



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 21

NUMBER 4

APRIL 1976

COMING UP

- April 10-11 WRC's Annual "Bob Ridges Memorial" Rally. OD'ed by Mike Leeper. Starts at Gaithersburg Square on Route 355 in Gaithersburg, Maryland. Headquarters at the Mimslyn Hotel in Luray. Entry fee - \$26.00.
- April 11 PSCC's "XVI Invitational Rallye." OD'ed by Ray Heid. Starts in Newport News. Info at (804) 874-0124.
- April 18 Regular monthly meeting. St. John's Wood Club House, 8:00 pm.
- April 25 VMSC's "The Shortest Distance BTPINNASL" Rally. OD'ed by Len Wells and Tom Blot. See flyer this issue.
- April 25 AMC's "Trial One Auto-Cross". Nichols Dept. Store, Colonial Heights. Registration 10-2, FCO 12 noon.
- May 9 VMSC's "The Edge of the World Cash Dash." OD'ed by Dick Jones and Rob DeBardleben. There will be cash trophies for this rally. See flyer this issue.
- May 15 SCCA's 1976 "Virginia Reel" Rally. OD'ed by Don & Mickey Himes. Starts at the Ramada Inn, Manassas. Entry fee - \$30.00.
- May 20 Regular monthly meeting. St. John's Wood Club House, 8:00 pm.

APRIL

S	M	T	W	T	F	S
					1	2 3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

NEW MEMBER

MAY

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

John "Fred" Sherwood, 211 Gateway East, 270-1619. Fred works for Phillip Morris as an engineer. He is interested in rallying and autocrossing. He drives a 914 2.0 with sway bars, 1974 vintage. He has rallied and autocrossed in the past.

FOR SALE AND WANTED

Official 1976 VMSC Competition Regulations are now for sale for the amazingly low price of 50¢ per copy. Contact Libby Wilson for your gala issue.

VMSC is in dire need of additional pylons. If any of you have in your possession pylons that you don't need (?), or just happen to run across someone who happens to have same, they would be greatly appreciated. Bring to the next meeting if you can!

THE 241 RALLY OFFICIAL RESULTS
March 14, 1976

O/A	CLASS	CAR #	CAR	DRIVER / NAVIGATOR	S-T 1	S-T 2	LEG 1	LEG 2	LEG 3	S-T 1	S-T 2	LEG 4	S-T 1	S-T 2	LEG 5	LEG 6	LEG 7	LEG 8	S-T 1	S-T 2	S-T 3	S-T 4	S-T 5	LEG 10	CAR TOTAL	TEAM TOTAL		
1	1E*	11A	Alfa	Harry Bacas / Paul Eckstein+	4	7	2	9	2	4	0	9	6	6	7	3	138	6	1	8	1	1	2	3	3	224	398	
1	1E*	11B	VW	Joe Ansell / John Ortaldo	3	6	2	9	1	4	3	49	6	2	0	16	1	53	1	7	0	0	3	3	2	174		
2	2E*	1A	Datsun	Marian / Fred DeBardleben	3	0	7	2	7	6	4	7	8	13	13	11	57	30	14	23	3	2	3	7	7	1	228	431
2	2E*	1B	Datsun	Mike / Beth Castleberry	4	1	6	9	7	4	3	17	9	11	11	12	13	58	10	11	1	0	1	3	3	9	203	
3	3E	4A	Datsun	Don / Mickey Himes	14	2	0	3	3	12	104	63	9	6	8	30	36	57	7	14	27	0	0	1	1	2	359	630
3	3E	4B	BMW	Jim Miner / Fran Canavan+	1	3	1	3	0	11	23	65	5	4	1	38	2	41	8	2	19	2	0	2	0	0	231	
4	4E	6A	Opel	Mark Eyangelista+ / Dick Grosblar+	1	4	1	1	4	23	24	75	2	0	1	16	90	34	38	80	0	0	3	4	4	2	407	739
4	4E	6B	Porsche	Gordon / Rita Wagner	0	5	2	3	8	21	23	97	4	3	1	32	1	42	40	29	1	2	4	5	5	4	332	
5	5E	5A	Audi	Wilt / Barbara Greenwood	2	6	13	4	5	83	79	90	0	0	3	26	10	24	2	11	1	1	2	40	46	1	449	999
5	5E	5B	VW Dasher	Chuck / Charlotte Hoelzel	2	5	10	7	2	83	79	77	1	1	5	33	48	36	9	1	2	1	3	37	45	63	550	
6	1U*	15A	Porsche	Len Wells / Tom Blot	7	50	14	59	14	40	43	2	4	7	29	31	87	235	13	23	67	37	59	63	59	100	1043	1679
6	1U*	15B	Datsun	Scott Powell / Neale Dickinson	7	50	45	48	19	40	43	32	8	7	5	32	35	12	18	29	33	37	54	60	16	6	636	
7	1 SOP*	13A	Porsche	Brad Peaseley / Bill Whitehead	5	1	1	62	2	73	90	144	20	51	64	73	147	205	12	51	0	1	1	5	0	81	1089	1951
7	1 SOP*	13B	Pontiac	Chris / Lil Young	7	17	2	70	2	60	83	105	25	44	50	57	68	14	20	172	8	17	9	13	17	2	862	
8	2U	7A	VW	Dick Jones / Rob DeBardleben	15	1	26	28	102	33	147	160	27	22	4	0	36	185	30	38	138	3	14	24	23	32	1088	2013
8	2U	7B	Datsun	Baxter Phillips / Bookie Westbrook	93	28	6	2	43	185	147	121	25	1	23	34	68	21	25	2	34	4	2	49	55	65	4	
9	6E	12A	Capri	Gary Mandel / Burton Goldstein	3	5	6	28	56	2	2	84	5	3	3	56	95	169	52	100	4	2	49	55	65	4	848	2144
9	6E	12B	Datsun	Jim / Sue O'Connor	3	4	7	179	450	4	2	162	2	1	0	42	25	53	51	6	2	2	49	62	63	127	1296	
10	7E	20A	Chevy	Barry Wuerker / Gary Bell	13	2	1	30	21	115	2	350	15	88	2	112	135	224	34	66	43	7	47	12	12	18	1349	2326
10	7E	20B	SAAB	Charley Seward / Jim Meyers+	13	84	1	29	4	300	0	309	13	12	3	27	50	34	25	7	20	5	32	5	3	1	927	
11	2 SOP*	14A	Triumph	Ellen Hamilton / Ralph Vayter	4	13	27	85	151	300	300	350	12	12	11	35	123	75	3	71	5	20	29	15	5	15	1661	3066
11	2 SOP*	14B	Volvo	Al Marsh / Marie Kelleher	5	16	30	81	23	300	300	350	25	5	24	51	15	22	2	42	5	10	20	5	8	66	1405	
12	8E	3A	Corvette	Jack / Gladys Fawcett	13	9	131	57	8	85	450	450	18	6	5	43	131	350	58	131	1	1	11	27	25	30	2040	3637
12	8E	3B	Plymouth	Chuck Hundley / Charles Mirachi+	17	8	128	59	46	85	450	450	15	6	18	37	29	30	65	62	6	3	19	23	32	9	1597	
13	3 SOP	9A	Honda	Bill / Sheila Hunter	104	234	123	300	100	15	181	125	133	12	26	23	236	117	194	68	33	66	69	30	37	52	2278	3861
13	3 SOP	9B	Porsche	Dave / Vicki Armentrout	138	118	117	84	104	75	71	97	129	58	1	45	135	54	20	51	36	66	69	31	34	50	1583	
14	4 SOP	8A	VW	Tony Cooker / Gary Stout	113	43	102	111	153	136	47	135	300	300	300	57	249	300	63	129	58	40	1	35	25	62	2759	5471
14	4 SOP	8B	Honda	Barbara Stout / Tom Mayberry+	300	300	104	109	37	65	300	58	195	450	202	62	146	29	95	6	33	77	41	13	63	27	2712	
15	5 SOP	21A	Triumph	Jeff Galginitis+ / Dobson+	22	18	95	121	266	115	300	300	35	121	186	300	152	222	98	300	8	8	30	24	18	30	2769	5520
15	5 SOP	21B	MG	G. Gager+ / Peter LaSalle	29	18	92	126	22	300	450	300	200	119	129	300	36	167	155	2	77	103	26	27	3	70	2751	
16	6 SOPN*	2A	Porsche	Dave Wilberger+ / Bill Hunter+	13	28	158	43	90	450	450	300	217	199	217	144	300	278	70	14	13	65	45	66	53	50	3263	6914
16	6 SOPN*	2B	MG	Cliff McCrea+ / Anne Welsh+	27	98	156	208	91	300	300	450	285	300	207	94	300	26	180	281	11	38	126	37	53	118	3651	
17	7 SOP	16A	Datsun	Diane / Art Wingo	450	450	300	300	119	450	300	300	25	74	49	300	45	2	450	300	72	93	56	68	52	99	4354	9042
17	7 SOP	16B	Vega	Janet / Jim Rowe	450	450	300	300	132	300	300	300	11	5	33	300	72	13	450	27	82	176	300	187	450	50	4688	
18	8 SOP	19A	Audi	Ed Mitchell+ / Lyons Hardy+	300	450	300	300	9	211	223	300	275	271	300	300	300	291	300	300	17	147	174	300	67	119	5254	10847
18	8 SOP	19B	Audi	Barnett+ / Carson+	300	450	300	75	81	450	450	300	275	271	300	300	220	300	300	300	17	147	174	300	67	206	5593	
19	9 SOP	10A		Charlie McSwain+ / Baitz+																							DNF	
19	9 SOP	10B	Mercedes	Jerry Shapiro+ / Diane Kambo+																							DNF	
19	9 SOP	17A	Mazda	Mark Pys+ / Karen Collins+																							DNF	
19	9 SOP	17B	Mazda	Brent+ / Becki Pys+																							DNF	

* Trophy Winners + Non VMSC members

WORKERS: Dave/Kathi McCall, Richard Nuckols, Lewis Parsley, Burk/Martha Bartels, Faye/Howard Vaughan, Bruce/Harriet James, Sally Youngs, Bill Britton, Gordon/Lale Paterson, Jack East, Bill Enos, Peter Wilson, Bill Edwards, Martha Dickinson, Toni Wells, Pete Winters, Ernestine Hundley, Ann Mirachi, Andy Campbell, Pam Jones, Alice Jones, Bill/Beth Armstrong, Mike Williams.

THERE WERE NO PROTESTS!!!!

The Rallymasters wish to thank all of the workers who contributed their time and effort to help make this a successful event.

OFFICIAL PRECHECKERS: Lewis Parsley / Bill Britton
Bruce / Harriett James
UNOFFICIAL PRECHECKERS: Dave McCall / Bill Edwards
Pam Jones / Bill Enos

1A

"241"

1B

WHEN YOUR B-MATES HAVE ALMOST ENTIRELY ABANDONED RALLYING IN FAVOR OF SAILING, A NERVOUS STOMACH IS AN UNDERSTATEMENT. WE SPENT MOST OF FRIDAY AND ALL OF SATURDAY PRAYING FOR A RAINY SUNDAY. BUT WE HAD UNDERESTIMATED B, WHO SHOWED UP IN SPITE OF A SUNSHINY DAY. SO WE SWAPPED RED SIGNAL BANDANAS AND ORDERS TO RUN LOOSE AND LEFT THE LOT IN TANDEM.

THE NERVOUS STOMACH RETURNED AS DRIVER A SQUINTED INTO THE REAR VIEW MIRROR, STARING AT B'S HEADLIGHTS. AFTER 30 SECONDS, THE SUNSPOTS LOOKED LIKE LIGHTS ALL OVER THE PLACE. BUT SEEING THINGS OR NOT, WE FELT VERY MUCH IN CONTROL AS WE EXECUTED OUR FIRST CROSSOVER ✓. CONTROL WHICH WAS QUICKLY LOST WHEN WE WERE DEPOSITED 0.10 MILE FACE-TO-FACE WITH AN HONEST-TO-REAL-LIVE ✓.#1. AND WE WAITED FOR B TO ARRIVE FROM NOWHERE AND LEAD US IN.

HAVING THUMBED THROUGH OUR ROUTE INSTRUCTIONS WHILE AT "DAWN 5", WE WERE WELL AWARE OF AN EXTRA PAGE 3 HANGING ON THE BACK. SO WHEN DRIVER B FLAGGED US DOWN AT THE BOTTOM OF THE HILL, WE SIMPLY KNEW THAT HE WAS EXECUTING AN INSTRUCTION THAT READ: "JUMP INTO THE MIDDLE OF THE ROAD AS A APPROACHES AND FLAIL YOUR ARMS WILDLY, ALL THE TIME SCREAMING AT NAVIGATOR A, 'WE CAN'T GO ON WITH THIS DUMB THING. WE'VE GOT NO PAGE 3...' NEAT.

BEARING IN MIND THE FACT THAT THE DAY WAS SUNNY AND WARM AND CLOSE TO PERFECT FOR SAILING, WE STARTED THE RALLY WITH A SURPRISINGLY POSITIVE ATTITUDE. AND MUCH TO THE AMAZEMENT OF OUR TEAM CAR, WE EVEN MANAGED TO GET TO THE START IN TIME TO PANIC OVER LAST MINUTE DETAILS.

HAVING COMPLETED THE FIRST COUPLE OF CROSSOVER ✓.'S, AND HAVING MADE IT THROUGH THE FIRST COUPLE OF NORMAL ✓.'S, WE WERE BEGINNING TO FEEL PRETTY GOOD ABOUT OURSELVES, OUR TEAM, AND THE RALLY. WE COMPLETED THE TULIP FOR INSTRUCTION #23, NOTED #24 HAD US IMMEDIATELY STOP DUE TO A SPEED OF 0 MPH, AND QUICKLY TURNED TO PAGE 3 - AND THE PANIC BEGAN. NO PAGE 3. THE COOL, LEVELHEADED B-DRIVER ACTED QUICKLY (FOLLOWING A STREAM OF OBSCENITIES THAT DOESN'T BEAR REPEATING) AND GRABBED THE CLIPBOARD AND PEN TO WAIT FOR THE NEXT B CAR TO COME ALONG. THE PLAN, ACCOMPANIED BY SCREAMING AND JUMPING UP AND DOWN IN THE MIDDLE OF THE ROAD, WAS TO COPY THE ENTIRE PAGE OF INSTRUCTIONS FROM THE NEXT CAR, AND PROCEED WITH THE RALLY. OF COURSE, THE NEXT CAR WAS OUR TEAM A, WHO CASUALLY HANDED OVER PAGE 3, WITH BARELY A NOD AT DRIVER B'S PERFORMANCE.

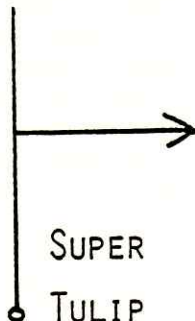
THE NECESSITY FOR FOLLOWING THE DIRECTIONS TO THE LETTER WAS CLEAR FROM THE START - EVEN NONSENSE DIRECTIONS, SUCH AS HONKING AT TEAM A WHEN THEY WERE NOT TO BE SEEN. THEN TEAM A HAD TO WAVE FOR SEVERAL MILES SO THAT TEAM B COULD TURN "WHILE" A WAS WAVING. IT WAS MORE THAN A LITTLE FRUSTRATING TO TELL A TO TURN RIGHT AT THE NEXT INTERSECTION, AND THEN WATCH THEM TURN LEFT BECAUSE THEIR INSTRUCTION, OF COURSE, SAID TO TURN THE OPPOSITE DIRECTION FROM WHAT TEAM B HAD TOLD THEM. AND WHEN WE TRIED TO PAUSE WHERE TEAM A PAUSED, IGNORING THE TIMES THEY POINTED TO SIGNS THEY WERE NOT PAUSING AT, WE HAD A REAL KILLER ON OUR HANDS.

WITH COMPLAINTS ISSUING FROM THE NAVIGATOR'S SIDE OF THE CAR, SOMETHING ABOUT FROSTBITE OF THE ARM, WE PREPARED TO LISTEN FOR B'S HORN. WE HARDLY COULD HEAR EACH OTHER OVER THE ENGINE. SO, WITH WINDOWS DOWN AND EARS TO THE AIR, WE WATCHED B APPROACH. AND WE FORGOT THAT B HAD AIR HORNS.

HAVING RALLIED SOME 25 MILES WITH B'S PAGE 3, WE WERE PREPARED FOR THE CAS 00 AFTER LUNCH. SORT OF. IT WAS NOT PARTICULARLY ENCOURAGING TO HAVE EVERYONE WATCHING US TO SEE WHAT TO DO. ALL THE WHILE TELLING US THAT WE WERE 3, 4, 5 MINUTES LATE. WE HAD DISCUSSED AND DISMISSED THE POSSIBILITY OF BEING MOVED TO A NEW PLACE AT 00 MPH. INSTEAD WE SAT WITH CONFIDENCE AND MOTOR RUNNING, EYES GLUED AGAIN TO THE REAR VIEW MIRROR, WATCHING FOR B TO ARRIVE WITH A NEW SPEED FOR US. NEAT, TOO.

AFTER WHICH IT WAS CAS 0.00241 MPH. AND NAVIGATOR A DUG RIGHT IN ON THE MINUTES PER MILE CALCULATIONS, MEASURING EVERY FOOT. WHILE DRIVER A, WHO HAD THE CAR STOPPED, WAITED TO PASS B. WHO APPROACHED US - AND STOPPED - JUST UP AHEAD. FACING OUR WAY.

TRAP SECTION? WE WERE READY. PAUSES ALL TOTALLED, ONCE AROUND THE Δ "WHEN B" DID SO - WE WERE ON TOP OF IT ALL. UNTIL THE "SICK TRAP" (TO QUOTE AN O.D.) OCCURRED. SWAP, RE-SWAP, AND KEEP THOSE PAGE 8'S COMING. SICK. AND THANK GOODNESS IT WAS BREAK TIME. EXCEPT THAT THE COMPUTER TOOK A BREAK, TOO. NOT VERY NEAT AT ALL.



THE LUNCH BREAK WAS RELAXING: TEAM B'S GOT TO TALK TO TEAM B'S AND TEAM A'S TO TEAM A'S. WE HEADED OFF AND SUDDENLY CAME ACROSS ALL THE A'S MILLING AROUND. AFTER FINALLY LOCATING THE CORRECT A, WE FOLLOWED THE INSTRUCTIONS, AND WITH A 0.50 PAUSE, TOLD THEM TO FOLLOW US TO INSTRUCTION #64 (WHICH WE HAD ALREADY EXECUTED) AND ONCE AGAIN, FOLLOWING INSTRUCTIONS, TOLD THEM OUR MORNING SCORES AND ASKED FOR THEIRS. AS CAR #1, WE ENCOUNTERED ONLY ONE MINOR PROBLEM. THE OTHER TEAM A'S THOUGHT WE WERE, LIKE THEM, MILLING AROUND. WHILE THE TEAM B NAVIGATOR WAS STRUGGLING WITH THE RALLY, THE TEAM B DRIVER WAS STRUGGLING WITH THE OTHER TEAM A'S.

WHEN THE RALLYMASTER ANNOUNCED THE "TRAP" SECTION, WE REALLY THOUGHT WE HAD THE HANG OF IT. WE EXPERTLY MANEUVERED THROUGH A NEAT Δ , RELAXED AS WE THOUGHT WE HAD MADE IT THROUGH, TO BE ZINGED BECAUSE THE INSTRUCTION INCLUDED A PAUSE INVOLVING "CAR A" RATHER THAN CAR A. IGNORING THE QUOTATION MARKS WORKED FOR US (AS THE RALLYMASTER THOUGHT IT COULD NOT), AS THE SIGN THAT READ "CAR A PAUSE 1 MINUTE, CAR B PAUSE .50 MINUTE" GAVE US THE OPPORTUNITY TO PAUSE BECAUSE IT TOLD US TO DO SO. IN ORDER TO EXECUTE THIS PAUSE, THE B-DRIVER HAD TO SLAM ON BRAKES AT 90 MPH, STOPPING INCHES FROM THE TIMING LINE. MUCH RELIEVED WHEN THE \checkmark . CAPTAIN SAID WE HAD STOPPED IN TIME, B-DRIVER REALIZED THE ERROR OF PAUSING JUST BECAUSE A SIGN SAID TO, AND WENT SCREAMING ACROSS THE LINE 0.30 DOWN. IT WAS AFTER THE RALLY THAT TEAM A ASKED US IF OUR INSTRUCTION INCLUDED STOPPING ON THE LEFT SIDE OF THE ROAD, WITH A COMMENT THAT IT WAS DANGEROUS TO DO SO.

NO RELIEF IN SIGHT, WE IMMEDIATELY BIT A TIMING TRAP OF UNUSUAL MAKE UP. THE SEQUENCE WAS SIMPLE: AS CAR A ROLLED DOWN THE NAVIGATOR'S WINDOW, CAR B WAS TO ROLL DOWN THE DRIVER'S WINDOW; EXACTLY 25 SECONDS AFTER A HAD ROLLED DOWN THE WINDOW, WE WERE TO EXCHANGE PAGE 8 OF THE INSTRUCTIONS, ROLL UP THE WINDOW AND FOLLOW A. THE HANG-UP WAS THAT A WAS TO EXCHANGE INSTRUCTIONS AFTER 15 SECONDS, AND B AFTER 25 SECONDS, SO WE SHOULD HAVE CHANGED BACK TO THE PAGE WE HAD ORIGINALLY. OH WELL, SO MUCH FOR THE TRAP SECTION.

"IF YOU ARE ON TIME...YOU WILL TURN DOWN THIS ROAD TOGETHER..." SOUNDS LIKE COSBY: "IF YOU GO INTO A SKID..." WE DID IT. TOGETHER. AND THEN WE PASSED B. ON THE LINE. AND THE EXCITEMENT...WAS...TREMENDOUS.

THE MAZE. THE BEST PART OF WHICH WAS THE SLOW MOTION APPROACH TOWARD EACH OTHER WITH THE MAZE-MAKERS IN THE MIDDLE. LIKE \$6 MILLION HIMSELF AT 120 MPH. IT SHOULD HAVE BEEN ON FILM.

YEAH, TEAM. WE LOVED IT. LET'S GO SAILING SOMETIME.

HAVING HEARD THAT A CARS HAD THE HARDEST TRAP, AND HAVING BLOWN THE TIMING TRAP, DRIVER B TURNED CASUALLY TO NAVIGATOR B WITH THE COMMENT, "A MUST HAVE HAD A GO-RILLA OF A TRAP IF THEY WERE TO HAVE THE HARDEST TRAP OF THE RALLY."

THE FINAL SECTION TOOK THE TEAMS AROUND, ACROSS, OVER, UNDER, AND THROUGH ATLEE INDUSTRIAL PARK. AS THE INTRODUCTION TO THE SECTION WARNED THAT OUR TEAM COULD PICK UP 3000+ POINTS AND SUGGESTED THAT FOR ONLY 100 POINTS WE COULD START OVER, WE WERE WORRIED.

TRAVELLING AT 10 MPH TOWARD EACH OTHER AND THE RALLYMASTERS, WE FELT LIKE THE BIONIC MAN - FLYING.

YEAH, TEAM. WE LOVED IT. LET'S GO RALLYING AGAIN SOMETIME.

WANT TO JOIN US?

There's a VMSC member born every minute!

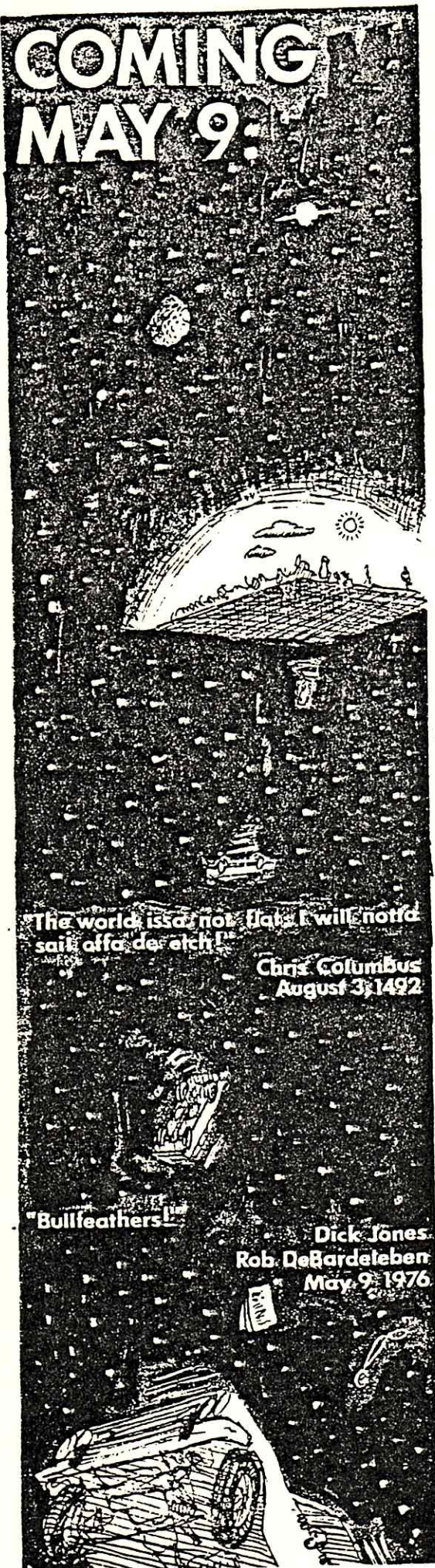
If you have an interest in cars and driving, want to make new friends would like to know someone with a garage, or need a legitimate excuse to drink beer on the third Thursday of each month, you'll be happy to know that there are several hundred other people just like you!



For further information and a membership application, contact:
 Ellen Hamilton Phone: 359-0778
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**COMING
MAY 9:**



"The world issa not flat. I will notto
sail affa de etch!"

Chris Columbus
August 3, 1492

"Bullfeathers!"

Dick Jones.
Rob. DeBardleben
May 9, 1976

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WITHIN A LIFETIME . . .
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2 OF EVERY 3 FAMILIES

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OD'ed by Fred DeBardeleben & Peter Wilson

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WHO

WHAT

<u>E.T.D.</u>	Tom SILVA *	VHAC	PHANTOM	1:06.742	1:04.866	1:04.059
<u>E.D.D.</u>	MARIAN DEBARDELEBEN *	VMSC	DATSUN 240-Z	1:19.507	1:22.741	1:13.215

A/MODIFIED

WILL BROOKS *		ODSCC	MG MIDGET	1:11.927	1:04.830	1:04.898
BRAD PEASELEY		VMSC	PORSCHE 911S	1:11.146	1:06.263	1:06.737

B/MODIFIED

CRAIGE PELOUZE *			DATSUN 510	1:07.242	1:08.059	1:04.831
MICHAEL KING *			A-H SPRITE	1:09.913	1:12.052	1:07.626
JOHN BERGERON		VMSC	TR-4	1:12.716	1:09.832	1:09.713
KEN NESBIT			A-H SPRITE	DNF	1:13.652	1:17.136
LARRY FIX			A-H SPRITE	1:14.844	1:13.758	1:13.706

C/MODIFIED

MICHAEL JONES *			CAPRI	1:13.207	1:12.679	1:12.936
JOHN DEBARDELEBEN *		VMSC	DATSUN 510	1:20.737	1:18.840	1:13.518
EUGENE COOLEY *			FIAT 850	1:14.458	1:16.218	1:14.353
ROBERT DEBARDELEBEN *		VMSC	DATSUN 510	1:20.107	1:14.479	1:23.038
NEALE DICKINSON		VMSC	RENAULT	1:18.436	1:17.349	1:15.759
TOM ALLEY			VW	1:17.797	1:16.415	1:16.790
BILL ENOS		VMSC	RENAULT	1:20.316	1:24.587	1:17.011
LEWIS PARSLEY		VMSC	RENAULT	DNF	1:17.871	1:17.383
LEN WELLS		VMSC	RENAULT	DNF	DNF	1:17.656
TOM ALLEY			VW	1:19.955	1:18.631	1:18.050
TOM BLOT		VMSC	RENAULT	1:21.425	DNF	DNF
BOB CHASE			FIAT 850	DNF	1:28.172	1:22.594
JAMES WIRT			A-H SPRITE	DNF	1:27.336	1:29.082

A/PREPARED

BOB GLOTFELTY *		VMSC	PORSCHE 914/6	1:13.755	1:11.488	1:10.031
DAVE ARMENTROUT		VMSC	PORSCHE 911-T	1:27.025	1:12.357	1:11.215
MARK SHOFER			LOTUS ELAN	1:14.071	DNF	1:18.257

B/PREPARED

NO ENTRANTS

C/PREPARED

JIM MIKLOS *	VTSC	DATSUN 240-Z	1:10.419	DNS	DNS	
MICHAEL MARTIN *	MCOA	MINI 'S'	1:11.266	DNF	1:11.848	
FRED DEBARDELEBEN *	VMSC	DATSUN 240-Z	1:12.341	1:18.451	1:13.400	
RICHARD LODGE	AMC	DATSUN 240-Z	1:17.173	1:12.370	DNF	0.98925 *
BAXTER PHILLIPS	VMSC	DATSUN 240-Z	1:14.330	1:13.905	1:13.170	
MARIAN DEBARDELEBEN	VMSC	DATSUN 240-Z	1:19.507	1:22.741	1:13.215	
DANNY DAVIS		DATSUN 240-Z	1:13.842	1:14.899	1:16.557	0.96965
DAVID BIRD	VMSC	DATSUN 240-Z	1:15.652	1:14.574	1:22.485	
FRED SHERWOOD		PORSCHE 914	1:18.203	DNF	1:16.566	0.93515
DON ANGELINA	AMC	DATSUN 240-Z	1:17.490	DNF	DNS	

D/PREPARED

STEVE VOLK *	PCA	PORSCHE 912	1:13.103	1:11.341	DNF	
RALPH VAWTER *	VMSC	TR-6	1:18.481	1:22.180	1:12.153	
JOHN LOTH *	CORSA	CORVAIR	DNF	1:12.686	1:13.880	
PETER WILSON *	VMSC	MGB	1:13.653	1:13.753	1:13.413	
BILL HUNTER	VMSC	CIVIC	1:15.356	1:15.405	1:13.548	
ART WINGO	VMSC	DATSUN 2000	1:14.596	1:16.585	1:13.706	
AL SEIM		DATSUN 2000	DNF	1:14.601	1:15.510	
ERNEST WHITLEY		CORVAIR	1:14.906	DNF	DNF	0.97199 *
DANIEL PEER		PORSCHE 914	1:15.892	1:15.327	1:18.218	0.96656
JERRY MAYERS		PORSCHE 914	1:16.138	1:23.219	DNF	0.95626
ELLEN HAMILTON	VMSC	TR-6	1:17.619	1:16.453	1:18.757	0.95232
SHELIA HUNTER	VMSC	CIVIC	1:16.571	1:18.837	1:18.464	
BILL LOTH		PORSCHE 356C	DNF	1:20.077	1:16.766	0.94844
LIBBY WILSON	VMSC	MGB	1:22.290	1:18.144	1:17.209	0.94300
JAMES DAUGHARTHY		ALFA ROMEO	1:19.353	DNF	1:17.680	
DIANE WINGO	VMSC	DATSUN 2000	1:23.611	1:18.395	1:18.026	0.93312

E/PREPARED

BURK BARTELS *	VMSC	FIAT 124	1:10.557	1:10.698	1:11.012	
BRIAN FARRINGTON *	VWOA	VW	1:13.138	DNF	DNF	
CHARLIE ALLIGRANT	AMC	MUSTANG II	DNF	1:13.193	1:16.182	
RICHARD NICHOLS	VMSC	FIAT 124	1:15.052	1:13.299	1:13.677	0.98632 *
JAMES GILCHRIST	VWOA	VW	DNF	1:14.640	1:21.801	
MARTHA BARTELS	VMSC	FIAT 124	1:19.414	1:16.123	1:17.773	0.94973
PANDY JACOBS		VW	1:19.387	DNF	1:18.132	0.92531

F/PREPARED

FRANK KEYSER *	VMSC	DATSUN B-210	DNF	1:11.219	1:11.610	
MARK DEGAN *	AMC	PINTO	1:13.923	1:11.977	1:11.675	
BOOKIE WESTBROOK *	VMSC	DATSUN 510	1:14.209	1:12.773	1:11.855	
MIKE CASTELBERRY	VMSC	DATSUN 510	1:12.689	1:13.179	1:12.548	
ANDY MOORE	AMC	PINTO	1:21.763	1:16.277	1:13.941	
BILL LLOYD	VMSC	VEGA	1:14.458	1:16.322	1:14.218	
JIM ROWE	VMSC	VEGA	1:27.270	DNF	1:17.302	
BILL ARMSTRONG	VMSC	TR-3	DNF	1:18.885	1:18.492	0.91198
JANET ROWE	VMSC	VEGA	1:24.617	1:20.837	1:20.512	0.88910

A/Stock

C. RICHARDS *	VMSC	CAMARO	1:20.119	1:13.134	1:12.426	
DENNIS GILCHRIST *		CAMARO	DNF	1:15.058	1:15.302	
RALPH ELLIS		DUSTER	DNF	1:18.750	1:17.886	0.94679
B.G. FORTNER		CAMARO	1:18.708	DNF	1:20.652	0.93691
JOHN JENKINS		PLYMOUTH	DNF	DNF	1:36.481	0.76432

B/Stock

BILL GRONNING *	VMSC	PORSCHE 914	1:14.651	1:13.158	1:15.321	
THAD EVANS *		MG MIDGET	1:17.928	1:17.923	1:14.318	
STEVE MCCARTHY	VMSC	FIAT X1/9	DNF	1:14.846	1:15.130	
CY JERNIGAN		PORSCHE 914	DNF	1:15.093	1:20.409	0.98687 *
JUDY MCGOWAN	VMSC	PORSCHE 914	1:17.385	1:16.148	1:15.609	0.98013 *
STEVE FERRELL		SPITFIRE	1:20.504	1:19.323	1:17.574	0.95531
MIKE JERNIGAN	PMSC	ALFA ROMEO	1:20.701	1:18.960	1:19.285	

C/Stock

JOHN HARTLEY *		CAPRI	DNF	1:12.892	1:12.200	
GARY STOUT *	VMSC	SCIROCCO	1:16.169	1:15.903	1:14.169	
STEVE FIELDS	SCCA	FIAT 124	1:15.610	1:14.369	1:14.700	
DAVE SWEAT	PMSC	CELICA	1:17.185	1:15.421	1:18.260	
BARBARA STOUT	VMSC	SCIROCCO	1:19.167	DNF	1:17.650	0.94757
DICK JONES	VMSC	SCIROCCO	1:35.817	1:19.621	1:18.087	
GERALD EBERHARD		CAPRI	1:22.439	1:19.504	1:18.250	0.94031

D/Stock

PAMELA DANIELS *		VW	1:19.945	1:15.601	1:13.959	
GORDON PATERSON	VMSC	PINTO	1:15.637	1:16.281	1:16.156	
DAVID SANDERSON		VW	1:19.868	1:18.949	1:17.828	
SALLY YOUNGS	VMSC	VW	DNF	1:29.650	1:28.524	0.84492

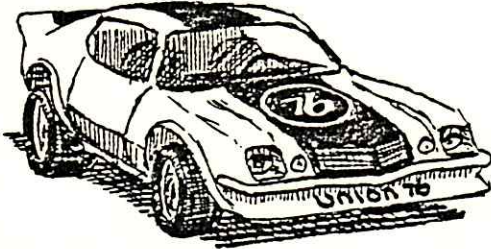
WHEN

WHERE

OUR THANKS GOES AS WELL TO THE THALHIMERS ORGANIZATION FOR ALLOWING US TO BORROW THEIR WESTMORELAND PARKING LOT NOT ONLY LAST SUNDAY, MARCH 28, BUT ON NUMEROUS OTHER OCCASIONS IN THE PAST. WE ARE SURE THAT ALL OF US APPRECIATE THEIR CONTINUED SUPPORT OF VMSC.

* Trophy position

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Protest Committee Decision - John's Autocross

The Autocross Competition Committee met on March 30, 1976, to decide on the protest and request for clarification of classification filed by Mike Jones.

After studying the rules concerning what are legal modifications for sedans, the Committee decided that the current rule is ambiguous and requires equating two mutually exclusive categories of automobiles. The Committee decided that the best and most equitable course of action is to consider sedans and production cars separately and to decide the question based on a car's legality in its respective classification. Since the car in question is legal under SCCA sedan rules, the protest is allowed and the car is returned to C/M class and the protest fee will be refunded.

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JOHN WHITAKER III

TECH'S EYE VIEW

Fred and Peter put on a fine autocross and they both must have done a sun dance for the event. "John's Autocross" attracted 85+ cars, which was a good turnout for the club's first autocross of the year. The only problem was that ALL THE CARS WANTED TO BE TECHED AT ONCE!

The course was fast, easy, and definitely designed to beat the Honda. It was impossible to get lost on this course, we were told, but some fearless people in a Renault "DOLPHIN" managed to do it several times. I'll bet they would have enjoyed a synchronized first gear for the 270.

The competition was hot and heavy in all classes with D/P being the largest. In fact, one of our fair ladies in D/P, whose initials are Libby Wilson, made 5 runs because she was told she had to keep running until she got it right! C/M was also a large class, and was marked by the debut of F.A.A.T., a prestigious group of drivers that included a president, vice-president, editor, social director, and large board member. The president encountered some trouble at the 270 loop--he tried to make it a straight--but we couldn't very well expect a president to go running around in circles!

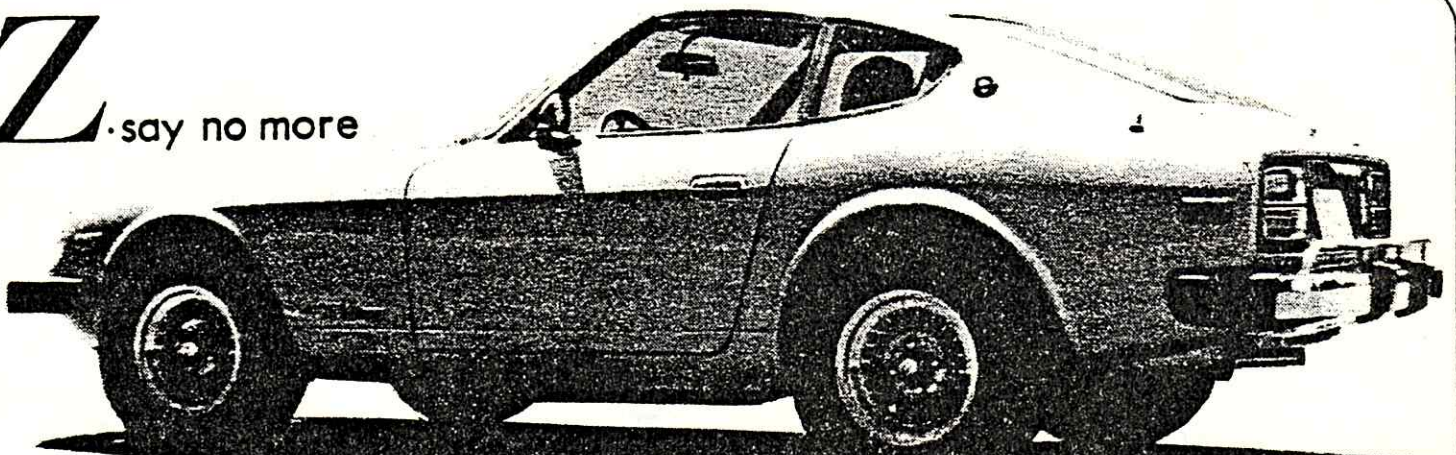
Teching for the event had its problems also. As I said before, EVERYBODY wanted to be teched at the same time. On a couple of occasions the tech inspector was almost run down by three contestants making a brake test, at the same time, from three different directions, aiming for the same spot-----ME!!!!!!

All in all it was a fine event and well organized. I like the idea of generals for an autocross and think it should be continued.

Hey guys, you did a good job, BUT I think you should have shortened the @#%&#&@%&#@&#%** straight!

Bill

Z say no more

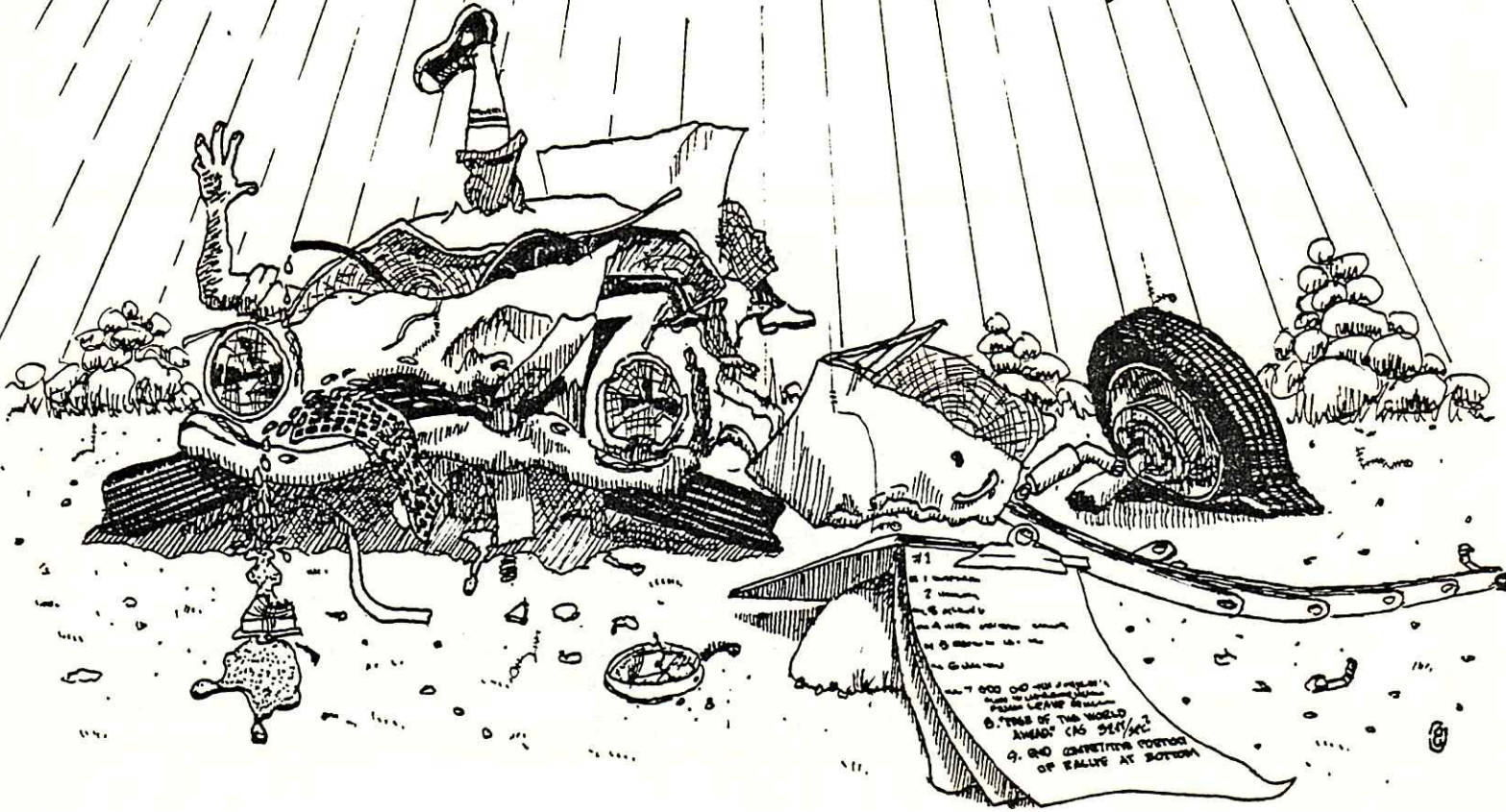


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THE EDGE OF THE WORLD CASH DASH

MAY 9, 1976



1. ...
2. ...
3. ...
4. ...
5. ...
6. ...
7. ...
8. TIME OF THE WORLD
AHEAD? (AS 51/1/1/2)
9. TWO COMPETITIVE PORTION
OF REALITY AT BOTTOM

THE EDGE OF THE WORLD CASH DASH RALLY
SUNDAY, MAY 9, 1976

Presented by the Virginia Motor Sport Club, Inc.

Rallymasters: Dick Jones and Rob DeBardeleben

Official Pre-check: Wilt and Barbara Greenwood

Entry fee: \$6.00

A challenging event of 110 miles, of which approximately 27% will be on dirt roads. There will be a no-penalty- for-early control, where those who wish may compete for the Cash Dash Bonus of \$5.00 each to driver and navigator of the fastest car, but speed and layout will be such that you can zero the leg without fear of being run over by greedy contestants behind you.

Trophies for the event, in the form of cash prizes, will be given to entrants based on one (1) award for each five (5) entries or fraction thereof in equipped and unequipped classes with a maximum of three (3) awards per class. 20 % of entry fees will be retained by the club to cover expenses of printing, postage and the novice award. Awards are as follows:

- | | |
|------------------------|---|
| 1 to 5 cars in class: | 1st place- 75% of entry fees in class (less expenses) |
| 6 to 10 cars in class: | 1st place- 50% of entry fees in class (less expenses)
2nd place- 25% of entry fees in class (less expenses) |
| 11 cars in class: | 1st place- 35% of entry fees in class (less expenses)
2nd place- 25% of entry fees in class (less expenses)
3rd place- 15% of entry fees in class (less expenses) |

The remainder of the money, less the \$10.00 Cash Dash Bonus, will be divided equally between 1st and 2nd Overall. A dash plaque, the cost of which is included in the club expenses, will be given to both driver and navigator of the best team in the novice class not otherwise placed.

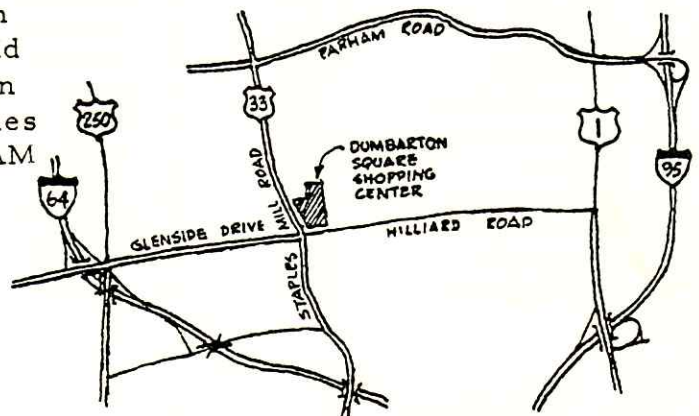
Preregistration is advised Car numbers will be assigned on a first come, first served basis. Your entry request must be postmarked no later than April 28, 1976 to insure receiving the general instructions prior to the rally. Send your check made payable to VMSC for \$6.00 to:

Rob DeBardeleben
4606 Kawneer Drive
Richmond, Virginia 23222

Your generals will be mailed upon receipt of your check.

Registration and safety inspection, which all cars will be required to pass, will be held from 8:00 AM to 9:30 AM, at the Dumbarton Square Shopping Center on Rt. 33, 1 1/2 miles north of I-64. Start times will be at 10:00 AM plus your car number in minutes. For further information, call:

Dick Jones... (804) 262-7807



VMSC POINT STANDINGS cont.

UNEQUIPPED (cont.)

C. Young	1050
L. Young	1050
B. Enos	1050
T. Blot	1000
P. Jones	1000
L. Wells	1000
L. Wilson	1000
B. Whitehead	900
B. Britton	800
H. James	800
C. Hoelzel	800
W. Greenwood	800
B. James	800
A. Jones	800
D. Jones	800
K. Westbrook	800
B. Armstrong	650
B. Armstrong	650
B. Stout	600
J. Stout	600
E. East	500
A. Wingo	500
D. Wingo	500
P. Winters	500
K. Williams	450
M. Dickinson	400
B. Eads	400
C. Eads	400
S. Greenwood	400
T. Greenwood	400
A. Hoelzel	400
J. McClure	400
R. Nuckols	400
F. Vaughan	400
H. Vaughan	400
T. Wells	400
J. White	400

SPEED

B. Bartels	1000
F. DeBardleben	1000
F. Keyser	1000
B. Peaseley	1000
R. Vawter	1000
J. Bergeron	900
R. Nuckols	900
C. Richards	900
B. Westbrook	900
M. Castleberry	800
B. Glotfelty	800
B. Phillips	800
B. Gronning	900

SPEED (cont.)

G. Stout	800
P. Wilson	800
D. Armentrout	700
M. Bartels	700
M. DeBardleben	700
B. Hunter	700
B. Lloyd	700
D. Bird	600
J. DeBardleben	600
G. Paterson	600
B. Stout	600
A. Wingo	600
R. DeBardleben	500
D. Jones	500
S. McCarthy	500
J. Rowe	500
B. Armstrong	400
B. Armstrong	400
T. Blot	400
B. Castleberry	400
N. Dickinson	400
J. East	400
B. Enos	400
S. Hunter	400
J. McGowan	400
L. Parsley	400
L. Paterson	400
S. Powell	400
T. Wells	400
M. Williams	400
L. Wilson	400
P. Winters	400
C. Young	400
E. Hamilton	300
J. Rowe	300
S. Youngs	200
L. Wells	100
D. Wingo	50

Answers to last month's car identity quiz. 1. Mazda, Japan; 2. Tatra, Czechoslovakia; 3. Lancia, Italy; 4. Zil, U.S.S.R. There were no correct answers.



TRIUMPH The spear-head, the arrow, the rocket; the shape that cleaves the air is the wedge. Now Triumph brings the wedge down to earth in TR7. Handling is solid and uncannily precise. Drag is minimal. Power enhanced. Miles per gallon increased. Under its skin, TR7 is a triumph of simplicity. It means endless pleasure at moderate price and less maintenance.

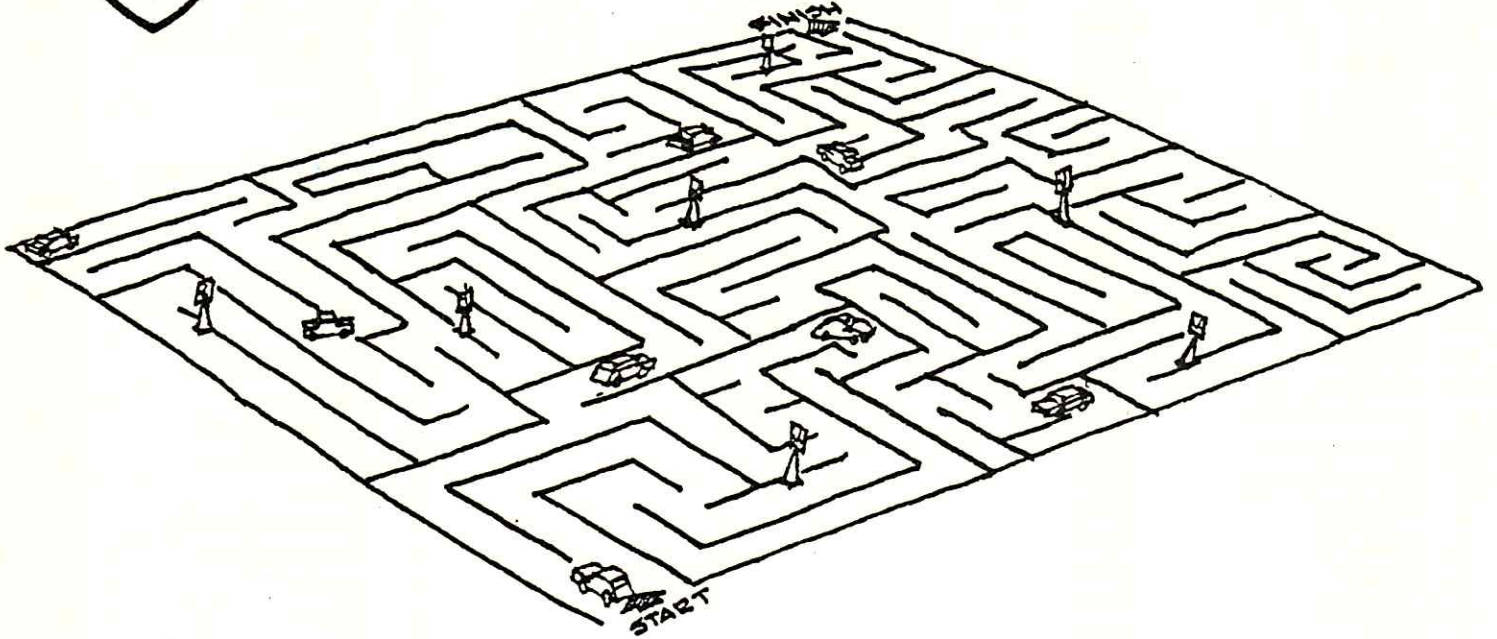


Answers to last month's map quiz. Won by Chris Young. 1. Hanover, 2. New Kent, 3. King & Queen, 4. Charles City, 5. King William, 6. West Point.

E. G. BRADLEY
621 W. MAIN STREET
648-7255



THE SHORTEST DISTANCE BETWEEN TWO POINTS IS
NOT NECESSARILY A STRAIGHT LINE RALLY.



Sunday, April 25, 1976

Starts at the Hanover House Motor Lodge at the Atlee Road exit
of I 95.

Registration 10:30—11:45 a.m.

First Car Off at 12:01 p.m.

Costs \$5.00 per car. Equipped, Unequipped, and Novice classes.

The rally is approximately 110 miles long with the competitive portion
in Caroline County. It is of medium difficulty but all contestants
should reach the controls.

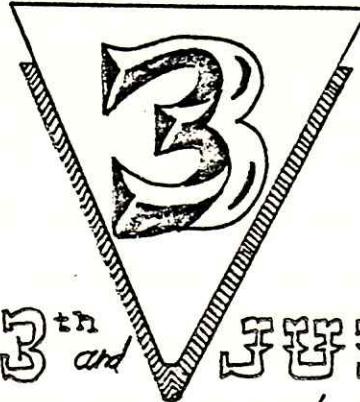
Car numbers and General Instructions will be given out at the April
club meeting upon payment of entry fee.

ODed by Len Wells (804) 231-3656 and Tom Blot (804) 266-6133.

Virginia Motor Sport Club

SECOND * ANNUAL

SERIES



ROAD -
CROSS

JUNE 13th and JULY 11th 25th

PRE-REGISTER FOR ALL 3 EVENTS \$15.00 AND GET SAME NUMBER FOR ALL 3 EVENTS - OR - PAY \$6.00 EACH THE DAY OF THE EVENT. TROPHIES TO BE AWARDED BASED ON POINTS ACCUMULATED

1 FIRST PLACE *
 2 SECOND *
 3 THIRD *
 4 FOURTH *
 5 FIFTH *
 6 SIXTH *

AT EACH EVENT FOR ENTIRE SERIES. DASH PLAQUES TO BE AWARDED TO FIRST 100 PRE-REGISTRANTS. TO BE HELD AT VIRGINIA STATE FAIRGROUNDS, RICHMOND, VA. * REGISTRATION and TECH. BEGIN AT 7:30 A.M. - FIRST CAR RUNS AT 8:30 A.M.

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ART WINGO 804-353-3251



NEALE DICKINSON 804-233-1945

JIM ROWE 804-285-3878

REG. STARTS MAY 1, 1976 * EXHAUST SUPPRESSION REQUIRED IN STOCK AND PREPARED CLASSES * REGISTER BY MAIL ONLY!
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----- DETACH AND RETURN -----

NAME _____	CAR _____
ADDRESS _____	MODEL _____
CITY, STATE, ZIP _____	YEAR _____
PHONE _____	COLOR _____
CAR NUMBER _____	PREFERENCE _____

MAKE CHECKS PAYABLE TO V.M.S.C. AND MAIL TO:
NEALE DICKINSON
432 WESTOVER HILLS BLVD.
APT. 105
RICHMOND, VA. 23225

I. Delete present Section 7.5 in its entirety.

II. Add the following as a new Section 7.5:

Modified Classes:

Cars not meeting the requirements for the stock or prepared classes will run in the modified classes as long as they meet the requirements of the SCCA production car or sedan rules. Cars which have modifications which would prevent them from running under these rules will have to compete in A/M for VMSC events. Exceptions to this are the minor ones mentioned in Paragraph 7.4.1 and the following which are allowable in VMSC modified classes:

- A. Tires may protrude beyond the fender line.
- B. Fenders may be altered for tire clearance.
- C. Any sort of interior gutting is allowed.

Wheels may be altered by the amounts allowable in the SCCA production car rules (i.e., stock diameter, 1-1/2" wider, 2" addition to track).

ADD TO THE COMPETITION REGULATIONS, Page 2, Section 2. CONTESTANTS

H. No car participating in a VMSC Rally shall be equipped with a radio transceiver or other two-way communicating device, including a radio telephone, unless it is of such design as to permit its being made inoperative for the duration of the event. Violation of this regulation shall be a cause for disqualification.

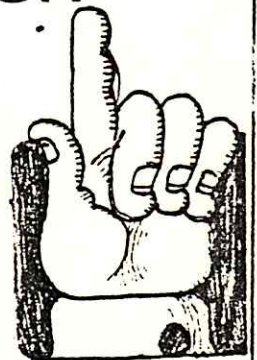
Treasurer's Report

Cash in bank - Beginning	\$602.37
Receipts	584.20
Disbursements	806.79
Cash in bank - Ending	<u>\$379.78</u>
Petty Cash	25.00
BALANCE	<u>\$404.78</u>

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SEEK AND FIND

"AUTOMOBILES"

Hidden in the maze below are the names and/or initials of 63 makes of automobiles. They may be found either vertically, horizontally, or diagonally and may read from right to left, left to right, top to bottom, or bottom to top. Once you find the name of an automobile, circle it as we have done with Chevrolet, then draw a line thru the matching name in the list given below the maze. Our list of 75 automobile names includes all 63 of the names that you are looking for. Good Luck.

A X S C H E V R O L E T A J R B G I Y Z
R C C O O P E R A N F L S A A T O Y O T
O P E L N K O S A G E P N G S W I O P U
F R E I D U A G W B V A R U Q R D R A T
C O B R A L R E A M D E T A A D Z A M S
H B I A L O L R A R B O U R L A N M A O
A B R E M P O S O N L T R X A T E A R N
P U N E S N E J E T O E H K M S B C C A
A G S E W R X S A U F S N E B U S C H P
R A U T A S E K N N A G I D O N E I A S
R T N T I U T I K N I Z T V R N D T P I
A T I D D N O E E D Y R R T G I E R O H
L I R R A N H G R A G S A L H L C O R D
L G E O N P A E M I N I M F I K R E S E
A V N F V W V A A M F M N O N C E N C L
H O T A S E E M T L R C O Y I I M Z H A
X L U K T B R J R E E A T H S R N O E H
U V L N M S U B A R U Y S T A B W I R A
A O D U G Q U I T A L F A R O M E O P Y
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Bugatti
Camaro
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Chevrolet
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Cobra
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Cord
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Mini
Monteverdi
Morgan
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Nash
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Richmond, Virginia 23230

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THIRD CLASS

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EDITORS:

Judy McGowan
404 Cleveland St., #6
Richmond, Virginia 23221
355-5629

Bill Enos
5616 Indigo Road
Richmond, Virginia 23230
285-4301