

VIRGINIA MOTOR SPORT CLUB, INC.  
P.O. BOX 25822  
RICHMOND, VIRGINIA 23260-5822

CHECKPOINTS is the monthly publication of the Virginia Motor Sport Club, Inc. It is mailed free to members. Subscriptions to non-dues paying parties are \$8.00 per year. Deadline for contributions to the editors is the first Thursday of the month. For advertising rates, please contact the Checkpoints Business Manager.

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# Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 29

NUMBER 5

MAY 1984

- May 17 VMSC monthly meeting - Skipjack - 8pm.  
May 19 & 20 "Cruising Crewe" airstrip autocross (see flyer)  
May 26 (SAT.) "Pickup Sticks" VMSC rally (see flyer)  
May 27 (SUN.) Annual Memorial Day Hoohah at the Hunter's.  
(see flyer)

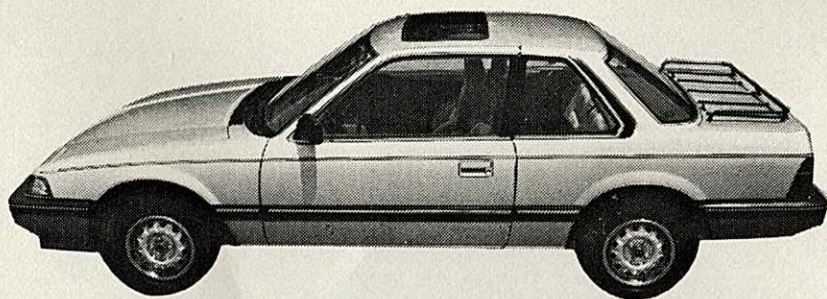


- June 9 & 10 Annual picnic rally (see flyer)  
June 24 THE VAUNTED RETURN OF THE IMMORTAL VMSC  
July 8 \*\*\* SERIES 3 ROADCROSS !!!!!!!!!!!!!!!!!!!!!  
July 22 ((see flyer))

THE 3rd ANNUAL BLACKSTONE CHAMPIONSHIP AUTOCROSS IS COMING!!



# The Art of Performance



*New Honda Prelude — with moon roof*

**CIVICS • ACCORDS • PRELUDES**

*Masterpieces in Style and Performance*

**Richmond Honda**

**7400 Midlothian Pike**

Just West of Cloverleaf Mall

**YOUR CIVIC MINDED DEALER**

Your #1 **HONDA** Dealer

**745-0300**

Most of the membership agrees, I believe, that our monthly meetings have become both more productive and enjoyable since our move to the Skipjack restaurant. The good news concerning this is that starting with the June meeting, we will have a room to ourselves. The week of Memorial Day, the Skipjack will be closed for remodeling. Its re-opening will see the area we presently use for meetings closed off from the rest of the restaurant. This will benefit VMSC enormously.

With our pre-occupation with the Skipjack as a meeting place, we frequently forget that it is also an excellent place to dine. If you need a good excuse to justify going out for a nice meal, VMSC at Skipjack on Thursdays is definitely the hot ticket. A nice meal and a good drink can set you up for an evening of productive haggling very nicely. Besides, since they give us the room free, a little support is only fair. So - Eat! Drink! Relax! Enjoy!





The following change was passed by the Competition Committee and the Board of Directors. The effect of this change is to delete the homologation of classes for points in speed events. Competition Points for speed events will be awarded in each class:

Speed Event Regulations

Page 36, Section 10.0 Replace entire section with new section:

10.0 COMPETITION POINTS

VMSC Competition Points will be awarded in each class based on the finishing position and the number of entries in that class, per the following chart:

	Number of people in the class					
	1	2	3	4	5	6 or more
1st	600	700	800	900	1000	1000
2nd	-	600	700	800	900	900
3rd	-	-	600	700	800	800
4th	-	-	-	600	700	700
5th	-	-	-	-	600	600
6th	-	-	-	-	-	500
7th	-	-	-	-	-	400
8th	-	-	-	-	-	300
9th	-	-	-	-	-	200
10th	-	-	-	-	-	100
11th & up	-	-	-	-	-	50

This change will be in effect for all speed events in 1984, including the autocross at Ft. Lee on April 29, 1984.

Other wording changes are necessary in order for the Competition Regulations to conform with this new change:

Competition Regulations

Page 11, Section 4.1, A, Re-arrange entire section to read:

A. The top 20 in the total accumulation of VMSC Competition Points. These Points will be awarded on the following bases:

1) Rallies

<u>PLACE</u>	<u>POINTS</u>
1st . . . . .	1000
2nd . . . . .	900
3rd . . . . .	800
4th . . . . .	700
5th . . . . .	600
6th . . . . .	500
7th . . . . .	400
8th . . . . .	300
9th . . . . .	200
10th . . . . .	100
Over 10th . . . . .	50
O.D. . . . .	1000
Official Prechecker . . . . .	400
Other Prechecker . . . . .	200
Worker on the Day of Event . . . . .	400

Worker Points will not be awarded to contestants in rallies. O.D.'s, precheckers, and other individuals having prior knowledge which would offer a competitive advantage will not be allowed to compete for either trophies or Competition Points in the event.

Points earned for prechecking will be added to worker Points if the prechecker also works on the day of the event.

Cars with only non-members of VMSC and only such cars shall be omitted in the awarding of Points in rallies.

Members may receive only the highest earned Points in any one event except for rally precheckers.

2) Speed Events

VMSC Competition Points will be awarded in each class based on the finishing position and the number of entries in that class, per the following chart:

	Number of people in the class					
	1	2	3	4	5	6 or more
1st	600	700	800	900	1000	1000
2nd	-	600	700	800	900	900
3rd	-	-	600	700	800	800
4th	-	-	-	600	700	700
5th	-	-	-	-	600	600
6th	-	-	-	-	-	500
7th	-	-	-	-	-	400
8th	-	-	-	-	-	300
9th	-	-	-	-	-	200
10th	-	-	-	-	-	100
11th & up	-	-	-	-	-	50

Finishing Position

In addition:

- O.D. . . . . .800 Points
- Worker on the Day of Event . . . .400 Points

The awarding of worker Points will be at the discretion of the O.D. when a question arises regarding the efforts of a Club member at an event.

Members may receive only the highest earned Points in any one event.

3) Other

Fifty (50) Points shall be awarded for attendance at each Club meeting and for attendance at the Annual Awards Banquet.

Page 12, Section 4.1, D. Change 2nd sentence to read:

These Points will be based on finishing position in each class, and they shall be awarded as in Regulation 4.1.A.

Section 4.1, D. Delete entire 3rd sentence.

Speed Event Regulations

Page 36, Section 9.0. Delete 1st sentence.

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W  
E

## CRUISIN'

MAY 19-20  
1984  
CREWE  
AIRFIELD

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— Cruisin' —  
e  
w  
e  
//



**OD'S - BILL & SHELIA HUNTER  
DENNIS & DEBBIE WEIR  
FLOYD & BETH MILLS**

FOR INFORMATION CALL  
SHELIA AT (804)883-6557

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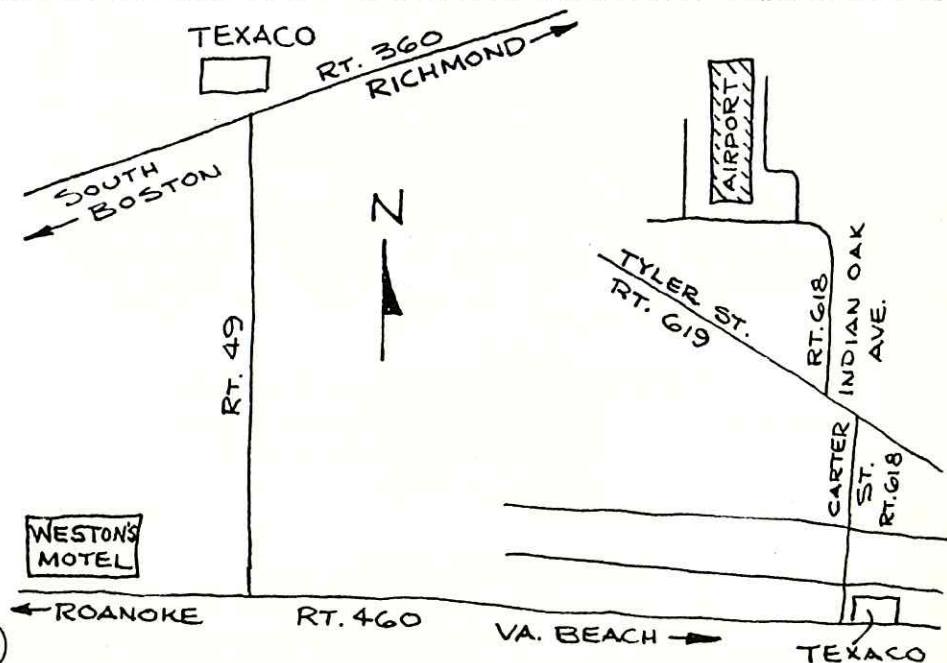




The second Crewe autocross will be a challenging, high speed, two-day event run on the 1/4 mile airfield at Crewe, Virginia.

Registration will be limited to 80 cars. Pre-registration prior to May 6 is recommended to guarantee you the same number both days. Register for both events for \$16.00, or individual events for \$9.00 each. Dash plaques will be given to all entrants and workers. The autocross runs rain or shine, with registration & tech inspection opening at 10:00 a.m. Saturday and 9:00 a.m. Sunday. There will be no walk throughs, but each heat will be preceded by a drive through. Ten car heats--to figure your start time, figure 50 minutes per heat.

Trophies will be based on one trophy for every five cars in a class up to five trophies per class. Trophy positions are determined by combining your best time for Saturday with your best time for Sunday (3 runs per day).



VMSCCC classes with following

V.50 requirements:

- exhaust suppression
- 1 1/2" minimum ground clearance
- camber compensation on all swing-axle cars
- adequate rollbars in all open cars with racing tires (cars equipped with detachable hardtops are considered open cars)

Lodging is available on a first-come-first-served basis at Weston's Motel on Rt. 460 in Crewe. Rates are \$25.92 single and \$26.00 double. Add \$3.64 for each additional person in a room. Call (804) 645-7761 and tell them you're with Virginia Motor Sport Club when you register.

Camping is not permitted at the airfield. However, it is available at Goodwin Lake State Park located about 10 miles from Crewe. For information call Ticketron Reservation Center (804) 490-3939 or Virginia State Park Service at (804) 786-2134.

*Crewe*  
e  
y  
e

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_ TYPE OF CAR \_\_\_\_\_

Number preference: (1st choice) \_\_\_\_\_ (2nd choice) \_\_\_\_\_

I will be competing on: May 19 \_\_\_\_\_ May 20 \_\_\_\_\_

Enclose this form with your check made payable to VMSC for \$9 for each day or \$16 for both days and mail to:

Shelia Hunter, Registrar  
Rt. 1, Box 280  
Montpelier, Va. 23192

6

7



Ft. Lee Autocross - April 29

As I sit in my dark dimly-lit atelier overlooking the West End ghetto of Tuckahoe with its drab azaleas gasping for nourishment in the musty, smog-shrouded air - one question still burns in my mind - etched by a fine engraver - why did Lewis ask me to write an article for Checkpoints about an autocross?

True, he did make a reference to his Magnum?(to much TV?) and making his day (things sure have changed from the good old days when the editors seemed to all take classes like Graveling and Pleading 201R).

Other than venue, most one-day autocrosses seem to have a particular sameness to them becoming indistinguishable as time passes. Perhaps what separates this autocross from others was it portrayed the way a proper autocross should be handled. The course was simple and fast (a little too fast for cars that rely more on nimbleness than shot-out-of-a-cannon acceleration) and allowed sufficient on-course time. The administration and organization were exemplary but with the usual problems at the start and cars breaking down in locations beyond the borders of normal communications and difficulty in getting workers who could drive to Vermont on a moments notice (and a microphone with no "off" switch).

One last factor that should go without mentioning (but I will anyway) at a good autocross is the weather. It was perfect. Why, most club members went around for a week afterward looking like donors at a skin bank. Attendance will never be impaired with a day like that.

After the near-powerboat-regatta that would have occurred had Richfood been held, the Club needed an event like that. The OD's and weatherman are to be thanked for the refreshing shot in the arm.

GARY STOUT



**VMSC'S SEVENTH**

**SEVEN  
SERIES**

**73  
ROADCROSS**

**JUNE 24**

**JULY 8**

**JULY 22**

**SOUTHSIDE SPEEDWAY  
RICHMOND, VA.**









APRIL 29, 1984

FORT LEE FLIGHT PATH AUTOCROSS

OD's:

T = trophy winner  
 \* = time includes penalty  
 for pylon(s) and/or gate(s)

Neale Dickinson  
 Gerry Eberhard  
 Bill & Shelia Hunter  
 Wesley Tutwiler

POSITION	DRIVER	CLUB	MARQUE	1ST RUN	2ND RUN	3RD RUN	
<u>A/M</u>							
T 1.	Robert Mays	NVCC	Corvette	1:13.409	1:10.684	1:14.257*	
2.	Russell Drumheller		VW	1:54.307	1:22.140	1:25.065*	
3.	James Gilchrist	VW	VW	1:39.315*	1:28.494*	1:24.069	
4.	Robert Bryan	SCCA	Mazda	DNF	DNS	DNS	
<u>B/M</u>							
T 1.	Len Porter	BCCC	Corvette	1:11.001*	1:13.546*	1:10.414	FTD
T 2.	Wayne Tilley	CCR	Corvette	1:16.940	1:17.547	1:17.886	
3.	Steve Campbell	VMSC	Camaro	1:25.906*	1:19.727	1:23.011*	
4.	Gary Stout	VMSC	Honda	1:21.042	1:20.028	1:19.774	
5.	Floyd Mills	VMSC	Honda	1:22.050*	1:21.448	1:20.995	
6.	John Adams	VMSC	Honda	1:22.729	1:34.316*	1:22.627	
7.	Robert Carwile		Porsche	1:30.889	1:39.880*	DNS	
<u>C/M</u>							
T 1.	Harold Hayes		Capri	1:22.187*	1:23.410*	1:17.278	
T 2.	Len Wells	VMSC	Mazda	1:18.222	1:28.820*	1:22.373*	
3.	Brian Cates			1:22.133	1:31.200*	1:18.292	
4.	Lloyd Hornberger		Capri	1:21.733	1:19.483	1:40.303	
5.	Tom Blot	VMSC	Mazda	1:34.778*	1:22.093	DNF	
6.	Libby Wells	VMSC	Mazda	1:33.450*	1:25.255*	1:23.069	
7.	Lewis Parsley	VMSC	Mazda	1:27.769*	1:24.305*	1:23.234	
8.	Bill Enos	VMSC	Mazda	1:24.005	1:26.000*	1:31.148*	
<u>B/P</u>							
T 1.	Gary Henderson	BCCC	Corvette	1:36.689	1:18.673	1:19.916*	
T 2.	Mac Davis	THSCC	Camaro	1:23.474	1:21.099	1:19.197	
3.	Chuck Narducci	BCCC	Corvette	1:20.442	1:49.833*	DNS	
4.	John Bradley	HRCC	Corvette	1:25.080	1:21.713	1:20.622	
5.	Stanford Vann	THSCC	Camaro	1:29.219*	1:20.760	1:21.955*	
6.	Tom Koontz		Corvette	1:25.934	1:33.853*	1:21.790	
7.	Walter Harley	SHELBY	Mustang	1:34.197	DNF	DNS	
<u>C/P</u>							
T 1.	Bruce J. Baron		Mazda	1:24.932	1:23.661	1:23.487	
2.	Jeff Coleman	RX-7	Mazda	1:30.115	1:26.822	1:25.339	
3.	Bruce G. Baron		Mazda	1:37.458*	1:27.694*	1:27.267*	
<u>D/P</u>							
T 1.	Bill Hunter	VMSC	Honda	1:19.711	1:19.239	1:19.005	
2.	Shelia Hunter	VMSC	Honda	1:25.419	1:24.627	1:25.624	
<u>E/P</u>							
T 1.	Richard Mitchum		Mazda	1:25.880	1:27.972*	1:28.144*	
2.	Joe Bainbridge	VMSC	VW	1:28.918	1:26.716	1:27.184	
3.	William Canada		Opel	1:35.728	1:32.565	1:31.827	

10



POSITION	DRIVER	CLUB	MARQUE	1ST RUN	2ND RUN	3RD RUN	INDEX/CLA
<b>F/P</b>							
T 1.	Bill Gilchrist	VMSC	Chevy	1:34.204*	1:30.453	1:29.961	
2.	Doug Burton	VMSC	Datsun	1:31.389	1:31.591	1:31.724	
3.	jet Burton	VMSC	Datsun	1:41.221	1:39.749	1:38.503*	
<b>GT/S</b>							
T 1.	David Edwards	VMSC	T-Bird	1:32.179	1:30.642	1:29.309	
<b>A/S</b>							
T 1.	John Sheally	MCDCD	Morgan	1:20.626	1:19.087	1:18.461	
2.	Jim Davis		Datsun	1:32.208*	1:22.411	1:35.121*	
3.	John Murphy	HRCC	Corvette	1:23.913	1:27.865*	1:24.053	
4.	Jeanine Mathew		Morgan	1:44.637	1:33.460*	1:26.457	
<b>B/S</b>							
T 1.	Richard West	VMSC	Honda	1:21.724	1:20.010	1:21.396*	
2.	S. B. Sachs	SCCA	Mazda	1:22.926	1:22.195	1:22.724	
3.	James Adcock	VMSC	Mazda	1:23.840	1:25.468*	DNF	
4.	Glenn Smith		Mazda	1:34.711*	1:33.287*	1:24.522	
5.	Mike Barbuschak		Honda	1:39.843*	1:32.052	1:33.006	
<b>C/S</b>							
T 1.	Gene Cooley		Dodge	1:26.198	1:25.741	1:24.231	
T 2.	Jack Enoch	VMSC	VW	1:27.154	1:25.209	1:24.777	
3.	Vince Bly		Honda	1:26.357*	1:26.998*	1:25.732	
4.	Don Gartner		Honda	1:35.950*	1:28.229	1:36.032*	
5.	Dennis McNeal		VW	1:43.209*	1:41.887*	1:29.461*	
6.	Gerry Eberhard	VMSC	Dodge	1:31.083	1:31.854*	1:32.651*	
7.	Steve Cohen		Honda	1:42.413*	1:40.917*	1:41.045*	
8.	Nita Enoch		VW	1:53.715	1:42.658	1:41.021	
<b>D/S</b>							
T 1.	Edward Maglott		VW	1:27.845	1:27.598	1:27.427*	
T 2.	Bill Lewter		Chevy	1:34.137	1:27.821	1:32.946*	
3.	Barbara Westbrook	VMSC	Honda	1:32.505	1:29.363	1:28.399	
4.	Bookie Westbrook	VMSC	Honda	1:29.760	1:29.087*	1:35.643*	
5.	Alan Armstrong	VMSC	Pinto	1:37.691	1:36.361*	1:32.066	
6.	James Waid		Fiat	1:40.143	1:40.440	1:39.199	
<b>E/S</b>							
T 1.	Paul Newton		Renault	1:34.332	1:32.512	1:32.337	
<b>LADIES</b>							
T 1.	Cindy Baker	BCCC	Corvette	1:38.608	1:20.992	DNF	.9630 B
2.	Carla Gilchrist	VMSC	Chevy	1:51.390	1:45.156	1:41.695	.9172 F

The OD's would like to extend a very big "THANK YOU" to everyone who participated in this event--it could not have run so smoothly without all of you working together. Workers included: Gary Stout, Len Wells, Richard West, jet Burton, Barbara Westbrook, Libby Wells, Beth Mills, Floyd Mills, Candy Bainbridge, Scott Powell, Jack Enoch, John Adams, Doug Burton, Robert Bryan, Will Hunter, Jessica Mills, Anne Wilson, Angela Gilchrist, Alan Armstrong, Barbara Parsley, Adrian Cates, Lewis Parsley, Keith Francisco, Harold Hayes, W. G. Osbourne, S. B. Sachs, Bill Whitehead, Robin Hayth, Lloyd Hornberger, Lindsay Wilson, and especially Joe Bainbridge, for all your help in securing this location. If we didn't get your name, please know that we appreciated your help just the same. See you at Crewe on May 19 and 20.

## THE HUNTERS ANNOUNCE

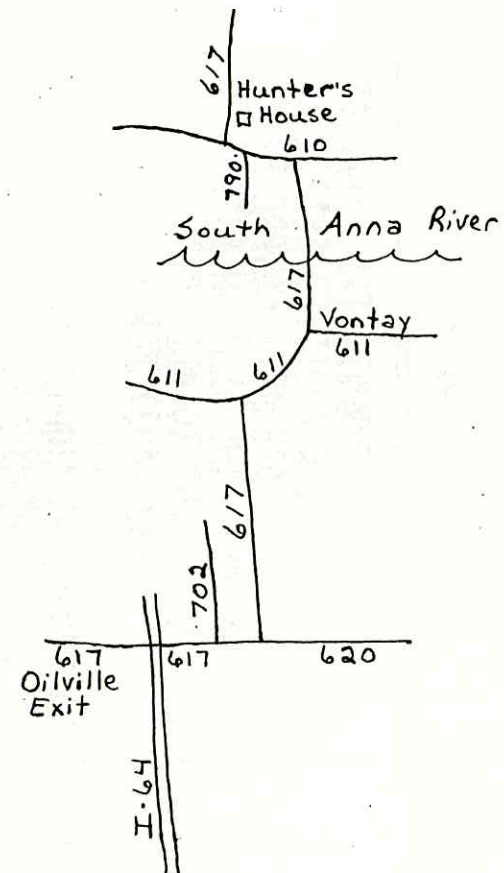
### "THE 6TH ANNUAL MEMORIAL DAY IN MONTPELIER PICNIC AND MOTORCYCLE FIELD TRIALS"

Sunday, May 27th

1:00 p.m. until

Bring your own food & drinks and lawn chairs or blankets. The more adventuresome should bring their motorcycles; the more sedate their "Uno" or "Perquackey" games. We will provide clean country air, charcoal grills to pollute same, ice, paper cups & plates, napkins, hot dog & hamburger fixins', frisbees, badminton, volley ball, a dart board, and a two-acre field in which to test your motorcycle skills.

SEE YOU THERE!







invites  
you  
to

# PICK UP STICKS

A STRAIGHTFORWARD TSD RALLY OF LESS THAN 100 MILES, UTILIZING A MODIFIED "STICK-MAP" CONCEPT. SPEEDS WILL BE MODERATE, COURSE-FOLLOWING WILL BE MODERATE TO EASY - AND ALL CONTESTANTS SHOULD HAVE NO PROBLEM IN GETTING TO ALL CONTROLS. CALL THE RALLYMASTERS (804/282-1493) FOR NUMBERS AND GENERAL INSTRUCTIONS.

RALLYMASTERS AND COURSE LAYOUT: Wilt and Barbara Greenwood  
OFFICIAL PRE-CHECK: Fred and Marian DeBardleben  
STARTS FROM: The Fringe Commuter Parking Lot

on Parham Road, just South of I-64

DATE OF EVENT:

Saturday, May 26, 1984

TIME OF EVENT:

Registration at 11:00 AM, FCO at 12:01 PM

COST:

\$8.00 per team

13



## Other Stuff

How is a cruise control like a rally computer? If this burning query has been causing you sleep loss, insomniate no more. A rally computer keeps you on the exact speed, to the hundredth of a minute, mile after mile, on or off course. A cruise control allows your right foot to relax while you stay at the same rate of speed for miles and miles of Interstate.

No, that is not the sameness I mean. It's the effect of these two electronic marvels have on LOCALS - that's it. Locals, especially Sunday locals, like to speed up and slow down and look and speed up and slow down and etc. All this time the Equipped Ralliist wants to go exactly 37.50 miles per hour, up and down dale, over hill and around curve, across those one-lane bridges and across the top of that unweary local's Chevy pickup, and on to the control!

Cruise controls cause the same type of teeth grinding as you dodge big trucks, loads of pigs, slow Chevy pickups and assorted 1000 cc Kawasaki troops, at an indicated 64.5 MPH. As you know, under 65 keeps your permit alive, 66 and more endangers your permit's health. At least, that is my experience on the Big I.

Now, Bill Gronning of Zeron fame, once told me that he could (for a figure too grand for my wallet) hook these two regulators together, and let your computer drive your car! You would have to watch out for those locals, but it would take the worry out of being late/early at a control. I like the idea, being lazy, but would like an early warning alarm to signal an approaching local, and a LOUD blaster to encourage the offender to speed up to 38.00 MPH or so.

I saw "LOCAL" on a Va. license plate the other day - on a new pickup! The economy is better, even in local-land.

Len Wells



# VMSC PRESENTS: THE



## PICNIC RALLY

June 9 and 10, 1984

General: An easy to moderate time, speed, distance rally on Sat. which ends with a bring your own picnic.

Start: The rally will begin at Atlee Corner Shopping Center, 1 mi. East of the Atlee/Elmont exit of I-95 on Rt. 656. Registration will be open from 10:00 a.m. to 10:45 a.m. First car off at 11:01 a.m.

Finish: The rally will end at the Green Tree Campgrounds in Williamsburg, Va. There will be a drawing for a bucket of chicken. Early reservations are a must. The phone number is 804-874-7671; ask for Linda Campbell and mention that you are with VMSC. Other accommodations include the Econo Travel on Rt. 60, the phone number there is 804-564-3341.

Fee: \$12.00 per team, (this includes a \$2 per person user's fee for the pool and campground facilities).

For further information and pre-registration:

John and Sue Adams  
2512 Cedar Lane  
Mechanicsville, Virginia 23111  
804-730-9157



## SUMMIT POINT RACEWAY 1984 SCHEDULE

APRIL	6-7	PCA (Potomac Region)	AUGUST	28-29	AMA Champion Cup National*
	8	BSR Solo I		3-5	SCCA National*
	14-15	WERA Motorcycles*		10	FATT
	20	FATT		11-12	Ferrari Club
MAY	28-29	SCCA MARRS*	18-19	WERA Motorcycles*	
	5-6	WKC Karts*	25-26	PCA (Potomac Region)	
	11	FATT	SEPTEMBER	1-3	SCCA Double MARRS*
	12-13	BMW Club	8-9	BSR Solo I	
	18-20	SCCA Trans-Am*	14-16	WKC/WKA Kart National*	
	18-20	VW Rabbit/Bilsein Cup*	22-23	WERA Motorcycle National*	
JUNE	18-20	SCCA MARRS*	29-30	SCCA MARRS*	
	26-27	WERA Motorcycles*	OCTOBER	6-7	AMA Champion Cup Regional/ U.S. Endurance Championship*
	2	Corvette Club	13	BSR Solo I	
	3	BSR Solo I	14	PCA (Potomac Region)	
	8-10	SCCA National*	20	Mazda Club	
	16-17	WKC Karts*	21	Cycle Sport Grand Prix	
	23-24	PCA (Potomac Region)	26	FATT	
30-1	WERA Motorcycle National*	27-28	WKC Karts*		
JULY	7-8	SCCA MARRS*	NOVEMBER	3-4	SCCA School
	12-15	Skip Barber Series	10-11	EMRA	
	20-22	PCA (Riesentoter Region)	*Spectator Events		
	27	FATT			



**Small Market — Third Place  
WPVA/Petersburg, VA  
The First Annual WPVA Road Rally—**

A three hour promotion that gives many advertisers a special opportunity . . . The Annual WPVA Road Rally is a competition to determine the most accurate team in following instructions. Participants register at participating advertiser locations. To win, entrants must correctly answer questions on the instruction form and win at poker hands drawn at each check point.

**SOME FACTS ABOUT LOCAL CONTENT  
HOW SENATE BILL S.707 CAN HURT YOU**

**WHAT IS IT ?**

Now pending in the United States Senate is S.707, the local content or domestic content bill. Local content law means that a substantial percentage of a vehicle's components must be U.S.-made. If this bill becomes law, importers would have the choice of producing at higher cost here OR limiting themselves to what would amount to a quota of as few as 100,000 cars per year.

A similar bill was passed by the U.S. House of Representatives last November.

**WHAT WILL IT REALLY DO ?**

First of all, it will reduce the number of imported cars available for sale by Dealers to the public and thereby limit the availability of cars a buyer could choose from.

As a result, local content will cost car buyers a great deal of money as competition in the car business is reduced. Estimates of higher car prices range from 4.5% to 10%:

- 4.5% price increase — Department of Commerce study
- 6.0% price increase — Congressional Budget Office
- 10.0% price increase — Wharton Econometric Forecasting Associates

Anyway you look at it, it means consumers will pay higher prices for both domestic and imported cars and pickup trucks!

Total employment would be reduced! The few thousand jobs that may be created in the domestic auto industry will be more than offset by job losses in import Dealerships, port operations and industries supporting and dependent upon the import car business. That does not include job losses if our trading partners around the world decide to retaliate against our agricultural and machinery exports, for example, as they well might do.

Net job loss estimates are:

- 66,000 jobs lost — Congressional Budget Office
- 125,000 jobs lost — Department of Commerce Study
- 365,000 jobs lost — Wharton Econometric Forecasting Associates.

As you can see, there are no gains and the losses are substantial!

Local content will benefit no one.

- Not consumers, who will have to pay higher prices
- Not workers, since more jobs will be lost in other industries than will be gained in the auto industry
- Not the American auto industry, whose freedom to buy components worldwide at the cheapest price will be severely restricted.
- Not the United States, which will further damage an already shaky world trading system and run the risk of retaliation from other countries.

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