



Checkpoints

VOLUME 26

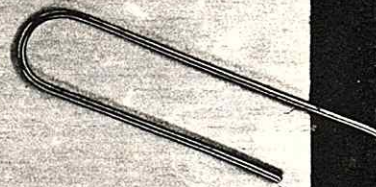
NUMBER 8

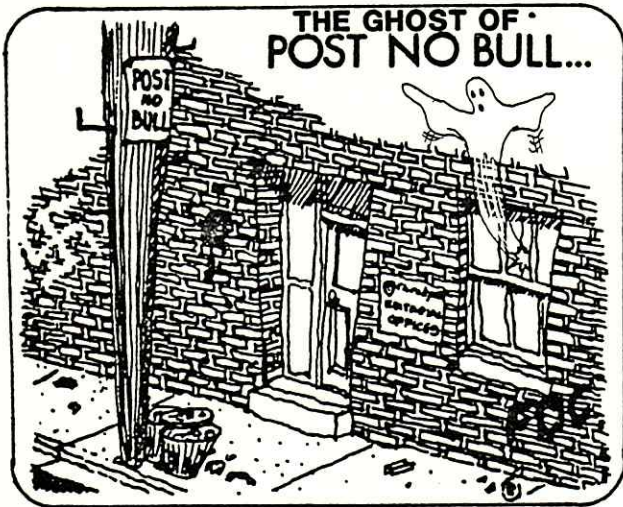
AUGUST, 1981

*25th
Anniversary
Issue*

Special Collector's Edition

Featuring:
The Ghost of Post No Bull
A Letter From the Governor
Radar Wars
The Ever-popular Margins





... REMEMBER, TURKEY!

Checkpoints is twenty-five years old with this issue. For those malcontents, miscreants, and misanthropes who only concern themselves with how much this issue is costing, you know--people like the treasurer--and only want flyers and the calendar of events, well, to you we say, tough! You'll have to read all the rest of the garbage we stuck in this issue just to get to the drivel you really care about. Hey, it could be worse, there could be a points-event pop-quiz about Checkpoints at the club meeting--not a bad idea, we just might check it out with the second vice-president--so, just in case, read and...

... AT ELEVEN.

Dateline: Charlotte, N.C. Bill Gronning, noted rally computer manufacturer, has made a significant new electronic discovery. Through the years, man has discovered various electric phenomena: the electron, the proton, the neutron, the meson. Bill, through his experiences with rally computers and their owners, has proven the existence of the moron--exhibits will be on display at the next VMSC rally. Film...

... A CASE OF SUICIDE.

After two fruitless attempts by Doug Burton to torch his autocross vehicle (police suspect arson to be a factor), Chris Young has decided to sell his car in a unique fire sale because the insurance company wouldn't pay off on his claim. As opposed to the police, the underwriters felt it was plainly a case of self-imolation and refuse to compensate in...

... A GREAT TIME!

The picnic, camping rally had its usual highlights, a pleasant, low key rally through gorgeous... usually seen on rallies held around really set it apart from other rallies goes on after everyone had settled were quiet and peaceful until a rather and exposing firm, pouting, voluptuous of a sultry she-demon, she then proceeded ad her long, slender, well-muscled, and hing else she had on and screamed in animal e took the opportunity to satiate Our ever had VMSC seen anything like this atisfied her cravings only after We took ffended certain sensibilities, but We o say, We had...

GARY,
THE ENGRAVED MISPELLED "SPECIAL"
ON THE FRONT COVER! HE'S MADE
A NEW PLAQUE FOR US, SO BE
SURE TO PICK IT UP ON YOUR WAY
TO THE PRINTERS.

Dick

Dick,
Didn't have time; Nobody will
notice anyway.
Gary

Lebanese Villagers Crouch Near Rubble of Their Bombed House Near Zahran

Détente!

8-Hour Rally Set For August 23

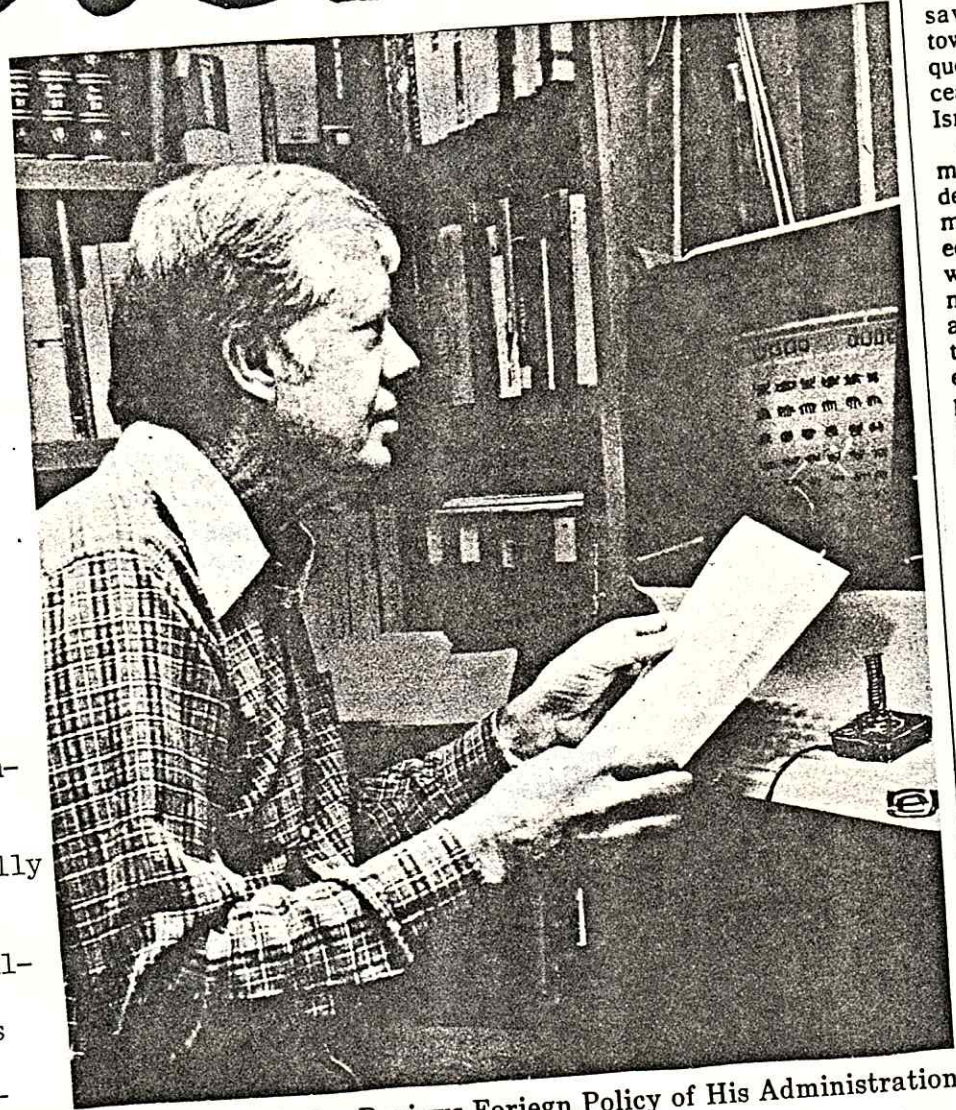
Richmond, Va.--The Virginia Motor Sport Club announced a major rally event on its schedule today with the "Detente 8-Hour Rally".

What makes this rally so unique is that the talents of Rallymasters Fred and Marian DeBardleben and Wilt and Barbara Greenwood have been combined for the first time. Individually, both have offered up the most challenging, technically precise events the club has presented; together, you can expect a supremely challenging, well-looped, well-paced TSD rally of National caliber.

The "Detente 8-Hour" starts at the Tuckahoe Village Shopping Center on Patterson Avenue, 3 miles west of its intersection with Parham Road. Registration is open from 8:00 AM until 8:45 with the 1st car off at 9:01 AM.

The \$10.00 entry fee includes dash plaques to all entrants.

The rally is about 175 miles long with less than 20% dirt. There are morning and afternoon breaks, plus a lunch break in Fork Union, Virginia. The rally will end at House of China Restaurant in the Beverly Hills Shopping Center at the intersection of Parham and



Citizen Jimmy Carter Reviews Foreign Policy of His Administration
Former president had nothing to do with getting the rallymasters together

Patterson. Further information, generals and pre-registration may be obtained by calling Fred, the registrar, at (804) 784-3746.

Prechecks Recovering

A spokesman for Central State Hospital said that rally prechecks Bill and Judy Chvala and Len Wells

and Tom Blot were responding well to treatment, and within the next several months may once again be able to speak in complete sentences. Spokesmen for the immediate families of the prechecks were quoted in a news conference held yesterday as saying, "Bull-

Continued on Page 5, Col. 1

Henrico Supervisors. Assured

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Car. & Driver, July 1981) |

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25 YEARS OF CHECKPOINTS

WHAT YOU EXPECT TO HEAR . . .

Just imagine, 25 years of producing this fine newsletter. It's really a time for the whole club to sit back and appreciate all the efforts that have gone into making Checkpoints what it is--the voice of VMSC; something that each month we can take a certain amount of pride in. Through the years, Checkpoints has kept us informed and amused. Editing Checkpoints or merely writing an article for Checkpoints has been the ambition of countless members, as it justly should. Through the years, this newsletter has championed many causes and brought into sharper focus issues about motor sports and automobiles that concern each and every one of us. Many articles have seemed to be literature rather than mere stories or topics of discussion in a club newsletter. Speaking for all the past editors of Checkpoints, we say to VMSC--thank you for the years of support. Age 25 couldn't have been reached without you and with your continued assistance, someone can write another column like this 25 years from now.

WHAT WE REALLY MEAN TO SAY . . .

Twenty-five years of producing this rag month in, month out. Why that's 300 issues--laid end-to-end that would almost fill a club member's circular file. Don't try to kid us--we know what you do with Checkpoints. We don't even know why we're bothering to write this garbage. The three or four members who can read may check out the calendar of events but don't have the attention span to get to the really meaty stuff like the dates of the events or names of the O.D.'s. Hell, the biggest compliment anyone ever paid an editor of Checkpoints was to say that to read that particular issue took more than one sitting on the john. Reading material for the toilet, now that's appreciation. Makes you wonder what kind of person would slave away all year to get that kind of compliment? A chump, that's who! The same mentality it takes to read this junk. By the way, is there a member who didn't cut themselves pulling the staple out of this issue? See what we mean. Pearls unto swine. Oink.



Commonwealth of Virginia



OFFICE OF THE GOVERNOR
CAPITOL SQUARE
RICHMOND, VIRGINIA 23219

JOHN N. DOWNTOWN
GOVERNOR

Congratulations!

Your organization has succeeded in acquiring this worthless document in honor of some insignificant accomplishment that you hope will appear more important than it actually is by gaining what you believe is recognition by a high government official. We actually have a Xerox 9500 copier that spits these things out 8 hours a day, signature and all. So here's a hearty "Well done," compliments of an unknown Xerox service technician! You've ended up in the old top-loading circular file with the Virginia Chapter of the Rotary Dial Phone Owners Guild and the Association of Grocery Store Scissors Sharpeners.

I've got more important things to do than this. At least the Pamunkey Indians give me a turkey. Besides, my tooth is killing me and I've misplaced my Demerol. Thank God I don't have to go on any more trade junkets; they really take it out of me. Jesus, look at these bags under my eyes. I look like death warmed over. Oh, and did I mention my nose?

In closing, let me say drop by sometime in a native costume with a couple of 8 pound rockfish and I'll let you have your picture taken with me.

Love,

A handwritten signature in cursive script that reads "John N. Downtown". The signature is written in dark ink and is positioned above the printed name.

John N. Downtown

P.S. Sorry to hear you lost Thalhimer's lot. You guys were Robb-ed! Remember that this November.

Thomas H. Oxenham, Jr., 8101 Longwood Rd, Richmond, 23229 282-4062

Thomas Oxenham, Jr. submitted his application at the car show at Regency Square--a product of our new membership motto: "If you can't get them with sincerity--dazzle them with dazzle." This is a family membership, his wife's name is Anna. Their stable of vehicles are chronologically ancient, yet classically impressive: 1970 Jaguar E-type; 1955 Jaguar Mark VII; 1963 Volvo 544; 1959 Humber Super Snipe. What?! No Nash Metropolitan!! We welcome you to the club.

E. G. Bradley Inc.

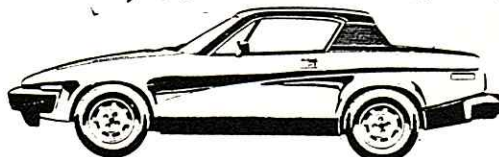
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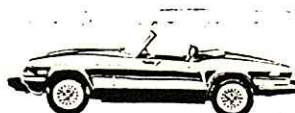
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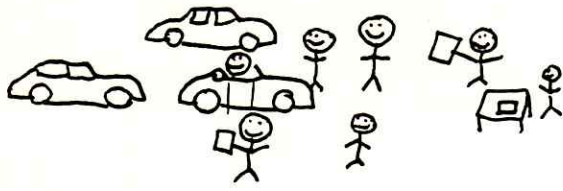
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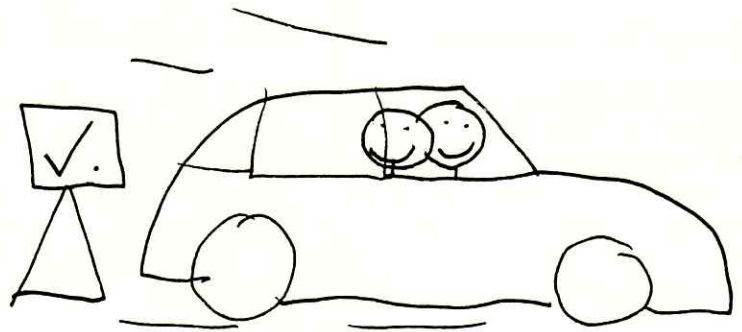
E. G. BRADLEY

JULY RALLY REPORT By Gary Stout

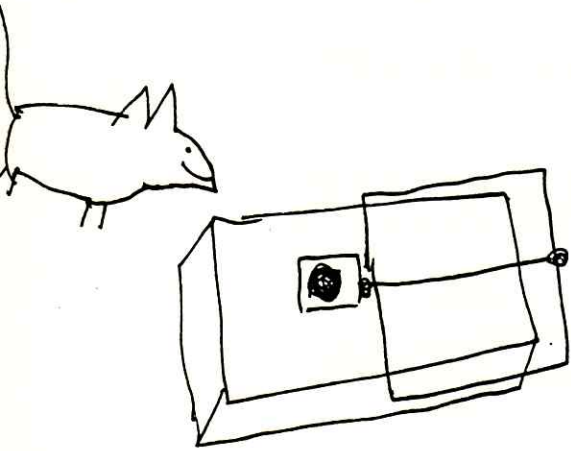
For years now I've been hearing the same thing over and over-- "Dick's such a talented artist, why aren't you? Doesn't any of his ability rub off on you?" I've always answered these bigoted racial slurs by stating that I'm just smarter than he is. What a chump! The guy will spend eight hours creating a work of art that will be (1) ignored by most; (2) unappreciated by most of the others (3) forgotten in a week by the rest. However, for this month's rally report I've decided to use my long undiscovered and little used talents with pen and paper to create a mosaic that will be talked about for years. The time spent was considerable, but I believe that you will see that it was worth the effort. On the following page you will find my rendering of "Car Trek"--if you wish to distribute them to friends--copies are available for \$75.00 (plus \$10.00 to cover postage and handling) at your local Checkpoints business office.



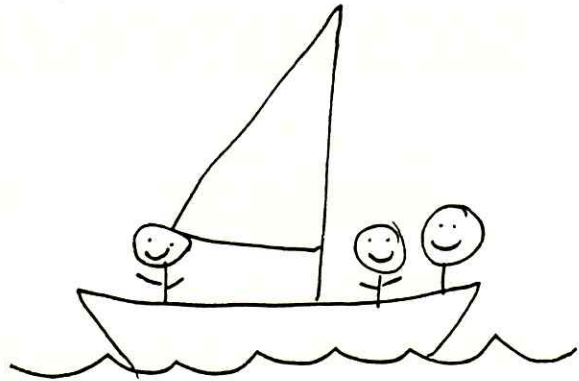
The Start



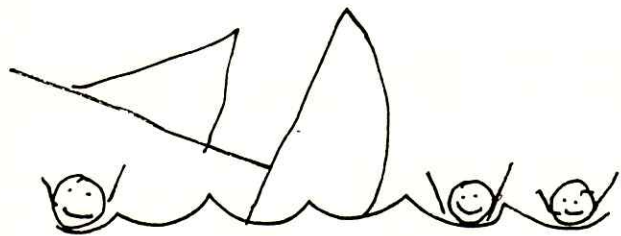
RALLY TEAM ENTERING A CHECKPOINT



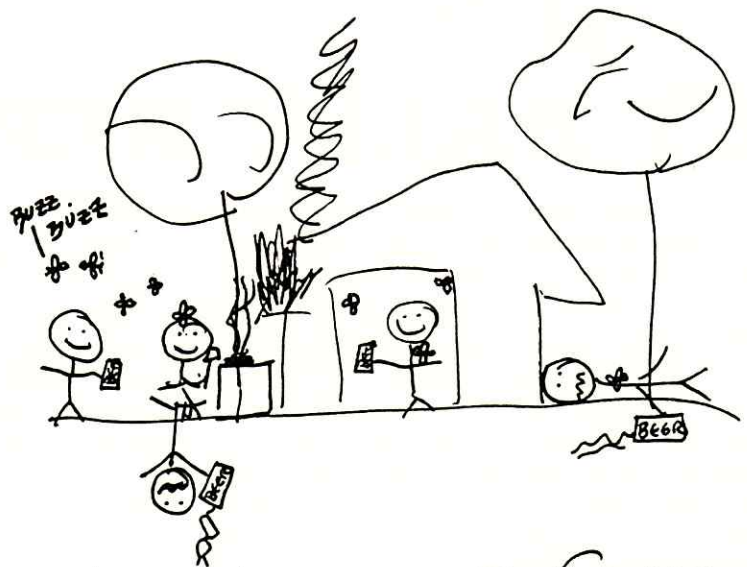
A TRAP



MIKE CASTLEBERRY teaches VMSC How To sail



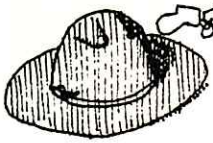
MIKE CASTLEBERRY teaches VMSC How to SWIM



THE JOYS OF CAMPING

Stout

MP-3986 LEAD LINED TROOPER HELMET

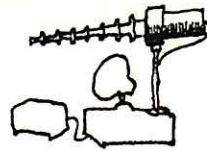


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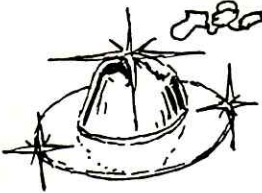
BEARFRIGGER III



PRODUCES 2×10^{23} PHOTONS/SQ. IN. MELTS $\frac{1}{2}$ " DIAMETER HOLE IN LEAD LINED TROOPERS HELMETS AT 2 MILES. MOUNTS DIRECTLY TO BEARFRIGGER II. SIMPLE WIRING DIAGRAM AND OPERATOR'S SHIELD INCLUDED. FOR BROCHURE, WRITE:

BEARFRIGGER CORP.
P.O. BOX 977
BEARFRIGGER, WISC. 53192

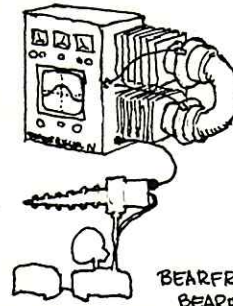
MP-3968A CHROME-PLATED LEAD LINED TROOPERS HELMET



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PULSED NEUTRON CHARGED PARTICLE BEAM GENERATOR VAPORIZES CHROME PLATE ON LEAD LINED TROOPERS HELMETS. EASILY WIRED TO BEARFRIGGER III. COMES WITH 92 FEET OF FIBER OPTIC BELL WIRE AND 2 OZ. BOTTLE OF CHROME PAINT FOR THAT OCCASIONAL ERRANT BEAM THAT MIGHT GRAZE YOUR HOOD ORNAMENT. WRITE:

BEARFRIGGER CORP., P.O. BOX 977
BEARFRIGGER, WISC. 53192

Motorist' Right To Bear Arms Affirmed

Continued From First Page

put it,"...the helpless motorist against the mon-
ev' grabbing local juris-

reme Court Justice Brock
Yates, in the majority
ruling, stated that "...

sender, Justice Gverd,
reiterated his previous
objections with his usu-

MP-107925

SOLAR TORPEDO



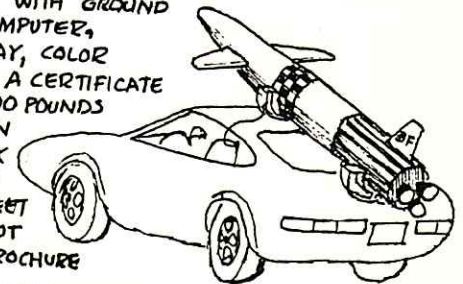
HOMES IN ON PULSED NEUTRON CHARGED PARTICLE BEAMS. IDEAL FOR THOSE GRAVEYARD SHIFT SEARCH AND DESTROY MISSIONS. REDUCES OFFENDING MOTORISTS TO A THIN FILM WHICH WASHES AWAY EASILY— COMES WITH A 3-TORPEDO MOUNTING RACK. FOR TECHNICAL MANUAL, WRITE:

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BEARFRIGGER AEROSPACE INDUSTRIES
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SHALT Talks Break Down Again

Continued From First Page

for the Strategic High-
way Arms Limitation
Talks (SHALT)

chief negotiator for the
NHTSA, Amy Carter, in a
press conference follow-

and my father warned me
about nukear perforation
many years ago." Later,

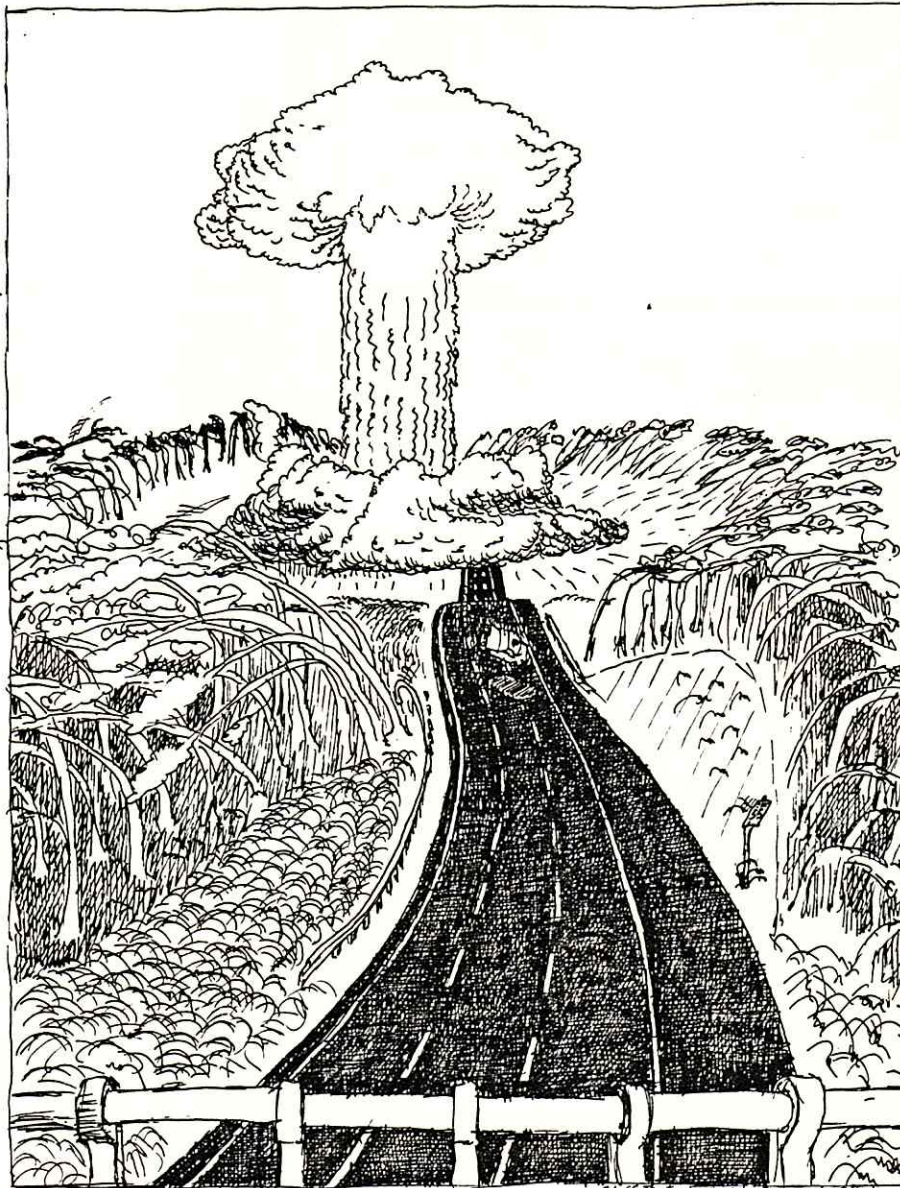
Fighting Escalates North of Ashland

Doswell, VA--The skies over this quiet northern Hanover County hamlet glowed red this morning as Jared's Truck Stop launched what was termed a "limited nuclear attack" on the South Anna cross-over of Intersate 95. This particular cross-over had achieved fame over the entire East Coast as a radar trap, and a spokesman for Jared's, Big Jim Tremble, said "The strike was pre-emptory in nature, since this here particular cross-over was a staging area for the installation of anti-truck phaser land mines that were being installed along a 40-mile stretch of the I-niner-five super-slab between that Capitol City and that Fred-town.

"The payload was delivered to the strike zone by a Mack cab-over sleeper unit, remotely controlled by a command post in the top of the Ethel Tower at Kid's Dominion, across the street here."

News Came In

News came in from another front early this morning as acting commander of the Virginia Motor Sport Club Brigadier General William Chvala announced the capture of all Virginia State Police Headquarters north of Richmond, although the takeover was denied by a State Police spokesman holed up in 7-11 across the street from the headquarters



Staff Photo by the late Longmuda Olmitz

SCENE AT GROUND ZERO AS VIEWED FROM NEARBY BRIDGE

building.

Gen. Chvala called a news conference at an autocross held on the State Police Landing Strip behind the Headquarters. With him were Special Task Force Commander, Lieutenant Colonel Bill Enos, Aide-de-camp Major Len Wells, Public Relations Coordinator Captain Bill Hunter and Chief Engineer, Commodore "Sotty" Powell. To-

gether, they detailed the heroic actions of VMSC's Special Quasi-Undercover Assassination Tactics Squad (SQUAT Squad).

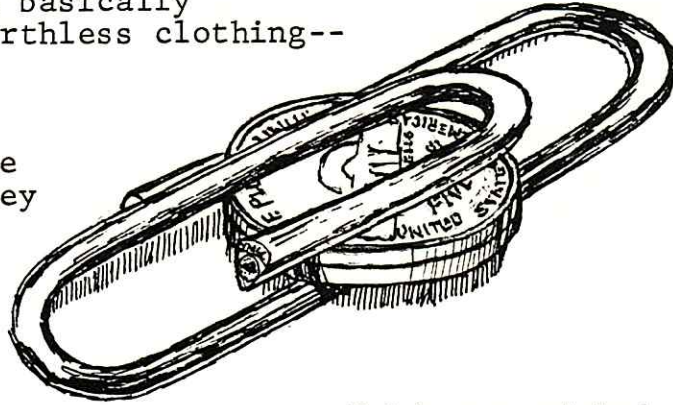
Gen. Chvala plans to fly to Camp David this weekend to sign a peace Accord negotiated by Honda of America. Chvala said he expects "serious and long range concessions from the State Police."

Continued on Page A-2

First there were VMSC T-shirts.
Then there were VMSC winter T-shirts.
Followed by VMSC sweatshirts,
and VMSC windbreakers,
and lest we forget, VMSC Zippo lighters.
Now, from the people who caused you to
spend all that money on basically
nouveau, avante-garde worthless clothing--

VMSC MONEY CLIP

You can now purchase the
official Ronco VMSC Money
Clip for all that cash
you've got left over.

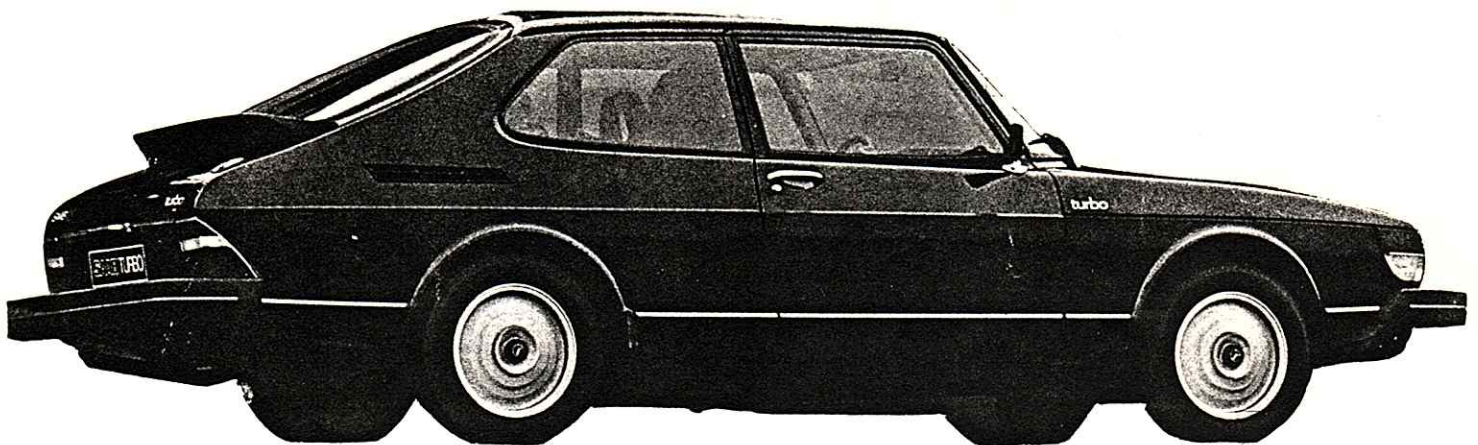


**WHILE
SUPPLIES
LAST!**

Holds two nickels, four dimes, or,
for the really big spender,
three quarters--

Just in time for Christmas.

SAAB 900 TURBO



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But , Seriously, Folks . . .

For just a moment We'd like to step out of character and pay tribute to a group of people whom We respect and honor. Some volunteered, some did it because nobody else would, some had a gun pointed at their heads-- regardless of Their reasons, We wouldn't have a chance to be doing this issue without Them--Editors of Checkpoints....

Ed Remick
John Kessler
Ed Wright
Bob Moore
Tom & Nancy Vaughan
Kent Johnson
Ed Cobb
Dave Fox
George & Shirley Patterson
Dick & Caryl Hatch
Hunter & Sayre Barnett
Wilt & Ann Greenwood
Chuck & Kathleen Edwards

John Bergeron
Wilt & Barbara Greenwood
Len & Toni Wells
Dave & Kathi McCall
Chuck & Charlotte Hoelzel
Beth Castleberry
Jack East & half of Us
Judy McGowan & Bill Enos
Peter Winters & the other half of Us
Marian DeBardeleben
Floyd & Beth Mills
Bill Armstrong & Chris Young
Alan Armstrong & Chris Young

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262-6681



NOISE FROM THE ATTIC

At the July regular meeting, a motion was made and seconded to rescind the action of the Board of Directors and the Competition Committee which added to the Competition Regulations:

"Two day rally events will be considered as two events for points purposes. Contestant points equal to two events will be awarded based on final finishing position. OD's and checkers will receive points equal to two events. Workers will receive single event points for each day of the event worked. The rally event will count as two events for drop purposes and for determination of the total number of events."

The motion was tabled to allow members time to consider the matter. The reason given for rescinding the action is that it is unfair to make a points change this late in the year. The only rally that will be affected by the double points is the Old Dominion Rally.

There are really two issues in the double point question:

- 1) Should two day rallies receive double points, and
- 2) How should the points be awarded?

The main reason for offering double points for a two day event is the extra work for the OD's, checkers, checkpoint crews, and also the contestants involved in a two day rally. The points system is the club's method of rewarding those involved in staging a rally, and recognizing those who do well in a rally. Therefore, a rally that represents a greater than normal amount of effort on the part of the people staging the event and the contestants who run the event should be reflected in the number of points awarded for the event.

The main reason for not offering double points is that the rally is a single event. Offering double points for an event that occurs on only one weekend unjustly penalizes those who are unable to attend the event, or those who can only be present on one day of the event and cannot compete for points on the other day.

If double points are to be awarded, the fairest method of doing so must be found. There does not seem to be a good alternative to the method given above for OD's, checkers, and workers, however, there are other methods of awarding points to the participants.

Giving double points based on final finishing position is based on the fact that a two day rally is a single event. An alternate is to give points based on finishing position on each day. One problem with this method is that it would have to allow contestants to compete on either or both days of the rally. This would tend to destroy the continuity of the rally, and may cause a team that finished back in the field to get more points than the winning team.

The question of the desirability of double points for a two day rally and the method of awarding points if double points are desirable is a matter that should be given careful consideration by all members. You are encouraged to attend the August regular meeting and make your opinions known.

THE UNIVERSAL RALLY REPORT

It's not hard enough to do Checkpoints in itself; the editors always must scrounge around and suck somebody into doing a rally report, too. The guy that ends up doing it wishes You had picked somebody else, the O.D.'s wish You had picked somebody else, You wish You had picked somebody else. It's a no win situation, except for Speedy Printing and the Post Office. But, We've fixed all that with Our Universal Rally Report below. Just fill in the blanks, circle the appropriate bracketed choices, and....Wham! Instant Rally Article. Nothing could be simpler.

It was { a bright, sunny day
a dark, rainy day
half past registration
Tuesday after the rally } as I awoke { confident in my knowledge of the generals for
with fear and trepidation of
terribly hung over for
fortunately too ill to run }

_____'s _____ After { eating a light breakfast
convulsing uncontrollably
wetting my pants
having my stomach pumped }

I felt { ready to knock down another 1st overall
like I had been run over by a truck
like I had my shorts on backwards
for my left arm and discovered it missing } { Nevertheless
So
Eventually
Somehow }, I made it to the start, paid

{ \$6.00 entry fee
\$10.00 entry fee
gross receipts from Star Wars
cop off } , waited for { our out time
the seizures to subside
the car to catch fire
him to bring me my change }

and { glanced through the generals one more time
listened to all the latest Atari scores
let the air out of _____'s tires
tried to find my medic alert bracelet }

All our time preparing for the rally { started to pay off
left us with no time to buy gas
was wasted }

as we { dragged down a zero
took a max
watched the car catch fire } on Leg _____. The NRC trap on Leg _____ { was no problem, either
gave us another 200
caused us to miss ✓. }

and we { psyched out
felt stupid for buying
still don't understand } the overlap trap on Leg _____. { Much to our surprise
As usual
After Scott & Neale screwed us up }

we { sniffed out
bit
got sucked in by both of } the lunch break trap(s),

even though { it was cleverly disguised by the competent Rallymasters
we used it on our rally last month
we wondered why they had defined "hamburger" as a "turn to the right" }

We were pleased, though, because { we only had a total of two for the morning
it gave us a chance to let the air out of _____'s tires
we could borrow a fire extinguisher
everybody at the real lunch break got ptomaine }

The afternoon { was better than the morning
was the same as the morning
was worse than the morning
no opinion } . Imagine my shock when I looked over as

we crested that hill on Route ____ and { saw another checkpoint
creamed those two kids
went through radar at 92
saw I was alone in the car } . Thank God it was

administratively discarded. I knew we were in trouble on the DIY leg

when { our instructions blew out the window
my calculator batteries leaked in my lap
that town in the distance turned out to be Boise } , but we { guessed the correct OET
didn't have a prayer anyway
hit that telephone pole } ,

so it didn't matter.

We { really enjoyed the rally
should have stayed in bed
thought the whole event was in bad taste } . The O.D.'s should { have lowered the speeds
have raised the speeds
try to put on a real rally
be lynched } ;

anyway, I { look forward to their next effort
will sign up to work their next rally
would rather be autocrossing
hope no one from out-of-town lives to tell the truth } .

_____ and myself.
for _____

Southside X Cross

July 12, 1981

T = Trophy position

OD's

Len Wells
Lewis Parsley

CLASS	PLACE	DRIVER	CLUB	MARQUE	1st Run	2nd Run	3rd Run	BEST TIME
<u>A/Modified</u>								
T	1	John Ashford	PCA	Prosche	1:34.265	1:31.226	DNS	1:31.226
T	2	Dick Wilson	TSCC	Lotus	1:35.062	1:32.330	1:36.655	1:32.330
	3	Jim Knowles	THSCC	Corvette	1:33.148	1:33.573	1:39.663	1:33.148
	4	Bill Redding	Corvettes Ltd.	Corvette	1:39.932	1:35.124	1:34.008	1:34.008
	5	Jay Schutte		Mustang	DNF	1:51.323	1:47.282	1:47.282
	6	Bob Harrison	Gonzo	VW	DNF	DNS	DNS	-----
<u>B/Modified</u>								
T	1	John Sheally	TSCC	Morgan	1:32.183	1:31.458	DNF	1:31.458
T	2	Jimmy Page		Civic	1:36.863	1:34.826	1:34.149	1:34.149
	3	Tommy Owens	THSCC	Sprite	1:44.253	1:47.879	1:37.767	1:37.767
	4	Chuck Madison		Civic	DNF	1:42.966	1:38.406	1:38.406
	5	J. H. Smith	THSCC	Sprite	1:46.822	2:00.784	1:41.664	1:41.664
	6	John Myers		Corvette	1:48.508	1:48.535	1:41.969	1:41.969
	7	Bruce Reichelderfer		GT-6	1:51.936	1:47.538	DNF	1:47.538
	8	George Wright		TR-6	1:49.885	1:52.425	1:51.000	1:49.885
FUN		Bruce Reichelderfer		GT-6	1:49.749	1:47.092	1:47.118	1:47.092
<u>C/Modified</u>								
T	1	Tom Blot	VMSC	Mazda	2:27.454	1:36.070	DNF	1:36.070
T	2	Len Wells	VMSC	Mazda	1:39.758	1:40.288	1:36.153	1:36.153
T	3	Jim Moore	SCCA	Pinto	DNF	1:42.431	1:38.577	1:38.577
	4	Bill Enos	VMSC	Mazda	1:41.786	1:38.994	DNF	1:38.994
	5	Lewis Parsley	VMSC	Mazda	1:42.162	DNF	1:44.659	1:42.162
	6	John Blanchard		Fiat	1:44.780	1:45.388	1:46.491	1:44.780
	7	Libby Wells	VMSC	Mazda	DNF	DNF	1:44.993	1:44.993
	8	James Gilchrist	VW of USA	VW	1:45.720	1:45.544	1:45.757	1:45.544
	9	Doug Burton	VMSC	Mazda	DNF	DNF	DNS	-----
	10	Gerry Eberhard	VMSC	Mazda	DNS	DNS	DNS	-----
FUN		Jim Moore	SCCA	Pinto	1:38.415	1:37.619	1:35.873	1:35.873
<u>A/Prepared</u>								
T	1	Bill Whitehead	VMSC	Porsche	1:39.644	1:37.715	1:38.165	1:37.715
	2	Paul Huffington		Porsche	DNF	1:57.040	1:48.015	1:48.015
<u>B/Prepared</u>								
T	1	Bill Chvala	VMSC	Porsche	1:40.362	1:38.782	1:39.404	1:38.782
	2	Walter Harley			DNF	DNF	1:55.603	1:55.603
<u>D/Prepared</u>								
T	1	Bill Hunter	VMSC	Civic	1:41.509	DNF	1:39.139	1:39.139

T	2	Ellis Wimmer	VMSC	Civic	1:44.174	1:47.226	1:42.324	1:42.324
	3	Shelia Hunter	VMSC	Civic	1:47.950	1:46.545	1:45.192	1:45.192
	4	Pat McAllister	PCA	Porsche	1:53.752	1:57.282	1:57.741	1:53.752
	5	Wade Lanning		Corvair	1:54.835	1:55.428	DNS	1:54.835

F/Prepared

T	1	Gene Cooley	SCCA	Fiat	1:42.855	DNF	DNS	1:42.855
	2	Bill Lloyd	VMSC	Vega	1:50.652	1:53.546	1:43.516	1:43.516
	3	Joseph Zier		Vega	1:55.983	1:54.204	1:52.241	1:52.241

A/Stock

T	1	Doug Harrel	PCA	Prosche	1:50.494	1:50.100	1:44.341	1:44.341
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B/Stock

T	1	Gary Daniel	THSCC	240-Z	1:43.069	1:40.836	1:55.492	1:40.836
T	2	Martin Page	THSCC	RX-7	1:41.117	2:04.233	1:41.687	1:41.117
	3	James Adcock	VMSC	RX-7	1:43.048	1:41.236	DNS	1:41.236
	4	Larry Ellis	VMSC	Alfa	1:48.126	1:47.181	1:46.393	1:46.393
	5	Gary Simmons	VMSC	Porsche	1:50.583	1:49.098	1:48.360	1:48.360
	6	Jeff Wright	VMSC	X1-9	1:54.444	1:50.409	1:50.628	1:50.409
	7	Roe Degrace	VMSC	X-1/9	1:58.684	1:54.481	1:55.973	1:54.481
	8	Isabel Welborn		RX-7	2:00.211	1:57.322	1:56.412	1:56.412

C/Stock

T	1	Richard West	VMSC	Colt RS	1:42.532	1:41.429	1:41.096	1:41.096
T	2	Wilt Greenwood	VMSC	SAAB	1:45.563	1:46.218	1:45.540	1:45.540
T	3	Gary Stout	VMSC	Civic	1:50.959	1:48.788	1:47.095	1:47.095
	4	Bill Gilchrist		Dodge Truck	1:48.964	1:49.452	1:50.616	1:48.964
	5	Fred DeBardleben	VMSC	Civic	1:52.869	1:51.721	1:49.611	1:49.611
	6	Bob Key		MGB	1:56.276	1:54.311	1:53.997	1:53.997
	7	Alan Armstrong	VMSC	Colt	2:04.452	1:56.975	1:54.155	1:54.155
	8	Barbara Stout	VMSC	Civic	1:55.705	1:56.962	1:57.846	1:55.705
	9	Toby Williams	VMSC	Capri	2:12.366	2:05.865	2:01.412	2:01.412

D/Stock

T	1	Neale Dickinson	VMSC	Accord	2:01.811	1:55.173	1:57.422	1:55.173
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WORKERS: Alan Armstrong, Bill Armstrong, Tom Blot, Bill Chvala, Neale Dickinson, Bill Enos, Chuck Hoelzel, Bill Hunter, Shelia Hunter, Kevin La Rue, Bob Leuschen, Beth Mills, Floyd Mills, Marvin Mills, Barbara Parsley, Lewis Parsley, Sott Powell, Barbara Stout, Gary Stout, Len Wells, Libby Wells, Bill Whitehead, Lindsay Wilson, Peter Wilson, Ellis Wimmer, Jeff Wright, Chris Young, Lil Young, and many others who failed to sign the worker sheet. We thank you one and all for your help on a long, HOT day.

Problem of the Month Contest

This month's problem consists of a group of number series. Each series consists of a sequence of numbers which are related by some logical arithmetic progression. The object of the problem is to determine the next number in the series. Your solutions should show the relationships between the numbers in the series and the next number that would follow using the same relationship.

For example, the series: 1, 2, 3, 4, 5, __. The next number would be 6, and the relationship is adding 1 to the previous number in the series. Another example, the series: 7, 11, 13, 17, 19, 23, __. The next number would be 29, and the relationship is a series of prime numbers. The relationship may be more complex, such as every other number having a relationship, or looking back two or more numbers to get the relationship. For example: 1, 1, 2, 4, 8, 16, __. The next number would be 32. The relationship appears to be the powers of 2, but it actually starts with a 1, then the next number is the sum of all previous numbers. The starting number could have been anything. One final example to show an alternating relationship: 1, 2, 4, 7, 28, 33, 196, __. The next number is 203. The relationship is starting with 1, add 1, multiply by 2, add 3, multiply by 4, add 5, multiply by 6, add 7, etc.

The series given below are quite difficult, and I have given five possible next numbers for each one. There may be more than one logical relationship between the numbers, and if you find a logical relationship that gives a next number that is not one of the five choices, your solution will be counted as correct.

Each series will be worth five points for a correct solution. Remember, these are fairly difficult, so send in any that you find a solution for.

- A. 5, 8, 17, 24, 37, __ (46, 48, 53, 62, 65)
B. 1, 3, 4, 8, 15, 27, 50, __ (88, 90, 92, 94, 96)
C. 7, 10, 5, 9, 3, 8, 2, __ (5, 6, 8, 9, 10)
D. 5, 7, 3, 1, 4, 5, 9, 5, __ (1, 2, 4, 5, 7)
E. 8, 10, 7, 12, 5, 16, 3, __ (17, 18, 20, 21, 22)
F. 11, 13, 17, 25, 32, 37, 47, 58, 71, __ (79, 83, 88, 92, 97)
G. 2, 3, 6, 10, 17, 28, __ (41, 42, 44, 46, 47)
H. 6, 6, 4, 8, 12, 16, __ (0, 4, 6, 8, 12)

Send your solutions to one of the editors at the addresses shown on the back cover. Your solutions must reach the editors no later than Thursday, September 3, 1981. Be sure to include your name and address with your solutions.

SOLUTION TO THE JULY PUZZLE

There is no single correct solution to this puzzle. Five responses were recieved with raw scores ranging from 435 to 678. All but one of the entrys used the "ten chain" as part of their solutions. The highest scoring solution is shown below without grid lines.

```


N I N E T E E N   S E V E N
      E L T L I
N T E N E L E V E N N E
N I N E V N V E
N I N E T E N T E N T E
T E N T E N T E N T E E
E E T E N T E N T E E
N T E N T E N T E N
      T E N T E Y
T E N T E N T W E N T Y
T E N T E N T W O W
N T E N E T E N
      T E N T E N Y
T E N E T W E N T Y
N T W E N T Y N Y
    
```

The numbers across add up to 347, and the numbers down add up to 331. This gives a total raw score of 678, and a final score of 68.

I hope you all enjoyed this puzzle.

Don't forget the special puzzle in the June Checkpoints. Your solutions are due by September 1, 1981. No one has as yet sent me a solution. So if you want some beer (or soda) send in those solutions.

The
Grandest
Contest



The
Ultimate
World Tour

The 1981 Great Maltese Circumglobal
TROPHY DASH

You are cordially invited to join us this September on the grandest touring challenge in the world, the one and only competition that circles the globe.

How possible? By map at your kitchen table.

The 1980 Trophy Dash drew nearly 3000 contestants last year. Did they like it?

- Absolutely FANTASTIC!!!
- Wanna know what I think? I think The Trophy Dash is like one potato chip.

You'll have plenty of time, up to 4 weeks beginning in mid-September, to spend a few evenings whenever convenient following our clear but challenging instructions along highways and bush tracks, over mountains, across the seven seas, through Brazil and Bulgaria and Burma and other exotic, beckoning places.

We'll send everything you'll need for this mad adventure, the set of maps and the instruction book, on September 15 or as soon as we receive your entry if you enter later (until October 9).

A Trophy Dash has to have trophies. To every finisher (71% last year) goes a trophy, the fanciest (laser-engraved plaques) to those who do the best in following the correct course.

The \$15 U.S. (or \$18 Canadian) entry fee will get you on your way. And, if you decide that The Trophy Dash is not for you when you receive the materials, we'll send your money back.

The Trophy Dash is the only money-back-guaranteed around-the-world tour you'll ever find. We hope you'll join us.

The Trophy Dash
5205 Diamond Point
La Canada, Calif. 91011

Please send everything I'll need. My payment (to Trophy Dash) is enclosed.

name _____

address _____

city _____ state _____ zip _____

A Letter To the Editor

You'll notice that Checkpoints contains twenty-six pages this month--one page for each year and an extra page for luck. As We were assembling the issue, We discovered that there was one empty page. We almost left it blank, feeling that a vacant sheet of paper might amuse some of the cretins in the club--the ones who have the bloody fingers from trying to pull the staples out of the issue. Instead, We decided to write Scott Powell's obligatory and anticipated September letter to the editor.

H. Scott Powell
Chancellor of the Exchequer
VMSC Department of Finance
Manakin-Sabot, Virginia

Dear Sirs:

Just when the club thought it was rid of you--imagine my shock and amazement when the ghosts of Checkpoints past rear their ugly, sheet-covered heads and attempt to bankrupt the club once again. Having been VMSC's self-appointed fiscal watchdog for several years, I can't understand why you would do this again. Don't you remember 1975 and 1977, when the Treasurer and his vigilantes hounded you from door to door like a pack of mad dogs?

I suppose you think the club has forgotten how you left the bank account depleted and in total disarray. And if that weren't enough, the quantity of words used is unconscionable--most of the club just can't keep up. Speaking for myself, I'm still trying to finish the August, 1975 issue and occasionally dust off my copy of the August, 1977 cataclysm--hoping someday to begin reading it. Having a post-graduate degree from Evelyn Wood shouldn't be a prerequisite for being a member of VMSC.

I appeal to the club to take justice into their own hands and run these thoughtless, insensitive, callous devils out of town.



H. Sott Powell

P.S. You couldn't have said it better, Scott.

FOR QUALITY IN DOMESTIC AND FOREIGN CARS

adolf
Motor Co.

AT EASY TO AFFORD PRICES FROM THE MAN
WHO CARES ABOUT CARS

The following changes to the speed event regs were approved at the August Board meeting...do with as you see fit:

MODIFIED CLASSES

- A/M All A/P
Cobra 427
Formula cars (except SCCA-legal FormulaV)
Lotus Seven (all TwinCam and four-throat carb.)
Sports-Racing cars
Home and Kit built cars
- B/M All B/P*
All C/P
All D/P (except Opel GT, Corvair, Porsche 356, Datsun 810)
VW Platform Dune Buggy (min. 79" wheelbase, up to 1500 cc
single port head, int. mod. VW engine behind rear axle
with max. two 32 mm carb. throats, any exhaust,
max. 6½" rims)
SCCA legal FV
- C/M All E/P
All F/P
Corvair
Datsun 810
Opel GT
Porsche 356
Cars with non-stock carburetors or turbochargers systems and
street tires.

*American V8 Sedans and Corvettes allowed up to 10" rim width.

Change VMSC Speed Regs as Follows:

Page 4, par 5.10 replace as follows:

"The only allowable fuels are gasoline, gasohol, and diesel fuel. Gasoline octane-boosting additives, not containing oxygen or nitrogen compounds, are permitted."

Page 10, par 7.4.1 N Replace 1.5 with 2 in both places.

Honorable Mention

While I was standing here doing the final paste-up on this turkey, I said, "What the hell goes at the bottom of this page?" Chris and Alan, who were coloring their little hearts out on the cover (Chris has a doctorate degree in coloring, Alan announced he failed kindergarten, and Gary is color-blind, so he got to do the red), anyway, Chris and Alan piped up and said, "That's a good place to mention the Bowling Team." "OK," I said, so here: the Bowling Team.

Dear Jack,

Sorry to hear about the "accident" that befell you a few weeks ago; I regret that I may be able to shed some light on your anonymous attacker.

Remember that December night in 1975 when we'd put our last issue of Checkpoints to bed, drinking that excellent champagne you'd brought along to celebrate with--Chateau Chateau de Pop, I think it was--and reminiscing about how much fun it had been doing Checkpoints? And remember how the more we drank, the more we realized what a chore it had really been to throw together an issue every month? Remember how we half-jokingly formed "Checkpoints Anonymous", so that if ever we forgot all of the drudgery of doing the newsletter and only remembered the glory of it all, how the other one would give the offending party a swift kick in the butt to jog his memory? Later that night as I continued to celebrate on my own, I related the story to the gentleman sitting next to me at the bar.

I told him how, since you were a rising, young executive type, that our paths would most likely part, and I'd probably never know whether you were thinking about doing Checkpoints again or not. Well, this man next to me introduced himself as Vito Scagliani, an unemployed grape-crusher just come to this country and looking for gainful employment. He said that for a mere twenty dollars (American), he'd keep an eye on you--just in case you showed a sign of weakness and decided to do Checkpoints again. After all, it was near Christmas, and he kept talking about his family, and--gee, I guess I felt kinda sorry for the guy--so I gave him a twenty and forgot about it.

Well, Jack, six years passed and through wise, legitimate investments in money market certificates and pizza sauce, Vito has turned that twenty dollars into a sizeable empire.

Vito never forgot who gave him that twenty dollars, but unfortunately, neither did he forget what it was for. He stepped up his surveillance procedures using modern electronic listening devices, microwave sensory and brain implants.

Well, Jack, on that fateful evening as you were sitting there comfortably in your easy chair, you must have thought, "Hey, it sure would be kinda neat to do Checkpoints again...." At that very moment, Vito's television monitor across the street flashed the same message, and, as they say, the rest is history. (Judging from what I have heard about the extent of your injuries, he must have given accrued interest on that kick in the butt, too.)

Gee, Jack, I'm really sorry that I'd forgotten about Vito, and really feel like I should make it up to you somehow, so I've dedicated this issue to you and all the Checkpoints editors Vito's been keeping track of.

Yours in sorrow,



Dick

CALENDAR

August, 1981

August 15--SCCA (DC) National rally "Maryland Is For Crabs" starts and ends near Columbia, MD. \$35.00 for SCCA members/\$40.00 others. OD is Ken Plesser (301)730-8736. Registrar is Ruth Church, 1655 Yakona Road, Baltimore, MD, 21204, (301)823-6475.

August 16--BRSCC/SCCA "81 Outlaws Challenge Autocross Series" at the Hoffman Building, Alexandria, VA. Preregister with Jim Sheedfar 7 to 9 p.m. (703)620-3040.

August 23--VMSC "Detente 8-Hour Rally" Oded by Wilt and Barbara Greenwood and Fred and Marian DeBardeleben. See flyer in this issue.

Sept. 6 & 7--PSCC Labor Day Autocrosses. Both Sunday's and Monday's event will be held at Langley Speedway. The usual VMSC crowd is going down to Buckroe to combine the beach and autocrosses. Anyone interested in making the trek can contact the Hunters or the Wells for more information.

Sept. 12 & 13--THSCC (Tarheel) Two-day autocross at Rocky Mount Municipal Airport. This course could run up to 2 miles in length, and Tarheel is also planning some sort of social activity to further enliven the weekend. There will probably be a large group of VMSC'ers going down to Rocky Mount, so this is definitely one to mark on your calendar.

Sept. 20--Tentative VMSC autocross. All we need is a lot. Anyone with any ideas on possible locations for autocrosses please contact Shelia Hunter.

Sept. 27--VMSC rally Oded by Len Wells and Lewis Parsley and prechecked by Wilt and Barbara Greenwood.

Oct. 11--Tentative VMSC autocross Oded by Scott Powell and Dick Jones. Fun Runs First.

Oct. 18--VMSC rally Oded by Peter Wilson and John DeBardeleben. Note that this is a revised date.

VIRGINIA MOTOR SPORT CLUB, INC.
P. O. BOX 25822
RICHMOND, VIRGINIA 23260

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FIRST CLASS

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President: Libby Wells, 5915 Meadwood Circle, Richmond, VA 23234, (804) 275-8772
Editors: Alan Armstrong, 2818 New Kent Ave, Richmond, VA 23225, (804) 232-8252
Chris Young, 1915 Belt Boulevard, Richmond, VA 23224, (804) 233-6132
Bus. Mgr: Gerry Eberhard, 3100 Duryea Place, Richmond, VA 23235, (804) 272-6690