME</u>
F/S	*1	Bill Whitehead	Pinto	VMSC	1:10.8
	*2	Ray Hall	Vega	PMSC	1:12.3
	3	Robert Bryan	Pinto		1:14.0
	4	Jim Chandler	Datsun 510	VMSC	1:14.4
	5	Mike Castleberry	Datsun 510	VMSC	1:14.9
	6	Jim Muller	Fiat 124	VMSC	1:15.7
	7	Richard Tharp	Sprite		1:17.0
	8	Tom Torrence	Sprite	VMSC	1:31.8
G/S	*1	Mark Dominey	Fiat 850		1:09.1
	2	Mac Buhrman	VW	PMSC	1:11.2
	3	Dave McCall	Saab	VMSC	1:13.0
H/S	*1	Charlie Alligrant	Mustang	PMSC	1:09.1
	2	Paul Camp	Jaguar XJ6		1:17.0
	3	Rick Rickman	Land Rover		1:27.8
	@	Wilt Greenwood	Corvair Van	VMSC	1:31.0
	4	Alan Weinstein	Mustang Mach I	VMSC	1:40.0
		(@ - run for time only)			

<u>CLASS</u>	<u>PLACE</u>	<u>DRIVER</u>	<u>CAR</u>	<u>CLUB</u>	<u>TIME/INDEX</u>
L/A	*1	Nancy Mecham	Corvette	CCR	1:15.4/.9381
	2	Barbara Greenwood	Porsche 914-6	VMSC	1:15.8/.9077
	3	Kathy Chehaske	AMX	VMSC	1:44.8/.6785
L/B	*1	Beth Beverage	Datsun 510	VMSC	1:18.4/.9740
	*2	Marge Hambright	Datsun 510	VMSC	1:24.2/.9069
	3	Peggy Johnson	Datsun 240Z	PMSC	1:24.2/.8622
	4	Kathi McCall	Saab	VMSC	1:23.9/.8474
	5	Jan Bailey	Fiat 850		1:25.0/.8365


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The "Brisk British Brute" Autocross

Tom Stanley slammed his Brisk British Brute of a car - a Lister Corvette on new racing tires - through the most open autocross VMSC has seen this year to capture FTD and first in A/M. Only 0.3 seconds back in the dust came Bob Williams in his highly refined 1293 Austin Mini-Cooper. Williams' performance illustrated the excellent balance of the Hollinger-Bergeron layout, which enabled both large and small cars to do well. Dick Vogel (Sprite), Charlie Alligrant (Mustang), Mark Dominey (Fiat 850 Spyder) and Jack Brown (AMX) all turned virtually the same time.

Other notable results were:

Bob Hollinger (Austin-Healey 3000) posted the fastest time of any stock car.

Steve Sachs finished fourth overall in Stu Williams' 948 Sprite. He nearly gobbled up a Lotus Elan.

Wilt Greenwood won A/S with such a fast time that wife Barbara couldn't win Ladies' A. (Wilt, don't you know how to sandbag?)

Two contenders for the Speed Championship were put out of contention by class "homogenization." Dave McCall (SAAB, G/S) beat most of F/S, but he needed to take Bill Whitehead's very quick 2-liter Pinto to keep his challenge alive. But pity poor John Chehaske! He almost needed FTD in his AMX! His "homogenized" class is A/M, B/M, C/M, A/S, B/S! Seems rather cruel!

The course surface was so treacherous that the event could have been called the Slippery Startling Sidewinder. The Friedman-Marks lot comes fully equipped with running water, an indoor john, and a layer of the finest sand known to man. Diligent efforts by sweepers removed only the gross deposits in turn one. The rest of the sand was slowly swept away by competing cars. Finally the common line had a fairly clean surface, allowing good adhesion. However the driver who tried a different line, or who got a little out of sorts quickly found himself on a surface slicker than greased bat guano. The transition from good adhesion to none at all was rather abrupt, and more than one competitor found his hind end trying to lead the way. Fortunately it was difficult to deviate from the standard line, since in most places the course was well lined with pylons on both sides.

One of the more notable runs of the day was Wilt Greenwood flogging Walter through the course in hot pursuit of a Land Rover! Gad!

Charlie Alligrant won first in A/S, but it cost him a differential (again)!

The Brisk British Brute was designed to prove a point, and it did so very well. British cars are quite quick on a reasonably open course. The fifteen fastest included nine (9!) British cars, three American machines, one Swedish product, one Italian creation, and only one Krautwagen. Worse yet, eight of the nine British cars were THE EIGHT FASTEST. Of course, the Porsches really weren't doing too badly. They did win two classes while losing only one - the one where they had some competitors.

John Bergeron and Bob Hollinger set a high standard for subsequent VMSC autocross organizers to meet. The event was run smoothly in spite of the usual number of unexpected problems. The course showed

thought - there were no supertight turns, and likewise no opportunities to reach unreasonable speeds. The workers for the most part got to sit in the shade and avoided being baked on the asphalt. Finally the Hambrights operated a concession stand which simultaneously quenched the thirst and made money for the Club.

Tom Van Auken

Point Standings as of September 1, 1972

Overall Championship

1. B. Greenwood	9350	11. B. Beverage	5900
2. W. Greenwood	7900	12. T. Blot	5800
3. M. Castlberry	7400	13. L. Parsley	4950
4. J. Chehaske	7400	14. K. McCall	4900
5. D. McCall	7350	15. K. Westbrook	4750
6. B. Hollinger	7200	15. T. VanAuken	4750
7. Chuck Hoelzel	6850	17. C. Blot	4700
8. B. Whitehead	6800	18. C. Young	4550
9. K. Chehaske	6000	19. F. DeBardleben	4500
10. B. James	5950	20. B. Peaseley	4400
		20. B. Westbrook	4400

Equipped Rally Championship

1. B. Greenwood	6800
2. W. Greenwood	6500
3. K. Chehaske	5500
4. J. Chehaske	5400
5. Chuck Hoelzel	5300
6. M. Castleberry	5200
7. Charlotte Hoelzel	4800
8. L. Parsley	4300
9. B. Britton	3900
10. B. Beverage	3800

Unequipped Rally Championship

1. K. Westbrook	5300
2. B. Westbrook	5100
3. T. Blot	4700
4. B. James	4300
5. F. DeBardleben	4200
5. H. James	4200
7. C. Blot	3900
7. C. Young	3900
9. K. McCall	3500
10. R. Hollinger	3050

Speed Championship

1. T. Van Auken	4000	6. J. Bergeron	3300
2. B. Hollinger	3900	6. B. Greenwood	3300
3. D. McCall	3800	8. W. Greenwood	2900
4. B. Whitehead	3700	9. M. Castleberry	2800
5. J. Chehaske	3600	10. B. Peaseley	2700

"Buck's Bamboozle" Rally

July 15

<u>O/A</u>	<u>Class</u>	<u>Driver/Navigator</u>	<u>Car</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>Total</u>
1	1U	Zalis/DeBardleben	240Z	-10	+12	+2	+3	27
2	2U	Blot/Blot	240Z	+20	-9	+11	+44	84
3	3U	Rowe/Rowe	Camaro	+17	+18	+24	+57	116
4	4U	Whitehead/Peaseley	Pinto	-5	+21	+44	+61	131
5	5U	Winfree/Winfree	Pontiac	+9	+23	+65	+47	144
6	6U	Westbrook/Westbrook	BMW	+24	+7	+122	-23	176
7	7U	Dickinson/Moessinger	VW	+50	+30	+111	+24	215
8	8U	Wells/Wells	Porsche	-7	+33	+97	+96	233
9	9U	Muller/Muller	Fiat	-93	+31	+24	+90	238
10	1E	Greenwood/Greenwood	Porsche	0	+2	+248	+12	262
11	10U	Davis/Buchholz	VW	-22	+58	+84	+119	283
12	2E	Chehaske/Chehaske	Datsun	+8	+2	+526	+6	542
13	11U	Hollinger/Hollinger	Healey	-8	-7	+375	+238	628
14	12U	Mason/Mason	Dodge	+42	+41	+330	+247	660
15	13U	Hard/Hard	Jaguar	-78	-15	+331	+257	681
16	3E	Hoelzel/Hoelzel	VW	-19	+47	+16	750	832
17	14U	Martin/Martin	Corvair	-72	+2	-173	750	997
18	15U	Preston/Preston	Datsun	+23	+20	+436	+579	1058
19	16U	Carlisle/Carlisle	Sonett	+11	+5	750	750	1516
20	17U	Small/Hamilton	SAAB	750	0	750	750	2250

+early

-late

SEWARD AND GRAY WIN TSCC'S "BAD MOON RISING" ALL-NIGHTER

On August 19, 1972 the POR arrived in the East as Tarheel Sports Car Club's "Bad Moon Rising" took 22 cars over 300 miles of rural North Carolina roads. Rallymistress Alice Hatcher and Course Marshals Mark Hatcher and Chuck Dinkel did an outstanding job with the rally--speeds were right, no hard to see signs, and no ambiguities in the instructions. Not even the torrential downpour at the start spoiled the rally.

Along the route, traps were based on the contestants suffering from violent attacks of the DA's. A perfect example of this syndrome is "15. Disregard this instruction". Anyone foolish enough not to change route at the next opportunity was quickly greeted by Alice herself, manning an off-course control. As she handed out 100 points, she reminded the errant "...each numbered instruction must cause a change in route...". My only complaint about this control is there wasn't enough room for me to make my u-turn. Leg II was unique in that the follow-your-route concept did not apply. You were instructed to go as straight as possible at each intersection until you could execute the next instruction. On this stage the instructions were simple, usually just L, R, or L at T. This was fortunate, indeed, because Leg II was 90% dirt(mud) and the average speed was 43.1 mph for the entire 100 plus miles. The course was easy to follow and the interest was in maintaining the high average speed. Some contestants were reluctant to do so, a situation which led to some very interesting passing games. Leg III was similar with a couple of zingers and some quicky controls.

I've never seen a more motley bunch of rally cars than those which straggled in at the 8 a.m. finish. They were literally covered with mud! After breakfast and much discussion of the various traps we had fallen into the scoring revealed that Charlie Seward and Bowie Gray in the Baja Saab were 1st overall, 1st A, and winners of the POR trophy for best score on Leg II. 2nd overall and 1st B went to a local team, Ezell and Hooks in a 522 Volvo. The VMSC contingent didn't fare too badly--Kitty and I were 2nd A and 5th overall, while Mike Castleberry and Dave (Nightowl) McCall were 3rd A and 7th overall.

After all that we drove back from Raleigh in time to attend the "Brisk British Brute". All in all, it was a memorable weekend and an excellent example of how a night rally should be laid out. Anybody care to get your reservation in for next year?

Cookie Shortwood

"That Confounded Compass" Rally

August 17, 1972

Place	O/A	Class	Driver/Navigator	Car	1	2	3	4	5	6	7	Total
1	1E		Greenwood/Greenwood	Corvair	20	0	28	<u>56</u>	0	19	<u>2</u>	125
2	1U		Hollinger/Hollinger	VW	<u>8</u>	82	69	<u>108</u>	4	27	13	311
3	2U		McCall/McCall	SAAB	<u>50</u>	7	36	<u>54</u>	<u>6</u>	38	<u>600</u>	791
4	2E		Chehaske/Chehaske	AMX	6	600	1200	600	<u>44</u>	<u>64</u>	122	2636
5	3U		Phillips/Phillips*	Porsche	<u>94</u>	600	1200	600	<u>42</u>	<u>66</u>	123	2725
6	4U		Westbrook/Westbrook	Fiat	<u>108</u>	30	1200	1200	600	11	<u>600</u>	3749
7	5U		McRoberts/McRoberts	MG	76	78	1200	1200	600	1200	1200	5554
8	6U		Koontz/Koontz	Ford	<u>2</u>	1200	1200	1200	600	600	1200	6002
9	3E		Castleberry/Beverage	Datsun	7	1200	1200	600	600	1200	1200	6007
10	7U		Carlisle/Carlisle	Sonett	16	600	1200	600	1200	1200	1200	6016
11	8U		Jones/Kennard	Camaro	75	1200	1200	1200	1200	1200	600	6675
12	9U		Chandler/Uram	Datsun	<u>10</u>	1200	1200	1200	1200	1200	1200	7210
13	10U		Wilson/Wilson	MG	24	1200	1200	1200	1200	1200	1200	7224
14	11U		Meyers/Osborne	Volvo	<u>54</u>	1200	1200	1200	1200	1200	1200	7254

* Non-VMSC member

Underlined scores denote time early, with 2 point penalty for each second.

Recently the Club has received several bad checks for event entry fees, both from nonmembers and (unfortunately) from members. Although the members concerned have promised to make their checks good, they had not done so as of the September board meeting; and accordingly, the following resolution was passed by the Board:

"A member who offers to the Club a check or voucher for payment which is not collectable through banking services shall be notified of such unfulfilled obligation by the Treasurer and the said member shall be given a period of thirty (30) days from such notification to fulfill that obligation. If the member fails to fulfill his obligation within the required period his rights, privileges and offices in the Club shall be automatically suspended until the obligation is fulfilled.

A nonmember who offers to the Club a check or voucher for payment which is not collectable through banking services shall be notified of such unfulfilled obligation by the Treasurer and shall be denied participation in club activities until said obligation is fulfilled."

Seems like a lot of hassle to get into for just \$3.00 or so, doesn't it? We hope that none of the members would intentionally rip off the Club, so please be careful with those checkbook calculations and save Chuck a lot of work, to say nothing of the incredible fee banks are charging now for returned checks.

NEW MEMBERS

Betty and Tim Green

6013 Indigo Rd.

Richmond VA 23230

282-6644

72 MGB

Betty Johnson

2407 Boyle Ave.

Richmond VA 23230

282-0663

72 Gremlin

Dick and Lucinda McRoberts

8411 Henrico Ave.

Richmond VA 23229

285-2173

72 MGB

Baxter and Sharon Phillips

7512 Woodley Rd.

Richmond VA 23229

285-2278

67 Porsche 912

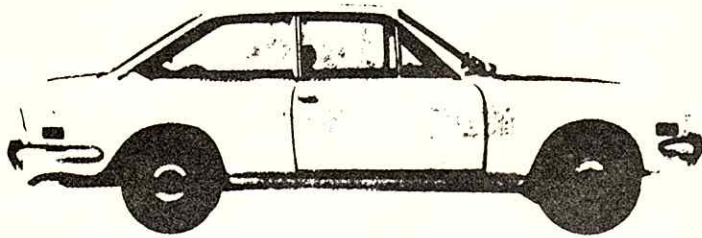
APRES AGNES PICNIC RALLY
August 27, 1972

PLACE OVER.	CLASS	PLACE CLASS	(T)	DRIVER/NAVIGATOR	*	CAR	CHECKPOINT SCORES					
							#1	#2	#3	#4	#5	TOTAL
1	E	1	(T)	Mike Leeper/Kathy Leeper	*	BMW	2	3	2	0	5	12
2	E	2		Mike Castleberry/Mike Ogden		Datsun	2	10	9	1	1	23
3	U	1	(T)	Bruce James/Harriet James		Porsche	55	31	38	6	41	171
4	U	2	(T)	Ed Buck/Judy Buck		Porsche	61	44	40	57	35	237
5	U	3	(T)	Chris Young/Lillian Young		Vega	79	22	139	39	6	285
6	U	4		Jim Muller/Bill Edwards		Fiat	3	6	35	5	300	349
7	U	5		Tom Blot/Chris Blot		Datsun	23	0	4	300	23	350
8	U	6		Marian DeBardeleben/Fred DeBardeleben		Datsun	8	23	300	23	26	380
9	E	3		Lewis Parsley/Bill Britton		Volvo	7	5	300	38	68	418
10	U	7		Neale Dickinson/Martha Moessinger		VW	57	71	166	96	55	445
11	U	8	(T)	Nick Bucholts/Jim Davis		Capri	102	112	143	131	85	573
12	U	9		Randy Carlisle/Millie Carlisle		SAAB	81	27	60	300	600	1068
13	U	10		Marge Hambright/Benny Hambright		MGB	159	85	86	278	600	1208
14	U	11		Pete Martin/Pat Martin	*	Porsche	15	300	600	0	600	1515
15	U	12		Baxter Phillips/Sharon Phillips	*	Porsche	40	68	300	600	600	1608
16	U	13		Libby Wilson/Pete Wilson		MGB	74	235	600	600	600	2109
17	U	14		Bruce Jones/Pam Jones	*	Fiat	600	600	600	600	600	3000
17	U	14		Dick McRoberts/Brian McRoberts		MGB	600	600	600	600	600	3000

* denotes non-VMSC car
(T) denotes trophy winner

Helpers: Bookie Westbrook, Kitty Westbrook, Dave McCall, Kathi McCall, Bob Hollinger, John Bergeron, Chuck Hoelzel, Charlotte Hoelzel, Millie Hoelzel, Charlie Hoelzel, John Chehaske, Kathy Chehaske, Betty Johnson, Alice Kennard, Dick Jones, Carolyn Martin, Kay Giles.

A SPORTS CAR



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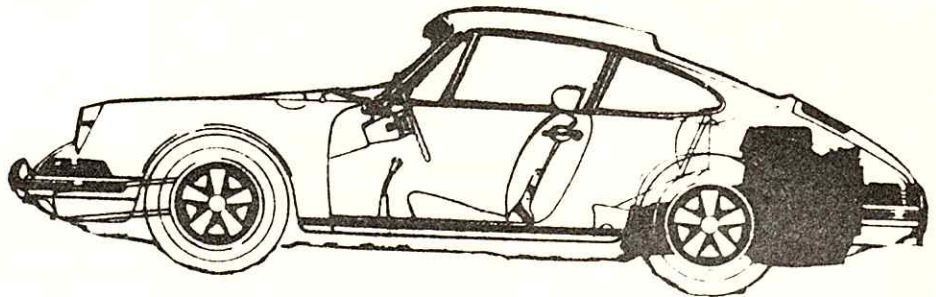
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