

CHECKPOINT



Atlantic Sports Car Club

Armdale P.O. Box 297

Halifax, N.S., B3L 4K1



ATLANTIC SPORTS CAR CLUB
1985 SCHEDULE

DATE	EVENT	LOCATION
April 14	Slalom	Penhorn Hall
April 21	ASCC Regional/Provincial Rally No. 2	TBA
April 28	ASCC/VASA Slalom	New Minas (?)
May 4	Sprint No. 1 (Start 12:00 Noon)	A.M.P.
May 6	ASCC/VASA Slalom	Mic Mac Mall
May 11	Rally School & Stage Cross	Truro
May 18	Sprint No. 2 (Start 12:00 Noon)	A.M.P.
May 19	ASCC Regional Slalom	Shearwater
June 1, 2	Regional Races/Drivers School	A.M.P.
June 6, 7, 8	ASCC Car Display	Mic Mac Mall
June 8	Sprint No. 3 (Start 11:00 am)	A.M.P.
June 9	MMSC Regional Slalom	Moncton
June 22, 23	Regional Races	A.M.P.
July 6	Sprint No. 4	A.M.P.
July 7	VASA Regional Slalom	Windsor (?)
July 14	ASCC/VASA Slalom (Double Event)	Greenwood
July 20, 21	F2000 / Honda Michelin Races	A.M.P.
July 27	Dartmouth Highlands Rally	Dartmouth
August 3, 4	Endurance Race	A.M.P.
August 10	Sprint No. 5	A.M.P.
August 17, 18	National Slalom	Shearwater
August 24, 25	Regional Races	A.M.P.
Sept. 7	Sprint No. 6	A.M.P.
Sept. 8	Slalom	Shearwater
Sept. 14, 15	Regional Races	A.M.P.
Sept. 22	Slalom & Club Runoffs	T.B.A.
October 19	ASCC Regional/Provincial Rally No. 3	T.B.A.

The ASCC meets every 2nd Tuesday of the month at the CHIMATOWN RESTAURANT, Bedford Highway at 8:00 pm. For additional information phone GARY -

THE GOOD OLD DAYS - AS REMEMBERED BY BEN FULLERTON

- IN THE BEGINNING -

In the beginning - we were sports car owners and we shared a feeling of being a breed apart. Being more discriminating than the average motorist, we were inclined not to associate often with those lesser mortals.

One of the most common early activities consisted of gathering at the North end of the Sunnyside parking lot. Many warm summer evenings were spent in mutual exaggeration of the capabilities of our wonder machines. Someone, usually Don Hogan, would say "Let's take a run down to Windsor for a Coke", and most of the gathering would adjourn to beautifully twisty Highway No 1. (In those days you were out in the country as soon as you passed the old Superline service station at the intersection a hundred yards from the Sunnyside parking lot.) I missed many of these Windsor runs due to combined problems of empty gas tank and empty wallet, but I was with them in spirit.

Evenings at Sunnyside were pleasant and 'Windsor for a Coke' runs were fun but there had to be more to being a sports car owner than just these pleasures. A bit of competition was in order.

Fine summer week-ends sometimes found us at the old Stanley airfield. In those days there was still a good paved runway with a concrete parking pad at the end. One favorite memory involves a well driven Austin-Healey 100 and a "personal car" made by a major North American manufacturer. The "personal car" came charging down the runway, braked hard and made a screaming, sliding 'U'-turn on the concrete pad at the end of the runway. The Healey, a bit behind coming down the straight, braked later and turned flatter and tighter - right inside the turning circle of the "personal car" - side by side for the last quarter of the turn.

Very impressive and great fun for the Healey driver, but what about the rest of us? We wanted some way to have some good inexpensive fun with our superior little machines. Ron Pugh, being an avid consumer of autosport magazines, was probably the one who told us about sports car activities in other parts of the world.

"Why don't we set up a rally?"

"What's a rally?"

Ron, as the only one of us who seemed to have heard of a rally, was the obvious organizer. The route card was hand printed on a 5 x 8 sheet of bristol board and the instructions were all on one side. I seem to remember that we started from Sunnyside (where

else ?) on a Sunday afternoon and worked our way North, mostly on paved roads at first.

My strongest memory of that rally is of a checkpoint on a (then) gravel road by a narrow bridge. This bridge was typical of many in those days. You approached along a road with an assortment of short straights and gentle curves. Then, with little or no warning, HARD RIGHT followed immediately by HARD LEFT onto the bridge. Just as you left the bridge you were at the checkpoint.

Being on time and driving at a moderate speed helped and having been over the road once before helped even more. Another competitor lacked both of these advantages and suffered the additional misfortune of meeting a local resident who had entered the bridge both sooner and slower. I left the checkpoint before he arrived as I was not sure he would appreciate my great amusement over his close calls.

If I ever get my filing system sorted out I will bring my route card in to a meeting. My other memento of the first A.S.C.C. rally ever run is a genuine brass dash plaque, complete with a countersunk hole in each corner for the screws normally used to fasten it to the wooden dashboard. Oh yes - the dash plaque reads:

A.S.C.C.
RALLYE DE WHEEL BOUNCE
2ND PRIZE

This was to be the first of many. A good number of the dash plaques read 'Gymkhana' rather than 'Rally', but that is another story or three.

Ben F.

NewsFlash!

SPECIAL NOTICE!

DO NOT PURCHASE ANY
HELMET WITH A 1985M SNELL
STICKER. THESE ARE FOR MOTOR
CYCLE USE ONLY. WAIT FOR THE
1985SA WHICH WILL NOT BE
AVAILABLE FOR A FEW MONTHS. YOUR
1975 or 1980 SNELL CAN
STILL BE USED FOR THE 1985
SEASON

DEBBIE

JUNE 1 & 2, 1985

DRIVER SCHOOL & 1ST REGION RACE

ATTENTION

NEW DRIVERS

CLASS ROOM SESSION OF THE DRIVERS SCHOOL WILL BE HELD MAY 28.

YOU WILL NEED A COMPLETED MEDICAL FORM, A COPY OF THE RACE RULES & REGULATIONS AND A COPY OF THE GENERAL COMPETITION RULES. I HAVE MEDICALS & THE ADDRESS TO WHICH YOU CAN WRITE FOR THE ABOVE MENTIONED BOOKS.

PLEASE GIVE ME YOUR NAME & ADDRESS & PHONE # SO WE CAN KEEP YOU UPDATED.

DERBBIE CLARK

W 865 2697

H 865 9420

RACE RAMBLINGS

by Ralph Brooks

The following will be race related items of interest to Atlantic Region competitors. They come in no specific order and will be in point form. For clarification or further details call Ralph Brooks.

- Many of these items arose out of a National Race committee meeting on the weekend of March 29, 30, and 31 in Toronto. A dinner meeting with Esso that weekend culminated many months of negotiations to host the Esso Atlantic Challenge Race at A.M.P. on the July 20th 1985 weekend. This race will feature the Canadian Tire F2000 cars and Honda Michelin/TRX, as well as a regional points race. Esso is purchasing 4000 tickets to distribute through their stations in a promotion that entails over \$100,000. Some of this money goes to a generous \$12,000 tow fund for the F2000 cars. Another \$4,000 goes to supplement the prize fund. Jon Kirk, Ralph Brooks and A.S.C.C. (the host club) have been and are spending long hours to bring this event off, and help A.M.P. reap the rewards.
- The Endurance Series is dead! As of May 1st, the only race is ours, on the first weekend in August. A new track south of Quebec City is entertaining the idea of a race, but that is still talk. We have lost Molyslip as a race sponsor. They are having legal problems with the federal government and serious financial problems (i.e. Canadian Tire no longer handles their line).
- Effective immediately construction of tube frame cars is permitted. Anyone planning to build such a car call Ralph Brooks. Open cars cannot tube frame. I see tube frames as a good remedy for serious crash damage or tired metal, etc. (See Bulletin # 85-7).
- "Any transmission and transmission ratios may be used." (i.e. the number of gears, etc. is free) (See Bulletin # 85-8).
- The Snell Memorial foundation has screwed up its' helmet ratings. It is a long story but the following points are the result as of April 25, 1985.
The Snell '75 standard helmet will be accepted for racing in 1985 as will the Snell '80 helmet. The Snell '85M is not permitted. By late 1985 the Snell 85SA will be available and acceptable.

In short, if you haven't bought a new helmet don't!! If you bought a Snell '85M, return it!

- The Nationals (i.e. Runoffs) will be held at Mt. Tremblant on October 12, 13, 14, 1985. This is a change not only of place, but to a Saturday, Sunday, and Monday format. This years' tow fund for qualified Atlantic Region competitors is close to \$500 if from the Halifax area etc. Due to late payment of levies from Quebec, our racers have only received 50% of their tow money to date. This situation should change in the near future. The entry fee at the Nationals will be \$70.00 or less because Esso is sponsoring the weekend.

- There have been recent substantial hikes in our liability insurance portion of our race insurance from K & K. This will have to be reflected in higher entry fees by organizing clubs.

- Race dates are as previously published:

June 2 Regional Race/Drivers School

June 23 Regional Race

July 20, 21 Regional Race & F2000/Honda Michelin

Aug. 3, 4 Endurance Race

Aug. 25 Regional Race

Sept. 15 Regional Race

Oct. 12, 13, 14 Nationals at Mt. Tremblant

- Over 30 different cars are affected by recognition form changes we made at the Race Committee meeting in Toronto. I have tried to weed out the ones of interest to us. For further details, call me. Remember that racing weights include driver.

1. Datsun B-210 (1288 cc) Weight = Min. 1554 lbs.
2. Datsun B-210 (1400 cc) from G.T. II to G.T. III.
3. Rabbits
 - 1497 cc; 1870 lbs.; 36mm chokes
 - 1588 cc; 1980 lbs.; 36mm chokes
 - 1715 cc; 2100 lbs.; 38mm chokes
4. Datsun 240Z, 260Z, 280Z from G.T. I to G.T. II and 34 mm chokes.
5. Datsun PL 510: (old style)
 - (1800 cc) Weight 2080 lbs.
 - (1600 cc) Weight 1880 lbs.
6. Datsun 510 HL (2000 cc) (new style), Weight 2289.
7. Ford Cortina (new and old style). All have weight reductions. See Ralph for details.
8. Datsun 200 SX: Weight 2280 lbs.
9. TransAm cars are legal G.T. I cars.

Ralph Brooks
(Atlantic Region Race Director)

No

Name:

Address:

Tel. No.:

THE ATLANTIC SPORTS CAR CLUB

P.O. Box 297, Armdale, N.S. B3L 4K9

30th ANNIVERSARY DRAW

NEW HONDA MINI-BIKE

and

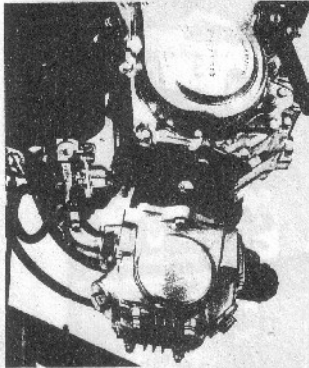
HONDA LINE HELMET

Compliments of City Cycle

— Drawing June 8, 5:00 p.m., MicMac Mall —

Tickets \$1.00 each

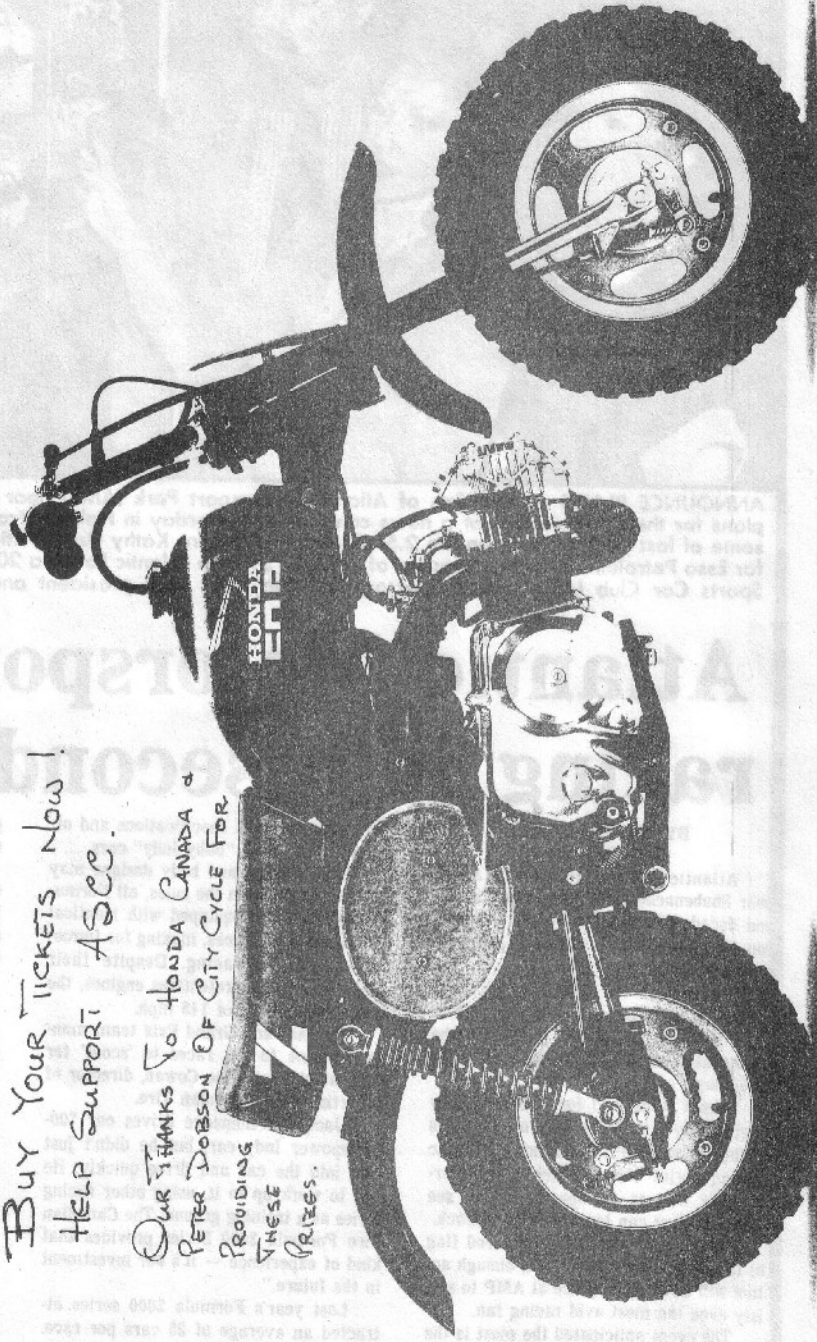
Lotto License # A-1465845



Rugged four-stroke 49 cc engine runs on straight gasoline. Simplicity and easy maintenance keep costs down.

Buy Your Tickets Now!
Help Support ASCC.

Our Thanks To Honda Canada &
Peter Dobson Of City Cycle For
Providing These Prizes.





ANNOUNCE PLANS — Officials of Atlantic Motorsport Park (AMP) near Shubenacadie announced their plans for the 1985 season at a news conference yesterday in Halifax. From left, looking over pictures of some of last year's action on the 2.5-kilometre track, are Kathy Haley, Atlantic merchandising coordinator for Esso Petroleum Canada, sponsor of the July 21 Esso Atlantic Formula 2000 Race; Debbie Clark, Atlantic Sports Car Club (ASCC) race director; and Jon Kirk, AMP president and general manager. Wamboldt-Waterfield

Atlantic Motorsport Park racing into second decade

BY STEVE BRUCE
Staff Reporter

Atlantic Motorsport Park (AMP) near Shubenacadie will race into its second decade of thrills and spills this season, highlighted by the return of the prestigious Formula 2000 cars.

Officials of the 2.5-kilometre road racing circuit, opened in 1975 on a 378-acre site, outlined their plans for the 1985 season at a Halifax news conference Thursday.

Season number 11 for AMP officially begins May 4 with the first of six races in the Miller Tire-B.F. Goodrich Atlantic Region Sprint Series, which gives average car owners an opportunity to see how fast they can lap the 11-turn track.

By the time the final checkered flag of the year is waved Sept. 22, enough action will have taken place at AMP to satisfy even the most avid racing fan.

The event anticipated the most is the 40-lap Esso Atlantic Formula 2000 Race on July 21.

As round four of the 10-race Canadian Tire Formula 2000 Series held on Canada's top tracks, the Esso Atlantic will feature some of the country's best drivers in single-seater open-wheel

cars built to strict specifications and often referred to as "baby Indy" cars.

While chassis and body designs may vary slightly within the rules, all Formula 2000 cars are equipped with identical two-litre Ford engines, making for fiercely competitive racing. Despite their small size and unpretentious engines, the cars reach speeds of 145 mph.

"Can-Am and Grand Prix team managers come to the races to 'scout' for new talent," said Rae Cowan, director of advertising for Canadian Tire.

"Jacques Villeneuve drives our 700-horsepower Indy car, but he didn't just step into the car and drive quickly. He had to work up to it, using other racing series as a training ground. The Canadian Tire Formula 2000 Series provides that kind of experience — it's our investment in the future."

Last year's Formula 2000 series attracted an average of 25 cars per race. To date, 50 drivers have expressed an interest in competing in the 1985 series.

Other major auto racing events set for AMP this season are the Atlantic Sports Car Club (ASCC) Endurance Race Aug. 3-4 and the Canadian Auto Sport Clubs (CASC) Regional Points Series, be-

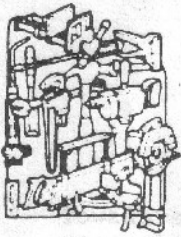
ginning June 2 and running for five weekends throughout the summer.

Cars will not be the only machines in the spotlight at AMP. The always-popular road racing and motocross motorcycles are back, in a series sponsored by Borg Warner Acceptance Canada Ltd.

The motocross series, on the challenging Greenfield Track in AMP's infield, begins May 26 and covers three weekends while the five-part road racing series starts June 8 and will focus on the hotly contested lightweight production classes for expert and junior riders. The high point of the road events will be the Atlantic Motorcycle Competition Riders Association (AMCRA) Endurance Race July 13-14 and the Mack McConney Race and Vintage Weekend Aug. 17-18.

With such an entertainment package to offer the public, AMP president and General manager Jon Kirk is optimistic about the upcoming season.

"We are beginning our second decade on an up note," said Kirk. "Our racing schedule this year is second to none, and track improvements which will take place throughout the summer will go a long way to making AMP one of the premiere tracks in Eastern Canada."



Clatterings *by* J. Clark

May 6, 1985

The speedsport show at the Metro Centre was certainly a roarin success! Good grief - did you ever see so many people! My throat was fried for a week as our car seemed to attract it's share of attention. I want to thank Walter for trailering us around and everyone else who helped us so much in the booth. Fvette and Gary, John Kirk, Kash and all the others. It was nice to know that, in our absence, everything was looked after so well.

I think we had a fine display. The pace car looks great, Gary's car was as new, Jeff's racer gave the troops a real pro-race-car to enjoy and Terry Hill's soapbox car was very popular; for good reason, I might add. Terry did a marvelous job on the car and our hearts were touched to see a little positive feedback being sent down to "the boy". Not being a parent I'm often told I don't deserve an opinion on that stuff, but screw it, Terry's boy must be some proud of "him" and rightly so. (Now if we can sneak a 5 horse Honda in there for that extra shot at the finish line-- woops!!)--

Jack Canfield's car was known to many and, thankfully, most passers-by were kind enough to overlook that once again - even in parking - it was ahead of ours. Ah well----

Speaking on that subject, Debbie and I were in the middle of the body work on our car and we wondered what else we might need to do. Debbie suggested we graft onto the side one of those waving, spring-loaded hands so it would always be waving at Jack as he lapped us. She's such a dear.

Certainly a lot to see at the show and the stock-cars were as interesting as anything. Some of them a little slack of the fine finish, but all built with a purpose. Funny to see even the little Toyotas with tubular frames and all sorts of different geometry specs on all four corners. Wish we could get some keeners to build cars for A. M. P.

I was over talking to the boys and they were very nice fellows. I expecially liked the job Bryan Northrup did on the big Monty Carlo for the Thunder Car Class, (formerly the Dukes of Hazard or as they say in Onslo, --"Duksa Hascert"). I wish him the very best.

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May 6, 1985
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Ya know, as I thought about it later, he's really onto the answer for cheap racing. We all used to pick up a little 4 cylinder car that the market had rejected and turn it into a race car. Now all those little cars, almost regardless of condition, are worth hundreds of bucks. One can pick up a good used "Monty" for a few bucks and go roundy-round till yer hearts content. Bryan explained that they changed the name of the class in the interest of longevity hoping to increase the level of sportsmanship and competition and decrease the Mic Mac Rotary sort of driving. Once again, I wish him and his buddies good luck. Motorsport needs more people like 'em, I think.

I had to appreciate the detail work that went into some of the special vehicles. The street rods, etc. Some looked very functional and they all had what our race car lacks the most - Horse Power!!

Unfortunately, one of Halifax's finest - (read dumbest) - ticketed Walter's van as we were unloading for the show. Is it any wonder cops have it tough. They either don't have enough to do or they require a refresher course in priority setting. This was a disgrace to the Force and a reprimand is in order - (in addition to this one, I mean.). We were in there helping to pay the rent on that giant Civic Center. I'm not one to crap on these guys usually, but even I can be provoked by absurd foolishness.

The girl from Playboy was on hand, when possible. Oh! does that sound gross? She was actually very nice, with a body like that and her apparent I. Q., let's face it, she could have gone either way and I commend her for her pleasant personality. Ol Dad just loved her. I better stop while I can still reach bottom! Jeese, that doesn't even sound right.

Oh, while I'm abusing people's rights, I might add that my decision to go without children was reinforced by a very disappointing rumor floating around the show. Two boys who were helping us at the booth had expressed an interest that they'd like some crests. I went home that night, looked up some spares, took 'em in the next day only to find that they'd been accused of smokin-up in the washroom. Seems every time I get to like some of these kids they're either robbin' us or doing that sort-a-stuff. I didn't know whether to cry for them or just punch 'em. I might add, Motorsport parents, a marriage without children gets easier by the day. I'll not thank any of you, but you sure got my wishes for all the luck some of you, - (all unknowing, of course), - will most likely need. Hurts me to see this, having wasted half my life drunk. Thought I'd pitch that in, in case one of you were getting ready to tell me I don't deserve an opinion on this stuff.

What's new in the car business? Honda's big HX car sounding plenty interesting - lotsa power, I hear - but I think the "Integra", to be sold at the second line of Acura dealers will

Clatterings
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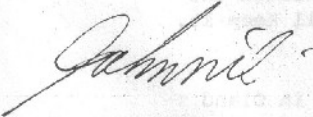
win your hearts. Watch the papers for photos soon. No one knows what we'll get next year from Honda - they've got five cars - all hotter than anything we have. -- Let's hope!

Yamaha building a very strong V-6 for Formula 2 car. Did you see their new 5 valve, that's 5 VALVE, 750 bike? Three intakes, two exhausts. Very, very nice. Everybody has 4 W.D. now. Ford running around with a 340 H.P., 4 W.D. Merkur which will be sold for the street - (in Europe, at least). Toyota to have a new Celica next year; Honda to have a new Accord. New RX7 already mobile and it looks like it'll have no trouble carrying on the family name. Be nice to see the chassis engineering catch up to the price. Mazeratti to build a Chrysler two-seater - another Italian firm to build a body for an upcoming Cadillac model. (They'll air freight the bodies daily to the U.S. plant.) Porsche with a new engine and suspension every month now that they're getting good rent from almost everyone for their German based R. & D. facility. They designed the latest front wheel-drive Lada, did some engine work for Yamaha.

Oh! Recently met with the folks from Sony's head office to discuss satellite communications for the car business. Seems that G. M. has trouble getting the information to its 11,000 U. S. dealers; Ford with their 5,000 and so on. Ford to launch a satellite - (they have launched over 100 for U. S. government, so far) - and will beam the information, via Sony computer, to dealers while everyone sleeps. Very interesting. Can send 60,000 pages of info in 11 seconds. Not bad, boys. Seemed this computer was designed to help the armed forces with all the paperwork. The operational manuals for the new U. S. Bradley Tank weight 6 tons. They haven't built a nuke sub yet that's big nuf to carry its own paperwork, (owner's manual), -- That's Progress!!

Well, that's long enough for this month. Ask yer kids once in a while what they do in washrooms.....

We need 'em as racers and crew later!


Johnnie Clark

To be included in your club's newsletter

A summary of the March 26, 1985 Meeting of the Board of A.M.P.:

There were eleven people present during this meeting. Seven were directors and two of those present held proxies for two other directors who were not present.

Graham Fortune, the President, opened the meeting and asked Ralph Brooks for a report on the ESSO/F-2000 weekend. Ralph said there was not too much new to report regarding the race. He said that all race plans are on schedule and he expects that the local ESSO office will soon awaken to the challenge.

Graham Fortune reported that a meeting with David McLean of Sport Nova Scotia was successful. Graham said Mr. McLean understands we have no money at this time of year so payment on our bills as they come due will be acceptable.

Jon Kirk reported that all is proceeding smoothly with the plans to replace the canteen. He said that Last Hants is behind us and our plans.

Graham Fortune read a letter from the Myra 4 X 4 Club about the possibility of holding their event at A.M.P. Jon Kirk said there is an area which would be ideal for them. All agreed it would be worth investigating further.

Jim Theriault asked when work parties would be called for. He was told probably in mid April.

John Doherty then displayed a carving sent to him by Fraser Robidoux. The carving, done by Fraser, is a large slab of wood with the words, "Atlantic Motorsport Park", as on our letterhead and an outline of the track, both raised in relief. Attached to the sign is a chromed chain for suspending the sign. All thought it was a very fine piece of work. Jon Kirk said it could be used at the press conferences we hold through the season as well as other publicity functions. John Doherty will keep it, safely, at Atlantic News.

Graham Fortune mentioned the April 18 press at noon in Oland Breweries, Schooner Room. The purpose is to publicize the ESSO/F-2000 race weekend at A.M.P.

John Doherty mentioned that a new publication on motorsport is starting in Edmonton. He said it is called "Canadian Motorsport Magazine" and they are looking for submissions and information on motorsport in the east.

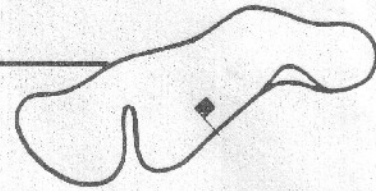
Jon Kirk said we need someone to refurbish the A.M.P. model. Otherwise, he said, it can't be used in displays.

The next Board meeting will be held at Sport Nova Scotia on April 16 at 6:30 p.m.

Anthony E. Edwards
Secretary, A.M.P.



incorporated 1974
Shubenacadie N.S.



To be included in your club's newsletter:

A summary of the minutes of the April 16, 1985 Meeting of the Board of A.M.P.

There were ten people present and six of them are directors. Two of those present held proxies for two directors who were not present.

Ralph Brooks reported that all continues to proceed for the ESSO/F-2000 July 21 Race Weekend. Jon Kirk reported that he has signed the contract with Kathy Haley of the local ESSO office.

John Doherty had an equally good report on a proposal he submitted to Borg-Warner. He said when the proposal is finalized Borg-Warner will sponsor the motorcycle and motocross races AMP for the 1985 season. John also said that he hopes to prepare two television adds on the motocross and motorcycle season at AMP for play on WLBZ.

Jon Kirk reported that the Canada Works project has been approved locally and we are now waiting for approval from Ottawa. He said, when this approval is received, we can begin the replacement of the A-frame canteen.

Other points of discussion included washroom facilities, maps to direct the public to the various facilities at AMP and spectator fencing. Work parties will probably take place on the remaining weekends of April and May.

A committee to oversee preparations for the ESSO July 20-21 weekend was established. These people will see to the smooth running of all aspects of the events for this big race. There also was some discussion of sponsorship of some motorcycle races for this weekend too.

The next Board Meeting will be on May 7 (in the President's Room) and May 28 both at Sport Nova Scotia at 6:30 p.m.

Tony Edwards
Secretary, AMP

COMPETITOR	CAR	CLASS	STATION #1					RUN #4	BEST TIME	POINTS
			RUN #1	RUN #2	RUN #3	RUN #4	RUN #5			
GEORGE SHEPPARD BILL IRVING RALPH ROSERE LOUIS LAQUANT MARK EARLE BURT PAGE JOHN WALSH C. CHASE	HONDA	A-S	50.50	50.67	49.36	49.92 ⁺	49.36	109		
	HONDA	A-S	51.84	51.57	50.16	49.79	49.79	105.1		
	300ZX (T)	A-S	53.68	52.12	51.38	50.96	50.96	100.9		
	COLT (T)	A-S	59.78	53.41	54.58	53.06	53.06	96		
	MAZDA GLC	B-S	53.23	51.82 ⁺	50.50	50.60	50.50	94		
	RABBIT	C-S	55.15	52.78 ⁺	52.74	52.36	52.36	109		
	CELICA	C-S	58.68	D.N.F	55.11	54.19	54.19	102.6		
	Volvo	C-S	63.22	60.11	58.57	58.60	58.57	93.4		
	HONDA	A-I	49.21	48.15	48.62	47.15	47.15	109		
	RX-7	A-I	49.46	47.98	48.52	47.86	47.86	104.5		
CRAIG MACDONALD MIKE RUSHTON C. SEWARD DAVE MAC DONALD STEPHEN PADDICK SHIRLEY RUSHTON	CAMARO	A-I	50.64	50.18	51.12	49.38	49.38	99.5		
	RABBIT	A-I	52.56	51.60	50.27	52.02	50.27	96.8		
	HONDA	A-I	54.60	51.62	51.72	50.30	50.30	95.7		
	VETTE	A-I	51.32	50.71	50.40 ⁺	51.12	50.71	94.0		
	HONDA	A-I	DNF	55.14	54.64	52.87	52.87	89.2		
	RABBIT	A-I	1:08:31	DNF	57.48	56.99	56.99	82.7		
	RENAULT	B-I	51.21	50.73	51.63 ⁺	50.37	50.37	94		
	Mini	C-I	52.59	50.74	51.19	49.84	49.84	109		
	Volvo	C-I	52.54	51.53	52.47	50.32	50.32	105		
	Mini	C-I	52.30	53.66	51.67	51.01	51.01	101.7		
JAMIE CROOK DEREK LUGAR MIKE KEANE	HONDA	A-P	DNF	51.03	50.88 ⁺	50.64	50.64	109		
	HONDA	A-P	DNF	55.35	53.99	53.58	53.58	100.5		
	CAPRI	A-P	57.39	55.47 ⁺	55.97	56.86	55.97	94.5		
APRIL 14/1985			OFFICIAL RESULTS							
			POINTS AMENDED							

OFFICIAL RESULTS
POINTS AMENDED

APRIL 14/1985

STATION #1

NAME	CAR	CLASS	RUN #1	RUN #2	RUN #3	RUN #4	BEST Time	CLUB Points
DEBBIE CLARK ①	Honda	A/S	1:28.56 ⁺	1:30.23	1:28.51	1:28.14	1:28.14	109
GEORGE SHEPPARD ②	Honda	A/S	1:30.47	1:28.79	1:30.09	1:28.70	1:28.70	105.4
BILL IRVING ③	Honda	A/S	1:28.91 ⁺	1:35.93	1:28.97	1:27.30 ⁺	1:28.97	103.1
RALPH ROSE ④	300ZX (T)	A/S	1:33.64	1:30.06	1:29.56	1:29.33	1:29.33	101.7
LEW LAQUANT ⑤	Colt (T)	A/S	1:34.29	1:40.58	1:31.11 ⁺	1:32.82	1:32.82	96.0
GARY CROSSAN ⑥	Honda	A/S	1:38.71	1:32.28	1:30.85	1:29.78	1:29.78	100.2
RICHARD RIPLEY ⑦	Scirocco	A/S	D.N.F.	1:56.73	1:36.19	1:33.25	1:33.25	94.5
JOHN ERNST ⑧	Lotus	A/S	1:46.32 ⁺	1:39.21	1:38.73	1:33.59 ⁺	1:35.59	92.2
LES ROTH ⑨	Rabbit	A/S	1:51.91	1:42.22	1:39.20	1:39.75	1:39.20	88.9
GARY MARKS ⑩	RX-7	A/I	1:25.58	1:24.79	1:23.92	1:23.68	F.T.D. 1:23.68	109
REG CLAYTON ⑪	Honda	A/I	1:24.74	D.N.F. ⁺	1:24.62	1:23.75	1:23.75	105.9
CRAIG MACDONALD ⑫	Camaro	A/I	1:41.07	1:28.69	1:27.52	D.N.S.	1:27.52	99.6
MIKE RUSHTON ⑬	Rabbit	A/I	1:35.75	1:31.54	1:29.44	1:29.15 ⁺	1:29.44	96.6
GLENN SEAWARD ⑭	Honda	A/I	1:32.55	1:30.44	1:29.65	1:34.98	1:29.65	95.3
MIKE SHUPE ⑮	Capri	A/P	1:33.71	1:34.06	1:30.52	DNS	1:30.52	109
JOE POSIAK ⑯	Honda	A/P	1:32.90	1:30.95	1:30.61 ⁺	1:29.15 ⁺	1:30.95	105.5
GEORGE BAUER ⑰	Honda	A/P	1:38.50	1:35.41	1:36.33	1:34.04	1:34.04	100.3
MARK EARLE ⑱	GLC	B/S	1:37.56	1:35.19 [%]	1:34.24	1:33.81	1:33.81	94

+ - Add 2 Seconds For Pylon

NAME	CAR	CLASS	RUN #1	RUN #2	RUN #3	RUN #4	BEST TIME	CLUB Points
GARF MCGUIRE ① GILLES NAULT ②	Honda Renault	B/I B/I	1:31.42 1:39.66	1:31.24 D.N.F.	1:31.23 D.N.S.	1:30.34 D.N.S.	1:30.34 1:39.66	101 90.1
BURT PAGE ① LENNY DEMPSEY ② COLIN CHASE ③	Rabbit Monza Volvo	C/S C/S C/S	1:39.06 1:52.40 1:48.95	1:37.18 1:39.14 1:42.32	1:38.31 D.N.F. 1:41.45	1:40.84 1:39.38 1:43.27	1:37.18 1:39.14 1:41.45	109 104 99.8
DEREK LUGAR ① KEN ECKERT ② JAMIE CROOK ③ MIKE KEANE ④	Volvo Volvo Mini Mini	C/I C/I C/I C/I	D.N.F. 1:52.25 1:40.67 1:41.63	D.N.F. 1:38.67 1:40.43 1:49.47	1:30.92 1:38.34 ⁺ 1:36.98 ⁺ 1:40.08	1:33.75 1:36.13 1:38.00 1:39.68	1:30.92 1:36.13 1:38.00 1:39.68	109 100.6 96.8 94.2

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