

A V. OF VIEW

by Stan Wantland

When I started writing these columns I only planned to turn out about 5 or 6 columns. That was 5½ years ago and this is a sort of anniversary since this is column number 200. I would have liked to come up with some kind of special article to celebrate, but the current series on insurance needs to be completed. So with a quiet thank you to all those who have helped with the previous 200, we'll begin the march toward number 300 by continuing to discuss the important topic of insurance coverage.

At least one SCCA region (and maybe others) has/have been co-sponsoring events with local clubs in their area. This provided insurance coverage and allowed events in the area to continue. The stipulation was that these events must maintain SCCA safety standards. There was no financial cost to the local clubs.

As this column is written, the practice has been discontinued. I have heard various reasons why this has happened. I have heard that it was the decision of the local region, the decision of SCCA national and/or the decision of SCCA's insurer. Whatever the reason, it was a great service to the local clubs and to the sport in general. I believe we should all thank SCCA and congratulate them for their efforts.

But the question that remains is, what happens now? A look at the calendar of events shows a number of events being cancelled or indefinitely postponed. Will this continue or will the clubs ignore the insurance problems and start putting on events without insurance? If clubs will not put on events without insurance and no affordable coverage becomes available, local event schedules will decline. The clubs themselves will simultaneously decline and die since it is a rare club that can survive on a purely social basis.

This brings us full circle back to SCCA. Without Local clubs, what will happen to the SCCA national rallye program? I don't know how it is elsewhere, but the eastern divisionals and nationals I've seen have all depended on local clubs to put them on. Will it be no clubs — no rallyes?

If individual councils can't obtain insurance, wouldn't it be in SCCA's self interest to help out in some way? (I don't mean having SCCA covering local clubs. I mean assisting them in obtaining insurance of their own.) I wish somebody would at least think about it as a possibility.

Delayed Delivery Forces Change in Coming Events

Late delivery of Stopwatcher in recent weeks has led to a change in policy concerning Coming Events.

The paper is regularly mailed at the main post office in D.C. on Thursday evenings and should be in area subscribers' hands by the following Friday or Saturday as second-class mail is supposed to receive first-class handling.

However, many readers are not receiving their copies until the following Monday or Tuesday which makes listing of events for the weekend that has just passed worthless.

Be assured that we are not responsible for the delay, nor can we publish the paper any earlier in the week. For almost 13 years, Stopwatcher has remained on the same schedule, and only recently have the delays in delivery become widespread. There is nothing we can do about it.

Accordingly, we are going to omit listing of events for the weekend following publication date, and add an "extra" week's listing so that events for three weeks will still be published. For example, this issue, dated July 7, does NOT list events for July 8 and 9, but instead carries events dated the week-ends of July 15-16, 22-23 and 29-30.

It is therefore advisable to save your Stopwatcher from the previous week so you will be informed on what's happening "this" weekend.

Full Results Revealed For 6/25 CCB Autocross

FTD: Ken Jestes (Corvette) 50.879.

FPTD: Jim Moran (Corvette) 55.848.

FSTD: Ted Baird (914) 57.096.

FDP: Dotty Jestes (Corvette) 55.356.

A/M: Bob Metz (Lotus) 51.961; Fred Belen (Lotus) 52.754; Corey Zimmerman (Lotus) 53.705.

B/M: Ken Jestes (Corvette) 50.879.

C/M and A/P: Jim Shlechta (Sprite) 54.661; Bob Baust (VW) 55.808; Somers Smith (Lotus) 56.090.

B/P: Jim Moran (Corvette) 55.848; Kurt Eikenberg (Corvette) 56.786; Jack Buchheister (Corvette) 57.350.

C/P: Cris Wilkins (Spitfire) 57.085; Cliff Brooks (914) 57.128; Seg Quinones (Z) 57.375.

D/P and E/P: John McGregor (Triumph) 58.366; Bill Siemek (Firebird) 59.127.

F/P: Ken Rose (Corvair) 57.190; Rich Coburn (Corvair) 59.240.

G/P: DeWitt Boyd (Saab) 58.840.

Va. Reel Special Awards; That Missing Headline?

The following awards were given out on the Virginia Reel (June 24, 1978) but were not available to us at last week's deadline time.

CHAMPIONSHIP CLASS: Best Datsun Gronning/Himes; Best Volvo Laitenberger/Kerwin; Best VW Folsom/Kolb; Best BMW Miller/Miller; Best Toyota Coyle/Rabinowitz; Best Capri Norman/Fellman; Best Ford Wenger/Friedman; Best Chevy Wright/Griffin.

TRADITIONAL CLASS: Best Datsun Goodwin/Goodwin; Best Volvo Marsh/Sheppard; Best VW Guerin/Wolownik; Best BMW Sheatsley/Sinicore; Best Toyota Pickens/Badey; Best Porsche Pilzer/Evans; Best Ford Mellors/Mellors; Best Chevy Wuerker/Peterson; Best Saab Casey/Freeman; Best Audi Keator/Keator; Best Fiat Jernigan/Jernigan.

RALLYMASTER'S AWARDS: Class A or Equipped — Gronning/Himes, 6 points through 6 controls; Class B or Unequipped — Pease/Higdon, 13 points through 6 controls.

Incidentally, in case you wondered why there was a 2-column wide blank space above the two Virginia Reel stories last week, the "type" was accidentally left out. It should read: "Dual Course Concept Appeals to Va. Reel Entrants." We'd greatly appreciate it if you'd print that in the appropriate space on page one of your copy of last week's issue.

Berggren Wins Britt Award

DAYTONA BEACH, Fla. — Dick Berggren, magazine motorsports writer and editor, is the winner of the 1978 Bloys Britt Memorial Writing Award.

Berggren, editor of Stock Car Racing magazine, won the honor, a part of the American Auto Racing Writers and Broadcasters Association (AARWBA) media competition, for an article which appeared in the July 1977 issue of SCR on driver Geoff Bodine.

The Bloys Britt Memorial Writing Award was begun by AARWBA two years ago in memory of the long-time motorsports editor of the Associated Press who died in 1975.

A/S: Ted Baird (914) 57.096; Tom Martin (Corvette) 58.148.

B/S: Charlie Seal (240Z) 59.093.

C/S: John Meek (Honda) 60.600.

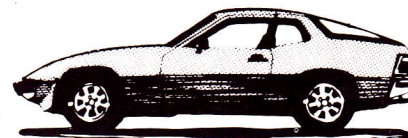
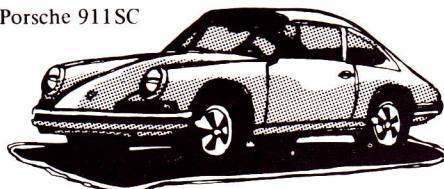
D/S: Mike Kubalak (Saab) 60.997.

L/P and L/S: Nancy Polley (Corvette) 61.990/.9140; Vicki Smithson (240Z) 64.858/.9111.

L/M: Dotty Jestes (Corvette) 55.356/.9534.

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