

THE STOPWATCHER

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Editor-in-Chief Bob Shenton

Business Manager. . . . Ruth Shenton

Editorial and Business Office:

The Stopwatch, Inc., 4522 Amherst Lane, Bethesda, Md. 20014. (301) 942-2710. All communications concerning editorial material, circulation, notice of coming events and results should be directed to the above office.

Publisher John F. Williams

Advertising:

Information and rates available from the Editorial and Business Office. Display ad deadline is Saturday before publication date.

Autocross Editor DeWitt Boyd

5013 N. 35th Street, Arlington, Va. 22207
(703) 536-5358

Hillclimb Editor Bill Black

182 E. Washington St., Chambersburg, Pa. 17201
(717) 264-5800

Rally Editor Mark Miner

P.O. Box 1015, Laytonsville, Md. 20760
(301) 948-5462

Photography. Wally Strange

John H. Sheally II, Jim Jewell, Guy Mariande

Contributing. Brian Lee,

Karen Palmer, Jackson Mangus,

Marti Martin, Dave Patterson, Bob Rassa,

Grant Reynolds, Jim Sizemore, Bob Metz,

Mazie Williams, Bill Jackameit

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The Washington Region Faces Reality

Browsing through the November *Straightpipe* (official publication of the Washington Region, SCCA) we note in the published minutes of the October meeting of that group that a motion was passed (unanimously) delegating "total responsibility, financial and otherwise, for the Va. Reel, to the Washington Rally Club." Reason is stated as being "no SCCA member seems to be interested in putting on the 1972 Virginia Reel National Rally."

This is a sad turn of events, but an understandable one. Since its inception, "The Reel" has been mastered by but a handful of outstanding rallyists including Hank Mann, Andy Deming, Art Pickard, John Merz and, most recently, Mark Miner. To design, check and stage a 500-mile National is a formidable task, one which demands literally months of weekends and thousands of miles of driving. One can readily understand that despite the enthusiasm for the task of a given rallymaster, after a couple of years of service, he's had enough.

We applaud the Washington Region for this action; to drop the Reel entirely would have been the easy way out, but one which would have disappointed many competitors who run the rally every year. For the Region to turn the event over to a non-SCCA local club took guts and showed a "pour le sport" attitude which is commendable.

The November, 1971 Volvo Marque Club (Baltimore) newsletter indicates that WRC has agreed to do the Reel next year and notes, too, that the Region's Rebel Yell Divisional Rally is also up for grabs, an SCCA rallymaster also lacking for this excellent event. Wilt Greenwood has put on the Yell out of Richmond for the past two years and done a fine job; the 1971 version drew 64 cars, a splendid turnout. We presume that Wilt isn't interested in taking on a third Yell, and according to VMC's November meeting minutes, "Baltimore would like to take the Rebel Yell."

We're not sure what is meant by "Baltimore would like to take the Rebel Yell", but guess that maybe the Baltimore Council

might organize it (like the Maryland Monte Carlo) or perhaps it would be staged by one or more Baltimore clubs.

To move the Yell to Baltimore seems a logical step. That city is still below the Mason-Dixon Line, and Baltimore citizens who belong to SCCA are part of the Washington Region. So the tradition would remain intact, and undoubtedly some of Baltimore's "different" rally ideas would be infused and lend new interest to the traditional fall Divisional. Hope this all works out.

Returning to the November *Straightpipe*, we're pleased to read in R.E. Sue Roethel's column that IMSA-SCCA relations vis-a-vis racing at Summit Point are top drawer. For the Sept. 18-19 IMSA races there, the Washington Region supplied workers and in return was paid \$1,000 for the service by John Bishop's organization which, notes Sue, was "a great boost to our sagging treasury—sagging because we've had a non-racing summer and that means little income."

Sue also notes that the atmosphere at the IMSA races was in general low pressure and friendly, yielding a "genuinely fun weekend" for nearly everyone. Following the IMSA meet, Sue asked Larry Brinkman, Deputy Competition Director in charge of Operations who served as Flag Marshal for IMSA, to poll the Chiefs who worked the races to determine just how Washington Region racing events could return to the happy atmosphere displayed at the IMSA event. Sue doesn't mention specifics, but describes the report as "thoughtful, objective and explicit on all . . . counts."

And, she says, the report must have impressed many as they "worked harder than ever before to implement the recommendations of 'the Committee'" at the recent SP Nationals.

Sue adds, "... the atmosphere of the event was different. People smiled, they joked, they helped each other, and in spite of the usual rain, there was a minimum of friction." Way to go, Washington Region of SCCA; we salute you!

—Bob Shenton



COMING EVENTS



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November 13 PMSC/VMSC (Richmond-Petersburg, Va.) Autocross. The Virginia event with a difference will be held at Greens Raceway. Greens is a 1/4 mile banked dirt motorcycle track. A real challenge, no pylons, one warm-up lap, two timed laps, two tries at it. MWCSCC classes. Greens Raceway is at Disputanta, Va., I-95 to Petersburg, then Rte 460 East to Disputanta (13 miles from Petersburg). Watch for Greens Raceway sign on right at Disputanta. Track 1 1/2 miles from sign. \$4.00 all entrants. Pre-registration and info to John Sheally (703) 458-4653 (Hopewell, Va.) or John Chehaske (703) 282-9115 (Richmond, Va.). Reg. at track 9 AM, FCO 10 AM. Rain date Sunday 11/14.

November 14 CCB (Baltimore, Md.) "Funkhana." A NCCC sanctioned event, will be held at GM Parts Division, Baltimore-Washington Parkway and Dorsey Rd., Parkway Industrial Park. Reg. 10 AM, FCO 11 AM. \$3.00. Will run rain or shine. Entrants must be 21 years of age. Pre-register to Tom Henry (301) 668-1414 (Baltimore, Md.).

November 14 C&TSCC (Pittsburgh, Pa.) "Photo Rally VII." Starts Monroe Bowl, Northern Pike, Monroeville, Pa. Reg. 12 noon, FCO 1 PM. Food and drink available at finish at modest prices. \$5.00. Phill Dougherty.

November 14 BRANDED (DC) Cherished Date Rally "The Miller." Single speed per

leg TSD event. Starts Zayre Parking lot, Tysons Corner, Va. Ends at Lum's, Fairfax, Va. Reg. 12 noon, FCO 12:31 PM. \$3.50. 2 classes: Calculating and SOP. Registrar is Roseanne Butler (301) 949-2538 (Silver Spring, Md.). O.D.s Bob Vostreys and Bill Wenger.

November 14 BRSCC (Manassas, Va.) Autocross will be held at Montgomery Wards, Rte 234, Manassas, Va. (From 495, take Rte 66 to Manassas Exit 234; Wards is approximately 1 mile on right just past Westgate Shopping Center). Reg. 11 AM to 2 PM, tech 11:30 AM. \$3.00 if pre-registered to Steve Stevens (703) 368-9362 (Manassas, Va.) 6 AM to 10 PM. \$3.50 day

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