

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

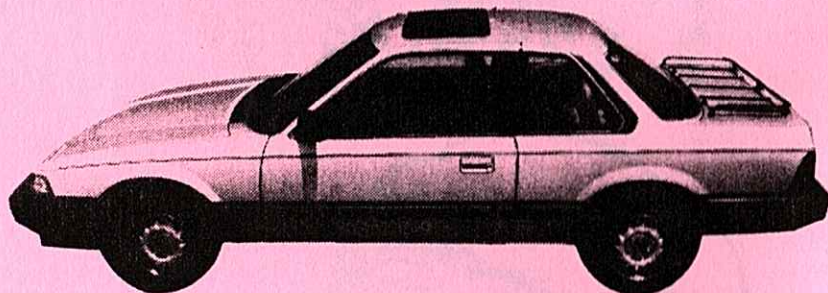
VOLUME 29

NUMBER 12

December 1984



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Performance



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CALENDAR OF EVENTS

- DEC. 20 VMSC Annual Meeting at HOLIDAY INN
MIDTOWN (near Channel 6 on Broad St.)
8PM in the Caucus Room.
- JAN. 12 VMSC Annual Awards Banquet at the
Westwood Raquet Club. (See Flyer)
- FEB. 2 & 3 "24 Hours of Daytona" IMSA endurance
race. Usual VMSC crew is going - call
Doug at 262-6898 for details if you
want to join us.
- FEB. 17 VMSC Rally ODS Gary Stout and Bill
Hunter. (Flyer to follow)
- MAR. 16 Rally and St. Patty's Day party ODS
Lewis Parsley and Neale Dickenson
- MAR. 23 "12 Hours of Sebring" IMSA endurance
race. VMSC crew will stage its own
endurance event, getting there and
coming back between Friday afternoon
and Sunday night. Call Lewis at
346-0150.
- APR. 13 & 14 BRM Rally. This will probably be
the last BRM to leave from Luray.
Mike Leeper may move the rally to new
territory for 1986.

*****NEW MEMBER*****

Warren E. Beam, Jr.
9709 Springfield Woods Cir.
Glen Allen, Virginia 23060
270-7542

Employer - Richmond Newspaper Inc.
Drives: Pontiac Trans Am

These people have been nominated as Officers for 1985:

PRESIDENT Neale Dickinson

Neale joined VMSC in August of 1966. He has ODed numerous events, and has served the club in many capacities including Indoor Activities Chairman, Membership Chairman, Parliamentarian, Competition Committee Chairman, and Treasurer. Neale is currently Second Vice-President.

FIRST VICE-PRESIDENT Bill Hunter

Bill joined the club in August, 1974. He has put on several events and has served on the Board of Directors on the Autocross Competition Committee, as First Vice-President, Checkpoints Business Manager, Publicity Chairman, Membership Chairman, and currently as Historian.

SECOND VICE-PRESIDENT Beth Mills

Beth joined VMSC in April, 1977 and has been extremely active. She has assumed the duties of Checkpoints Editor, Assistant Secretary, Secretary, Membership Chairman, Indoor Activities Chairman, and currently serves as Treasurer.

TREASURER John Adams

John became a member in April, 1980, and has also been very active. He has served on the Board of Directors as Indoor Activities Chairman, Membership Chairman, Autocross Site Finding Committee Chairman, and as 1984 Publicity Chairman.

SECRETARY jet Burton

jet has been extremely active in the short time she has been a member. Since joining VMSC in July of 1982 jet has served as Publicity Chairman, assisted greatly with Club Merchandise, and is currently Assistant Secretary.

ASSISTANT SECRETARY Ruth Williams

Ruth joined VMSC in July of 1980 and has been one of our most dependable members. She is always there when we need her and has never turned us down. This will be Ruth's first Board position.

②

VIRGINIA MOTOR SPORT CLUB PRESENTS

THE 1984 AWARDS BANQUET

ON

JANUARY 12, 1985

6:00 pm - Cocktails

7:00 pm - Dinner

8:00 pm - Awards Presentations

9:30 pm - 12:30 pm - Dancing to
the sounds of Flashback

COST: \$22.00 Per Person

R.S.V.P.

B.Y.O.L.

By January 8, 1985

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④

Other Stuff

by Len Wells

Most times now, nothing can be repaired on your car because every "system" is a "sealed at the factory unit". So, mechanics just replace these "units" until one of them restores the health of your mobile computer. Even big parts like automatic transmissions. I understand that one of the most popular, widely known, local transmission shops in town won't even open up your dead tranny and look inside. They buy "remanufactured" transmissions from the "factory builder" and swap it for your wheezing slug. All the local guy does is unplug one and plug in the other.

Back in olden days (BCC - Before Car Computers), they actually took off the offending chunk, disassembled it down into it's little bitty pieces parts, replaced the bad parts is parts, and put it back together again. They don't do that too much anymore. Now it takes a Ph.D. in computer science to be a car diagnostician, plus a big multi-muther-function TV screened monitor to "in-your-face" with the car's systems.

Junk yards. That's what Jim Croce called them, anyway. Now I hear that junk yards are calling themselves, "Automotive Parts Recycling Centers". But they still look like junk yards to me. (WANTED - AUTO PARTS RECYCLING CENTER SECURITY SYSTEM. WHO YA GONNA CALL!!!? ----- **Junkyard Dog!!**) If you need a part for an older car/van/etc, take a Saturday morning trip back in the auto-time-machine and visit your local yard. If you want to go out on the yard and look around, you have to be a little creative. Tell them you need a dome light cover or rear ash tray for a 1967 VW, and they will probably let you help yourself. If you ask for some expensive part, they have already removed them and stored 'em in racks like winter firewood, and you won't be allowed to poke thru the ruins.

Most of the good old stuff is way in back of the yard, sometimes grown over/under with trees and worse. Some cars you'll recognize as "just like the one Daddy used to have". But a few will defy description and identification. You'll be able to see crash tendencies, too. Beetles smashed in the front - Renaults and Fiats rolled into little crinkled balls - lots of convertibles having caught poles in the middle. And odd stuff left in wrecked cars by the owners, still there years (decades?) after the crash. And don't forget various winged stinger-beasts, waiting for you to find their hiding places in that glove compartment or air filter.

Yellow Pages in the new phone book. Race Tracks. Hummm. Only 2 entries, Richmond Dragway, and "Virginians For Horse Racing". What happened to Southside Speedway, Joe? And the Fairgrounds Raceway? Saluda? The go-cart tracks? Maybe VMSC should be in there. We aren't a race track, but our members do attend a lot of races. Even as you read, some of us are cranking up the plastic money, in preparation for the trek South in February to the land of overpriced once-fresh citrus. The brain-damaged, and the inmate of the house of the Rusty Reeno, are even thinking about, that's thinking about, another Pre-Divorce Court Special, Weird Wonderful Weekend Vantazdik trip to Sebring! If you are interested, check with the admissions desk. Those addicted to regular sleep, and who dislike Bud For Breakfast, bring a permission slip from a parent, or loved one.

Merry, Happy, and Seasons, and to all a good night.

Len

VMSC welcomes Patrick Farrell Weir,
Born to Debbie and Dennis on Nov. 21.

We Bid Farewell:
to 1984
to the Big Deal Year
to the Big Brother that wasn't (yet)

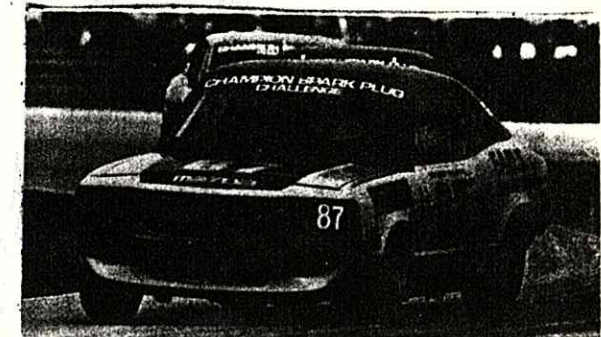
And to one Checkpoints editor, whom we managed to wear out after ~~two~~ ³ years. Lewis is leaving to be Social Committee chairman with Barbara. Doug is editing again for a third year, if the rubber truck guys don't catch him first for re-upping. Checkpoints welcomes Gary Stout for his second stint as editor. Lewis proved to be someone who could make Checkpoints work and go to press, regardless of how little time or energy anyone had left for it after a hard week of work. (When I was working 60 hours per week, Checkpoints would probably not have gone out except for Lewis' efforts and cajoling.) The Club owes Lewis a debt for his efforts. So, for 1985, we ask for your tired, your poor, your barely legible contributions. Neale has decreed that there will be event reports in '85 - those trophying may have their arms twisted. Please remember that Checkpoints is integral to the well-being and operation of VMSC. CONTRIBUTE!... IT'S YOUR CLUB AND YOUR NEWSLETTER!

The editors of Checkpoints for 1984 would like to honor and thank those who responded to the call for literary contributions this year:

Floyd Mills
Bath Mills
Neale Dickenson
Joe Bainbridge
Candy Bainbridge
Gary Stout
Dennis Weir

And special thanks to Len Wells for his column, "Other Stuff", with which he bailed-out the editors at the last minute many times with nary a growl.

THANKS, FOLKS:



INTERNATIONAL AUTOMOTIVE SERVICES

Passed at Club Meeting 10/18/84
effective 1/1/84

Competition Regulations Section 4.1. D - Speed Championship
change third sentence to read:

"They shall be awarded as in Regulation 4.1. A; however, only points accumulated in competition in a Speed Event will count towards this award."

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'FICT' RE THIS'
November 10, 1984
OD's Shelia Hunter & Beth Mills

Picture, if you can, a field of 7 teams in the chilled November air at Willow Lawn Shopping Center as night fall settles around them, carefully studying 48 photos of places and things familiar to some, unknown to others.

With flashlights and maps in hand, they plot their course through the city and surrounding counties. They recognize photos from the far corners of the bounded area and must decide if they have a point value worth the journey.

Decisions made and a sketched out course made, they move out into the black of night. Their minds tossing and turning...some of the photos are so familiar, but the location skitters away from them each time they try to pinpoint it. East, west, north and south they travel. Crossing the black waters of the James, the limits of the city's reaches into the lonely stretches of the counties. The clock continually tick, tick, ticking time into the past.

The driver darting and maneuvering through the streets blanketed in darkness, as the navigator awaits his moment to jump from the vehicle in search of the words that will serve as proof of their venture.

Different tactics are tried as the contestants scramble for more points. An unsuspecting law officer is questioned, 'Do you recognize this photo?'. The public servant smiles benevolently at the contestants, flips through the pages of photos and answers, 'No. Are you on a Scavenger Hunt?'. Shot down, but not out, they next interrogated a lowly cashier at a service station. Once again, sent back into the night without the answers of life they so desperately crave.

Meanwhile in another area of the city is a contestant all alone. His partner, possibly stricken with a case of 'photophobia', chose not to risk his sanity on this, the hallowed eve of Veteran's Day. This lone contestant armed with an elaborate map book and a telephone book, let his fingers do the walking. They led him down a blind alley. Not to fear, he hunkers down and continues his desolate quest.

Yet another team is streaking about with boundless knowledge of local history to aid them and guide them to the 'Stone Cross' on the city's horizon.

Traveling at the city's edge is a team whose driver, though born and raised in the capital of the Confederacy, is relying on his partner for information, the partner having been brought to this piedmont area only a few short years ago.

Time continues to steal past the harried contestants who are still chasing the allusive memories of the sites they search for. The final hour is here. Seven cars, fourteen people, tired, worn and weary, turn their eyes toward the lighted house on the hill where they may finally rest their abused minds and vehicles. They trudge in, their faces drawn and shoulders slumped. The points are tallied as the nomads reminisce amongst themselves and slowly regain the good spirits they started the long night with.

Picture, if you will, these final results of the safaries of those brave and blessed souls.

	POINTS	# PHOTOS	
Bookie & Barbara Westbrook	984	17	
Scott Powell & Neale Dickinson	961	19	
Wilt & Barbara Greenwood	663	14	
Marvin & Jan Mills	618	14	
Alan Armstrong	583	11	
Warren Beams* & Christie Barnes*	573	12	
Bill Hunter & Gary Stout	DNS		

* denotes non-VMSC member

MAINFRAME RALLY RESULTS

O/A	CAR #	CL.	TEAM	1	2	3	4	5	6	TOTAL
T 1	4	1E	HUNTER/STOUT	0	0	85	2	2	2	91
T 2	2	2E	WESTBROOK/WESTBROOK	0	0	161	1	2	1	165
T 3	3	1U	MILLS/HUNTER	2	5	152	2	11	3	175
4	1	3E	GREENWOOD/GREENWOOD	200	1	50	2	0	1	254
5	6	2U	DICKINSON/ADAMS	200	16	162	6	3	8	395
6	8	4E	WAGNER/WAGNER	200	200	0	2	2	4	408
7	11	3U	BELL/JACKAMEIT	200	200	112	4	11	11	538
8	5	5E	DeBARDELEBEN/DeBARDELEBEN	200	200	200	5	4	1	610
T 9	7	1R	BEAM*/BARNES*	200	176	82	10	59	108	635
10	9	6E	DeBARDELEBEN/CRAVEN*	3	2	141	200	200	200	746
11	10	2R	WESTERLUND*/WESTERLUND*							DNF

* DENOTES NON-MEMBER T DENOTES TROPHY POSITION

MANY THANKS TO OUR WORKERS. OFFICIAL PRECHECKS-ALAN ARMSTRONG-GERRY EBERHARD
 WORKERS- SCOTT POWELL, DEBBIE WEIR, ALICE JONES, ALAN ARMSTRONG, GERRY EBERHARD
 (S) JET BURTON, DOUG BURTON, AND BILL INGRAM.
 RALLYMASTERS- FLOYD MILLS-MARVIN MILLS

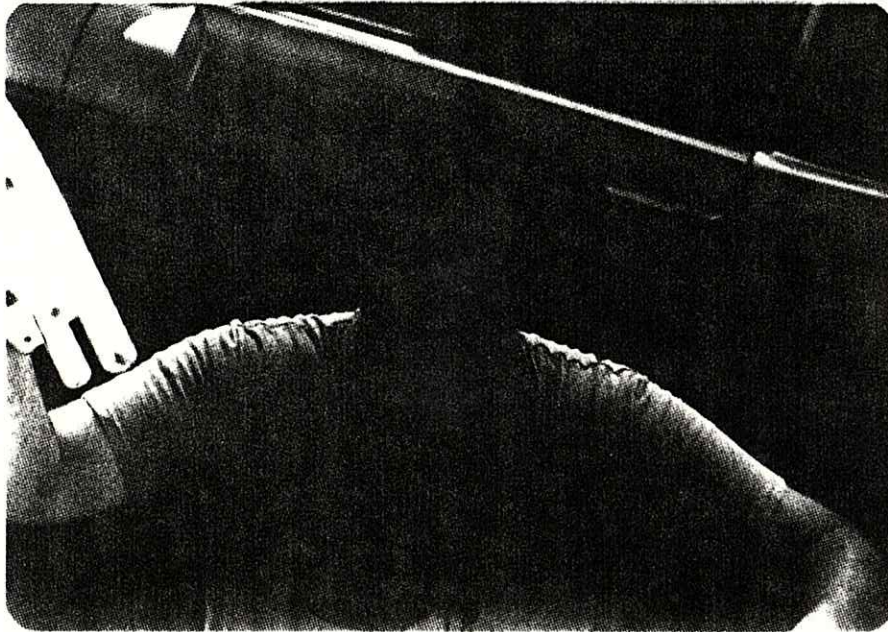
COMPETITION COMMITTEE REPORT

RALLY PROTEST - "MAINFRAME"

Submitted by Gary Stout,
Acting Chairman

Car #1 protested leg one on the grounds that they had completed all the required actions of SB #1 and could then proceed to execute subsequent Program Instructions.

The Competition Committee denied the protest because the General Instructions appeared to be specific in this area regarding the continuation of speeds into and beyond the execution point of subsequent Program Instructions (i.e., only speeds begun in MP Instructions could be continued beyond that specific instruction.) Thus when SB#1 altered the contestant's speed, the only option for the contestant was to continue that speed and use Priorities 4 and 5 ("follow your route" and "straightest") to proceed on the rally course.



GUESS WHO ??

The 4th Stout
7th RUNNING OF THE
8th ANNUAL
Checkpoints

Christmas Party

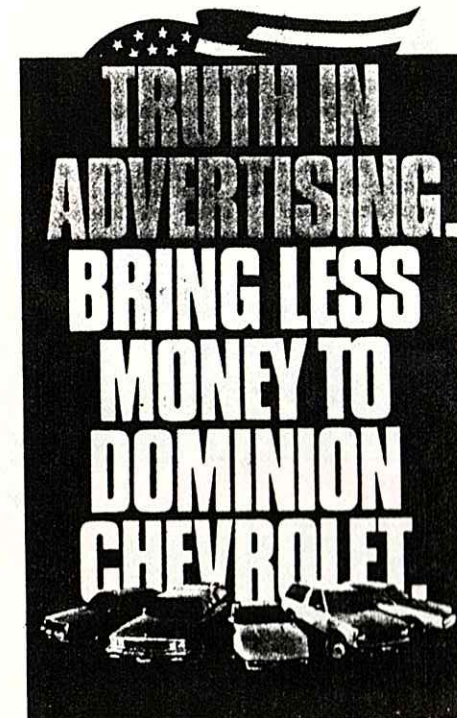
SATURDAY, DECEMBER 15
1984

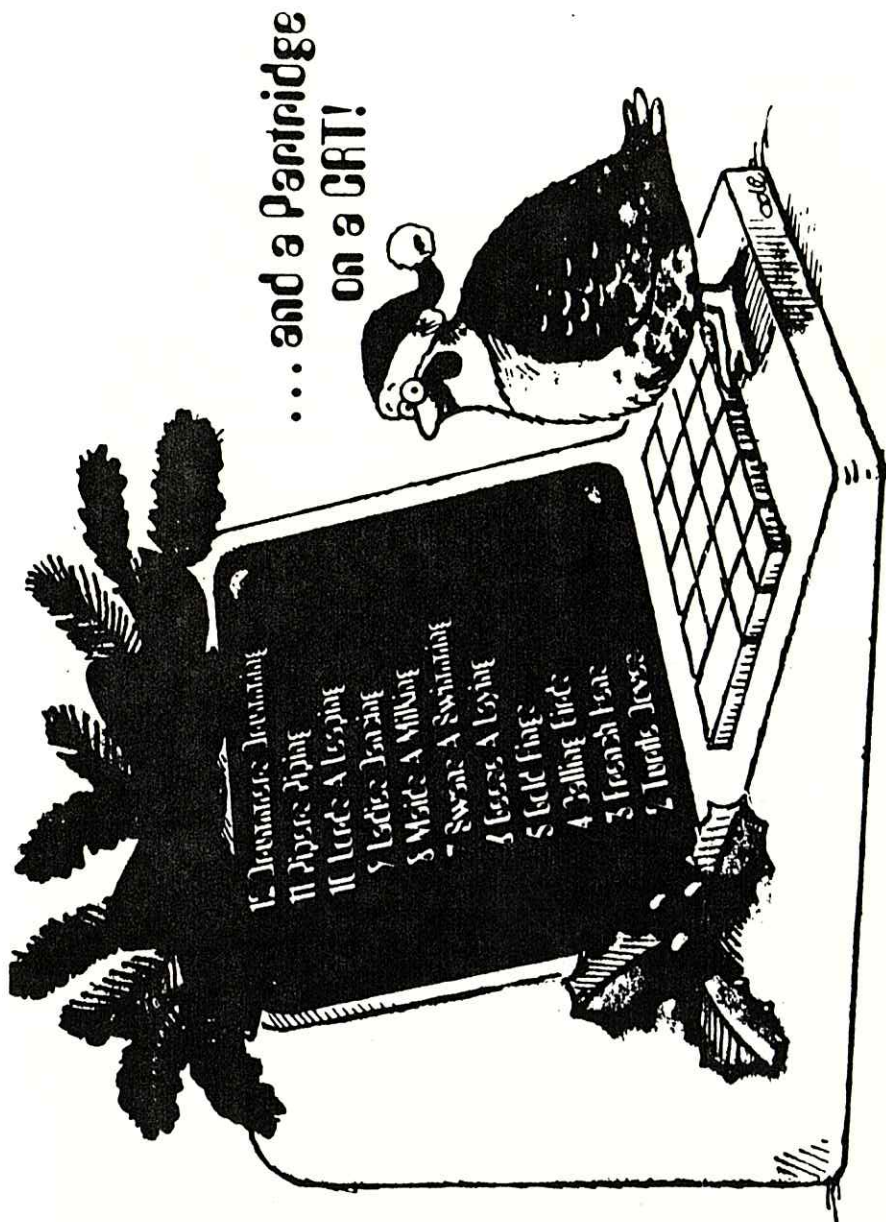
AT 7:59 E.S.T.

(0 HOURS, 59 MINUTES COORDINATED
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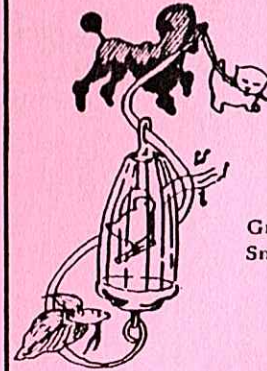




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