

*Announcing
The 31st Anniversary Awards Banquet
of the Virginia Motor Sport Club
January 16, 1982
at the Westwood Racquet Club
at a cost of \$20.00 per person*

*6:00 P.M. - Cocktail Hour
7:00 P.M. - Dinner
8:00 P.M. - Awards Presentation
9:30 - 12:30 P.M. - Dancing*

*All past and present members
and friends of the Club
are cordially invited to attend.*

*Cost includes set-ups, dinner, awards presentation
followed by dancing to "Friday's Child".*

B. U. O. L. (No beer or wine)

*Reservations by prepayment only. Send checks
made payable to V. M. S. C. to:*

*John and Sue Adams
2542 Cedar Lane
Mechanicville, Virginia 23111*

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8
2

**The
Virginia Motor Sport Club**

**31st Anniversary
Awards Banquet**



January 16, 1982

1981 YEAR END RESULTS

OVERALL

1. Gary Stout	14,250	57. Will Hunter	1,750
2. Wilt Greenwood	14,200	57. Jenny White	1,750
3. Scott Powell	13,900	57. Ruth Williams	1,750
4. Bill Hunter	13,250	60. Kathleen Edwards	1,600
5. Floyd Mills	13,200	60. Charlotte Hoelzel	1,600
6. Barbara Stout	12,600	60. Emille Sikora	1,600
7. Bill Chvala	12,550	63. Mike Castleberry	1,350
8. Marvin Mills	12,200	63. Chuck Madison	1,350
9. Dick Jones	12,100	65. Richard Chvala	1,300
10. Shelia Hunter	11,600	65. Walter Harley	1,300
10. Len Wells	11,600	67. Dave Armentrout	1,250
12. Neale Dickinson	11,200	67. Kevin LaRue	1,250
13. Lewis Parsley	11,100	67. Ralph Vauter	1,250
14. Alan Armstrong	10,900	70. Chuck Edwards	1,200
15. Tom Blot	10,850	71. Larry Ellis	1,150
16. Bill Armstrong	10,150	72. Ellen Hamilton	1,100
17. Fred DeBardleben	9,800	73. Doug Markham	900
18. Libby Wells	9,550	73. Shirley Zonner	900
19. Barbara Greenwood	9,500	75. Bill Smith	850
19. Bay Milligan	9,500	76. Doug Harrel	800
19. Dave Milligan	9,500	77. Wm. Allen Brown	750
22. Peter Wilson	9,200	78. Clair Hinkley	600
23. Gerry Eberhard	9,100	78. Charlie Hoelzel	600
24. James Adcock	8,700	80. Martha Dickinson	500
25. Marion DeBardleben	8,500	81. Barbara Cates	450
25. Richard West	8,500	81. Steve Greenwood	450
27. Beth Mills	8,400	81. Tracy Greenwood	450
28. Ellis Wimmer	8,300	81. Robert Leuschen	450
29. Barbara Parsley	8,250	81. Katy Wells	450
29. Chris Young	8,250	86. Dave McCall	400
31. Lil Young	8,200	86. Baxter Phillips	400
32. John Adams	7,550	88. Louis Hiltz	300
33. Bookie Westbrook	7,050	89. Faye Adcock	250
34. Chuck Hoelzel	6,900	89. Tom Hiltz	250
35. Jeff Wright	6,750	91. Teresa Spaulding	200
36. Mike Newsome	6,650	92. Vicki Armentrout	150
37. Lindsay Wilson	6,600	93. Mark Johnson	100
38. Judy Chvala	6,300	93. Art Wingo	100
39. John DeBardleben	6,150	95. Cassandra Bainbridge	50
40. Bill Enos	5,850	95. Joe Bainbridge	50
41. Chuck Dabney	5,700	95. Bill Blevins	50
42. Bill Whitehead	5,650	95. Chris Blot	50
43. Doug Burton	5,650	95. Adrian Cates	50
44. Janice Wimmer	5,050	95. John Chehaske	50
45. John Bergeron	4,800	95. Kathy Chehaske	50
46. Sue Adams	4,450	95. Bill Dixon	50
46. Roe DeGrace	4,450	95. Lauretta Dixon	50
48. Bill McAllister	4,300	95. Warren Daub	50
48. Gary Simmons	4,300	95. Jack East	50
50. Bill Lloyd	3,300	95. Caryl Hatch	50
51. Guy Spaulding	3,000	95. Dick Hatch	50
52. Linda Jennings	2,850	95. Milly Hoelzel	50
53. Toby Williams	2,250	95. Kay Holliday	50
53. George Wright	2,250	95. Randall Snyder	50
55. Alice Jones	2,150	95. Judy Whitehead	50
56. Pat McAllister	1,800		

PORSCHE

1. Bill Chvala	7,800
2. Bill Whitehead	5,200
3. Bill McAllister	4,900
4. Gary Simmons	4,300
5. Judy Chvala	3,500
6. Dave Armentrout	1,200
7. Pat McAllister	1,000
8. Doug Harrel	800
9. Vicki Armentrout	100

SAAB

1. Wilt Greenwood	13,000
2. Barbara Greenwood	6,000

SUNBEAM

1. Adrian Cates	50
1. Barbara Cates	50

TOYOTA

1. Bay Milligan	7,300
1. Dave Milligan	7,300
3. Beth Mills	1,200
3. Lindsay Wilson	1,200

TRIUMPH

1. John Bergeron	4,800
2. George Wright	1,850

VOLKSWAGEN

1. Chuck Hoelzel	3,300
2. Guy Spaulding	3,000
3. Charlotte Hoelzel	1,100
4. Peter Wilson	600
5. Steve Greenwood	400
5. Jenny White	400
7. Charlie Hoelzel	200
7. Teresa Spaulding	200

VOLVO

1. Lewis Parsley	2850
1. Barbara Parsley	2850



The 31st Anniversary
of the Virginia
Jamboree
at the Norfolk
at a cost

6:00 P.M.
7:00
8:00 P.M.
9:30 - 12

All past
and future
are cordial

Cost includes
followed by
B. &
Reservations
made

PROGRAM

6:00-7:00 - Cocktails
7:00-8:00 - Dinner
8:00-9:30 - Presentation of
Awards

Introduction of Life Members
Marque Awards
December Rally
Rally of the Year
Championships
Unequipped
Equipped
Speed
Top 20
Presentation of Officers
9:30-12:30 - Dance with
"Friday's Child"

Acknowledgements

We wish to take this opportunity to
thank the following friends of VMSC
whose generosity has contributed so
much to this award presentation...

MARQUE TROPHIES
Boulevard Import Service
Datsun
Saab
Bradley Sport Car Center
BMC
E.G. Bradley
Triumph
Goynes Chevrolet
Chevrolet
Hawthorne Volkswagen
Volkswagen
Moopers Motor Car Co.
Fiat-Volvo
Richmond Honda
Honda
Team Mazda
Mazda

1981 YEAR END RESULTS

OVERALL

1. Gary Stout	14,250
2. Wilt Greenwood	14,200
3. Scott Powell	13,900
4. Bill Hunter	13,250
5. Floyd Mills	13,200
6. Barbara Stout	12,600
7. Bill Chvala	12,550
8. Marvin Mills	12,200
9. Dick Jones	12,100
10. Sheila Hunter	11,600
11. Len Wells	11,600
12. Neale Dickinson	11,200
13. Lewis Parsley	11,100
14. Alan Armstrong	10,900
15. Tom Blot	10,850
16. Bill Armstrong	10,150
17. Fred DeBardleben	9,800
18. Libby Wells	9,550
19. Barbara Greenwood	9,500
19. Bay Milligan	9,500
19. Dave Milligan	9,500
22. Peter Wilson	9,200
23. Gerry Eberhard	9,100
24. James Adcock	8,700
25. Marlon DeBardleben	8,500
25. Richard West	8,500
27. Beth Mills	8,400
28. Ellis Wimmer	8,300
29. Barbara Parsley	8,250
29. Chris Young	8,250
31. Lil Young	8,200
32. John Adams	7,550
33. Bookie Westbrook	7,050
34. Chuck Hoelzel	6,900
35. Jeff Wright	6,750
36. Mike Newsome	6,650
37. Lindsay Wilson	6,600
38. Judy Chvala	6,300
39. John DeBardleben	6,150
40. Bill Enos	5,850
41. Chuck Dabney	5,700
42. Bill Whitehead	5,650
43. Doug Burton	5,650
44. Janice Wimmer	5,050
45. John Bergeron	4,800
46. Sue Adams	4,450
46. Roe DeGrace	4,450
48. Bill McAllister	4,300
48. Gary Simmons	4,300
50. Bill Lloyd	3,300
51. Guy Spaulding	3,000
52. Linda Jennings	2,850
53. Toby Williams	2,250
53. George Wright	2,250
55. Alice Jones	2,150
56. Pat McAllister	1,800

57. Will Hunter	1,750
57. Jenny White	1,750
57. Ruth Williams	1,750
60. Kathleen Edwards	1,600
60. Charlotte Hoelzel	1,600
60. Emille Sikora	1,600
63. Mike Castleberry	1,350
63. Chuck Madison	1,350
65. Richard Chvala	1,300
65. Walter Harley	1,300
67. Dave Armentrout	1,250
67. Kevin LaRue	1,250
67. Ralph Vawter	1,250
70. Chuck Edwards	1,200
71. Larry Ellis	1,150
72. Ellen Hamilton	1,100
73. Doug Markham	900
73. Shirley Zonner	900
75. Bill Smith	850
76. Doug Harrel	800
77. Wm. Allen Brown	750
78. Clair Hinkley	600
78. Charlie Hoelzel	600
80. Martha Dickinson	500
81. Barbara Cates	450
81. Steve Greenwood	450
81. Tracy Greenwood	450
81. Robert Leuschen	450
81. Katy Wells	450
86. Dave McCall	400
86. Baxter Phillips	400
88. Louis Hiltz	300
89. Faye Adcock	250
89. Toni Hiltz	250
91. Teresa Spaulding	200
92. Vicki Armentrout	150
93. Mark Johnson	100
93. Art Wingo	100
95. Cassandra Bainbridge	50
95. Joe Bainbridge	50
95. Bill Blevins	50
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95. John Chehaske	50
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I think I've hurt myself



...11,12,13,14...

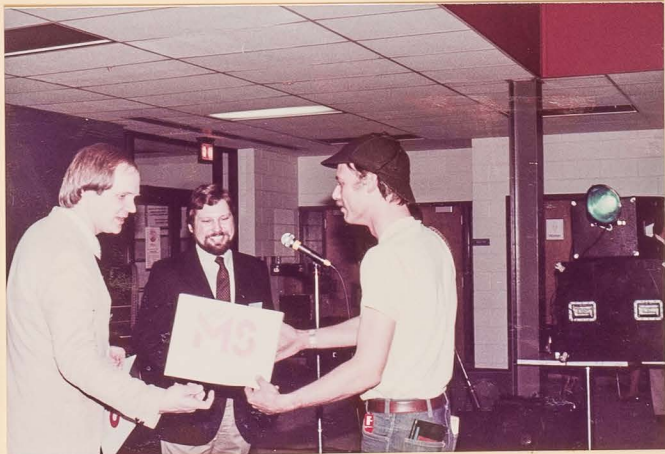
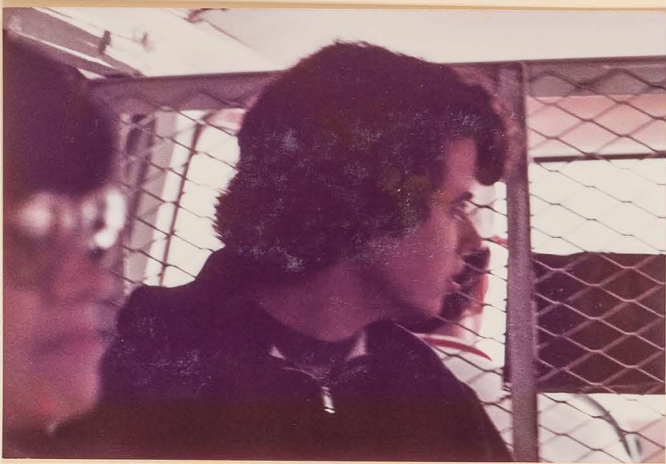
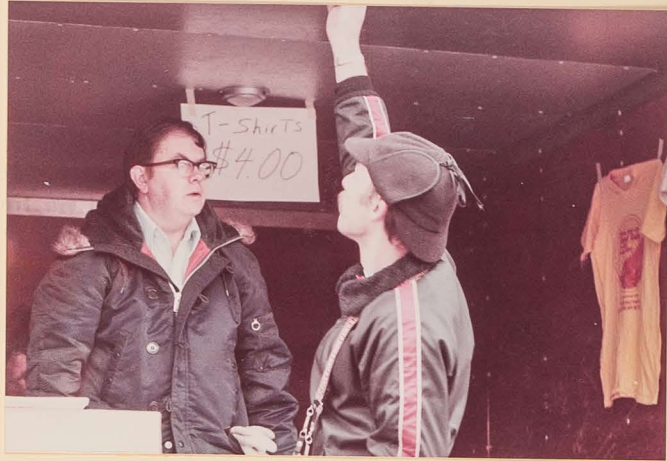


THE MILLER RALLY FOR MS
COSPONSORED IN COJUNCTION WITH
WEST BROAD HONDA AND THE
VIRGINIA MOTOR SPORTS CLUB

Saturday morning dawned cold and overcast, with a hint of rain in the air. It looked like a perfect day for a rally. VMSC members began arriving about 9:30 AM to set up registration, and generally get everything going. Representatives from Miller Brewing, MS, and Loveland Distributing were also on hand to welcome the contestants and help with the rally. Also present were six "Miller Girls", who were quite nice, but not exactly what was expected. By the time the cars were ready to start, there were 50 contestants. Somewhat less than the anticipated number. However, they all got started without any major problems. If there had been 200 cars, the start could have been pandemonium. The rally proceeded without any hitches (except for a route sign that has a habit of appearing and disappearing). A minor problem developed at the finish when JSR had to close the "Pit" from 5 PM to 7 PM. This threw the scoring committee slightly off stride and necessitated a change in the scoring location. However, the checkpoint crews had done an excellent job of scoring the cars as they came through and the scoring committee was able to total the scores and select the winners before the party started. The party was a lot of fun. There was plenty of beer, and the music provided by the band and a local radio station kept things lively.

All-in-all, the rally seems to have been a success. Several people expressed an interest in joining VMSC. Many more are planning to run the April Rookie Rally.

VMSC can pat itself on the back for a job well done on very short notice.



Popular legend has it
receded, Noah's
and left st
Noah's

*Postponed due to ice.
New date: Feb. 21, 1982.*

ers had
nd animals
: true!
: mountain
by scouts who
se directions were

Historic event, we have prepared
the January rally in nautical terms so
you can appreciate the hardships encountered by
these brave souls while

Navigating Noah's Ark

DATE: ~~JANUARY 24, 1982~~ PRICE: \$6.00

START & FINISH: MILTON'S PIZZA IN MECHANICSVILLE (SEE MAP)
AT THE INTERSECTION OF RT. 360 (Bus) AND RT. 640.

REGISTRATION: 11:00 AM TO 11:45 AM. FCO: 12:01 PM.

CLASSES: EQUIPPED, UNEQUIPPED, AND ROOKIE.

PREREGISTRATION: YOU MAY PREREGISTER BY CONTACTING ONE OF
THE OD'S. CAR NUMBERS WILL BE ASSIGNED ON A FIRST
COME BASIS.

OD'S: GERRY EBERHARD & ALAN ARMSTRONG
(804) 272-6690 (804) 232-3267

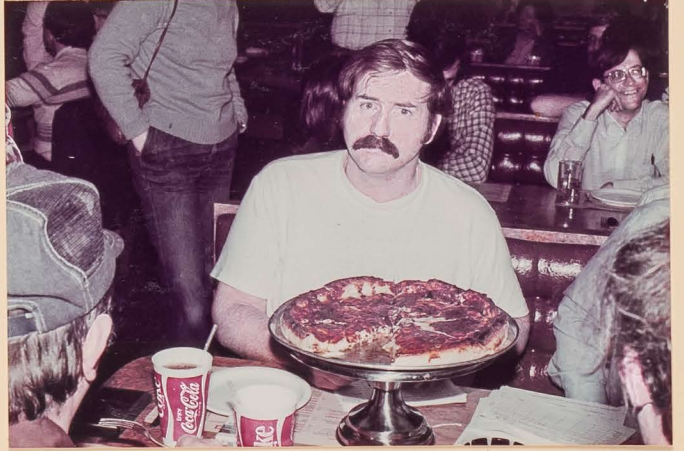
PRECHECKS: SCOTT POWELL & NEALE DICKINSON
BILL HUNTER & CHUCK MADISON

THE RALLY: A SLIGHTLY DIFFICULT RALLY OF ABOUT 120 MILES
(START TO FINISH). THE ROADS SELECTED FOR THE RALLY
ARE ONES THAT SHOULD BE CLEARED IN THE EVENT OF SNOW.



NAVIGATING NOAH'S ARK						February 21, 1982								
POSITION O/A	CLASS	CAR NO.	DRIVER	NAMES NAVIGATOR	MARQUE	1	2	3	4	5	6	7	8	TOTAL
1	LUE T	7	M. Mills	F. Mills	Honda	13	9	1	1	9	5	1	4	43
2	1 E T	5	B. Westbrook	B. Stout	Honda	2	0	4	6	2	2	46	18	64
3	2 E T	3	W. Greenwood	B. Greenwood	Saab	76	1	11	1	3	2	8	2	104
4	3 E	19	L. Wells	T. Blot	Audi	74	26	3	0	1	4	52	5	165
5	4 E	2	G. Stout	D. Jones	Honda	75	111	22	2	0	28	4	2	244
6	2UE T	9	C. Young	L. Young	Corvair	63	29	2	14	13	59	66	36	282
7	1 R T	1	M. Newsome	C. Simmons *	Mustang	3	73	11	95	100	4	53	99	438
8	5 E	15	B. Chvala	J. Chvala	Olds.	0	2	178	200	3	20	46	3	452
9	2 R T	6	S. Adams	J. Adams	Olds.	8	35	4	35	60	200	13	200	555
10	3UE	21	E. Wells	S. Hunter	Audi	59	164	34	9	0	135	51	117	569
11	6 E	4	B. Goodwin *	C. Goodwin *	260 Z	1	0	5	1	76	200	92	200	575
12	4UE	17	L. Parsley	B. Parsley	Volvo	27	7	30	198	27	200	55	48	592
13	5UE	10	B. Milligan	D. Milligan	Toyota	12	200	200	2	77	15	85	55	646
14	6UE	8	B. Mills	L. Wilson	Datsun	54	186	5	12	200	71	61	119	708
15	3 R	11	M. Bradstock *	J. Dodge *	280 ZX	53	200	54	160	90	40	93	157	847
16	4 R	13	G. Spiller *	Reilly *	Corvair	42	200	200	81	2	200	150	200	1075
17	5 R	12	R. Williams	T. Williams	Capri	200	200	200	200	100	200	200	158	1458
17	5 R	16	E. Cavalcanti *	P. Hawner *	Cadillac	200	200	200	200	100	200	200	158	1458
19	7 R	20	J. Moore *	Hicks *	280 Z	200	200	200	200	100	200	200	200	1500
20	8 R	14	Delozier *	I. Christy *	Chevy	-----DNF-----								

RALLYMASTERS: Alan Armstrong and Gerry Eberhard OFFICIAL PRECHECKS: Scott Powell and Neil
Dickinson, Bill Hunter and Chuck Madison WORKERS: S. Powell, N. Dickinson, B. Hunter, W. Hunter,
C. Madison, B. Armstrong, B. Blevins, A. Wilson, R. DeGrace, E. Sikora, J. Bainbridge, C. Bainbridge.
The rallymasters wish to thank the workers, who worked so hard to help make the rally a success.
T indicates trophy position. * indicates a non club member.



Citation
of Merit



Awarded to VIRGINIA MOTOR SPORTS CLUB

for distinguished service to our fellow Americans who suffer with Multiple Sclerosis. In enlisting public support, you have hastened the day when this crippling disease of young adults eventually will be brought under control.

National Multiple Sclerosis Society

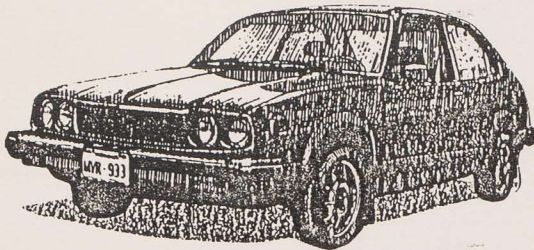
CENTRAL VIRGINIA CHAPTER
CHAPTER

H. WINSTEAD JONES

2/6/82
CHAIRMAN AND DATE



VMSC Presents:
THE FROST FREE AUTOCROSS



DATE: Sunday, March 21, 1982
 PLACE: Old Giant Open Air Supermarket Parking Lot
 Midlothian Turnpike (Route 60)
 TIME: 8:30 AM Registration and Tech Inspection
 9:00 AM Fun Runs (Limit 2 per entrant as time permits)
 12:00 M First Car Off
 COST: \$7.00 per person
 \$1.00 per person per Fun Run
 GENERAL: Classes will be MWSCC Classes as modified by VMSC.
 Exhaust Surpression is required for all cars.
 Camber Compensation is required for swing axle cars.
 Rollover Protection is required in open top cars.
 FOR MORE INFORMATION OR TO REGISTER, CALL:
 Bill Hunter 1-883-6557
 Ellis Wimmer 740-1881
 Neale Dickinson 272-7610

OD'S - Bill Hunter
 Ellis Wimmer

"THE FROST FREE AUTOCROSS"
 MARCH 21, 1982

() = number of pylons at 2 seconds each included in time
 * = VMSC member

T = Trophy position

POSITION	NAME	CAR	1	2	3
A/MODIFIED					
T 1	Kevin Seeber	Stinger	57.672	54.663	52.232
2	Dick Wilson	Lotus	58.044	56.403	56.760
B/MODIFIED					
1	Ray Clark	Triumph	1:06.561	57.193	1:10.638
2	George terHorst	MG	1:07.925	57.054	1:15.188(1)
3	George Wright	Triumph	1:05.298	1:00.938	1:05.001(1)
4	Gary Woods	Honda	1:05.121	1:34.484	1:02.734
5	Dennis Gilchrist	Camaro	1:04.115(1)	1:10.683(2)	1:03.192
6	John Demetri	MG	1:31.852	DNF	1:06.771
C/MODIFIED					
1	Len Wells	Mazda	55.385	1:02.211	52.829
2	Lewis Parsley	Mazda	55.720(1)	58.997(2)	54.350
3	Lloyd Hornberger	Capri	1:23.837	57.459	57.928
4	Harold Hayes	Capri	57.117(1)	1:32.022(3)	52.505
5	Tom Blot	Mazda	56.129	1:03.322(1)	57.792(2)
6	Paul Moore	Pinto	1:20.782	56.624	57.424
7	Libby Wells	Mazda	DNF	1:19.492	57.127
8	Bill Enos	Mazda	1:00.411	1:08.845	57.138
9	Jim Moore	Pinto	1:01.015	1:11.130(1)	58.869
10	Gary Westhouse	Datsun	1:06.961(1)	1:00.401	1:00.775
11	Keith Dages	Ford	1:06.705	DNF	1:04.739
12	Lil Young	Mazda	1:12.253	DNF	DNF
A/PREPARED					
T 1	John Adams	Lotus	57.125	55.918	54.751
2	Sam Jesse	Porsche	1:09.634	57.705	57.985
B/PREPARED					
T 1	Stanford Vann	Camaro	58.563	57.980	57.803
2	Bill Chvala	Datsun	1:00.081(1)	59.115	1:00.855(1)
3	Mac Davis	Camaro	1:00.414	1:00.099	59.134
4	Tom Clark	Camaro	1:02.071	1:08.592(2)	1:05.195
5	Philip Kenney	Firebird	1:06.987	1:05.556	1:04.652
C/PREPARED					
T 1	Gary Simmons	Porsche	57.921	56.298	56.177
2	Larry Thomas	Porsche	1:20.110	1:09.192	57.825
D/PREPARED					
T 1	Bill Hunter	Honda	57.099	1:06.730	57.009
2	John Bergeron	Triumph	59.461	57.350	57.775(1)
3	Bob Stanley	Honda	1:00.159	1:00.194	59.697
4	Shelia Hunter	Honda	1:01.082	DNF	DNF
E/PREPARED					
T 1	Doug Christensen	Colt	59.362	59.692	1:02.176(1)
2	Rich Rounds		1:02.397	1:02.027	1:02.783
F/PREPARED					
T 1	Bill Lloyd	Vega	1:01.473	1:00.959	1:04.240(1)
2	Joe Zier	Vega	1:07.454	1:16.112	1:03.492
A/STOCK					
T 1	Doug Harrell	Porsche	59.499	58.586	1:03.300
2	Warren Montague	Camaro	1:02.353	1:04.519	1:02.621
3	Charles Cook	Pontiac	1:05.877	1:04.399	1:03.487
4	S. F. Mahtar	Camaro	1:05.932	1:04.278(1)	1:04.535
5	Michael Newsome	Plymouth	1:08.233	1:08.779(1)	1:06.989
B/STOCK					
1	Greg Miller	Morgan	1:03.344(2)	57.123	DNF
2	Jim Adcock	Mazda	1:00.054	59.998	59.210
3	Scott Powell	Datsun	DNF	1:00.287	59.575
4	Jeff Wright	Fiat	1:02.555	1:00.701	59.282
5	Roe DeGrace	Fiat	1:00.949	1:00.362	1:02.333
C/STOCK					
1	Gary Stout	Honda	58.311	57.923	57.261
2	Richard West	Colt	1:08.331	59.595(1)	59.777
3	Barbara Stout	Honda	1:01.252	1:00.197	59.663
4	Bill Gilchrist	Dodge	1:39.075(1)	1:00.635	1:02.108
5	Floyd Mills	Honda	1:02.660	1:01.585	1:00.867
6	Bookie Westbrook	Citation	1:04.379(1)	1:01.269	1:01.478
7	Gordon Paterson	Fiesta	1:01.412	1:01.919	1:03.446
8	Richard Mitchum	Mazda	1:12.578	1:12.211	1:03.385
9	Raymond Quinn	Mazda	1:16.137	1:03.700	1:05.631
10	Stuart Smith	Mazda	1:16.955	1:07.943	1:06.382
D/STOCK					
T 1	Joe Bainbridge	Mazda	1:02.225	1:04.406(1)	1:02.305
2	Milt Greenwood	Saab	1:03.636	1:03.705	1:03.124
3	Carla Beasley	Monza	1:10.453	1:12.758	1:09.289

The OD'S would like to thank all the people who worked so hard on this event: Shelia Hunter; Janice Wimmer; Dick Jones; Scott Powell; Roe De Grace; John Adams; Barbara Stout; Floyd Mills; Lindsay Wilson; Beth Mills; Doug Burton; Bookie Westbrook; Joe Bainbridge; Cassandra Bainbridge; Neale Dickinson; Gordon Paterson; Richard West; Jim Adcock; Michael Newsome; Libby Wells; Lewis Parsley; Philip Kenney; Anne Wilson; Gary Stout; Tom Elcott; Art Ingo; Alan Armstrong; Karen Ingo. If we've overlooked anyone, please let us know.

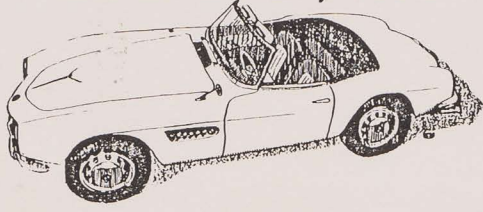
YOU ARE CORDIALLY
INVITED TO ATTEND
THE THIRD ANNUAL



AT



MARCH 26-27, 1982

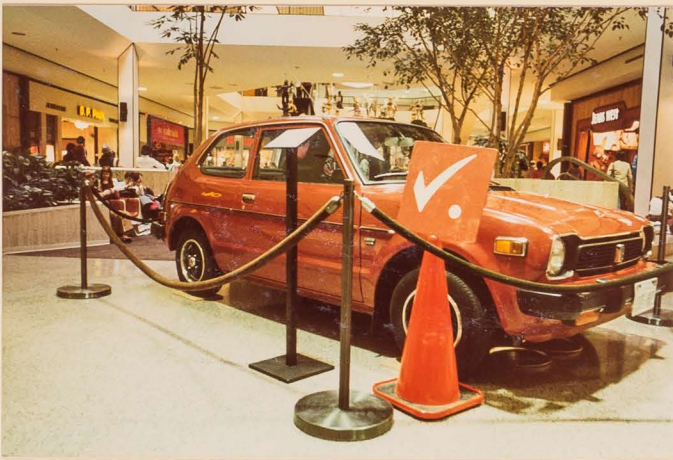


A SHOW FEATURING THE
CARS AND ACTIVITIES
OF THE MEMBERS OF THE
VIRGINIA MOTOR SPORT CLUB


WITH DISPLAYS AND INFORMATION ON
RALLYING, AUTOCROSSING AND SOCIAL EVENTS

FROM 10AM TO 9:30 PM FRIDAY AND SATURDAY,
MARCH 26-27

IN THE MALL AT REGENCY SQUARE.




START & FINISH
TUCKAHOE VILLAGE SHOPPING
CENTER on Patterson Ave.
approx. 3.0 Miles West
of Parham Road.



LIMITED TO THE
FIRST 100 CARS TO
REGISTER.

PREREGISTRATION
RECOMMENDED

APRIL ROOKIE RALLY



REGISTRATION: 11:00 AM to
12:00 PM
NOON : Rookie & Unequipped
QUESTIONS
Call: Neale 272-7610 or Scott 784-5180

A SIMPLE TSD EVENT
EASY AND ENJOYABLE.
DESIGNED FOR THE
NOVICE RALLIST.

APRIL 4, 1982

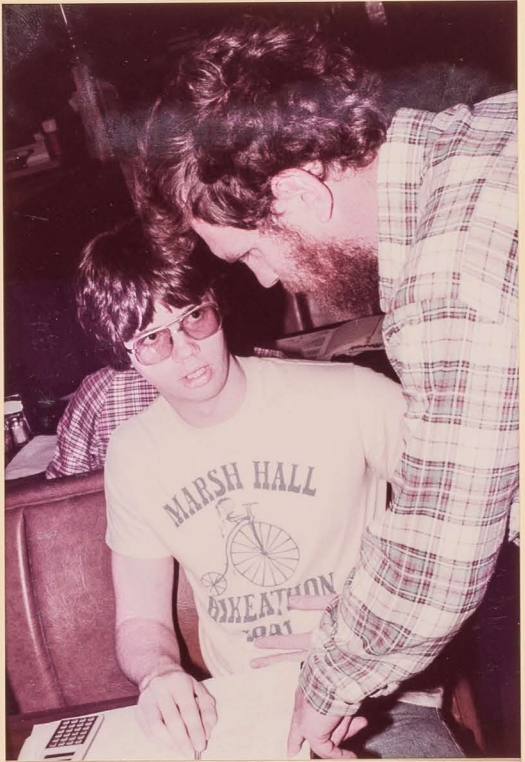
THE APRIL ROOKIE RALLY
APRIL 04, 1982

DA	CL	DRIVERS	NAVIGATOR	1	2	3	4	5	6	7	DIY	TOTAL
1	18	G. YOUNG	G. YOUNG	43	1	10	6	2	26	9	1	98
2	28	G. CARLIS	G. BELL	27	2	20	6	5	37	11	1	109
3	10	G. HUBER	J. WHITE	1	25	28	4	7	4	6	0	125
4	34	M. SMITH	A. HUTCHINSON	16	4	10	75	12	9	5	0	131
5	44	J. BAIRBRIDGE	C. BAIRBRIDGE	13	14	20	47	16	23	12	0	147
6	20	B. HUNTER	G. EBERHARD	20	67	18	2	2	52	4	0	165
7	52	G. PAULY	S. SHAMSKIN	22	69	50	11	9	3	7	1	172
8	68	M. EGANES	S. CARROLL	36	57	15	6	24	29	13	2	186
9	30	P. WILLS	L. WILSON	7	36	21	3	35	47	19	0	198
10	74	M. NEATUM	C. SIMMONS	52	25	66	30	7	43	5	1	226
11	85	F. MCKEEL	K. ADRIIS	9	65	33	63	9	35	9	7	230
12	40	C. YOUNG	L. YOUNG	1	10	1	162	51	8	4	0	237
13	50	J. WRIGHT	J. MATTHEWS	9	9	17	10	1	200	4	0	241
14	94	A. CLARK	C. JOHNSON	15	4	200	17	4	0	5	1	246
15	108	K. LUCKHART	J. LLOYD	4	77	65	14	33	34	26	1	258
16	118	F. WILLIAMS	T. WILLIAMS	28	52	39	9	8	73	2	56	267
17	128	S. DAYLEN	K. SMITH	6	15	6	155	25	49	11	0	271
18	134	K. COOKE	L. SIMMONS	14	10	20	200	16	5	25	1	291
19	142	V. WITTEK	S. JAMES	66	70	42	15	13	67	10	0	303
20	154	E. WIMMER	J. WIMMER	2	56	26	9	21	200	17	0	332
21	164	S. ADAMS	J. ADAMS	7	123	41	10	5	130	16	1	333
22	174	D. FALSER	P. KENNEY	74	1	60	66	15	162	15	1	334
23	184	D. DARVILLE	J. WOODSON	76	159	62	2	19	20	11	0	349
24	194	B. HARRIS	J. HARRIS	49	33	99	85	70	2	30	1	369
25	204	L. THOMAS	D. THOMAS	14	71	13	14	14	167	11	0	393
26	214	E. RICHARLSON	L. DIETERICH	0	33	45	200	23	67	15	15	410
27	224	T. HELLER	L. ALLISON	4	52	149	72	25	83	26	1	420
28	234	D. FARRAR	I. CHRISTY	53	44	99	149	10	71	5	2	434
29	244	P. FITZNI	S. BUSCH	1	163	93	131	2	49	4	1	444
30	244	H. HUNT	M. WALTON	70	23	77	21	28	123	18	14	444
31	254	J. EDGEE	S. EDGEE	60	74	76	19	16	200	16	0	482
32	264	D. WITT	S. SIMMONS	32	63	103	46	29	119	11	166	566
33	264	D. WITT	B. TAMPLIN	124	200	16	54	16	174	11	1	594
34	294	A. FLEMING	S. FLEMING	21	200	200	20	6	135	6	0	597
35	304	D. CANADA	H. SOUTH	123	98	120	15	25	177	44	37	643
36	314	P. MAJZER	P. WEST	57	130	149	254	18	52	12	0	672
37	324	J. MOORE	D. HICKS	5	200	5	200	116	43	65	59	696
38	334	L. INYING	J. SKRUCK	128	47	94	200	62	101	38	0	701
39	334	S. SULLIVAN	P. SULLIVAN	31	58	74	200	42	200	83	11	701
40	354	L. COOKE	C. COOKE	51	11	150	200	71	200	51	0	734
41	364	L. CAVALCANTI	P. HANNEK	137	115	61	200	260	200	200	200	1313

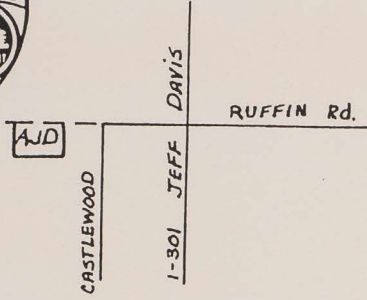
RALLYMASTERS: NEALE DICKINSON, AND SCOTT POWELL

PRECHECKERS: TOM SCUT, DICK JONES, BARBARA GREENWOOD, WILT GREENWOOD,
FLUDD MILLS, MARVIN MILLS, BARBARA STOUT, GARY STOUT, LEN WELLS, AND
BOOKIE WESTBROCKE

WORKERS: GUYCK HUELZEL, DICK JONES, BARBARA GREENWOOD, WILT GREENWOOD,
FLUDD MILLS, MARVIN MILLS, BARBARA PARSLEY, LEWIS PARSLEY, BARBARA
STOUT, GARY STOUT, LEN WELLS, BOOKIE WESTBROCKE, ANI ANNE WILSON
Bill Armstrong, and Alan Armstrong.



'HATS OFF' AUTOCROSS



DATE: Sunday, April 25, 1982

PLACE: AJD CORP. (Old GEM Store) parking lot.
3301 Castlewood Rd. (off Jeff Davis Hwy.)

TIME: 11:00 AM Registration and Tech Inspection
12:00 N First Car Off

COST: 7.00 Per Person
1.00 Per Fun Run (If Time Allows)

GENERAL: MWCSCC Classes as modified by VMSC
Exhaust Suppression Required
Camber Compensation for swing axle cars req.
Rollover Protection for open top cars req.

FOR MORE INFORMATION OR TO REGISTER, CALL:
FLOYD MILLS 798-5536
BETH MILLS 798-5536
MARVIN MILLS 798-3989

8

HATS OFF AUTOCROSS 4-25-82 00ed by Floyd, Beth & Marvin Hills

A/S	Marque	1st run	2nd run	3rd run	4th run
T *Doug Harrell	Porsche	40.783	40.880	46.254	-39.952-
Warren Montague	Chevrolet	49.777	41.971	-41.732-	42.296
Larry Ostrowski	Pontiac	43.090+40.	45.456	50.421	-44.998-
B/S					
T *Jim Adcock	Mazda	42.700+10.	40.821	40.218	-39.767-
Glenn Smith	Mazda	-43.893-	DNF	---	---
C/S					
T *Richard West	Dodge	40.802	39.966	39.743	-39.630-
*Barbara Stout	Honda	42.890	41.868	41.631	-41.392-
*Gary Stout	Honda	41.030+2.	41.457	-41.420-	41.570
*Bookie Westbrook	Chevrolet	42.750	42.475	-42.457-	42.916
*Alan Armstrong	Dodge	45.684	45.120	43.677	-43.149-
Stephen Carroll	Ford	46.264	44.707+10.	-45.167-	47.276
D/S					
T *Joe Bainbridge	Mazda	43.808	43.951	43.787	-42.863-
Kevin Dix	Ford	46.501	46.255	47.435	-46.250-
B/M					
T John Sheally	Morgan	38.627+10.	36.779	37.342	-36.380-FTD
*John Ashford	Honda	38.787	37.825	37.924	-37.157-
*Chuck Madison	Honda	46.595+2.	38.368+2.	-39.318-	39.474
George Horst	MG	42.737+2.	41.822	-40.195-	40.452
*George Wright	Triumph	44.617+2.	43.697	43.548	-42.864-
John Demitri	MG	39.284+32.	45.099+2.	42.249+2.	-42.910-
C/M					
T Harold Hayes	Mercury	37.223	36.888	-36.544-	37.200
*Lewis Parsley	Mazda	38.024	38.351	-37.369-	39.447
Lloyd Hornberger	Mercury	38.662	38.452	37.608+2.	-37.885-
Tom Pherson	Mercury	41.777+2.	41.147+2.	40.506+12.	-38.654-
*Bill Enos	Mazda	40.174+10.	-39.117-	39.316+10.	39.579+2.
*Len Wells	Mazda	40.600+26.	37.741+10.	-37.549+4.-	44.086
*Chris Young	Mazda	42.592	DNF	42.367+2.	-41.846-
Gary Hesterhouse	Datsun	41.623+30.	42.174	-41.885-	51.132+10.
A/P					
T *Bill Whitehead	Porsche	39.125	-39.907-	39.178	39.147
*Bill McAllister	Porsche	38.983	-38.970-	39.212+2.	39.658
*John Adams	Lotus	39.819	42.738	41.003	-39.066-
*Dave Armentrout	Porsche	40.080	46.475	39.541	-39.439-
Sam Jesse	Porsche	-40.246-	42.168	40.904	40.633
B/P					
T Larry Thomas	Porsche	43.071+10.	42.362	-41.492-	43.992+20.
Ray Elliott	Chevrolet	42.243	42.734+2.	-41.843-	42.202
D/P					
T *John Bergeron	Triumph	40.781	40.702	38.908	-38.859-
*Bill Hunter	Honda	39.731	-39.048-	39.272	39.147
*Shelia Hunter	Honda	42.521	41.502	41.410+2.	-41.283-
*Roe DeGrace	Fiat	45.261	44.022	43.436	-43.326-
E/P					
T *Wilt Greenwood	Saab	42.624	42.540+10.	41.311	-41.064-
F/P					
T Jim Moore	Ford	42.306+10.	41.917	-40.932-	41.373
*Bill Gilchrist	Dodge	43.659	43.050	-42.660-	43.451

We wish to thank our workers - *Caroline Cooke, *Bookie Westbrook, *Neale Dickinson, *John Adams, *Barbara Stout, *Lil Young, *Joe & Candy Bainbridge, *Bill & *Shelia Hunter, *Alan Armstrong, *Lindsay Wilson, *Gerry Eberhard, *Gary Stout, *Mike Newsome, *Scott Powell, *Lewis Parsley, *Dick Jones.

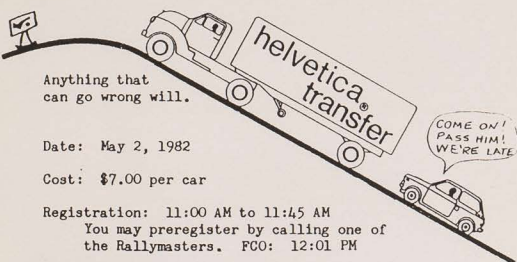
* denotes VMSC member T denotes trophy position

Any non-VMSC trophy winners please contact Barbara Stout, 804-225-8666, to make arrangements to receive your trophy. Thank you.

7

MURPHY'S LAW

A Relatively Simple Rally



Anything that can go wrong will.

Date: May 2, 1982
Cost: \$7.00 per car

Registration: 11:00 AM to 11:45 AM
You may preregister by calling one of the Rallymasters. FCO: 12:01 PM

Start & Finish: Milton's Pizza in Mechanicsville at the intersection of Rt. 360 (Bus) and Rt. 640.

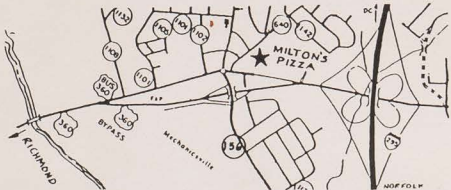
Classes: Equipped, Unequipped, and Rookie.

Rallymasters:

Bill Armstrong
2818 New Kent Ave.
Richmond, VA 23225
(804) 232 - 8252

Ellis Wimmer
1523 Ednam Forrest Dr.
Richmond, VA 23233
(804) 740 - 1881

Pre-checks: Bookie Westbrook & Barbara Stout



A Rally School and Warm-up Party for the "Murphy's Law" Rally will be held at the home of Bill Armstrong on Saturday, May 1, 1982 at 8:00 PM. Please call for directions (address and phone number above). Ice and mixers will be provided. BYOL.

11

MURPHY'S LAW
MAY 2, 1982

O.D.'S: BILL ARMSTRONG & ELLIS WIMMER
OFF. PRE-CHECK: BOOKIE WESTBROOK, BARBARA STOUT, UNOFF. PRE-CHECK: ALAN ARMSTRONG.
WORKERS: SCOTT POWELL, NEALE DICKINSON, JOHN & SUE ADAMS, ROE & EMILY DEGRACE, SHELIA HUNTER, LIBBY WELLS, ALAN ARMSTRONG, BOOKIE WESTBROOK, BARBARA STOUT.

O/A	CLASS POS'N.	CAR #	MAKE	DRIVER	NAVIGATOR	CONTROLS									
						1	2	3	4	5	6	7	DIY	TOTAL	
1	1E T	22	AUDI	L. WELLS	T. ELOT	4	1	200	0	0	1	1	0	0	207
2	2E	6	SAAB	W. GREENWOOD	B. GREENWOOD	1	2	200	3	2	1	0	0	0	209
3	1U T	4	HONDA	M. MILLS	F. MILLS	0	5	200	12	1	9	1	0	0	228
4	3E	13	VW	C. HOELZEL	K. McCALL	4	78	200	2	4	1	1	0	0	250
5	4E	3	HONDA	G. STOUT	R. JONES	27	200	200	8	3	7	4	0	0	449
6	2U	7	HONDA	E. HUNTER	G. EBERHARD	35	16	200	200	21	19	68	0	0	559
7	3U	10	DATSUN	B. MILLS	L. WILSON	123	6	200	133	14	77	24	0	0	577
8	4U	8	VOLVO	L. PARSLEY	B. PARSLEY	200	101	200	144	67	57	51	0	0	820
9	5U	18	RAMB.	C. YOUNG	L. YOUNG	6	186	200	74	19	121	23	200	0	829
10	1R T	16	CHEV.	D. BURTON	J. RICKMAN	23	106	200	200	200	128	25	15	0	897
11	2R T	23	MERCE.	F. CAVALCANTI	P. HAWNER	11	27	120	200	25	200	300	70	0	953
12	7R T	11	BEN.	D. CARTER	D. BELL	1	5	300	200	50	200	200	0	0	956
13	4R	20	HONDA	T. HELLER	L. ALLISON	1	22	200	200	200	138	0	0	0	961
14	5R	12	MAZDA	J. BAINBRIDGE	C. BAINBRIDGE	17	177	200	200	2	200	200	0	0	996
15	6R	24		S. TUCKER	M. REINHARDT	200	200	200	200	98	200	200	28	0	1326
16	7R	9	DAT.	C. MADISON	C. DIETERICH	200	146	300	200	200	200	200	0	0	1446
17	8R	19	DAT.	FERRI	I. CHRISTY	62	132	300	300	149	200	167	76	0	1488
18	9R	2	PLY.	M. NEWSOME	C. SIMMONS	19	2	200	300	200	300	300	300	0	1621
19	10R	15		F. SCHNEIDER	P. KILBY	64	200	300	300	300	300	300	200	0	1964
20	11R	21		DNF	DNF										DNF

∞



- 1 FOR THE MONEY
- 2 FOR THE SHOW
- 3 TO GET READY,
- 4 TO GO!



VIRGINIA MOTOR SPORT CLUB
AUTOCROSS
MAY 23, 1982

LOCATION: Zayre Department Store parking lot
3000 Mechanicsville Pike

REGISTRATION: 11:00 a.m.

TALK THROUGH: 11:30 a.m.

FIRST CAR OFF: 12:00 noon

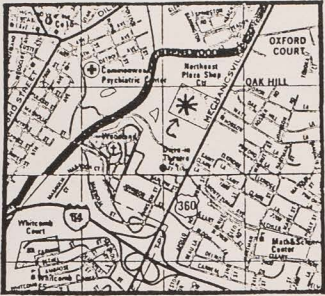
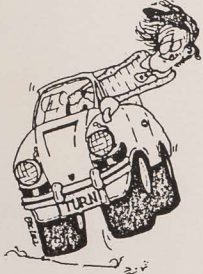
RUN ROUNDS: Time permitting

ENTRY FEE: \$7.00 for three competitive runs
\$1.00 per fun run

PENALTIES: 2 points per pylon
10 points per missed gate

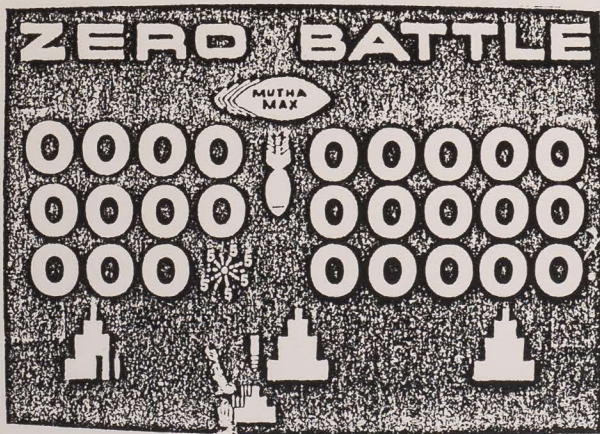
FOR INFORMATION CALL:
SHELIA HUNTER -- 883-6557
BARBARA STOUT -- 225-8666
LIBBY WELLS -- 275-8772

GENERAL:
MVCSCC classes as modified by VMSC.
Exhaust suppression required.
Camber compensation required for swing axle cars.
Rollover protection required for open top cars.
1 3/4" minimum ground clearance.



Virginia Motor Sport Club

PRESENTS:



WHAT: A sports car rally of medium difficulty, less than 100 miles in length.

WHEN: June 27, 1982. Registration from 11 AM to 11:45; FCO - 1 minute after 12 Noon. Pre-register by calling the Rallymasters.

START & FINISH: Colosseo Plaza Restaurant in the Meadowdale Shopping Center, at the intersection of Chippenham Pkwy (Rt 150) & Hopkins Rd, across from McDonald's.

CLASSES: Equipped, Unequipped, and Rookie

RALLYMASTERS: Len & Libby Wells
5915 Meadwood Circle
Richmond, Va 23234
(804) 275-8772

OFFICIAL PRE-CHECK: Lewis & Barbara Parsley

ZERO BATTLE
June 27, 1982

Car#	Driver	Navigator	Class	Controls	1	2	4	5	6	7	8	Totals
4	Wilt Greenwood	Barbara Greenwood	E T		1	2	4	5	6	7	8	56
1	T. C. Gordon Wagner*	Rita Wagner*	E T		0	1	140	0	18	1	20	180
2	Dennis Hagan*	Bix Goodwin*	E		2	3	140	0	35	2	1	183
9	Chuck Hoelzel	John Debardeleben*	E		0	2	139	1	2	29	109	282
5	Marvin Mills	Floyd Mills	U T		8	17	129	8	7	3	200	372
8	Bill Hunter	Gerry Eberhard	U T		2	35	131	44	78	59	66	415
8	Dean Gutridge*	Joe Gutridge*	U		4	12	200	15	18	14	186	449
2	Gary Stout	Dick Jones	E		0	2	139	200	1	1	110	453
1	Rookie Westbrook	Barbara Stout	E		0	1	139	200	12	2	110	464
6	Shelia Hunter	Linda Jennings*	U		68	16	138	200	25	64	16	527
5	Bill Armstrong	Alan Armstrong	U		5	6	143	200	52	2	200	608
7	Mike Newsome	Christie Simmons*	R T		23	57	200	200	22	59	144	705
9	Beth Mills	Lindsay Wilson	U		72	32	181	52	200	82	200	819
16	Doug Burton	Jet Rickman*	R		16	28	500	1	42	200	136	923
3	Ted Heller	Lynn Allison*	R		111	188	500	1	200	500	1	1501
1	Eddie Cavalcanti*	Philip Hawner*	R		200	157	500	1	200	500	1	1559
14	Larry Thomas*	Janet Soran*	R		47	129	500	1	500	500	1	1678

Official Prechecks: Barbara & Lewis Parsley Other Prechecks: Scott Powell, Leale Dickinson, E & L Parsley, S Powell, N Dickinson, Anne Wilson, Kate, Marian, & Fred Debardeleben, Candy & Joe Bainbridge, Jenny White, Steve Greenwood, John Adams, Charlotte Hoelzel

* = Trophy Position * = Non-VMSC member

Competition Committee Report concerning the protests of the "Zero Battle" rally.

(1) A protest was filed on Leg 3, was upheld by the Committee, and Leg 3 was discarded.

The protest concerned itself with whether or not an instruction referencing a SOD (R onto a route whose SOD is less than 15) could be executed onto a route with a one digit SOD.

The Generals stated that "A SOD (Sum of the Digits) consists solely of digits; not zeroes." The Generals also stated that "A digit is one of the whole numbers 1,2,3,4,5,6,7,8, or 9."

The Committee decided that a SOD could be a one digit number for several different reasons. First, the statement that "A SOD consists solely of digits; not zeroes." could easily be interpreted several ways.

THE

"DRY SPELL"

AUTOCROSS



JULY 11, 1982

by the Virginia Motor Sport Club

Zayre Department Store, 3000 Mechanicsville Pike

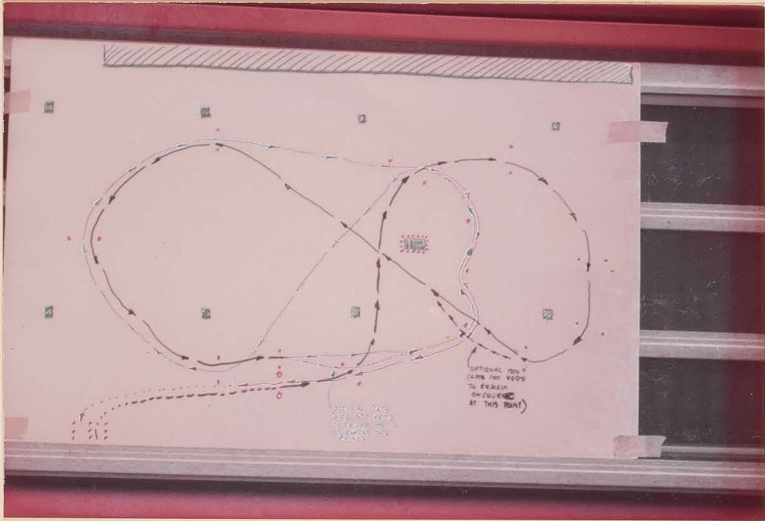
Registration opens at 11:00, first car off at noon
Cost will be \$7, fun runs \$1 time permitting

OD's John Adams 730-9157
Mike Newsome 746-5538

MWSCC classes as modified by VMSC to include:
roll over protection for open top cars, 1 3/4"
minimum ground clearance, camber compensation
required for swing axle cars.

EXHAUST SUPPRESSION IS REQUIRED.

1



The DRY SPELL
Autocross

July 11, 1982

Name	MARQUE	1st run	2nd run	3rd run
A/M				
T 1. Robert Bryan*	Mazda	DNF	1:15.297	1:02.078
2. Ray Quinn*	Mazda	DNF	1:04.728	1:07.784

B/M				
T 1. Cecil Pope*	Formula	1:12.256	1:19.084	1:02.324

C/M				
T 1. Paul Moore*	Ford	1:17.877	1:06.722	1:04.620
2. Jim Moore*	Ford	1:05.933	1:07.952	1:06.024

A/P				
T 1. John Adams	Lotus	1:01.156	1:02.784	1:00.073
2. San Jesse	Porsche	1:06.798	1:16.091	1:06.012

B/P				
T 1. Stan Vann*	Chevrolet	1:06.811	1:06.428	1:05.251
2. Walter Harley	Ford	2:06.805	1:14.754	2:03.845

C/P				
T 1. Richard West	Datsun	DNF	1:01.098	1:00.803
2. Gary Simmons	Porsche	1:04.277	1:02.684	1:02.572
3. Larry Thomas*	Porsche	1:05.281	1:03.933	1:03.931

D/P				
T 1. Pat McAllister	Porsche	1:07.722	1:07.401	1:08.263
2. Ros DeGrace	Fiat	1:29.215	1:12.250	1:09.344
3. Bill Hunter	Honda	1:20.796	1:21.402	DNF

3

E/P				
T 1. Wilt Greenwood	Saab	1:04.623	1:04.296	1:03.509
T 2. Mark Gimsley*	Mazda	DNF	1:05.807	1:04.593
T 3. Brian Gates*	Mazda	DNF	1:14.353	1:05.489
4. Delphine Cavazes*	Volkswagen	1:05.700	1:05.601	1:09.867
5. Michael McDeugall*	Dodge	1:18.698	1:06.770	1:16.980
6. Doug Christensen*	Dodge	1:09.486	1:10.820	1:09.062
7. Rex Barber*	Chevrolet	1:10.958	1:09.450	1:15.079
8. Bill Gilchrist	Dodge	1:14.664	1:13.139	1:16.238
9. Doug Burton	Chevrolet	DNF	DNF	1:24.865

A/S				
T 1. Doug Harrel	Porsche	DNF	1:03.661	1:04.774
2. Warren Mentaque*	Chevrolet	1:07.048	1:05.619	1:14.933
3. Mac Davis*	Chevrolet	1:12.448	1:20.448	1:12.231

B/S				
T 1. Greg Miller*	Morgan	1:04.629	1:06.6601	1:03.174
2. Scott Powell	Datsun	1:06.874	DNF	DNF
3. Rennie Mitchell*	Datsun	1:09.576	1:12.662	1:07.542
4. Jim Adcock	Mazda	1:12.560	1:22.666	1:08.919

C/S				
T 1. Gary Stout	Honda	1:03.641	1:03.530	1:06.210
T 2. Alan Armstrong	Dodge	1:10.567	1:07.077	1:08.412
3. Floyd Hills	Honda	1:14.262	1:08.649	1:08.593
4. Mark Walthew*	Fiat	1:10.343	1:09.906	1:14.551
5. Stephen Greenwood	Saab	1:58.706	1:13.950	1:14.821
6. John Walthew*	Fiat	1:39.725	1:25.601	1:19.431

D/S				
T 1. Ted Heller	Honda	1:10.549	1:07.049	1:12.357
2. Joe Bainbridge	Mazda	1:07.676	1:08.639	1:12.338
**3. Gary Stout	Honda	1:06.578	1:05.958	1:07.118

E/S				
T 1. Tom Cornelisses*Olds		1:11.019	1:09.656	1:08.952
2. Glenn Davis*	Chevrolet	1:25.035	1:17.621	1:16.862
**3. Glenn Davis*	Chevrolet	1:14.500	1:15.153	1:14.574

T-Trophy winner
*-non-VMSC member
**-Fun runs only

OD's
John Adams and Mike Newsome



PRESENTS:

YOU DO IT RALLY

Saturday July 24, 1982

WHAT: A sports car rally of less than 75 miles in length. A easy, get you to the picnic rally.

WHEN: Registration from 9:15AM to 10:30AM; FCO - 1 minute after 11:00AM. Pre-register by calling the Rallymasters.

START: Hanover National Bank at the intersection of Route 1 and Route 54 in the Town of Ashland, in front of the Hanover Shopping Center.

FINISH: Hunters Mill Campground approx. six miles west of Tappahannock, Va., where there will be available games, swimming, boating, camping, a keg of beer, etc.

COST: Entry Fee (\$7.00 for rally plus \$1.00 for Beer & entry into campgrounds)----- \$ 8.00
Camping Fee per person ----- \$.50

(Entry Fee + Camping Fee per rally car \$ 9.00)

RALLYMASTERS: Lewis & Barbara Parsley
7807 Dalmain Drive
Richmond, Virginia 23228
(804) 262-1350

OFFICIAL PRE-CHECK: Len Wells and Tom Blot

Please pre-register by July 23, 1982 (need a head count for the campgrounds).

JULY 24, 1982

O.D.'s: Lewis and Barbara Parsley. Official Pre-Check: Len Wells and Tom Blot.
Workers: Peter Wilson, Fred DeBardeleben, Joe & Candy Bainbridge, Chris & Lil Young, Louis & Toni Hiltz, Katy & Mark* Wells, Chuck Madison, and Len Wells.

O/A	Class Pos'n	CAR #	MAKE	DRIVER	NAVIGATOR	CONTROLS					TOTAL
						1	2	3	4	5	
1	1E T	6	SAAB	W. Greenwood	B. Greenwood	.5	1.0	0.0	2.5		4.0
2	2E	8	Porche	T.C. Wagner *	R. Wagner *	1.5	2.0	2.0	1.0		6.5
3	1U T	7	Honda	M. Mills	F. Mills	.5	.5	4.5	1.5		7.0
4	3E	3	Honda	G. Stout	D. Jones	.5	2.5	6.5	5.0		14.5
5	4E	5	Honda	B. Westbrook	B. Stout	12.0	6.5	.5	2.0		21.0
6	5E	4	Datsun	S. Powell	N. Dickinson	36.0	21.0	20.5	33.5		111.0
7	2U	9	Colt	B. Hunter	G. Eberhard	3.0	35.0	70.0	12.5		120.5
8	1R T	1	Chev.	D. Burton	J. Rickman	30.0	44.0	18.0	37.5		129.5
9	2R	2	Honda	M. Smith *	A. Hutchinson*	44.5	8.0	141.5	2.5		196.5
10	3U	10	Datsun	B. Mills	L. Wilson	8.5	89.5	30.0	94.5		222.5
11	4U	11	Honda	L. Wells	S. Hunter	5.5	32.5	65.0	145.0		248.0
12	5U	12	SAAB	S. Greenwood	J. White	63.0	139.5	400.0	400.0		1002.5
13	3R	13	OPEL	F. Schneider	L. Evans *	21.0	191.0	400.0	400.0		1012.0

T= Trophy Position * = Non VMSC Member

There was a protest on Control 5 which the competition committee denied. The Rallymasters at this time administratively discarded the leg because the purpose of the trap was not to see who could turn around the fastest...we gave y'all an even break.



JULY RALLY REPORT

One always approaches a rally in which generals are given out at on the day of the event with a certain amount of trepidation (why, the last time this was done the rallymaster tried to sleep through the event - are you listening, Castleberry?). Upon receiving said generals, we noted several errors and decided that we'd just run loose. This thinking proved to be a fatal error, both for the contestants and the rally.

The concept was simple enough, alternate lefts and rights based on the last digit of the route number, except where superseded by an instruction or a non-existent road. The speeds were on the sane side of suicidal - but just barely - making the crews strive mightily to make up lost time - not with great success either, I might add.

The only glitch occurred on the last leg when the contestants should have made an obvious right only to be confronted with two YFU signs. Beat feet to the only other alternative. Enter control backwards. Huh? The explanation was that a YFU sign did not mean you were off course. Sure enough the generals confirmed this fact, but in a rally that one had to assume so much before running, it didn't seem particularly apropos.

The leg was protested, the protest denied, and the leg was discarded - it doesn't make sense when you read it, but that's how it happened - we just report the news here at Checkpoints.

At the camping area, there was free beer - we pain with our blood on leg 5 - except for Dick who became quite distraught when he ran out of my Collins mixer "I ain't going to mix no Vodka with no zshinzher - gimme a Dew!" He also had me looking for a new rally partner when he decided to take the boat and conduct amphibious operations in the lake. Dick may have a lot of talent, but he swims like an anchor. All ended happly, as we rode off into the sunset, me with my Prelude, Dick with Barbara Parsley.

Gary for

Dick "Protest Denied" Jones and myself.

RALLY REPORT - "YOU DO IT"

"Okay, we're looking for Reven or Lodd..."

"What??"

"Reven or Lodd - right on an even-numbered route or left on a route with an odd number."

"I guess next it will be Leven or Rodd?"

"Depends on which way we go next - could be Reven or Rodd or Leven or Lodd or right on route..."

"Okay, okay already - here's a Reven..."

"NO!!! That route doesn't exist!"

(Screech of tires, tire smoke drifts past window...)

"Arrgghh!!"

About mid-afternoon we figured out why they called it the "U-Do-It" Rally - we had made so many U-turns at non-existent roads that correct mileage was a fading memory.

The rally was a good one, clean, and with a new concept in general instructions. (New to us, anyway.) Putting the generals and route instructions on the same sheet is excellent for low-pressure rallies; it keeps paper work and fumbling to a minimum and reduces printing costs.

Roads and speeds were great, although Bertha the Rally Chevy can be a handful to drive with 47-turn lock-to-lock, Chevy "Feeble-Matic" steering.

Our savior for the rally, however, was a navigator who was good at record-keeping. One missed right or left could wreck your whole day.

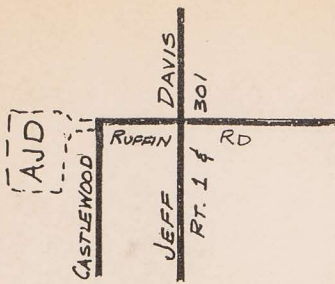
We survived the rally, got dutifully suoked-in by the YFU trap, got to the campsite and smiled pleasantly as we backed into a tree. (Budget Dent-A-Car?) Says something about your car when you can't figure out which dent is the new one.

We set up camp, slaked our thirst, and finished off the day with a cruise on the H.M.S. Lost Control with "Cappy Dick" Jones at the helm. For a picnic rally, what more could one ask?

Doug + Jet

AUGUST 8/8/82

U T O C R O S S



DATE: Sunday, August 8, 1982

PLACE: AJD CORP. (old GEM store) parking lot.
3301 Castlewood Rd. (off Jeff Davis)

TIME: 11:00 AM Registration and Tech Insp.
12:00 Noon First Car Off

COST: \$7.00 Per Person
\$1.00 Per Fun Run (If time allows)

GENERAL: MWCSCC Classes as modified by VMSC.
Exhaust Suppression Required.
Camber Compensation Required for
swing axle cars.
Rollover Protection Required for
open top cars.

FOR MORE INFORMATION CALL:
Alan Armstrong 232-3267
Bill Armstrong 232-8252

THE AUGUST AUTOCROSS

August 8, 1982

OD's: Bill and Alan Armstrong

The OD's wish to thank those who helped work the autocross: John Adams*, Del Cavalos*, Roe DeGrace*, Neale Dickinson*, Bill Hunter*, Shelia Hunter*, Will Hunter*, Dick Jones*, Chuck Madison*, Beth Mills*, Floyd Mills*, Marvin Mills*, Barbara Parsley*, Lewis Parsley*, Scott Powell*, Jet Rickman*, Barbara Stout*, Bookie Westbrook*, and Paul Westbrook.

NAME	MARQUE	1st RUN	2nd RUN	3rd RUN
A/M				
T 1. Jim Fry FTD	Royale	1:01.963	- 56.762-	1:07.867
2. Robert Bryan	Mazda	-1:03.712-	1:40.599	1:16.011
B/M				
T 1. John Sheally	Morgan	1:00.421	- 58.632-	1:14.902
2. Ray Clark	Triumph	1:03.325	-1:00.388-	1:09.420
3. Cecil Pope	Zinc	-1:03.166-	1:11.804	1:21.548
4. George Wright*	Triumph	1:10.729	1:10.964	-1:09.178-
C/M				
T 1. Lloyd Hornberger	Mercury	1:06.844	1:06.650	-1:02.660-
2. Lewis Parsley*	Mazda	1:09.740	1:06.887	-1:02.918-
3. Harold Hayes	Mercury	1:04.790	-1:03.178-	1:04.450
4. Jim Moore	Ford	1:07.368	1:05.393	-1:04.073-
5. Mark Grimsley	Datsun	1:06.248	-1:05.107-	1:11.382
6. Bill Enote	Mazda	1:05.710	1:05.295-	-1:05.295-
7. James Gilchrist	Volkswagen	1:10.912	1:09.567	-1:08.505-
A/P				
T 1. John Adams*	Lotus	1:04.349	-1:03.678-	1:08.311
2. Bill McAllister*	Porsche	1:05.848	-1:04.102-	1:05.309
3. Sam Jessee*	Porsche	1:08.978	-1:07.107-	1:16.929
B/P				
T 1. Larry Thomas	Porsche	DNF	1:08.724	-1:06.298-
2. Ray Elliot	Chevrolet	-1:10.668-	1:19.171	1:26.276
C/P				
T 1. Gary Simmons*	Porsche	1:06.123	-1:04.551-	DNS
D/P				
T 1. Bill Hunter*	Honda	1:04.865	-1:03.934-	1:04.163
2. John Bergeron*	Triumph	1:04.563	1:06.526	-1:04.397-
3. Shelia Hunter*	Honda	-1:06.892-	1:16.917	1:17.397
4. Roe DeGrace*	Fiat	1:10.571	1:09.765	-1:09.724-
5. Doug Burton*	Honda	DNF	-1:09.827-	1:09.879
E/P				
T 1. Del Cavalos	Volkswagen	DNF	1:13.926	-1:11.368-
Doug Burton*	Corvair	1:20.728	-1:11.796-	1:12.704
(Fun Run - Not for points)				
2. Bill Gischrist*	Dodge	1:14.985	1:12.308	-1:12.196-
3. Rex Barber	Chevrolet	1:20.123	1:14.122	-1:15.079-
F/P				
T 1. Bill Lloyd*	Chevrolet	1:16.271	1:13.997	-1:10.294-
A/S				
T 1. John Lee, Jr.	Chevrolet	DNF	1:11.645	-1:09.551-
2. Tom Cornelisser	Plymouth	1:11.904	1:13.213	-1:11.315-
B/S				
T 1. Timothy Winter	Fiat	1:13.928	1:10.371	-1:09.453-
2. Glen Smith	Mazda	DNF	1:13.485	-1:12.706-
3. Jim Adcock*	Mazda	1:15.870	1:13.260	-1:12.741-
C/S				
T 1. Richard West*	Dodge	-1:05.068-	1:12.100	1:10.359
2. Richard Mitchum	Mazda	1:13.918	1:10.378	-1:07.895-
3. Floyd Mills*	Honda	1:10.774	1:09.043	-1:09.039-
4. Barbara Stout*	Honda	-1:09.261	1:14.498	1:13.540
5. Mac Buhman	Ford	-1:11.300-	1:21.0350	1:18.048





Staff Photos by Carl Lynn

Chuck Madison sets watch to universal time



Dr. and Mrs. Charles B. Hoelzel's car is equipped with rally computer

Car is the least of your worries in motor rally

By Robin Traywick
Times-Dispatch Staff Writer

Barbara Stout was explaining to a novice the rules for running in a car rally. "It's really very simple..."

"No, it's not," Bookie Westbrook interrupted her.

They were both right. It's simple if you have a mind like a computer and a clear grasp of the rules. It's not if you don't. Ms. Stout and Westbrook were the rally masters for a recent car rally sponsored by the Virginia Motor Sports Club, and they spent most of the summer devising the course and preparing the written instructions for the participants. The culmination of their efforts was a road puzzle that challenged and entertained rally teams of all skill levels.

Every month, 20-30 teams from the

Virginia Motor Sports Club take to rural roads around Richmond and follow a maze written in precise code, stopping at periodic check points to gather penalty points for being too fast or too slow. The teams, which consist of a driver and a navigator, can use any kind of car or truck, but most use compact cars (they're easier to turn around when they get off course).

Observed from the air on a recent Saturday night, Hanover County must have been a marvelous spectacle of headlights twisting and turning and looping, criss-crossing and backtracking, all in a predetermined pattern, as though they were chaser lights spelling out the name of the club.

Observed from the passenger seat of an MG Midget, Hanover County was an endless tunnel marked at intervals by small white signs with numbers like "668" or "791". Passing these numbered signs in the proper order involved correctly interpreting clues like, *Change route at the first opportunity. If a choice of directions exists, go left. Do not use this instruction to travel on Route 658.*

Reading the clues, or instructions, for a rally course is a little bit like working a crossword puzzle. You have to get your mind to think of each clue in more than one way. But like a computer game, the rules for interpreting the instructions are precise. Instructions are to be followed in order, with variations made according to a fixed set of priorities. Any careless error by the navigator and the instructions are likely to say "Does Not Compute".

This is generally followed by a quick

U-turn and frantic recalculations by the navigator.

At the club's recent night rally, two first-timers in an MG Midget came prepared to figure times down to the minute in a game that is scored in hundredths of seconds. Equipped with three flashlights, a digital watch, a pocket calculator, a handful of colored pens and two rolls of tape, they transformed the MG into a rally machine of dubious efficiency.

They taped the digital watch to the dashboard. Next to it, they taped a paper cup they found in the parking lot and put the colored pens in it. The navigator taped a small flashlight securely to her hat — so securely, in fact, that when the batteries burned out, she couldn't get the case open to replace the batteries.

The driver, who gave odometer readings on request, had a flashlight in his lap to compensate for the weak dash lights. The driver had provided a car with a trip odometer and he drove because it was his car, even though the navigator said she couldn't read in the car without getting carsick.

Following the lead of more experienced rallyists, the navigator reset the digital watch to universal time, taken off an atomic clock in Canada by radio. (In the process, she also set the alarm on the watch to go off every hour on the hour and reset the date, neither of which can be corrected by the owner of the watch.)

Despite these preparations, the only equipment the navigator used turned out to be a blue pen.

The navigator in the MG and several other contestants had attended an informal class at Barbara Stout's apartment

the night before to learn how to read rally instructions.

Westbrook explained that he and Ms. Stout had written the instructions so that if a rallyist took the obvious meaning of a clue and got off course, he could continue to follow the instructions and get back on course. These "off-course loops" are built into the instructions throughout the rally and cost the rallyist one or two minutes (100 or 200 penalty points), but save him from driving to Rocky Dory, Idaho.

"We know where you're going to go wrong. We've already tested that," said Westbrook. For those who manage to get off the off-course loops, the rally masters have tacked pie pans to trees as YFU (You Fouled Up) signs.

Ms. Stout and Westbrook began planning the rally course with a map, then they drove it. After writing and rewriting the instructions, they sent other rallyists out to test the course. Finally, the morning of the rally, they drove it again themselves to make sure the instructions were accurate and the signs were in place.

"I've been playing this game for about 14 years and it's gotten tighter and tighter. It has to. If you go out on a rally and pay your money, you don't like to get lost because there's an ambiguity in the instructions," said Westbrook.

There are occasionally problems, despite the best laid plans. Westbrook recalled the time somebody shotgunned a road sign that was quoted in the instructions of a national rally, and the rally master spent a frantic morning repainting the sign.

"Sometimes we're doing the county a favor because we put up route signs that are missing," said Westbrook.

Since rallies are held on public roads, there's always the possibility that someone else will be using those roads for something besides normal traffic. Making a final course check before a rally one time, Westbrook said, "I turned the corner and saw about a hundred people on bikes riding in a bike-a-thon. We had a checkpoint at the school nearby and guess where the bike-a-thon headquarters was? At the school."

Often, the last leg of a rally is called DIY — Do It Yourself. Teams drive the course but they aren't timed. Instead, the navigator figures out the optimum time on paper and turns that in for scoring. There are three official classes in a rally, equipped, unequipped and rookie. Everybody follows the same set of instructions, but participants in each class have different goals.

Teams in the equipped class have \$600 programmable computers made by Zeronics hooked up to their cars. They feed the computer the speed and it picks up the mileage from the car and tells them whether they are ahead or behind the projected time. Their goal is to finish the rally with a score as close to zero as possible.

Teams in the unequipped class figure their time in their heads, with slide rules or with hand calculators, whichever is most reliable. Their goal is to identify all the traps in the course and avoid off-course loops, thereby collecting fewer than 100 penalty points.

Rookies are rookies, and each team has its own goal. Most of them hope to

figure out at least one of the traps on the course and then depend on the off-course loops to keep them in the right county and keep their score under 1,000. Others are less ambitious.

After the club's recent night rally, club members gathered at The Greek Circus Restaurant to work out their DIY times and wait for the scores to be posted. All around the restaurant figures were hunched over tables, punching calculators.

The team in the MG counted on its fingers.

Although rallyists include a substantial number of people who work with computers in their daily life, the participants are also housewives, salesmen, mechanics, students and others.

"I got started because I wanted to compete in my car but not race. Some people like the word games," said Westbrook, who works with the American Heart Association.

Beth Mills is a bookkeeper whose navigator, 13-year-old Lindsay Wilson, was the youngest participant. Asked if she did this regularly, Mrs. Mills said, "We don't do this bad regularly. We do rally regularly."

"We don't do any figuring at all. We just guess our speeds. And we didn't buy all the traps on this course — we invented our own."

Asked whether the game or the automobile aspect was more important, Mrs. Mills said club members liked the combination. "It's motor sports. We're not what you'd call motor enthusiasts. We don't spend all our time sitting around talking about how we can soup up our cars."

HOT AUGUST NIGHT



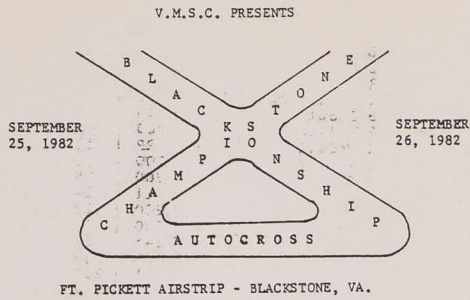
A NIGHT RALLY

DATE: August 21, 1982
TIME: Registration--7:00 - 7:45 p.m.
First car off--8:01 p.m.
START: Dumbarton Square Shopping Center
(On Staples Mill Road, Rt. 33, just west of its intersection with Glenside Drive.)
FINISH: Greek Circus Restaurant
Staples Mill Shopping Center, just across Staples Mill from the start.
ENTRY FEE: \$7.00 per car
OFFICIAL PRE-CHECKS: Chuck Hoelzel
Kathy McCall
RALLY MASTERS: Barbara Stout
Bookie Westbrook
To pre-register contact: Barbara Stout
Apt. 4
412 W. Franklin St.
Richmond, VA 23220
804-644-0711



OVER ALL	CLASS POSITION	CAR	DRIVER/NAVIGATOR	1	2	3	4	DIY	TOT
+ 1	1 E	Rambler	Chris and Lil Young	3	2	2	1	0	7
+ 2	1 U	Honda	Bill Hunter/Gerry Eberhard	6	3	52	9	0	7
2	2 E	Saab	Wilt and Barbara Greenwood	0	2	65	3	0	7
+ 4	2 U	Audi	Libby Wells/Shelia Hunter	0	10	59	10	0	7
5	3 U	Honda	Marvin and Floyd Mills	0	0	197	7	0	20
6	3 E	Honda	Gary Stout/Dick Jones	26	1	200	2	0	22
7	4 U	Datsun	Scott Powell/Neale Dickinson	32	2	200	51	0	28
8	4 E	Audi	Len Wells/Tom Blot	0	3	1	200	100	30
9	5 U	Plymouth	Rick George/Ellen Hamilton	20	60	152	115	0	34
+10	1 R	Plymouth	Christie Simmons*/Mike Newsome	83	36	200	200	100	61
+11	2 R	Honda	Ted Heller/Lynn Allison*	200	11	200	200	9	62
+12	3 R	MG	Stuart Johnson*/Robin Traywick*	9	101	200	200	111	62
13	4 R	Toyota	Bob Kremzir*/Joan Kremzir*	66	91	200	200	78	63
14	5 R	Datsun	Chuck Madison/Carol Kraft*	200	94	200	200	0	69
15	6 U	Datsun	Beth Mills/Lindsay Wilson	7	200	200	200	100	70
16	6 R	Opel	Fred Schneider/Diane Brill*	200	37	200	200	81	71
17	7 U	AMC	Diane Dlugos*/Alan Armstrong	200	20	200	200	100	72
18	7 R	Dodge	Bruno* and Hank* Bilek	102	130	200	400	0	83
19	8 R	Mercedes	Edward Cavalcanti*/Suzy Hiner*	200	158	200	400	0	95
20	9 R	Fiat	Tim Winter*/Jay Ellis*	107	76	400	0	400	98
21	10 R	Triumph	Geoff Pauly/Ron Shamaskin	200	188	200	400	0	98
22	11 R	MG	Doug Canada*/Bill South*	84	169	200	200	400	105

+ = trophy position * = non-VMSC member
Workers: Paul Westbrook*, Eddie Durant*, Doug Burton, Jet Rickman, Pauline Lebrato*, Lori Westbrook*, Chip and Lois Sugrue*, Chuck Hoelzel, Charlotte Hoelzel, Jan Penn*, Mary Lois Mitchum*, John and Sue Adams, Jeff Wright.
Official Precheck: Chuck Hoelzel & Kathy McCall Unofficial Precheck: Doug Burton & Jet Rickman



FT. PICKETT AIRSTRIP - BLACKSTONE, VA.

SATURDAY: Registration and Tech Inspection 8:00 AM. to 12:30 PM. Open untimed practice for all cars 8:30 AM to 12:30 PM. Timed runs will begin at 1:00 PM. Party and All You Can Eat Pig Roast at the airport - 7:00 PM.

Blackstone Championship Autocross
September 25 - 26, 1982

Class	Contestant	Car	Saturday		Sunday			TOTAL
A/M	↑Russell Minetree#	Vette	1:51.97	1:57.21	2:17.14	2:32.35	DNF	4:09.11
	Philip Kenney#	Fire-Bird	2:11.28	2:08.38	2:45.54	2:21.99	2:33.14	4:30.37
	Dick Wilson#	Lotus	1:59.39	1:53.89	DNS	DNS	DNS	*
	Jim Fry#	Royale	1:58.41	DNF	DNS	DNS	DNS	*
B/M	↑George Wright	TR-6	2:09.53	2:09.24	2:23.71	2:17.50	2:11.22	4:20.46
	Ray Clark#	TR-6	DNF	2:00.59	DNS	DNS	DNS	*
	Robert Ripple#	Vette	2:04.87	2:01.61	DNS	DNS	DNS	*
C/M	↑Len Wells	Mazda	1:53.87	1:52.62	2:12.54	2:10.16	2:11.19	4:02.78
	↑Tom Blot	Mazda	1:53.58	DNF	2:12.35	2:12.13	2:13.00	4:05.72
	↑Lewis Parsley	Mazda	1:54.93	1:53.77	2:13.42	2:53.63	2:21.65	4:07.19
	Keith Francisco#	Capri	1:55.72	1:50.80	2:35.27	2:19.45	2:43.40	4:10.25
	Bill Enos	Mazda	2:07.29	DNF	3:00.67	2:10.83	2:13.32	4:18.12
	James Gilchrist#	VW	2:12.14	2:30.73	2:20.56	2:23.33	2:10.95	4:23.09
	Harold Hayes#	Capri	1:49.64	1:46.97	DNS	DNS	DNS	*
	Lloyd Hornberger#	Capri	2:23.29	1:57.59	DNF	DNS	DNS	*
	Tommy Owens#	A-H Sprite	1:58.71	2:11.96	DNS	DNS	DNS	*
	Libby Wells	Mazda	DNF	2:08.80	DNS	DNS	DNS	*
	James Smith#	A-H Sprite	2:18.75	2:23.87	DNS	DNS	DNS	*

A/P	↑Sam Jesse#	911 T	1:55.20	1:53.86	2:17.43	2:01.95	2:02.52	3:55.81
	Bill Whitehead	911	2:03.06	1:54.26	2:06.07	2:11.34	DNS	4:00.33
	Mike Loudon#	Pantera	2:12.63	2:02.21	2:26.52	2:10.19	2:09.17	4:11.38
E/P	↑Larry Thomas#	924 Turbo	1:57.30	1:56.65	2:04.28	2:02.79	DNS	3:59.44
	Paul McGuire#	Vette	2:07.14	2:18.37	-	-	-	Sat. only
	Liza McGuire#	Vette	4:09.09	2:18.23	-	-	-	Sat. only
C/P	↑Gary Simmons	914	1:55.93	1:53.55	2:34.73	2:34.17	DNS	4:27.72
D/P	↑John Bergeron	TR-4	1:56.53	DNF	2:11.32	2:05.39	2:05.62	4:01.92
	↑Bill Hunter	Honda	2:01.16	2:09.77	2:07.53	2:03.72	2:29.44	4:04.88
	Shelia Hunter	Honda	2:13.21	2:07.53	2:18.47	2:22.68	2:07.40	4:14.93
	Pat McAllister	912	2:12.80	2:07.64	2:21.71	2:37.77	DNS	4:29.35
	Larry Allamong#	MGB	2:04.66	2:04.85	DNS	DNS	DNS	*

E/P	↑Rex Barber#	Monza	2:11.35	2:11.11	2:30.28	2:19.32	2:12.40	4:23.51
	Rich Rounds#	Capri	2:13.44	DNS	2:26.39	DNS	DNS	4:39.83

F/P	↑Bill Lloyd	Vega	2:02.64	2:00.47	2:15.19	2:11.48	2:09.79	4:10.26
A/S	↑John E Lee Jr#	Camaro	2:07.90	2:09.09	2:28.67	2:21.93	2:15.90	4:23.80
	Doug Harrel	911 L	2:01.90	1:59.96	2:38.92	2:32.05	2:31.90	4:31.46

E/S	↑Rennie Mitchell#	280Z	2:06.48	2:08.86	2:23.30	2:19.01	2:15.09	4:21.57
	Glenn Smith#	RX-7	2:08.74	2:16.26	2:18.75	DNF	DNS	4:27.49

C/S	Timothy Winter	X-19	2:16.50	2:33.33	2:27.62	2:18.12	DNF	4:34.62
	James Adcock	RX-7	DNF	DNS	DNS	DNS	DNS	*

C/S	↑Richard West	Colt RS	2:02.81	2:02.96	2:44.31	2:11.47	DNF	4:14.28
	↑Floyd Mills	Honda	2:11.78	2:10.99	2:26.40	2:19.68	2:14.58	4:25.57
	Gerry Eberhard	Colt RS	2:09.03	2:31.85	2:35.33	2:23.06	2:17.66	4:26.69
	Alan Armstrong	Colt	2:10.76	2:07.78	2:30.97	2:30.38	2:24.27	4:32.05
	Barbara Stout	Honda	2:11.79	2:09.04	2:38.52	2:33.57	2:26.73	4:35.77
	Danny Clary#	BMW	-	-	2:30.33	2:22.15	2:42.77	Sun. only

D/S	↑Bookie Westbrooke	Stanza	2:05.77	2:06.22	2:15.98	2:14.34	2:08.80	4:14.57
	John Adams	Honda	2:09.85	2:04.37	2:20.61	2:12.71	2:18.73	4:17.08
	Gary Stout	Honda	2:15.18	2:03.68	2:17.49	2:16.46	2:23.90	4:20.14
	Joe Bainbridge	Mazda	2:11.45	2:10.92	2:23.62	2:32.57	2:15.16	4:26.08
	↑Robin Hayth#	Valiant	3:12.16	2:47.86	2:57.33	2:39.34	2:34.30	5:22.16

A special thanks to The Nottoway Fire Dept., The Crewe Resque Squad, and to all the Army personnel who made this event possible. In addition, THSCC from Wilson, N. C. supplied us with the use of their dual timer - we couldn't have made it without the assistance of Bowie Gray, Tommy Owens, and James Smith.

No event of this magnitude is possible without a large gang of dedicated workers, and we had the best: Alan Armstrong, John Adams, Rex Barber, Tom Blot, Cris Blot, Doug Burton, Danny Clary, Sissy, Philip Kenney, Bill Enos, Gerry Eberhard, Neale Dickinson, Keith Francisco, Gayle Henley, Shelia & Bill Hunter, Harold Hays, Lloyd (H) Hornberger, Gerry Lebrato, Floyd, Beth & Marvin Mills, Tommy Owens, Jet Rickman, Barbara Stout, James Smith, Gary Stout, Bookie Westbrooke, Lindsay Wilson, Anne Wilson, Barbara & Lewis Parsley, Libby & Len Wells, and others whose

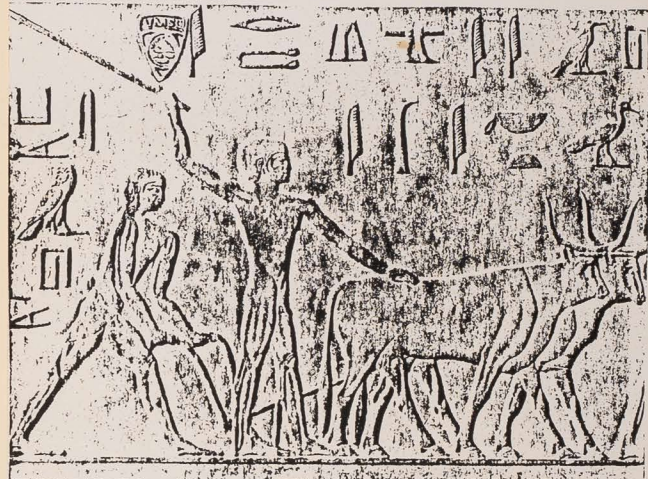
BLACKSTONE CHAMPIONSHIP AUTOCROSS

Saturday dawned sunny and warm at the Fort Pickett airstrip to make open practice fast and educational. People who tried to take the start gate chicane first-out learned fast, and the driver of a certain B/S Fiat learned faster than most with a three-loop spin. The course was made up of fast straights and sweepers connected by low-speed kinks. The 1/4-mile back straight allowed some really high speeds, but the "question mark" turn at its end demanded controlled braking. The key point without brake lock-up. Saturday ended with a dinner/party catered by Nick's BBQ and Sunday could not have been more different from Saturday. Four inches of water on the course produced many DNSs (Did Not Swim) and much hydroplaning. A balky timing system made things interesting for the workers. (Was that Bill Enos treading water near the timer lines? Perhaps the Swedes found another sub - or lost one.) Team Mazda recaptured the C/M crown with their special "Blue Compound" rain tires. Gary Stout, ever the autocrosser, introduced the familiar rally concept of "off-course loops" to innovator, New member Danny Clary, knowing the fast line when he saw it, followed Gary's example with a four-spin piroette of his own. In conclusion, I'd like to thank the O.D.s for a great event and Nick's BBQ for some fine eats. I'd also like to thank the U.S. Army Sunday (gag!)

Doug Burton

KING FURUFI AUTOCROSS
OCTOBER 3, 1982

O. D.'S: NEALE DICKINSON, SCOTT POWELL, DICK JONES
REGISTRATION OPENS AT 9:00 AM. FUN RUNS FIRST FROM 10:00 AM UNTIL 1:00 PM, REGULAR RUNS BEGIN AT 1:00. YOU MUST BE IN LINE BY 12:45 TO RECEIVE YOUR FUN RUN. ENTRY FEE OF \$8.00 INCLUDES 1 FUN RUN. ADDITIONAL FUN RUNS WILL BE AVAILABLE FOR \$1 EACH AS TIME PERMITS. TO BE HELD AT AJD'S AT 3301 CASTLEWOOD ROAD, 1/2 BLOCK WEST OF JEFF DAVIS HIGHWAY AND RUFFIN ROAD. MWCSCC CLASSES AS MODIFIED BY VMSC. EXHAUST SUPPRESSION REQUIRED. CAMBER COMPENSATION REQUIRED FOR SWING AXLE CARS. ROLLOVER PROTECTION REQUIRED FOR ALL OPEN TOP CARS. FOR MORE INFORMATION AND PREREGISTRATION, CALL NEALE DICKINSON AT (804)272-7610



ABOVE: Ancient Egyptian tomb carving showing a 1400 B. C. autocross contestant. Symbols near top of photo are times in class. The sport didn't fare too well during this period, mainly because it took 30-40 years to post scores.

KING FURUFI AUTOCROSS
OCTOBER 3, 1982
OFFICIAL RESULTS
O.D.'S: DICK JONES, NEALE DICKINSON, SCOTT POWELL

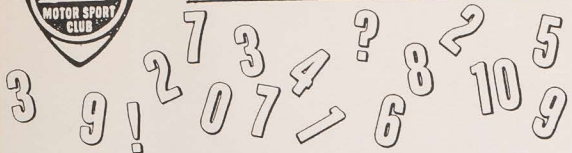
B/M	1 T	SCCA	ZINK	CECIL POPE (FTD)	1:26.473	1:28.584	1:14.382	
	C/M	1 T	VMSC	MAZDA	LEN WELLS	1:19.182	1:18.063	DNF
		2 T	VMSC	MAZDA	LEWIS PARSLEY	1:30.345	1:19.943	1:28.132
		3	VMSC	MAZDA	BILL ENOS	1:27.759	DNF	1:25.121
4	VW/USA	VW	JAMES GILCHRIST	1:32.945	1:30.381	1:26.658		
A/P	1 T	VMSC	LOTUS	JOHN ADAMS	1:19.502	1:18.699	1:18.231	
	2	VMSC	PORSCHE	BILL WHITEHEAD	1:21.846	1:19.770	1:19.441	
	3	VMSC	PORSCHE	SAM JESSE	1:20.824	1:20.654	1:20.180	
B/P	1 T	VMSC	PORSCHE	LARRY THOMAS	1:25.438	1:28.919	1:27.408	
D/P	1 T	VMSC	TRIUMPH	JOHN BERGERON	1:23.247	1:19.659	DNS	
	2 T	VMSC	HONDA	BILL HUNTER	1:21.690	1:30.872	1:22.363	
	3	VMSC	MGB	LARRY ALLAMONG	DNF	1:24.004	1:21.962	
	4	VMSC	HONDA	SHELIA HUNTER	1:28.239	1:24.892	1:22.313	
	5	VMSC	HONDA	CHUCK MADISON	1:29.710	1:30.470	1:25.874	
	6	C.V.C.	CORVAIR	WADE LANNING	1:31.342	1:29.368	1:32.231	
E/P	1 T	VMSC	VW	DELPHINO CAVAZOS	1:28.156	1:28.979	1:26.834	
	2	VMSC	CORVAIR	DOUG BURTON	1:29.894	1:28.147	1:28.353	
	3	BHWCCA	BMW	BRIAN COEY	1:34.431	1:40.796	1:41.963	
F/P	1 T	VMSC	CHEVY	BILL LLOYD	1:27.291	1:26.408	1:26.303	
A/S	1 T	VMSC	PORSCHE	DOUG HARREL	1:25.300	1:22.326	1:27.052	
B/S	1 T	MCCDC	MORGAN	GREG MILLER	1:21.594	1:21.472	1:20.736	
	2 T	VMSC	MAZDA	JIM ADCOCK	1:21.983	1:20.987	1:23.048	
	3	VMSC	FIAT	TIM WINTER	1:35.807	1:26.558	1:21.523	
	4	VMSC	MAZDA	GLENN SMITH	1:30.949	1:25.634	DNF	
	5	VMSC	TOYOTA	BILL CHVALA	1:25.948	1:30.362	1:27.156	
C/S	1 T	VMSC	DODGE	RICHARD WEST	1:23.828	1:22.592	1:21.413	
	2 T	VMSC	HONDA	BARBARA STOUT	1:25.573	1:26.443	1:24.323	
	3	VMSC	HONDA	FLOYD MILLS	1:25.789	1:25.521	1:26.177	
	4	VMSC	HONDA	DANNY CLARY	1:28.110	1:29.541	1:26.518	
	5	VMSC	DODGE	GERRY EBERHARD	1:29.927	1:27.719	1:43.633	
	6	VMSC	DODGE	ALAN ARMSTRONG	1:37.223	1:29.336	1:31.469	
D/S	1 T	VMSC	HONDA	GARY STOUT	1:24.840	1:24.981	1:25.681	
	2 T	VMSC	DATSUN	BOOKIE WESTBROOK	1:25.634	1:43.079	1:25.939	
	3	VMSC	MAZDA	JOE BAINBRIDGE	1:27.739	1:29.860	1:29.081	
	4	VMSC	HONDA	TED HELLER	1:28.300	1:29.668	1:30.123	
	5	VMSC	PONTIAC	RICHARD CHVALA	DNS	DNS	DNS	
E/S	1 T	VMSC	RENAULT	JET RICKMAN	1:38.227	1:40.722	1:37.568	
	2	VMSC	PLY	ROBIN HAYTH	1:42.637	1:42.035	DNF	

WORKERS: JOHN ADAMS, ALAN ARMSTRONG, CANDY BAINBRIDGE, JOE BAINBRIDGE, TOM BLOT, DOUG BURTON, GERRY EBERHARD, BILL ENOS, BILL HUNTER, SHELIA HUNTER, CHUCK MADISON, BETH MILLS, FLOYD MILLS, MARVIN MILLS, LEWIS PARSLEY, JET RICKMAN, BARBARA STOUT, LEN WELLS, LIBBY WELLS, BOOKIE WESTBROOK, BILL WHITEHEAD, AND LINDSAY WILSON.

NON-VMSC TROPHY WINNERS: TROPHIES WILL BE AVAILABLE AT THE OCTOBER 21 MEETING AT OUR LADY OF LOURDES CHURCH - 8200 WOODMAN RD. 8:00 P.M. OR CONTACT BARBARA STOUT 412 WEST FRANKLIN ST. #4 RICHMOND VA. 23220 (225-8666).



PRESENTS



THE DASTARDLY DIGIT₅ RALLY



RALLYMASTERS AND COURSE LAYOUT:
Wilt and Barbara Greenwood
R. David McCall

OFFICIAL PRE-CHECK:
Fred and Marian DeBardleben

STARTS FROM:
The Bank of Coocland on Route 250
(Broad Street Road) at its inter-
section with Route 623.

DATE OF EVENT: October 10, 1982

TIME OF EVENT:
Registration from 11:00 a.m. to
11:45 a.m., first car off at 12:01
p.m.

COST: \$7.00

This will be a straightforward TSD event. Speeds will be brisk, course-following will be moderately difficult, and all contestants should have no problem in getting to all controls (but not necessarily on time). Call the Rallymasters at (804) 282-1493 for a number and Generals.

DASTARDLY DIGIT₅ RALLY RESULTS October 10, 1982

O/A	Class	Pos'n	Car #	Marque	Driver	Navigator	Controls								Total			
							1	2	3	4	5	6	7	8				
1	1E*	3	Honda	G Stout	D Jones	D Jones	1	1	1	1	1	1	1	1	1	1	200	217
2	1U*	7	Honda	M Mills	P Mills	N Dickinson	61	9	2	5	4	10	0	0	0	0	200	282
3	2U*	4	Datsun	S Powell	N Dickinson	L Young	9	32	12	11	12	22	5	1	200	303		
4	2E*	18	Rambler	C Young	L Allison#	T Heller	101	2	5	1	9	5	2	200	325			
5	1R*	15	Honda	T Heller	G Wagner#	R Wagner#	62	15	28	62	79	27	138	4	415			
6	3E	16	Porsche	G Wagner#	A Armstrong	A Armstrong	1	200	23	2	2	0	0	200	428			
7	3U*	6	Colt	B Armstrong	B Stout	B Stout	200	32	2	8	1	2	143	42	430			
8	4E	2	Stanza	B Westbrook	P Wilson	P Wilson	2	10	0	200	5	3	172	200	592			
9	5E	10	Honda	J DeBardleben	C Hoelzel	K McCall	200	200	6	5	1	0	3	200	615			
10	6E	1	VW	C Hoelzel	L Wilson	L Wilson	200	22	13	20	14	17	200	200	686			
11	4U	9	Datsun	B Mills	L Wells	T Blot	200	200	31	55	41	11	128	51	717			
12	5U	12	Audi	L Wells	S Hunter	S Hunter	31	200	25	31	28	16	154	200	740			
13	6U	5	Audi	L Wells	J Rickman	J Rickman	200	11	14	16	200	61	69	200	811			
14	7U	14	Chevy	D Burton	B Parsley	B Parsley	42	200	12	200	38	61	200	200	822			
15	7E	11	Volvo	L Parsley	G Eberhard	G Eberhard	200	200	21	200	9	3	20	200	853			
16	8U	13	Honda	B Hunter	A Hutchinson#	A Hutchinson#	200	146	24	18	200	200	157	195	1140			
17	9U	17	Honda	M Smith#	C Kraft#	C Kraft#	200	73	59	200	200	200	192	121	1245			
18	2R*	21	Chevy	T Esser#	D Esser#	D Esser#	200	31	200	200	200	200	59	175	1265			
19	3R	8	Datsun	C Madison	G Navrotski#	G Navrotski#	200	114	200	200	200	200	140	82	1336			
20	4R	22	Camaro	J Alexander#	S Zirkham#	S Zirkham#	200	400	400	400	0	61	6	92	1559			
21	5R	24	Datsun	B Kiroly#	G Navrotski#	G Navrotski#	200	400	400	400	0	21	16	400	1837			
22	10U	19	Mustang	C Simmons#	M Newsome	M Newsome	200	197	200	200	200	200	400	400	1997			
23	6R	23	Ford	R Pett#	B Diggle#	B Diggle#	200	200	200	200	200	200	400	400	2000			
24	11U	20	Plymouth	R George#	E Hamilton	E Hamilton	200	200	2	200	11	200	400	400	2000			
25	7R	25	Honda	L DeCost#	R Paquet#	R Paquet#	200	400	400	400	400	400	400	400	400	DNP		

* denotes trophy winner
denotes non-VMSC member

Rallymasters: Wilt and Barbara Greenwood, David McCall

Official pre-check: Fred and Marian DeBardleben

Unofficial pre-check: Steve Greenwood and Jenny White

Workers: Art, Diane, and Karon Wingo, Fred, Marian, and Nathan DeBardleben, Steve Greenwood, Tracy Greenwood, Jenny White, Martin Peek#, Annie Wilson, Jeff Wright, Charlotte Hoelzel, Millie Hoelzel, John and Sue Adams.

RALLY REPORT DASTARDLY DIGIT-5

OD's: Wilt & Barbara Greenwood and Dave McCall
It was a cool, overcast day with a threat of muddy roads when Bill and I arrived at the start. After registering, I borrowed a timer from Wilt that had the Official Time. Ah-ha! The first trap of the day! The timer was an even minute off. No, Wilt told me, that isn't a trap just an accident.

Finally the time came to start the rally. Bill and I immediately went off course when we failed to turn left onto "622" at 00.48 miles. After a graceful recovery, we followed the rest of the Odometer Calibration Leg without mishap. At the rezero point, Bill and I marked up our Route Instructions in a rainbow of colors and looked for traps. We found three. Three found, five to find.

Leg 1. "271" Ah, our route number is now 10. That was "622" which is route 10. Turn around, we have to turn left there! Damn, it's a dead end! We're late - make up time! "703"? Does that add up to 10? 200 points.

Legs 2, 3, and 4 went by without any course following problems for us. I did, however, prove that I really don't know how to read a "Stevens". The traps included a special without an NRC, and two sum of the digits traps. The first was a set up for the second.

Leg 5 caused a lot of worry. Everyone at the break was trying to figure out why they shouldn't be there. (Although the Generals did say that an Emergency Sign could be attached to anything, I never expected to see one attached to an OD.) The real trap came after the break. We were told not to get onto Rt. 64. If this was interpreted to mean "64" you ended up on "250". (The smallest Government assigned Route Number that will give a route number of 64 is "19999999".) After the decision was made you had a long confidence leg down "64" if you did it right or down "250" if you did it wrong.

Leg 6 brought into play the long awaited trap of a special requiring the execution of another special before becoming effective. We had no trouble with this one since it was one of the traps found at the rezero point.

Leg 7 made use of a 4-digit route sign to take the on-course people around the back of a school. We did the trap right, but - Is that Floyd and Marvin sitting there? Yes it is. I wonder what they are doing there. Do you think that they saw "4c Per Gallon"? I don't know. Should we assume that they did and pause? I don't know, but I don't like to pause for a sign that I haven't seen. All right, let's go on in. 143 points.

Leg 8. This was the leg that gave almost everyone a max. A special instruction with an NVN and an NRC renders the NVN meaningless since the instruction does not put you onto a route (NRC). Bill and I followed the course correctly by the simple expedient of dumb luck. Although Bill had questioned the NVN at the rezero point, when it came time to use the instruction, I didn't pay any attention to the NVN.

Thank you Wilt, Barbara, and Dave. I enjoyed your rally very much.



THE WIZARDS' REVENGE RALLY

HALLOWEEN DAY
SUNDAY
OCTOBER 31, 1982

A moderately difficult TSD rally, 80 miles total, based on the principle of magic.

WIZARDS: GARY STOUT
DICK JONES

Starts at the Tuckahoe Village Shopping Center on Patterson Avenue, 3 miles west of its intersection with Parham Road. The finish will be at Patti's Pizza (nee Milton's Pizza) in the Gayton Crossing Shopping Center at the intersection of Gayton and Gaskins Road.

OFFICIAL PRECHECKS: FLOYD AND MARVIN MILLS
Preregistration and additional information available from Gary Stout at (804) 288-0174; or by writing him at 1214 Santa Rosa Road, Richmond, VA 23229.

Entry fee is \$7.00 per car.

This is a trap-free rally. The Wizards merely provide opportunities for the contestants to do something wrong!

Registration from 11:00 AM to 12:00 noon. Rallyists leave at 12:13 plus their car number in minutes.

THE WIZARDS' REVENGE RALLY RESULTS

O/A	CLASS	TEAM	MARQUE	1	2	3	4	5	6	7	8	9	10	11	TOTAL
1T	1E	B. WESTBROOK + B. STOUT	DATSUN	0	5	0	3	2	17	2	1	1	1	1	33
2T	1U	B. ARMSTRONG + A. ARMSTRONG	DODGE	24	98	0	1	0	4	3	0	0	5	61	196
3	2E	W. GREENWOOD + B. GREENWOOD	SAAB	60	0	1	200	2	89	1	1	1	2	3	360
4	3E	C. HOELZEL + K. McCALL	VW	19	78	80	200	0	2	5	0	0	11	200	595
5T	2U	B. MILLS + S. HUNTER	DATSUN	200	200	200	16	0	12	7	12	0	25	19	691
6	4E	S. POWELL + N. DICKINSON	DATSUN	1	3	79	200	200	30	2	2	0	0	200	717
7	3U	B. HUNTER + G. EBERHARD	HONDA	200	35	151	200	86	16	65	98	79	48	200	1178
8	5E	L. PARSLEY + B. PARSLEY	VOLVO	81	200	80	200	200	200	27	128	77	107	17	1317
9	4U	L. WELLS + L. WELLS	AUDI	200	117	200	200	200	14	42	113	172	108	5	1371
10	5U	C. SIMMONS + M. NEWSOME	FORD	200	200	126	200	72	200	64	200	79	33	200	1574
11T	1R	B. KIRALY + S. ZIRKHAM	DATSUN	200	200	200	200	200	200	43	10	90	69	200	1612
12T	2R	C. MADISON + C. KRAFT	DATSUN	200	200	200	200	200	200	44	125	10	200	73	1652
13	3R	F. MERKLE + R. KORIS	PONTIAC	200	200	200	200	53	200	156	200	20	73	200	1702
14	4R	T. HELLER + T. WINTER	HONDA	200	200	181	200	200	200	36	200	0	200	200	1817
15	5R	S. CORBETT + M. CORBETT	HONDA	200	200	200	200	97	200	106	200	200	200	200	2003
16	6R	F. SCHNEIDER + B. BRILL	OPEL	200	200	200	200	110	200	110	194	200	200	200	2014
17	6U	D. BURTON + J. (S.) RICKMAN	CHEVY	200	200	200	200	200	200	200	200	200	200	200	2200
18	7R	M. LONE + M. PEEK	DODGE												DNP
18	7R	R. PAQUET + L. DeCOST	HONDA												DNP

SPECIAL THANKS TO OUR MANY AND CREATIVE WORKERS:
JOHN, SUE AND MANDY ADAMS; CANDY AND ASSOCIATE WIZARD JOE BAIRD; FRED, MARIAN AND NATE DeBARDELEBEN;
WILL HUNTER; ALICE JONES; FLOYD, MARVIN AND JESSICA MILLS; BILLIE PAYNE; TOBY WILLIAMS; LINDSAY WILSON.
T - DENOTES TROPHY POSITIONS
OUR VERY SPECIAL APPRECIATION TO OUR PRECHECKS--NO PROTESTS!--THANKS A BUNCH! # - DENOTES NON-VMSC MEMBER



The Wizards' Revenge Octo

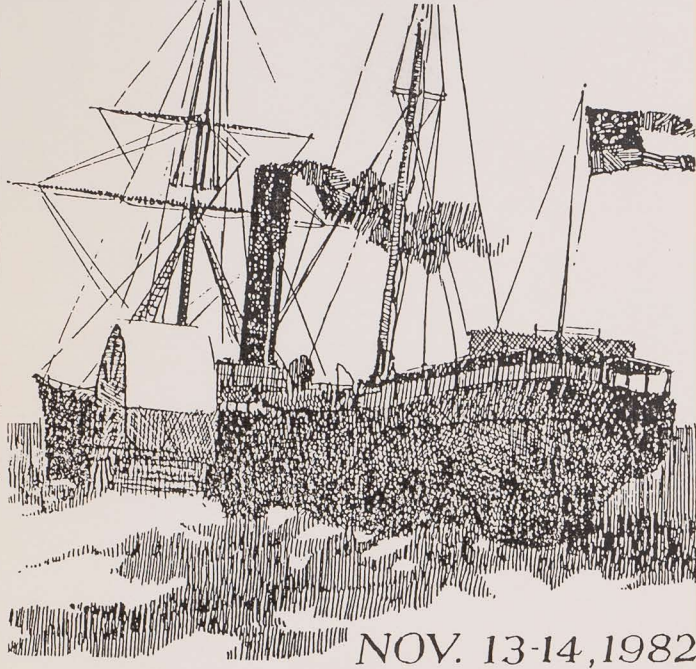


Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 27 NUMBER 10 OCTOBER 1982

VMSC presents the 24th 'OLD DOMINION RALLY'



NOV. 13-14, 1982

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THE 24th OLD DOMINION RALLY
November 13 & 14, 1982

T = Trophy Position
* = non-VMSC member

DRIVER/ ALL POS'N.	NAVIGATOR	MARQUE	1	2	3	4	5	6	7	8	9	10	TOTAL SAT.	1	2	3	4	SUV. MURN.	1	3	5	8	9	MUNTE CARLO	TOTAL RALLY
1	IE T Gary Stout	Honda	1	2	0	1	1	1	0	3	2	0	11	2	2	0	2	6	4	2	0	1	0	7	24
2	2E T Bill Gronning*	Saab	2	2	1	1	2	5	1	2	0	1	17	2	1	0	2	5	1	1	1	1	0	4	26
3	3E T Wile Greenwood	Saab	1	2	2	4	2	2	0	3	2	1	19	2	2	0	1	5	0	0	1	2	1	4	28
4	4E Bookie Westbrook	Datsun	0	3	2	6	4	1	1	0	4	0	21	4	2	1	12	19	1	0	2	2	2	7	47
5	5E Chuck Hoelzel	Vw	44	1	2	7	1	0	1	1	1	0	58	1	3	0	3	7	1	0	2	2	3	8	73
6	6U T Bill Armstrong	Dodge	0	3	11	40	12	0	0	6	0	2	74	10	2	1	2	15	1	3	1	2	0	7	96
7	7E Len Wells	Audi	47	7	6	11	10	4	3	1	13	5	107	4	8	1	2	15	1	3	0	1	1	6	128
8	8E Bix Goodwin*	Saab	5	1	8	31	10	1	1	10	15	10	92	1	3	28	1	33	0	0	2	1	1	4	129
9	9E Lewis Parsley	Volvo	2	1	1	4	2	3	2	2	101	1	119	2	3	0	4	9	3	1	6	5	1	16	144
10	10U T Dean Guttridge*	Ford	4	14	1	5	10	3	88	1	7	2	135	4	5	98	51	158	0	1	2	2	1	6	299
11	11E Chris Young	Rambler	34	1	1	118	8	0	74	3	2	4	245	1	0	99	4	104	1	1	3	1	2	8	357
12	12U T Gary Bell*	Mazda	45	3	3	21	20	79	14	13	36	3	237	13	5	101	12	131	4	1	2	1	0	8	367
13	13OE T. C. S. Wagner*	Porsche	0	1	1	1	200	2	1	1	174	1	382	1	1	0	2	4	1	1	1	0	0	3	389
14	14U Jack von Kaene*	Datsun	56	1	0	1	200	2	5	7	98	0	370	1	4	2	6	13	2	2	0	0	2	6	389
15	15IE Peter Wilson	Honda	1	0	1	200	1	1	1	3	0	0	208	6	74	200	70	350	0	0	0	3	4	7	565
16	16SU Steve Greenwood	Audi	18	14	47	17	12	50	11	6	50	30	255	200	5	32	62	299	14	3	0	15	9	41	595
17	176U Doug Burton	Renault	47	11	23	7	4	50	56	39	52	58	347	90	74	115	26	305	1	5	4	1	1	12	664
18	18R T Joe Bainbridge	Mazda	30	2	15	50	200	6	8	29	200	13	553	38	27	82	39	186	1	0	3	1	1	6	745
19	19K T Sue Adams	Olds	3	14	48	57	200	11	67	8	124	1	533	167	15	8	24	214	1	0	1	2	4	8	755
20	207U Christie Simmons*	Plymouth	111	9	77	27	200	45	12	19	87	51	638	103	20	40	200	363	3	0	4	0	1	8	1009
21	213R T Mike Hewsome	Buick	29	12	92	113	200	19	53	18	200	46	782	200	44	56	131	431	22	13	14	20	17	86	1299
22	224R Don Beaucamp*	Chevy	34	30	58	85	200	128	104	59	200	3	901	200	106	59	139	504	10	19	17	8	8	62	1467
23	235R Frank Merkit*	Pontiac	101	4	106	42	200	89	200	20	29	99	890	200	96	49	3	348	7	59	44	40	200	350	1588



"Sorry officer, it was an emergency."



In remembrance of
John K. East
1939-1982

John Kelly East

1939 - 1982

I was formally introduced to Jack East at the December 1974 club meeting. Chuck Koelzoh, soon to be installed president for 1975, had asked us to do Checkpoints, and we had both said, "Sure, if you can find somebody else to help". By the end of the year, the two of us that only wanted to do 50% of the work had given 100% each, making the '75 year of Checkpoints one of the most fun for all concerned.

Despite his constant assertion that it was "all Jones", it was "mostly East". From our first aboard meeting, I came to know Jack as a man possessing great intellect, keen wit and a mastery of the English language few ever achieve.

I am proud to have known him, and called him "friend".

