



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 22

NUMBER 9

SEPTEMBER, 1977

- September 15 -- VMSC Regular Monthly Meeting. 8:00 p.m.
Belmont Recreation Center.
- September 18 -- VMSC Autocross OD'ed by Bill Hunter and Gary Stout.
See flyer this issue.
- September 25 -- VMSC Rally OD'ed by Lewis Parsley and Art Wingo.
See flyer this issue.
- October 21 -- VMSC Regular Monthly Meeting.

SEPTEMBER 1977

OCTOBER 1977

sun	mon	tue	wed	thu	fri	sat
				1	2	3
☾ LQ 5	● NM 13	☾ FQ 20	○ FM 27			
4	5 Labor Day	6	7	8	9	10
11	12	13 Rosh Hashanah	14	15	16	17
18	19	20	21	22 Yom Kippur	23	24
25	26	27	28	29	30	

sun	mon	tue	wed	thu	fri	sat
						1
☾ LQ 5	● NM 12	☾ FQ 19	○ FM 26			
2	3	4	5	6	7	8
9	10 Columbus Day	11	12 Columbus Day Traditional	13	14	15
16	17	18	19	20	21	22
23 30	24 31 Veterans Day	25	26	27	28	29

CHECKPOINTS is the monthly publication of the VIRGINIA MOTOR SPORT CLUB, INC. It is mailed free to members and advertisers. Subscriptions to non-dues paying members are \$3.00/year. Please send all articles and contributions to the Editors, deadline the weekend after the first Thursday of each month. Inquiries regarding advertising should be directed to the advertising manager. Ad deadline, the first Thursday of each month. Ad rates: \$8.00/month/quarter page; \$45.00/6 months/quarter page; \$80.00/year/quarter page. Manager: Bill Enos, 5616 Indigo Road, Richmond, Va. 23230.

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EDITORIAL

If you've been asking yourself lately when are We going to start doing some bitching and complaining -- well, you can stop wondering because now's the time. This editorial is a direct result of a proposal made at the August Board meeting. The proposal, in effect, would have required VMSC members to work an autocross to get any points for the event. We knew of the proposal before the Board met, and Our initial reaction was favorable. However, when We considered it further, We came to the same conclusion voiced by the vast majority of the Board; that VMSC is a volunteer organization and to require members to work would be to defeat the principles behind the club. But the sentiment exists that there are a number of "freeloaders," for lack of a better word, who contribute nothing but their entry fee at autocrosses. We grant there are exceptions: some people must, unfortunately, work on Sundays or have other obligations to fulfill; many life members don't work, but they've generally worked more events than they'd even care to think about and have paid their dues, literally and figuratively. The members who don't work are obviously suffering from the delusion that someone else will do the work -- and someone else usually does. But what if those other members develop the same attitude? If We've stepped on some overly sensitive toes, don't expect Us to apologize. As members of VMSC, this is your club, if you don't support it and make it work -- believe Us -- no one else will.

EDITORIAL #2

Now that We've told some of you that you're a bunch of thoughtless clods, We're going to tell you to support your club and buy a VMSC T-shirt. Classic schizophrenia, right? (Try doing Checkpoints for a year without developing a split personality). Most of the members take a certain pride in being associated with VMSC, so it seems a small price to pay (\$5.00) to advertise the fact. Most of Us have car badges displayed on Our cars, but they go largely unnoticed until you run over someone, and at that juncture in time, the victim is usually in no mood to talk about joining Our fine upstanding organization. So buy a T-shirt -- the go-anywhere, do-anything leisure wear from VMSC.

Foreign Car City Incorporated

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IF WE DON'T
HAVE IT
WE WILL FIND
IT FOR YOU

BANK FINANCING

JOHN WHITAKER III

For the general interest of anyone who cares to know, you'll find Mike Williams' and Bill Gronning's new address below. We thought there might be some people interested in the skiing conditions in Michigan (after all, there's snow on the ground from July 27th to June 15th) or some of you might need warranty work done on your Zeros.

Mike Williams
250 Henley Drive
Birmingham, Michigan 48008

Bill Gronning
7648 Sumter Highway
Apt. # 367
Columbia, S.C. 29209
803-783-3743

NEW MEMBERS

Carletta Conchita and her sister Zaazu -- Various addresses -- Call information. They are self-employed running their own Massage and Relaxation Parlor. They mention on their application that they were seeking to expand and were looking for new clientele. They own a Pucci Edition Continental Mark V and a Rolls Royce Corniche. They don't autocross or rally but stated that they were interested in tinkering and socializing.

Datsun

200-SX

DATSUN 200-SX SPECIFICATIONS

Engine: 4-cyl. OHC 1952cc (119.1 cu. in.)
8.5:1 compression ratio

Transmission: 5-speed manual all-synchromesh
floor-mounted. 3.89:1 final drive ratio

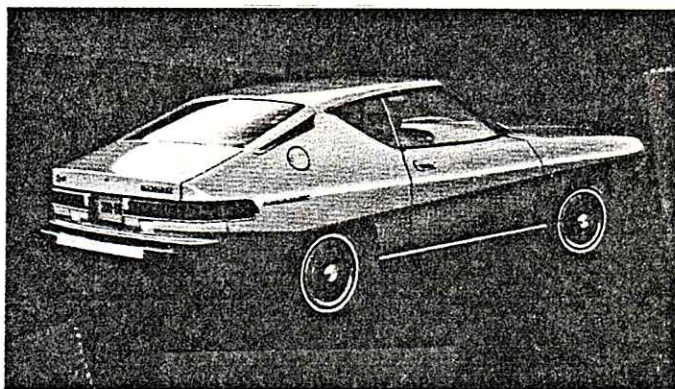
Suspension: Front— independent strut type with coil
springs and front stabilizer bar
Rear— semi-elliptic leaf springs

Tires: 175 HR70 x 13 WSW, steel belted radials

Wheels: 4 1/2x13 steel disc

Brakes: Front—9.6" disc—power-assist
Rear—9.0" drum—power-assist

Electrical: Battery—60 amp./hr.
Alternator—50 amp. Transistorized
ignition standard in California

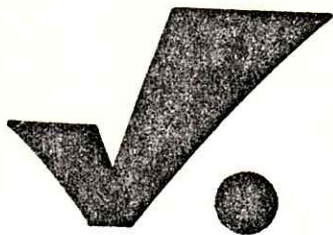


STANDARD EQUIPMENT

- Power-assist front disc and rear drum brakes
- 5-speed transmission
- Steel belted radial tires
- Fully reclining front bucket seats
(All-vinyl or cloth-and-vinyl depending upon exterior color)
- Electric rear window defogger
- Tinted glass
- Flow-through ventilation
- Electric clock
- Tachometer
- AM/FM stereo multiplex radio
- Cigarette lighter
- Cut-pile carpeting
- Resettable trip odometer

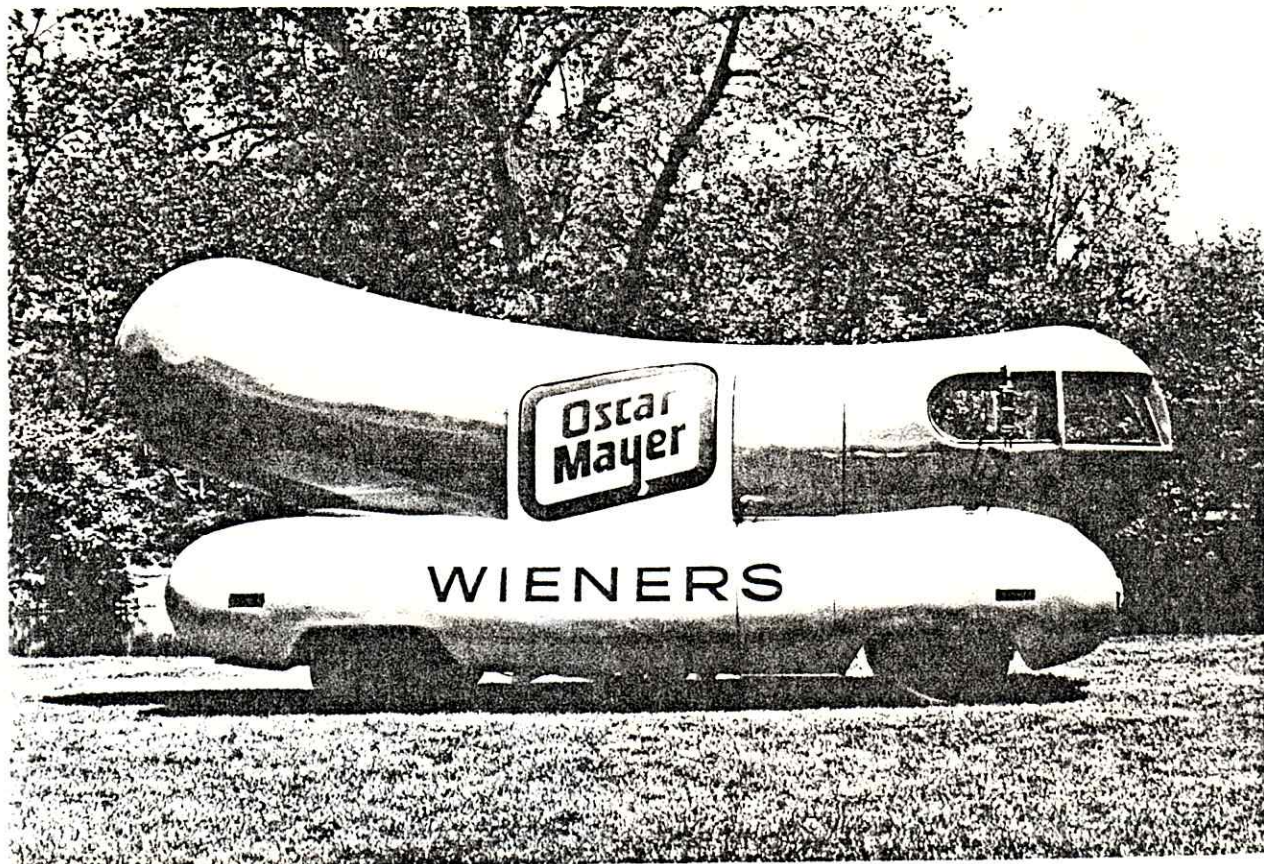
BOULEVARD IMPORT SERVICE

7903 West Broad Street
270-4700



ROAD TEST

OSCAR MAYER
WIENERMOBILE



We didn't particularly relish the thought of performing this road test. However, after a few rather stiff drinks, We mustered up the courage and set about to do whatever it is We do on a road test. Our fears had stemmed from the fact that for years Oscar Mayer has been playing catch-up with the rest of the motoring world and their cars have never been considered "state-of-the-art" in many fundamental areas. Our fear and trepidation proved to be baseless, except in a few intrinsic areas, about which We will be more frank further on in Our text.

The overall layout of the Wienermobile breaks new ground in its ingenious separation of mechanics and domestics. There are two separate body shells (one on top of the other). The lower shell contains the engine and all the other essential, noisy running gear which are necessary to propel any vehicle down the road. The upper unit houses the passengers (up to 352, as We discovered when We conducted a unique packaging study) and has all the creature comforts one comes to expect in a \$50,000 GT (you can buy a package of eight for \$375,000). The air-conditioning was a real blessing since We were forced to road test the car on a hot, dog-day afternoon in August.

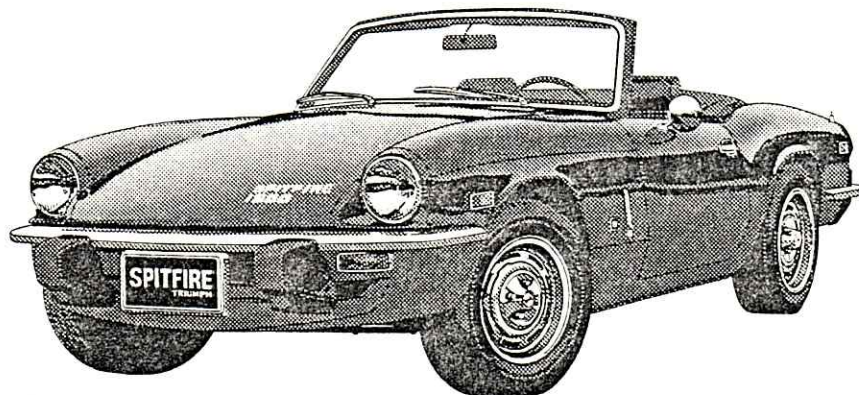
The suspension is typical of American cars with a live-axle at the rear. The shocks could use a little stiffening but since we wouldn't expect to autocross the Wienermobile, they seem to be an acceptable compromise. We did have to speculate that, with its phenomenal view of the road (it does have a very bad blind rear quarter, though), it would make quite a good rally car.

The styling certainly doesn't go unnoticed. It's hard

to drive down a street without turning every head in sight. And if heads don't turn, well, you can use the very handy, combination AM-FM-stereo-public address system to wake up and alert the local constituents of your impending arrival or departure. The unique styling presents problems though when you reach speeds in the 130-140 mph bracket. The upturned tail generates a great deal of downforce, and slightly upturned nose creates quite a bit of upforce and the car, well, becomes airborne for about 200 yards. This turned out to be quite a blessing because, as we journeyed down I-95 during the test at a top speed of 154, we went through a radar trap about six feet off the ground. The police didn't pursue, apparently feeling that we were just an odd-looking low flying aircraft -- a matter best left for the Civil Aeronautics Board.

Yes, quite a magnificent automobile. Not for everyone. But we should state that we hope you don't believe everything we say because after all Checkpoints has a way with b-o-l-o-g-n-a.

ENDANGERED SPECIES



Convertibles are an endangered species. So there's never been a better time to invest in an open roadster. Like the Spitfire. The Spitfire offers you all the fun of a convertible. And all the handling and performance of a true sports car. The Spitfire 1500. Keep the species alive. Buy one.

TRIUMPH SPITFIRE 1500

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DATA WAS NOT AVAILABLE BECAUSE WE LOST, MISPLACED, OR THREW OUR TESTING EQUIPMENT - OR OSCAR MAYER DIDN'T LET US HOOK IT UP TO THEIR EXPENSIVE CAR. IT WAS ONE OR THE OTHER, BUT WE'RE NOT SURE WHICH.

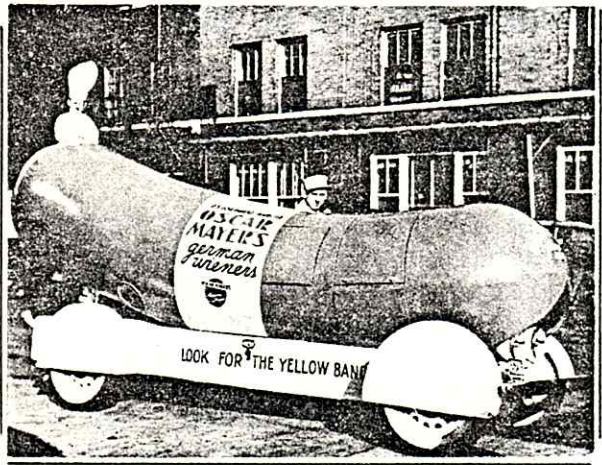
Then again, we might have gotten the data, and lost it along with our equipment—a distinct possibility.

WHEN YOUR TRIUMPH OR OTHER B.L. CAR NEEDS SERVICE, BRING IT TO THE PEOPLE WHO KNOW IT BEST. OUR FACTORY TRAINED TECHNICIANS USE ONLY FACTORY PARTS AND OFFER THE BEST SERVICE AVAILABLE. NOW.....TEN PERCENT DISCOUNT ON PARTS AND SERVICE TO VMSC MEMBERS ON PRESENTATION OF MEMBERSHIP CARD.

CARL BRITTS OUR SERVICE MANAGER WILL HELP MAKE YOUR B.L. CAR THE MOST SATISFYING YOU'LL EVER OWN.

OSCAR MAYER & CO.

"WIENERMOBILE"



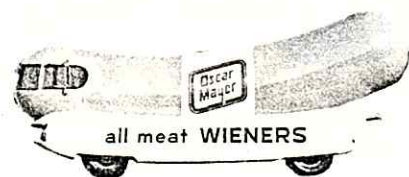
... THEN

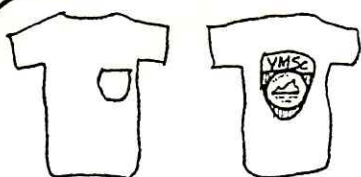
The original Wienermobile, probably one of the most streamlined vehicles of its day, was introduced in Chicago in 1931. It became an immediate hit and caught the fancy of crowds wherever it went. The original Wienermobile served for 20 years until the company replaced it with new models which were specially built by Gerstenlager, an Ohio based custom auto firm. These new modern units contributed another 20 years of service until the third generation of Wienermobiles began to appear.

Today's "Largest Wiener on Wheels" is a specially designed, custom-built vehicle, consisting of a fiberglass body on a Chevrolet Van Chassis. It is 10 feet high, 22 feet long and weighs nearly 6,000 lbs. These sleek streamlined units have all the conveniences of today's family sedan including power steering and breaks, air conditioning, automatic transmission, completely carpeted interior and a specially designed stereo tape system that can be used during parades and store appearances.

These "Wienermobiles" were designed and built by Oscar Mayer & Co., at the firms Madison operation.

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The First and Last Annual Checkpoints "What VMSC Means To Me" Jingle Contest

This year We've been trying to come up with a new original contest. Everyone loves contests. They used them last year and they were occasionally quite popular. You remember -- win a six pack of beer if you can identify the five unknown, one-off cars. We considered doing that, but shelved the idea as being too pedantic for the brand of high quality material generally found in Checkpoints. At a total loss, We turned the project over to Our research department and, in a matter of just a few short months, they presented Us with their idea to have a jingle contest. The ground rules are rather simple: on the box-top of any brand-name cereal, put down, in words and music, just exactly what VMSC means to you; please limit the tune to 25 stanzas or less, and try to show a little originality and create a new melody instead of using the old faithful "Battle Hymn of the Republic"; entries should be postmarked on or before a date known only to the judges. In the event of a tie, the winner will be selected at random. Entries will be judged on clarity, originality, and penmanship. Bear in mind that the song will be recorded by the Mormon Tabernacle Choir who will be accompanied by this year's winner of the Mummer's Day Parade in Philadelphia. Grand Prize, and We spared no expense, is dinner for two at Pop and Ethel's in Crozet, Virginia -- renowned for its domestic cuisine. Second prize is the hot new record album -- "The Captain and Tenille Sing Along With Mitch." The first five entrants receive souvenir Jet Jackson Decoder Rings.

1^e Grand Prix de West End 1977

WESTBROOK, IN SPITE OF

...himself, Tyco track, silicone tires, and better opponents

"Wednesday night, my place, track opens at 8:00, qualifying starts at 9:00." 'What the heck,' I thought, 'it won't hurt to go for one night.'

My experience with HO slot cars went back to the early sixties with the old Aurora "actuator reed" cars. There was a great deal of talk then about planned obsolescence, and those first slot cars were no doubt a contributing factor. A recognized survey showed that by December 26th, 88.4% of all HO gauge cars in the Western Hemisphere had burned up. Figures at my house ran slightly higher, having fried two out of two.

In a couple of seasons, they had gone to gear driven cars, about the same time the 1/24 scale boom hit. Having gone to the larger cars, I missed out on the improvements in the HO sets. It was far easier to rent a track for an hour than to go through the hassle of putting up and taking down the HO track, the powers that be allowing me to expropriate 5 feet of one end of the living room for a period not to exceed two consecutive days. The stools at the hobby center were far more comfortable than the rug at home, too.

I really didn't want to get back into slot cars, particularly at this stage of my life, where I am the powers that be, and am able to expropriate entire rooms to anything I damn well please (with Alice's approval, of course). I was afraid I might get hooked; next thing I know, I'd be maintaining cars and track and transformers and controllers and high performance parts. And Bob's Hobby Center will be my pusher.

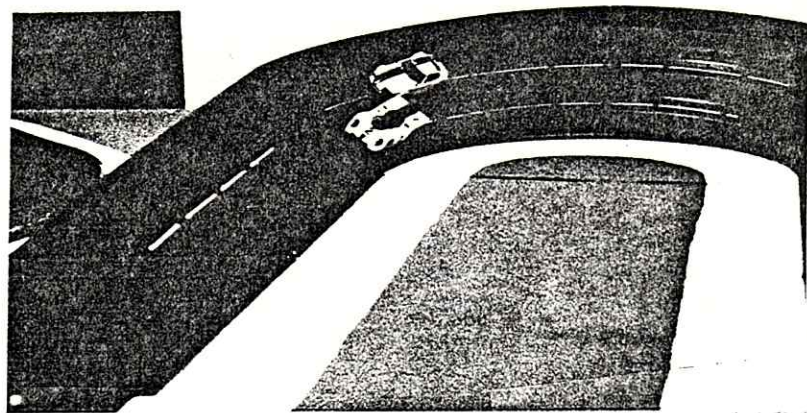
I'll have to admit I was impressed. If you're gonna do it, do it in as adult fashion



Of course, there are some who take it more seriously than others

as possible. A plywood table, the track nailed down, a separate transformer to each lane, so there is no power surge when your opponent leaves the track, decreasing radius turns, cork shoulders the thickness of the track so you slide out instead of banking off a guard rail, a real road course requiring a fair amount of driving skill.

I was hooked. It became instantly obvious that the people to beat were Westbrook and Castleberry: Bookie, because it was his track, allowing infinite practice; and Mike, because he is Mike, and he approaches slot cars like he approaches auto-crossing, with, shall we say, "reckless abandon." ("If you don't wreck, you ain't driving fast enough.")



Bookie went the first six events before he was outscored on points in a single night. That combined with first place finishes on nights with 10 people running gave him more or less an insurmountable lead. Castleberry had to drop out after the second night because of his job, although he did try to change the races to 2:00 p.m. on Thursday afternoons. Westbrook was accustomed to the Aurora track, but the Tyco track at my house proved to be an ever present problem. I discovered that silicone "gum ball" tires were ideal on the Tyco track. Westbrook persisted with the sponge tires and was outscored on 3 of the last 4 nights.

Ralph Vawter was another strong starter, in second place after the first four nights, but fell victim to Tyco track also, finishing 5th out of 5 and 6th out of 7 on the two nights he ran on my track. The last night he ran, he brought a "miracle tire cleaner" which he soaked his tires in. While he claimed it was isopropyl alcohol, his car gave every impression it was baby oil, making several trips either off the board or into the infield, but only the turns. On the straights, it would just fish tail.

Another strong showing was made by Paul Westbrook, who only ran 3 out of the last 4 events, and finished 1st out of 5 and 2nd out of seven on two of those nights. Fortunately for us, school precludes his competing in any future championships.

We charged a buck a person a night. Half went to the prize money and half to the track owner to replace old or burned-out equipment and buy a few bags of munchies like Doritos. The top five divided the prize money with \$14 going to Bookie for 1st, \$1 going to Ralph for 5th, and Gary, me and Bill taking in \$8, \$5 and \$3, respectively.

The race rules allowed for 1/2 point for each place in qualifying and 1 point for each place in the race. Qualifying was for 30 seconds on the outside lane, at which time the power is cut, the number of laps plus the number of pieces of track covered are counted and recorded.

After qualifying, the slowest and next to slowest qualifiers raced for 1 minute, switched lanes, and raced for another minute. The winner

of that race goes against the 3rd slowest qualifier, they race, etc. Those yet to race or those who have already raced man the power switch and watch and martial the course, re-slotting cars that have taken off-track excursions. The final race between the fastest qualifier and his competitor is for two minutes per lane. Points were tallied and the best 7 of 10 events counted for the overall championship.

It doesn't take long to catch on. Qualifying on the first night was a little over 3 laps on the average, but soon progressed to 4 laps and change, then five laps and the last race at Westbrook's saw qualifying over 6 laps in 30 seconds, an actual speed of about 5 MPH, and a scale speed in excess of 300 MPH!

There are currently two classes, based on body style only, GT and Trans-Am. Unless somebody develops a large stable of competitive cars, most of us stayed with the fastest chassis we had and put on the appropriate body according to class. The rules allowed for any wheels or tires, no visible body modifications, wide pick-up shoes and steel guide pins, no motor work except for cleaning and no gear modifications. Provisions were also made for technical inspection; i.e., if a turkey who had been finishing in the back of the pack shows up and hoses the entire field with unreasonable aplumb, the technical inspection crew, a.k.a. everybody else, reserved the right to dissect said car for formal review of its unrighteous guts. Any illegality discovered permitted a further test for crush resistance between the sole of the heaviest members' shoe and the nearest concrete surface.

A five event series started August 25th and runs on Thursday nights alternating with club and board meetings. The short series is designed to allow anyone else who would like to run a chance to become competitive with the rest of us "pros." The best deal in town on cars is at "Toys R Us," where an AFX Magnatraction car goes for \$3.97 (compared with \$4.77 or more elsewhere) plus Sunday hours make it rather convenient. Two Magnatraction cars are all you could need for a lifetime, with the ease the cars can be rebuilt and worn parts replaced.

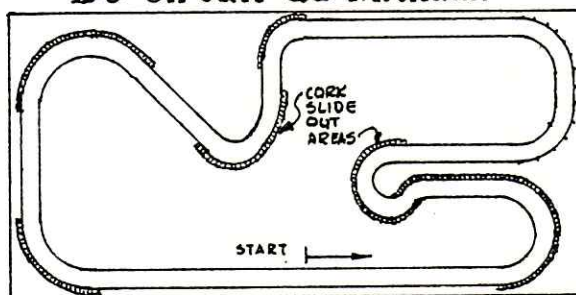
The next 10 race series will start in October, so if you want to get in some practice, you can call Bookie or me to find out where the next race will be. The prize money isn't bad at all, you can't find a better time in town for a buck, and it's another good excuse to drink beer on Thursday nights.

Dick Jones

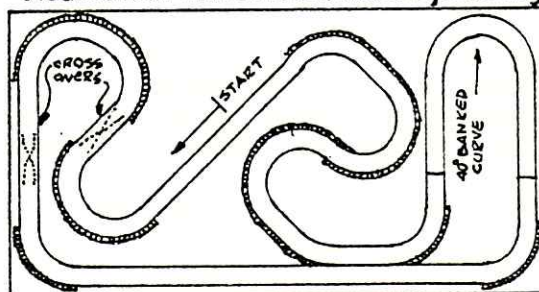
FINAL STANDINGS

Bookie Westbrook	134.0
Gary Stout	95.5
Dick Jones	94.5
Bill Hunter	87.0
Ralph Vawter	71.0
Paul Westbrook	35.0
Mike Castleberry	33.5
Bill Gronning	27.5
Mike Bruce	24.5
Baxter Phillips	22.5
Preston Durant	20.5
Rob Debardeleben	9.5
Jeff Wilson	6.0
Fred Walter	5.0

Le Circuit du Michaux

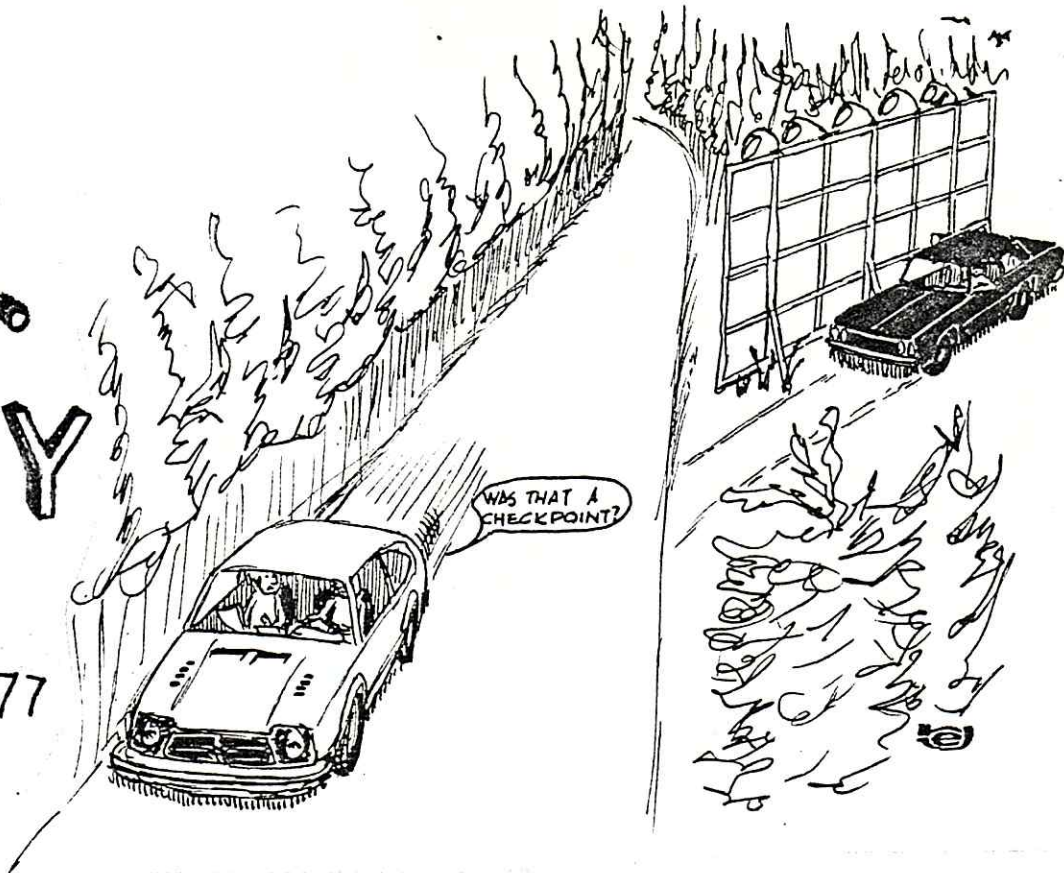


Manakin International Speedway



THE M.D. RALLY

SEPTEMBER 25, 1977



A fast easy rally. A challenging rally for the experienced rallyist and a rally that all novices will get through. There is no designed timing or course following traps. Key times will be used to keep the contestant on time.

Classes: Equipped and Unequipped

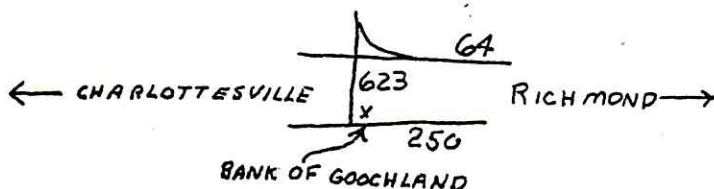
Start: Bank of Goochland

Rt. 250 (Broad St) & Rt. 623

Registration: 8:15 AM to 9:15 AM

FCO: 9:31 AM

Price: \$6.00

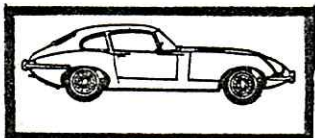


O.D's: Art Wingo (804) 262-2796

Lewis Parsley (804) 285-4301

Pre-Registration: send check payable to "VMSC" to receive
generals and car number (first come first serve)

TO: Lewis Parsley
5616 Indigo Rd.
Richmond, Va 23230



SNELL'S ANSWER MAN



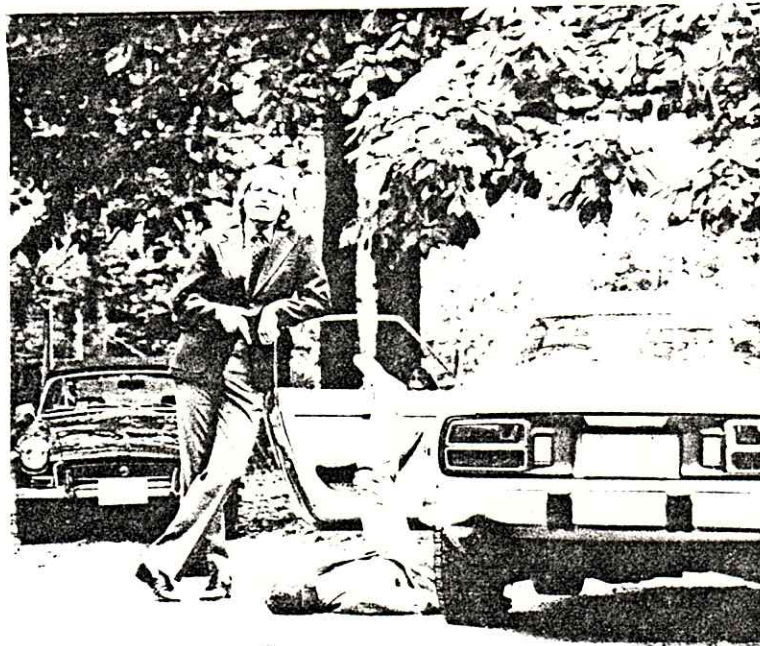
What can stop a thief from stealing your car?



He's already beaten the lock



What can you stop him with?



A bullet !! That's what you stop him with

J. Carter Dept. of The Army (Intelligents)
~~Cerald K. Ford~~ Comm. and Chief

Dear VMSC

This is just a warning. We are on to you. We have two of your members (agents) in custody here at A. P. Hill Security Hqs. On Sat. Aug. 27, we discovered these two wandering through the "Dud" area. After extensive interrogation we have pieced together the "real" story.

In compliance with the freedom of information act, here is a copy of the official questioning, with names omitted to protect everyone involved, with the exception of your leader, whom we will call "Ell Crud"

Officer: "Don't take this personally, but what were you two doing in the middle of the "Dud" area?"

Captive #1: "Well, it's a long story. Maybe I'd better start from the beginning."

"This morning, we went to Hanover Court House to start the "Nod Rally".

Officer: "You mean a demonstration against the "Nuclear Operations Dept"?"

Captive #1: "No. No. The "Nod Rally" is an auto rally, going to Westmoreland, with a picnic afterward."

Officer: "Aha. I think I've got it. You were going to eat lunch with an Army General. Right?"

Captive #2: "Wrong moose breath. Maybe I can explain. Westmoreland is a reserve regulated by the state."

Officer: "A reserve? I thought he was regular army."

Captive #1: "Hold it. Let me finish the story."

"We went to the rally start, only to find that the "CD" was still asleep, showing us why the "Nod Rally" name was chosen. Then we drove through the rally. It was somewhat easy, but we saw a lot of beautiful countryside, made all the checkpoints, fell for some 1963 traps, fell for some 1949 traps, and fell for the radar trap. At any rate, we had a delightful day thanks to the "VMSC" and Mike Castleberry.

Then my navigator, preparing for a third member, had a craving for a pickle and mustard sandwich. While looking for some bread, we got lost, and here we are."

Officer: "A likely story. Let me tell you the way I see it. You two were sent here under orders from the "VMSC" to steal live "Duds" and sell them back to us as doorstops. You must think we're stupid. Why should we pay for them? We get all our Dud doorstops free."

End Questioning

So you see, we know all about you, "VMSC". I couldn't

con't.

find you on the subversive group list, but guess what, you're on it now, and I'll break the code of what "VMSC" stands for, if it kills me. Remember, were watching you.

Lt. Col. U. Ben. Dover
Army Intelligents

VMSC?

~~VIENNA MISERS FOR STABLE COLONIES~~

~~VICTORIAN MADAMS STAY CHEAP~~

~~V.A. MOTORISTS STAY ON COURSE~~

Floyd and Beth Mills

THE N.O.D. RALLY RESULTS

Due to the glaring ineptitude of the rallymaster (and I use the term loosley), the scores for the rally have been misplaced. Therefore, the only results we have are name and place.

POSITION O/A	POSITION CLASS	DRIVER	NAVIGATOR	CAR
1	1E	D. McCall	B. Edwards	Datsun
2	1U	J. DeBardleben	P. Wilson	Datsun
3	2E	M. DeBardleben	F. DeBardleben	Datsun
4	2U	D. Jones	R. DeBardleben	VW
5	3U	G. Paterson	M. Haven	VW
6	4U	S. Powell	N. Dickinson	Datsun
7	5U	B. Westbrook	B. Phillips	Mazda
8	6U	S. Zonner	J. Knight	Datsun
9	7U/1N	M. Mills	M. Newsom	Ford
10	8U	F. Mills	B. Mills	Toyota
11	9U	D. Wingo	A. Wingo	Honda
12	10U	M. Dickinson	A. Jones	VW
13	11U	J. Jenkins	K. Jenkins	Honda

Workers: Chuck, Millie, & Chas. Hoelzel, Barbara & Gary Stout, Bill & Beth Armstrong, Ralph Vawter & Ellen Hamilton, Lew Parsley & Bill Britton, Jack & Ellie East, and Dave Erhardt.

Official Precheck: Lew Parsley & Bill Britton
Precheck: Barbara & Gary Stout

THANKS
MIKE

MORE TERRIFYING THAN ITS FATHER
THE SEQUEL TO END ALL SEQUELS
AN X-RATED **AUTOCROSS**
A CAST OF THOUSANDS
FROM THE SAME PEOPLE WHO
BROUGHT YOU FANWOYNG, IT'S

SON OF FANWOYNG

AN **AUTOCROSS**: PRODUCED BY **VMSB**
DIRECTED BY **BILL HUNTER** AND
STARRING - **GARY STOUT**
- YOU, IF YOU SHOW UP
AND RUN
PRESENTED ONE DAY ONLY - **SEPT. 18**
AT ONE LOCATION ONLY - **THALHIMERS**

WESTMORELAND
YOU CAN RUN IT,
LIVE AND IN PERSON,
FOR A MERE **\$5.00**, REGISTER AND
TECH-9⁰⁰ TO 3⁰⁰
FEB-10⁰⁰
SO THE NEIGHBORS WON'T
BE DISTURBED SCREAMING
IS NOT ALLOWED (WE WILL
PERMIT PRINTING) AND
EXHAUST SUPPRESSION
IS REQUIRED
MWSBCE CLASSER
EXCEPT CORVETTE
AND AMERICAN
V-8 SEDANS

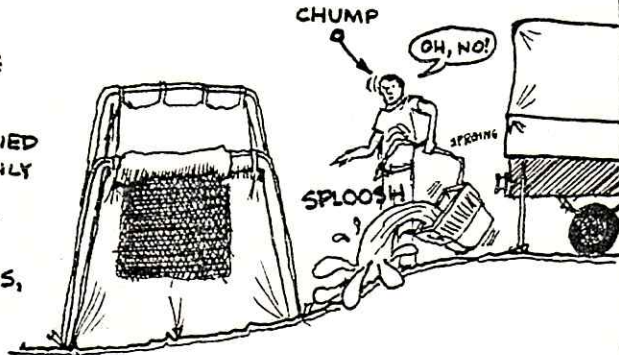
VMSC
 P.O. Box 25822
 Richmond, VA 23260

3rd class

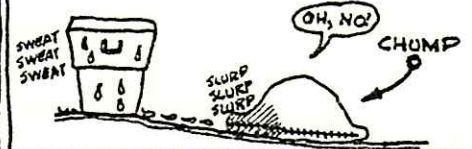
BAD DIRT ALMANAC #1 REPRINTS OF BACK ISSUES OF THE BAD DIRT ALMANAC ARE AVAILABLE FOR \$5.99 EACH FROM THE EDITORS...

UNCLE DICK'S RULES FOR CAMPING OUT:

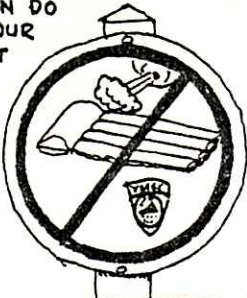
RULE NUMBER ONE:
 NEVER PITCH YOUR TENT DOWNHILL FROM A CHUMP. CHUMPS POPULATE OUR STATE PARKS IN EVER INCREASING NUMBERS, OFTEN IN A ONE-TO-ONE RATIO TO OCCUPIED CAMPSITES. CHUMPS ARE EASILY RECOGNIZABLE BY THEIR CRY, "OH, NO!", AND ARE FREQUENTLY SEEN TRYING TO PICK-UP OLD, WORN-OUT STYROFOAM COOLERS, (FILLED TO THE TOP WITH ICE WATER) BY THE BROKEN HANDLE.



RULE NUMBER TWO: NEVER PUT YOUR COOLER AT THE HIGH CORNER OF THE TENT. COOLERS LOADED WITH COLD DELICIOUS TEND TO PERSPIRE PROFUSELY DURING THE NIGHT, WITH RIVULETS OF WATER STREAMING ACROSS THE TENT FLOOR TO BE SUCKED UP BY THE NEAREST THIRSTY SLEEPING BAG. IF THE PERSON IN THAT SLEEPING BAG IS THE SAME ONE THAT PUT THE COOLER IN THE TENT TO BEGIN WITH, THAT PERSON IS A CHUMP (SEE RULE #1).



RULE NUMBER THREE:
 NEVER BLOW UP AN AIR MATTRESS IN FRONT OF A VMSC MEMBER. SUCH AN ACT BEGINS THE COMPETITION FOR THE "HENNY YOUNG MAN ONE-LINER AWARD." HOWEVER, YOU CAN DO IT IN FRONT OF YOUR ALL STATE AGENT BECAUSE HE WILL GIVE YOU A 10% DISCOUNT ON YOUR CAR INSURANCE. (DID I WIN?)



RULE NUMBER FOUR:
 NEVER BE THE LAST COUPLE TO GET UP IN THE MORNING. THIS WILL CAUSE THE INFAMOUS "RING OF CHUMPS" TO BE FORMED AROUND YOUR TENT, WHO WILL THEN MAKE SNIDE COMMENTS ABOUT WHY THE SIDES OF YOUR TENT ARE MOVING IN AND OUT.



RULE NUMBER FIVE:
 AVOID ANYONE WHO LUGS A TELEVISION THAT ONLY WORKS OFF 110 VOLT CURRENT 100 MILES TO A STATE PARK TO WATCH "HEE HAW." THIS PERSON IS OBVIOUSLY A CHUMP, PARTICULARLY IF HE HANGS AROUND THE REST ROOM BECAUSE ITS THE ONLY PLACE HE CAN PLUG IT IN.



IF THIS PERSON IS ALSO SEEN WITH AN OLD WORN-OUT STYROFOAM COOLER OR A DEFLATED AIR MATTRESS, BE DOUBT AWARE