



Checkpoints

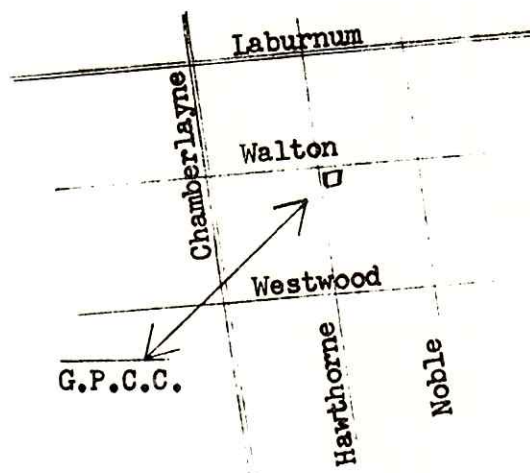
VIRGINIA MOTOR SPORT CLUB

VOLUME 18 NUMBER 9

SEPTEMBER, 1973

COMING EVENTS

- September 16 MOONSHINE TRAIL RALLY. O.D.'s Lewis Parsley and Neale Dickenson. Starts Eastgate Mall (Nine Mile Rd. & Laburnum Ave.). Registrar Martha Moessinger, 422 Libbie Ave., Richmond, Va. 23226. Phone 804-282-0944. Fees \$3/4.50. Ends at the Parsley farm. Beer and soda for sale there, bring your own food. There will be a lunch stop. FCO 11:01 AM.
- September 20 VMSC Monthly meeting. Ginter Park Community Center. Starts 8 PM. The ubiquitous map below may be of help.
- September 22-23 Spectator National races at Summit Point. See article and route instructions inside.
- September 30 Autocross at Southside Carousel (Rte 60 West). Bookie is still looking for an O.D. Any volunteers???
- September 30 OKTOBERFEST RALLY 1973. The Morgan Car Club, rallymaster Al Marsh. Montgomery Mall Shopping Center. Registration 8:30 AM, FCO 9:30 AM. Picnic with German food and beverages at end; near Sugarloaf Mountain. Registrar: Patricia Tewksbury, 7813 Thor Drive, Annandale, Va. 22003. Phone 703-573-5028. Fee \$5.
- October 20 Rally Schools, conducted by Dave McCall at the Tivoli Clubhouse.
- October 27 Novice school on 20th, Advanced school on 27th.
- October 28 Rally by Jim Muller and George Paterson.



VMSC POINT STANDINGS SEPTEMBER 1, 1973

1. M. Castleberry	9650	31. T. Wells	3050	62. R. Williams	1350	92. R. Nay	400
2. B. Peaseley	9250	33. Jim Rowe	2950	64. C. Peaseley	1300	94. D. Gregory	300
3. W. Greenwood	9050	34. C. Young	2900	65. M. Hoelzel	1250	95. B. Burdette	250
4. B. Whitehead	8200	35. J. Buck	2800	67. T. Green	1150	J. Daniel	250
5. B. Castleberry	7850	J. Rowe	2800	68. D. Preston	1000	J. Hamilton	250
B. Greenwood	7850	37. J. East	2750	E. Stewart	1000	B. Uram	250
7. B. Westbrook	7700	B. Johnson	2750	70. D. McRoberts	950	100. R. Daniel	200
8. D. McCall	7300	39. S. Phillips	2700	71. T. VanAuken	900	101. B. Baughan	150
9. K. McCall	6000	40. C. Hoelzel	2600	72. B. Hamilton	850	A. Weinstein	150
10. S. Martin	5900	41. J. Muller	2550	C. T. Hoelzel	850	103. G. Field	100
11. K. Westbrook	5600	42. P. Jones	2300	L. McRoberts	850	R. Lancaster	100
12. F. DeBardleben	5550	43. E. East	2250	T. Greenwood	800	S. Lancaster	100
13. E. Buck	5200	44. L. Young	2200	H. James	800	P. Martin	100
14. N. Dickenson	5100	45. L. Wilson	2150	Pat Martin	800	B. Mason	100
L. Parsley	5100	46. B. Edwards	2000	I. Sanderson	800	S. Mason	100
16. M. Moessinger	4700	47. J. Chehaske	1900	A. Thompson	800	L. Small	100
17. Chuck Hoelzel	4650	K. Chehaske	1900	B. James	750	M. Turner	100
18. B. Britton	4350	A. Jones	1900	J. Stansbury	750	N. Uram	100
19. M. DeBardleben	4200	50. N. Koontz	1850	82. T. Torrence	700	112. R. Carlisle	50
D. Jones	4200	51. B. Jones	1800	J. Wassum	700	B. Dixon	50
21. L. Wells	4100	52. S. Powell	1700	C. Blot	650	L. Dixon	50
22. C. Martin	3750	53. P. Hollinger	1650	D. Dreelein	650	B. Gregory	50
23. N. Buchholz	3700	54. C. Shuman	1600	86. C. Richards	600	G. Hazelton	50
P. Wilson	3700	56. S. Morrisett	1550	H. Wassum	600	F. Holdaway	50
25. B. Hollinger	3600	G. Winfree	1550	B. Green	550	L. Holdaway	50
26. G. Paterson	3500	58. D. Glenn	1450	88. K. Koslow	500	D. Morris	50
27. J. Bergeron	3450	J. Worden	1450	90. N. Bolton	450	L. Morris	50
28. B. Enos	3250	60. S. Greenwood	1400	H. Wheeler	450	Dana Preston	50
29. T. Blot	3200	J. Stacey	1400	K. Wheeler	450	P. Small	50
30. B. Phillips	3100	62. M. Bolton	1350	93. J. Bergeron	400	N. Thompson	50
31. B. Clark	3050					J. Whitehead	50

SPEED STANDINGS TOP 44

1. J. Bergeron	3000	12. E. Buck	2100	21. G. Paterson	1500	33. B. Stewart	1000
2. B. Westbrook	2900	B. Greenwood	2100	Jim Rowe	1500	35. M. Bolton	900
3. S. Martin	2800	B. Clark	2000	J. Rowe	1400	B. Preston	900
D. McCall	2800	B. Enos	2000	C. Shuman	1400	K. Williams	900
B. Peaseley	2800	16. D. Jones	1800	27. P. Jones	1300	38. B. Britton	800
6. B. Whitehead	2700	P. Wilson	1800	S. Phillips	1300	J. Buck	800
7. N. Buchholz	2600	18. B. Jones	1700	J. Worden	1300	Chuck Hoelzel	800
M. Castleberry	2600	19. T. Blot	1600	30. K. McCall	1200	C. Martin	800
9. W. Greenwood	2400	L. Parsley	1600	M. Moessinger	1200	I. Sanderson	800
10. B. Castleberry	2200	21. N. Dickenson	1500	32. B. Phillips	1100	C. Young	800
F. DeBardleben	2200	B. Hollinger	1500	33. N. Koontz	1000	L. Young	800

UNEQUIPPED RALLY TOP 41

1. N. Dickenson	5600	12. P. Wilson	3850	22. B. Greenwood	2400	31. L. Young	1900
2. L. Wells	5350	13. L. Wilson	3750	B. Johnson	2400	33. B. Phillips	1600
3. K. McCall	5300	14. D. Jones	3000	A. Jones	2400	34. J. Rowe	1550
4. F. DeBardleben	5050	S. Martin	3000	25. J. East	2300	Jim Rowe	1550
5. M. DeBardleben	4950	C. Young	3000	J. Muller	2300	36. B. Edwards	1500
6. M. Moessinger	4700	17. T. Blot	2900	27. G. Paterson	2200	D. Glenn	1500
T. Wells	4700	J. Buck	2900	A. Glenn	2200	Pat Martin	1500
8. D. McCall	4300	E. East	2900	G. Winfree	2200	J. Stacey	1500
9. E. Buck	4200	20. S. Powell	2700	30. B. Hollinger	2000	40. P. Hollinger	1400
10. B. Westbrook	4000	21. C. Martin	2600	31. S. Phillips	1900	L. Parsley	1400
K. Westbrook	4000						

EQUIPPED RALLY TOP 40

1. M. Castleberry	6700	11. B. Britton	3600	20. K. Chehaske	1800	30. B. Hollinger	1000
B. Peaseley	6700	12. K. McCall	3400	F. DeBardleben	1800	P. Hollinger	1000
3. W. Greenwood	6400	D. McCall	3200	J. East	1600	A. Jones	1000
4. B. Whitehead	5800	14. C. Hoelzel	2900	24. B. Phillips	1500	D. Jones	1000
5. B. Castleberry	5500	15. C. Martin	2600	25. T. Wells	1400	G. Paterson	1000
6. B. Greenwood	5300	16. B. Johnson	2400	26. J. Buck	1200	S. Phillips	1000
7. K. Westbrook	5200	17. M. DeBardleben	2200	E. East	1200	J. Rowe	1000
8. Chuck Hoelzel	4700	S. Morrisett	2200	D. Glenn	1200	Jim Rowe	1000
9. B. Westbrook	4400	19. S. Martin	2000	B. Edwards	1200	L. Wells	1000
10. L. Parsley	4100	20. J. Chehaske	1800	30. T. Blot	1000	C. Young	1000

NOTES FROM THE BOARD MEETING

The Treasurer Reports:

Balance, 8/1/73		\$ 494.17
Receipts	\$ 721.15	
Disbursements	255.09	
Balance, 9/1/73		\$ 966.83

The Trophy Ticket system has been modified.

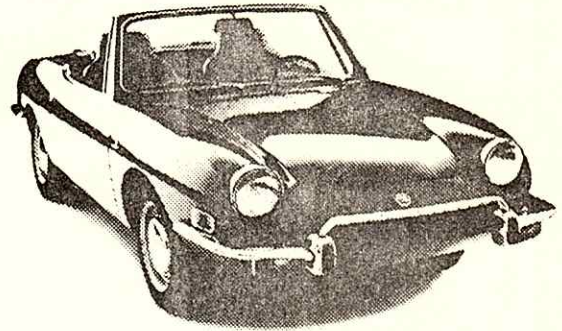
- 1) Trophy Tickets may be redeemed by the treasurer for \$ 1.00 per ticket, at the option of the ticket holder.
- 2) Those who hold Trophy Tickets and who do not have enough tickets to obtain the Jefferson Cup, Beer Mug or Pewter Pilsner, may purchase these items by paying \$ 1.50 per missing ticket, provided that they must surrender two tickets for a four-ticket item and four tickets for an eight-ticket item.

The Competition Committee has recommended adoption of the MWCSCC move-up schedule for allocation of club points for autocrosses. Proposal accepted by the Board.

Authorized the Social Committee to buy 15 cases of beer and 15 cases of soda pop.

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OUR BOARD IN ACTION



HERE'S MORE NEW MEMBERS!!!!

Patrick J. Kelly, III
5615 J Crenshaw Rd.
Richmond, Va. 23227

Home 264-0793
Off. 772-3801

Pat is a repairman for C & P Phone Co. He is single, and owns a '73 Porsche 914, 1.7 l. and a '70 Yamaha DTI 250 cc. He likes rallying, tinkering and social events, and has autocrossed and run the Bad Moon Rising with Roger Verser.

Roger Verser
2021 Marriott Rd.
Richmond, Va. 23229

Home 282-8550

Roger is a warehouseman for C & P. Owns a '73 Capri. He is single and is interested in rallying. Girls too, I suppose. Roger has autocrossed and run the Bad Moon Rising with Kelly.

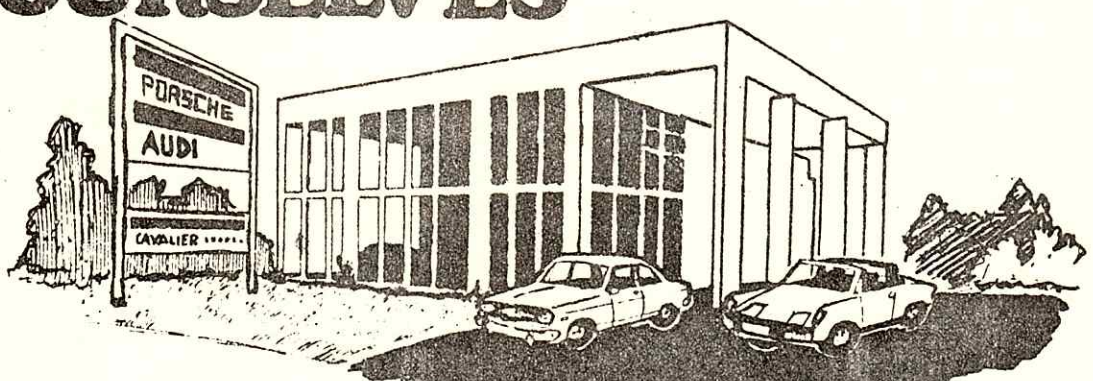
Both new members were sponsored by Fred and Marian DeBardeleben.

A HARE BEHIND RALLY RESULTS

PLACE	O/A	CLASS POS.	DRIVER/NAVIGATOR	CHECKPOINT SCORES					TOTAL	
				1	2	3	4	5		6
1		1E#	Castleberry/Castleberry	2	38	0	0	1	2	43
2		2E#	Hoelzel/Hoelzel	10	18	3	8	8	7	60
3		1U#	Winfree/Winfree	3	23	27	52	18	1	124
4		3E	Whitehead/Peasley	2	2	2	150	1	1	158
5		2U#	Wells/Buck (Mr.)	12	84	36	7	17	10	166
6		4E	Greenwood/Greenwood	0	2	1	1	300	1	305
7		3U#	Dickenson/Moessinger	210	33	89	18	33	10	405
8		5E	Westbrook/Westbrook	11	34	57	300	13	9	424
9		4U	Wells/Buck (Ms.)	42	27	63	289	12	2	435
10		5U	East/East	38	168	205	68	67	94	640
11		6U	Rowe/Rowe	300	124	78	56	13	94	605
12		7U	Kelly*/Tate*	61	228	94	133	58	149	723
13		8U	Phillips/Phillips	85	110	56	300	100	52	763
14		6E	Parsley/Burdette	128	12	58	300	300	6	804
15		9U	Jessup*/Fedor*	300	12	261	300	300	600	1773
16		10U	Jarrell*/Calder*	300	300	210	600	600	600	2610
17		11U	Diehl*/Pungear*	104	600	600	600	600	600	3104"
18		12U	Fedor*/Fedor*	300	600	600	600	600	600	3300"
19		13U	Lancaster/Lancaster	300	600	600	600	600	300	3600::
19		7E	Musolf*/Musolf*	56	141	300	300	600	600	3600::


OD's-Pat and Bob Hollinger; Official Pre-Checkers-Marian and Fred DeBardeleben; Unofficial Pre-Checkers-Kathi and Dave McCall
 Workers-Kathi and Dave McCall, Alice and Dick Jones, Carolyn and Scott Martin, Marian and Fred DeBardeleben, Pam Jones, Betty Johnson, Nick Bucholz, Nancy and Mike Bolton, Jim Muller, Chris and Bob Eads*, Barbara Greenwood.
 KEY- * Non-VMSC member; # Trophy winners; " Did not finish; :: Opened emergency packet.

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John Meader

(Last May, we published the beginning of this article. Now, John gets down to the nuts and bolts of just what comprises a 'gimmick')

Some 92.8 percent of all gimmicks, it has been found, may be classified as of single-, dual- or triple-threat type.

The single-threat gimmick - for example, the wrong-way sign which cannot be read until the car has overrun the turn or speed change point - is passing rapidly into disuse, along with such variants as the "typo" (typographical error), the "approximated approximate mileage", and the "indefinite identification". Formerly effective, these strategies have become widely known and have encouraged the growth of defense mechanisms. Most rallyists will no longer go past a possible turn until they have, so to say, cased the junction thoroughly - they gather and confer at a doubtful mileage, and they have found that tail-gating pays off handsomely in a really wild rally.

The two-threat gimmick, of more recent origin, enjoys a considerable current vogue. No doubt it grew out of a simple or single-threat gimmick dressed up for a special occasion - for instance, the use of a wrong-way sign at night, or an incorrect mileage just before a checkpoint. These situations are elementary, easily recognized, and they risk a certain amount of grumbling if not forthright protest. But there are many newer variants, such as making separate instructions out of simultaneous actions; that is, requiring a second maneuver before a first is completed (the "dangling instruction"), or requiring the use of data there was no apparent need to note (the "overlapping instruction" or "cold deck"). One advantage of these is that they can be made technically correct, virtually protest-proof. This type of gimmick, in up-to-date guise, seems likely to enjoy a long and useful life, although it does tend to produce a gradual diminution of entries.

The triple-threat or multiple gimmick, so far a minor variety, is increasing in favor and frequency. In principle it allows wider scope for ingenuity, has a higher "ppcg" index, and is available in practically unlimited quantity. An obvious illustration is the wrong-way sign (simple gimmick), used at night (double gimmick), with a trap checkpoint close at hand (the triple-threat). On occasion, this situation has been planted in a high-speed section of the course, but further refinement is seldom necessary and emphasis should be avoided. Properly done, this type of gimmick leaves the rallyist not quite sure what actually happened to him, i.e., mentally handcuffed (cf. Houdini, op cit.). A few contestants may see through the plot and recognize it as intentional; but this is usually on the way home from the rally, too late to do anything about it.

Other species of gimmick are not so readily classified, but their occurrence, although rare, should be reported for the benefit of the workers in this field. A few examples of these are given below.

Set up an open checkpoint easily visible just beyond an intersection where a turn has



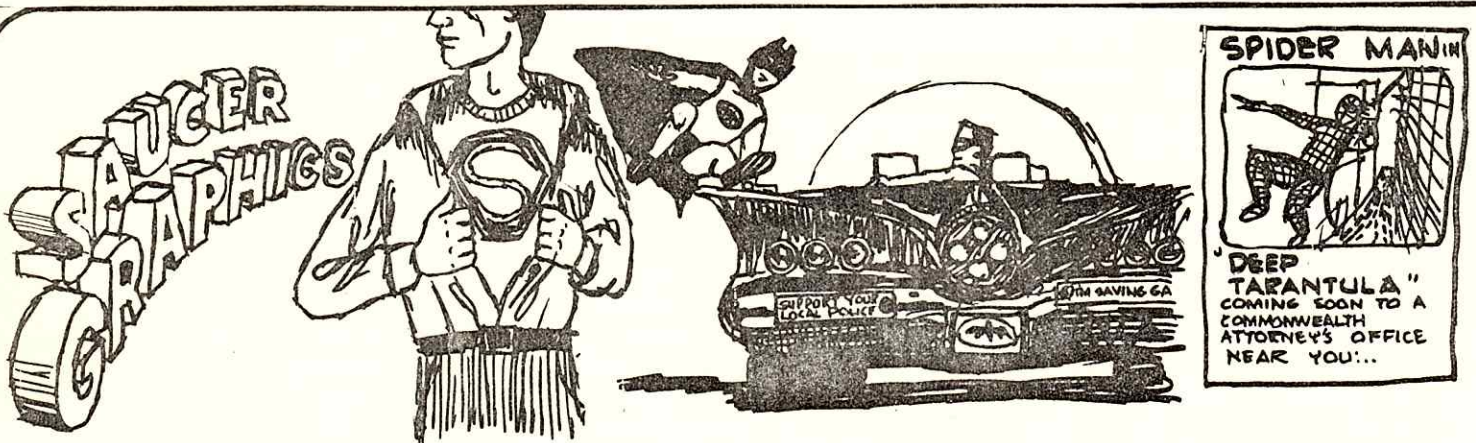
to be made. Cars are lured straight in, forgetting to make the turn. When it first appeared this gimmick scored a very high "ppcg". After two years three cars are still off course, last seen heading for Canada. The performance coefficient dropped sharply in later outings, but new variations have been invented; e.g., an obscure turn just before a large, red STOP sign, where the driver will be looking for a chance to get through the cross-traffic, and is likely to miss the turn (add a dash of speed-change to taste, in order to keep the navigator's head down at this point!).

Take two crossroads a mile or more apart, the first with a dirt road left. Have the general instructions prohibit turns onto dirt. Now instruct: "Right at crossroads". Every one will go right at the first one and get lost. That wasn't a crossroads, see? Please refer to the general instructions!

Find a convenient suburb with three streets named Glorious Avenue, Glorious Road and Glorious Street; or just plain Glorious, or a reasonable facsimile thereof. Prescribe a turn onto Glorious Street, the last of the sequence, so as to give all cars fair and equal chances to go wrong. For best results, mix this device with a previous typo where a misspelled sign marked a correct turn.

For a change of pace get the students thoroughly irritated with twenty miles of straight road at slow speed, holding up civilian traffic; then call for a swift sandwich of two speed changes and a turn within fifty feet. This one really throws 'em!

The pseudo-gimmick can be used occasionally to improve the effect of the real shocker. Bury somewhere in the general instructions a rule reducing all speeds 50% for one mile at each tunnel, then select a route free of tunnels. The smart players, who often study the general instructions, will wear themselves out looking for tunnels and overlooking something else. This is a selective gimmick, fairly artistic because it has no effect on beginners. Or, try "Right at Zilch's mailbox", which will annoy an experienced rallyist,



DECALS

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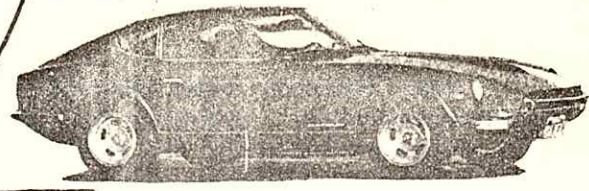
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bringing on a pronounced state of nerves. You know perfectly well that mailbox landmarks are not allowed in respectable competition, but the actual situation was a simple right at T. No one could be misled. Be sure to stick to that story. Or, perhaps you have already thought of ordering: "Change average speed to 33.22 mph (from 32.32) at 'SLOW CHILDREN' sign". That works!

The fuzzy logic idea was probably discovered by accident when an ambiguity in the general instructions was overlooked by a rallymaster later horrified to see what happened to his flock. But it has possibilities. For instance, tell the entrants to follow a numbered route when told to do so. They will think they understand. (Don't say if and only if you are told to do so; that might be perfectly clear.) Add by way of further explanation: "The road you are on will be indicated by stop signs, etc." (Don't even hint that route and road have different meanings in your itinerary.) Now emphasize the rule in a special bulletin (but don't explain the explanation). This setup is good for a whole rally. It piles up the points something scandalous, 1800 at a crack.

NATIONAL RACES - SEPTEMBER 22-23

Want to see some hot racing? Come to the National Races at Summit Point on September 22 & 23. This will be the last National before the ARRC, so every driver who wants to grab that last extra point will be there.

The charge is \$ 7 for two days, including camping privileges Saturday night.

Directions as follows:

1. I-95 North to Fredericksburg
2. Exit at U.S. 17
3. Left at Stop onto U.S. 17 west-bound
4. Follow 17 through Warrenton to U.S. 50
17 & 50 coincide west of Paris
5. Right onto U.S. 340 toward Berryville
6. Left at traffic light in Berryville onto Virginia Rte 7
7. Right on 632 at the Triple J. Grocery (on the left). This is the first opportunity to turn right after Va 7 becomes 4-lane.
8. Right at T onto ~~761~~ 761
9. Right at triangle (with a large tree in the middle)
10. Right into the track driveway (about 200 yards from instruction 9)
11. Stop at the farm house to register

The multiple-source of information artifice is not surefire, but it is awfully good. After laying out the course, divide the route instructions into four piles, selected fairly by tossing a coin. One pile goes into the general instructions, safe from scrutiny; the second onto the route sheets as usual. So far everything is more or less sanitary. The third pile is made into footnotes for the time slips handed out at controls, and the fourth is worked in as little strips stapled over the footnotes. There are excellent chances that some of the information will be lost, never seen, blown away, stuffed into the wrong pocket, or thrown out when cleaning up the cockpit at the luncheon stop. This method is absolutely impartial.

The value of any gimmick's "ppcg" is enhanced when it is used in the run to the odometer checkpoint. This is a bit drastic. Although not unheard of, it is generally considered off limits. A milder version, more highly esteemed, is to be just a little careless about the instructions covering transit zones.

On the basis of these discoveries, a general theory of gimmicks has been formulated - all

gimmicks are designed to improve the score of the rallymaster against the contestants. If the intention is lacking, it is not a genuine gimmick, even though it may have the same effects. This theory, first suggested by McNutt, has gradually acquired a warranted assertability, but experimental verification is lacking. Gimmicks are proverbially dis-owned by their originators, so that direct attribution and measurement becomes somewhat conjectural.

Now, Fairlamb (the long-distance off-course rally champion) has proposed an ingenious scientific test - organize and advertise a series of gimmick rallies as such, with the rallymasters eligible for prizes and national points. Then count the number of entries, the number coming back for a second go being weighted by a factor of two, etc., and score the organizers on the ratio of DNF's to total weighted entries. As a tie-breaker, bonus points could be awarded for accidents on an ascending scale. This is a daring concept, but one calculated to produce a scientific advance of the first order.

Meanwhile, for some sidelights on the present state of the gimmick art we sought out McNutt himself. You went into this racket cold?, we asked. "Nope, we tried some local rallies first, but they was always enough prizes so you had to win something, like for instance a pint of windshield washer. Then we heard these natural rallies was the McCoy, the girls dressed better, and they ran on watches simonized with radio."

They had found the National rallies better organized, then? "Heck, yes, these guys really know how to take you! We made six starts the first year, and the best we done was sixteenth; from last that is. Then we dropped to fifteenth, but they had changed the point system. We met a lotta nice guys, and we were catching on."

You had some difficulty at first, perhaps? "Yeah, we couldn't tell what we done wrong. So we would write in for a low number and follow a hotshot. You hang onto his tail to the first check; that costs you maybe 50 points, but it's cheap at the price. Now you keep him in sight all the way. Only he goes off and you're lost. Must be he gets trapped by a gimmick. What else?"

-30-

A HARE BEHOUND Rally Report

Better the devil you know than the devil you don't. That old phrase just about summed up our feelings concerning the checkers and organizers, respectively of the Picnic Rally.

Our faith was shaken when the title "A Hare Behound" was laid upon us. We knew, but had not really experienced a hare and hound rally, having very carefully avoided them and other gimmicks in the past.

Oh, well, what the hell - it was supposed to be a fun rally followed by a fun picnic - so we decided to have a go at it. We couldn't match Bolus and Snopes, so the next best thing was to farm our eldest out to help Fred and Marian run controls, while we carried our nine handicap with us. After carefully arranging lawn chairs, lunch, fishing equipment, snacks, gin and child, the old Porsche was a neat shoehorn fit for driver, navigator and assorted rally equipment.

It was a tough fight ma, but we made it! Young Charles was a real prince, didn't even get car sick (sorry 'bout that, Jim & Janet). The rally was well done and we enjoyed it, even if Rabbit's Rules of Order failed to tickle our fancy until much later and even though it took us quite a while to understand the rabbit tracks. Too subtle for weak minds, Hollinger.

A note in passing - If the OD's had gone through with their original plan, the tradition of the Picnic Rally would have been upheld. Only this time at least, three contestants would have thrown them in with three more waiting to hold them under!

PRICKLY HEAT AUTOCROSS

August 12, 1973

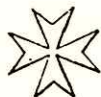
OD's: Jim and Janet Rowe and Carter Shuman

Helpers: Dick Jones, John Bergeron, Chris Young, Tom Blot, Scott Martin, David McCall, Bob Hollinger, Mike Castleberry, Beth Castleberry, Kathi McCall, Judy Buck, Ed Buck, Bill Enos, Ken Koslow, Bookie Westbrook, Nick Buckholtz, Gordon Patterson, Neale Dickinson, Lil Young, Martha Moesinger, Lewis Parsley, Jay Worden, Brad Peasley. (Anyone who helped and is not listed, please contact the OD's so you can get your workers points.)

	<u>NAME</u>	<u>CAR</u>	<u>CLASS</u>	<u>TIME</u>
	1. Tom Silva**	Phantom	A/M	56.654
FTD*	1. John Bergeron	TR-4	B/M	52.214
	2. Rhett Riddle**	Corvette	B/M	56.260
	3. Norman Hayes**	Corvette	B/M	1:00.430
	4. Leon Fields**	Challenger	B/M	1:02.972
* 1.	Neale Dickinson	Corvaair	C/M	58.259
* 2.	Lewis Parsley	Corvaair	C/M	59.151
	3. Tom Blot	Corvaair	C/M	59.169
	4. Chris Young	Corvaair	C/M	59.335
	5. Ken Robinson**	VW	C/M	1:03.141
* 1.	Brad Peasley	Porsche 911	A/P	54.279
	2. Wilt Greenwood	Porsche 914-6	A/P	56.097
	3. John Crawford**	Lotus Europa	A/P	56.253
* 1.	Lee Mathias**	Shelby GT	B/P	53.625
* 2.	Bob Morgan**	Mustang	B/P	56.192
	3. Ed Buck	Camaro	B/P	57.639
	4. Reggle Williams	Corvette	B/P	57.661
	5. Dick Jones	Camaro	B/P	57.993
	6. J. T. Stansbury	Corvette	B/P	58.330
	7. Norman Koontz	Camaro	B/P	1:00.837
* 1.	Michael Martin**	Austin Cooper "8"	C/P	56.442

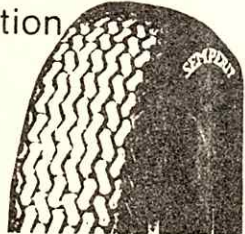
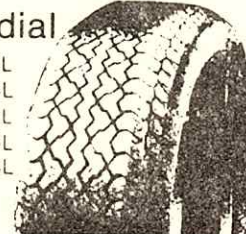
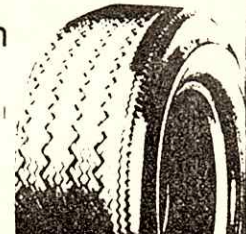

	<u>NAME</u>	<u>CAR</u>	<u>CLASS</u>	<u>TIME</u>
* 1.	David McCall	Corvaair	D/P	55.125
* 2.	Fred DeBardeleben	Datsun 240-Z	D/P	56.142
	3. Scott Martin	Corvaair	D/P	56.257
	4. Bob Hollinger	Spitfire	D/P	56.369
	5. Jeffrey Bromm**	Datsun 240-Z	D/P	57.887
	6. Dan Dreelin	MGB	D/P	59.731
	7. Jerry Hass**	MGB-GT	D/P	59.906
	8. Jim Rowe	Spitfire	D/P	1:00.047
* 1.	Tom Kellher**	Austin Healey 3000	E/P	56.823
	2. Douglas Kennedy**	VW	E/P	57.001
	3. Bill Johnson**	Sunbeam Alpine	E/P	57.491
	4.. Mike Bolton	MGC	E/P	58.512
* 1.	Charlie Alligrant**	Pinto	F/P	56.784
* 2.	Bill Whitehead	Pinto	F/P	56.920
	3. Bill Enos	SAAB 96	F/P	59.443
	4. Bruce Jones	Corvaair	F/P	1:00.985
	5. Jay Worden	Pinto	F/P	1:01.330
* 1.	Paul Morton**	MGB	B/S	57.616
* 2.	Baxter Phillips	Datsun 240-Z	B/S	59.193
	3. Peter Wilson	MGB	B/S	59.351
	4. LeRoy Musolt**	MGB-GT	B/S	1:00.411
	5. Patrick Kelley**	Porsche 914	B/S	1:01.162
* 1.	Bookie Westbrook	Fiat 124	C/S	57.256
* 2.	Nick Buckholtz	Capri 2600	C/S	58.071
	3. Scott Martin***	Corvaair	C/S	59.081
	4. Herman Mueller**	Vega Wagon	C/S	1:01.999
	5. Ted Fedor**	Toyota	C/S	1:03.664
* 1.	Mike Castleberry	Civic	D/S	56.402
	2. Jerry Bennett**	Pinto	D/S	59.434
	3. W. J. Clark	Datsun 1200	D/S	59.809
	4. Nashir Pirani**	SAAB 96	D/S	1:02.897
			<u>FACTOR</u>	
* 1.	Beth Castleberry	Civic	L	0.9941
* 2.	Sharon Phillips	Datsun 240-Z	L	0.9337
	3. Barbara Greenwood	Porsche 914-6	L	0.9249
	4. Pam Jones	Fiat 124	L	0.9229
	5. Janet Rowe	Spitfire	L	0.8923
	6. Marian DeBardeleben	Mazda RX3	L	0.8999

* Trophy Winner
 ** Non-VMSC Member
 *** Fun Run



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