

VIRGINIA MOTOR SPORT CLUB, INC.
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CHECKPOINTS is the monthly publication of the Virginia Motor Sport Club, Inc. It is mailed free to members. Duescriptions to non-dues paying parties are \$6.00 per year. Deadline for contributions to the editors is the first Thursday of the month. For advertising rates, please contact one of the Checkpoints Editors.

President: Shelia Hunter,
Editors: Lewis Parsley,
Doug Burton,

Rt. 1, Box 280,
7807 Dalmain Drive
6500 Hanover Ave.

Montpelier, Va 23192
Richmond, Va 23228
Richmond, Va 23226



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 28

NUMBER 3

MARCH 1983

CALENDAR OF EVENTS

MARCH						
	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	31		

APRIL						
					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

- March 17 VMSC Monthly Meeting at Our Lady of Lourdes School on Woodman Road.
- March 19 "The 12 Hours of Sebring" at Sebring, Florida.
- March 27 VMSC Rally("Hanover 320 Rally"), starts at Dumbarton Square at 1:00 pm. OD'ed by Barbara and Lewis Parsley.(See Flyer)
- April 7 VMSC April Board Meeting at Alan Armstrong's.
- April 10 VMSC Autocross(King Furufi II Autocross"), at Zayres's Parking Lot.OD'ed by Scott Powell, Neale Dickinson and Dick Jones.(See Flyer)
- April 21 VMSC Monthly Meeting at Our Lady of Lourdes School on Woodman Road.
- April 1983 BRM Rally. (For more details call Scott.)



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HANOVER
320
RALLY

Sunday March 27, 1983

a Sunday afternoon T.S.D. Rally of Moderate
Difficulty. All course following traps are looped.

Starts at Dumbarton Square

Registration: 12 NOON Classes: Equipped
F. C. O. 1:01 PM Unequipped
Rookie

Price \$7.00

OD'ed By Barbara & Lewis Parsley

For information & to register call or Write:

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

OTHER STUFF

The Daytona Trip. 5 in a van, then add luggage and coolers, 'brellas and coats, cameras and \$. Lv Richmond, Va. 8:30 PM Thursday - arr Jacksonville, Fla. 7:30 AM Friday - breakfast, and then Daytona Beach. Our "regular" motel was asking \$60 per nite. A nicer place down the beach was 1/3 less. Race fans are fair game.

The weather. Friday was a nice day to recover from the nite before, and to oCH & aAH at the cars and other stuff in the pits. Beautiful sunny day Saturday for the start of the race. Rain Sunday for the finish. Sunday evening after the race it was 65°. Monday evening, back home again, it was 30°. That's what I like about the South.

The race. Porsche. Again! Both GTO & GTU classes won by: YAAAAAAA MAZDA!!! Afterwards, A. J. Foyt, who co-drove the winning zillion dollar Porsche 935, was asked: "Isn't it difficult to drive a strange car in the rain?", A. J. replied: "Except for the funny little gears, it was no problem - it's just another race car." (!) VMSC member (?) John Ashford co-drove with Bob Beasley in a 911 to a resounding DNF. Looked like fun while it lasted.

The food. Fantastic! Road & Track was right - Gene's Steak House has the best steak, anywhere!

The conclusion. Can't wait until next year!

License plates. Seen lately on a non-descript Detroit sedan: "POETIC". A few more possibilities: "DOG"; "LBTD" (Liquor by the drink); "ABC-OFF"; "DRIVERS"; "PILOTS"; and the ever-popular "2STEAL".

Len Wells

The Hanover 320 Rally needs workers badly. Please
*volunteer by calling Barbara Parsley. 262-1350 *

KING FURUFI II AUTOCROSS

APRIL 10, 1983

O. D.'S: NEALE DICKINSON, SCOTT POWELL

REGISTRATION OPENS AT 11:00. FUN RUNS FIRST FROM

12:00 NOON 'TIL 2:00, REGULAR RUNS BEGIN AT 2:00. YOU MUST BE IN LINE BY 1:45 TO RECEIVE YOUR FUN RUN. ENTRY FEE OF \$8.00 INCLUDES 1 FUN RUN. ADDITIONAL FUN RUNS WILL BE AVAILABLE FOR \$1 EACH AS TIME PERMITS.

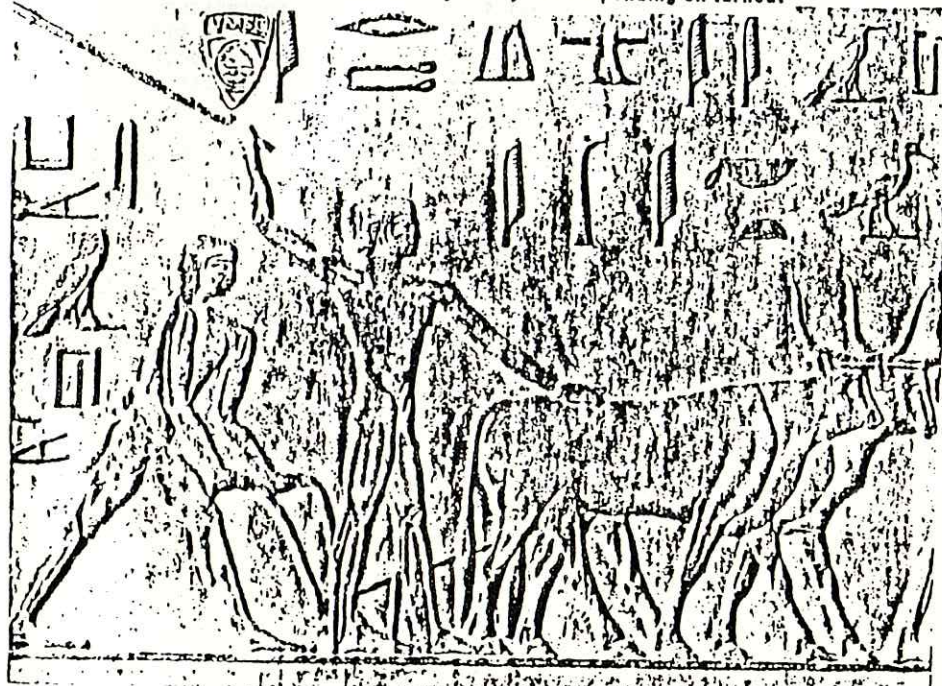
To be held at Zayre's, Northeast Plaza,
on Mechanicsville Pike 1 mile north of I-64.

MWSCC CLASSES AS MODIFIED BY VMSC. EXHAUST SUPPRESSION REQUIRED. CAMBER COMPENSATION REQUIRED FOR SWING AXLE CARS. ROLLOVER PROTECTION REQUIRED FOR ALL OPEN TOP CARS.

FOR MORE INFORMATION AND PREREGISTRATION, CALL

NEALE DICKINSON AT (804)272-7610

NOTE: Fun run and start time may be adjusted depending on turnout



ABOVE: Ancient Egyptian tomb carving showing a 1400 B. C. autocross contestant. Symbols near top of photo are times in class. The sport didn't fare too well during this period, mainly because it took 20-40 years to post a class

PROTEST COMMITTEE REPORT
 WORLD'S GREATEST SIGN PAINTER RALLY
 FEB. 20, 1983

The World's Greatest Sign Painter Rally

February 20, 1983

Rallymasters: Bill Armstrong, Joe & Candy Bainbridge

Leg 3 was protested on the basis of ambiguity in #122 which required the contestants to "jog" at a "T". The Committee felt that although a choice of directions existed, the definition of jog (i.e. Either a L followed by a R or a R followed by L) allowed for correct execution at that point. Since either way was correct, the resultant of either move gave the single desired action of execution to follow the correct rally route. With only one resultant possible from the execution of #122, the Committee ruled against ambiguity and denied the protest.

Note: The use of the word "or" has in the past given us many problems. Of course in normal usage we have assumed that there was only one correct course and that execution of one part of an "or" instruction would lead to the correct action. The use of the word "or" in #122, to cause a turn onto one of two correct courses must cause some re-thinking. In this ruling, the Committee does not condone this usage. It only interpreted this set of generals and found the logic sound. Care must be taken in future generals if this situation is not desired.

Leg 4 was protested on the grounds that #124 was to be initiated by the passage of a mileage only while earlier in the rally #122 which contained a mileage was passed by and not initiated even though the mileage was encountered. The Committee ruled that #122 had indeed set a precedence in that, if it were not to be initiated at a mileage then #124 couldn't be initiated either. The protest was upheld.

Leg 5 was protested on the grounds that #126 causing the contestants to "CAS 50 when traveling on Route 60. WRC." could be done time and time again as long as the contestant was on Route 60. Being a special instruction it had priority and did not allow the contestants to change route off of Route 60. The Committee upheld this protest.

Respectfully Submitted
 Floyd Mills
Floyd Mills
 Comp. Committee Chairman

The following motions were passed at the March meeting of the VMSC Board:

1. VMSC will recall and reissue all outstanding trophy point tickets.

The tickets are due in by July 21st, 1983 at 10:00 p.m. and will be redated with the expiration date of July 21st, 1985.

Change in Trophy Point Accumulation System; New Section VIII

2. All VMSC tickets issued after July 21, 1983 must be used or revalidated by the expiration date on the ticket. The expiration date being two years from the date of the event.

O/A	Pos'n Class	Car #	Make	*Driver Navigator	2	3	6	7	DIY	Total
1	1E T	1	Saab	W. Greenwood B. Greenwood	0	2	2	0	0	4
2	2E T	3	Honda	G. Stout D. Jones	0	3	0	2	0	5
3	3E	7	Honda	F. Mills M. Mills	9	0	28	1	120	158
4	4E	6	VW	C. Hoelzel K. McCall	200	0	6	5	0	211
5	1U T	11	Datsun	B. Mills S. Hunter	51	200	58	11	0	320
6	2U	5	Honda	B. Hunter G. Eberhard	7	300	21	1	0	329
7	5E	9	Datsun	S. Powell N. Dickinson	200	158	17	11	0	386
8	3U	10	Olds.	S. Adams J. Adams	23	200	24	180	1	428
9	6E	8	Volvo	B. Parsley L. Parsley	200	200	82	12	0	494
10	7E	4	Datsun	B. Westbrook B. Stout	200	300	1	0	1	502
11	1R T	12	Buick	D. Weir* D. Weir*	200	200	27	42	84	553
12	2R	14	Honda	R. Lawrence F. Lawrence	300	300	89	138	0	827
13	3R	19	Ford	F. Kerke* R. Koris	200	300	106	86	175	867
14	4R	15	Datsun	G. Kraft* C. Madison	300	300	77	200	0	877
15	5R	2	Chev.	D. Carter* J. Nye*	300	300	300	300	300	1500

Off. Pre-check: Alan Armstrong, David Bell.
 Workers: Peter Wilson, Alan Armstrong, Toby Williams, Jeff Wright, Jet Rickman, Doug Burton, David Bell, Libby Wells, Anne Wilson, Lindsay Wilson, Shelley Birdsong, Philip Kenney, and Jon Moore*. THANKS!
 T - Trophy Winner * - Non-VMSC Member

For the number drawing please bring the "Heathcliff cartoon out of the March 16 or 17 "News Leader".

THE WORLD'S GREATEST SIGN PAINTER RALLY

RALLY REPORT

BY

BOOKIE & BARBARA

(Second Draft)

The first draft of this article was 2½ pages long, and that was only through control 3! We thought a rewrite would be in order.

This was Joe and Candy Bainbridge's debut as VMSC rallymasters. Aply aided by Bill Armstrong, they put together a delightful rally. That there were several flaws is not to be held against them.

The rally was well-paced with some novel traps. We particularly liked the first intended trap where the #1 SI overrode #2 SI with a marginal mileage (Marginal mileage instructions have no particular priority). We also liked the second leg when a Kilroy sign forced the ralliests to travel on a dead-end road. What's a Kilroy sign? Well, there was an overriding provision in the generals which caused a change of route each time a Kilroy sign, example at start, was encountered. Any instruction in progress was put on "hold" while the Kilroy was executed and then continued. Sort of a super special instruction.

Only one problem...the Kilroy turn was not a course-following priority and as such was not bound to be executed onto the same type roads as course-following instructions. This was the basis for the second trap. One couldn't execute an SI or NI onto a dead-end road, but a Kilroy was fine. We can tell you the call back mileage was just far enough away to produce a max for those who went off course.

The possibilities of that "super special" Kilroy were not fully explored, although I don't think the field was up to much more that day. We think the rallymasters did an excellent job packing so much action into such a short distance.

We do feel compelled to comment on one major shortcoming here--the need for two pre-checks for any rally. We like to have two sets of checks because each team seems to view a rally slightly differently; and each team finds errors. There were several outright errors that are the sort of things checkers usually find--the Rallymasters are too close to see it.

The major problem for many contestants centered around an NI which could be correctly executed by turning either way. They were covered in their definition, but one of the fundamental rally canons was violated. Our competition regulations which govern all events state: "All instructions shall be free of ambiguity." By definition an ambiguous instruction is one that can be correctly executed in more than one way. This NI was protested on those grounds, but the protest was disallowed. We should not let this be a precedent to future Rallymasters. Having been down this path before, VMSC does not want to use ambiguity again. Enough soapbox

Candy, Joe and Bill--we look forward to your next event! Welcome to the Rallymaster corps.

B&B

Note to Libby: "But Mom, everybody knows that!"

Catch it next week: "Jimmy Hoffa II", directed by Stephan "ET" Spielberg.

TID-BITS

If you have not heard VMSC is having financial difficulty and with the prospect of a great deal fewer autocrosses we need to tighten ours belts. All members must make a conscious effort to save the Club money. Any ideas in this respect or any ideas to make the Club money will be greatly appreciated. Let your elected officers know.

We are in bad need of autocross lots. We need to be keeping our eyes open for lots. If you have an idea let Scott Powell or John Adams know. There are a few lots still available but most of them will cost us money, for example:

AJD Parking Lot - \$200.00

Southside Speedway(track) - \$125.00

Southside Speedway(Parking Lot for field trail) - \$??

Zayres Parking Lot - \$50.00 (April may be the last time we can get this lot.)

There two places we are looking into 1) City of Richmond drivers ed. lot behind Parker Field and 2) Fort Lee.

For members that have forgotten or new members VMSC Trophy Tickets can be redeemed for entry fees, tee shirts, car plaques, beer, pewter, money, etc. They are redeemable for just about any thing that VMSC sells.

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Change in Speed Event Regulations

Item 9

3. There will be no homologation of classes for trophy purposes. Trophies will be awarded on the basis of one(1) trophy for every five(5) cars or a percentage there of.

The change in the Speed Event Regulations passed by the Board now must be passed by the competition committee. If you have any comments please contact Floyd Mills.

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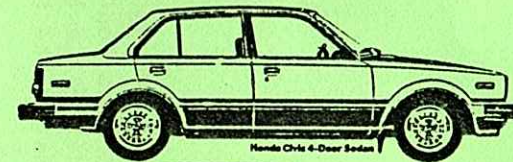


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