



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 30

No. 2

FEBRUARY 1985

FEBRUARY

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MARCH

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31						

SCHEDULE

- FEB 16 VMSC Rally with a KEG party to follow. Flyer in this issue. One of the rallymasters is half of Us, so if you don't run the rally Checkpoints may not arrive quite so promptly. That may sound like a threat - it is! If you don't believe us, well, Webster states that one of the synonyms for threat is Vito.
- FEB 17 TSCC Autocross. Refrigerator Bowl at Creeds. 3 miles north of N.C. Smaller version of Rocky Mount. For information contact Mark or Margie Wilson. 622-2296.
- FEB 21 VMSC Monthly Meeting, once again at the Skipjack.
- MAR 7 VMSC Board Meeting at Beth and Floyd Mills.
- MAR 16 VMSC Rally. OD's are Neale Dickinson and Lewis Parsley. Flyer is in this issue.
- MAR 21 VMSC Monthly Meeting.
- MAR 24 VMSC Autocross. Practice, practice, practice. Limited entries. Contact Richard West, 271-8424.
- APR 4 VMSC Board Meeting at Bill and Carla Gilchrist's.

OLD MASTHEAD - LIKE IT?

We here at Checkpoints regretfully have returned to using Our old masthead. We ignored the death threats as merely the price of journalistic freedom. Even the firebombing of jet's typewriter could not deter Us from Our chosen path. But when Our expense accounts were revoked, well, We realized We were in a fight We couldn't win. We at Checkpoints sadly lament the passing of this era of enlightenment. We will however honor Our contract (We have a no-cut clause anyway) and live up to the Checkpoints motto: "Literatus ad nauseum".

CREDITS, KUDOS, AND COMPLIMENTS

The Awards Banquet this year was, at once, a sparkling ending to 1984 and an enthusiastic beginning to 1985. It's been a long time since that many people seemed to be having that good a time. The food, the band, the ambience, and, most importantly, the people created the proper chemistry that blended together into a special evening - a celebration of sorts.

To those not in attendance - you missed a great party. However, you can make amends for this oversight - mark your calendar for Saturday, January 11, 1986 (Shelia is even looking to having oxygen available for the short-winded). Same place, same band.

Our final comment from the Editors - Debbie and Dennis, ya done good! Thanks!



Checkpoints

VIRGINIA MOTOR SPORT CLUB

BLAST FROM THE PAST

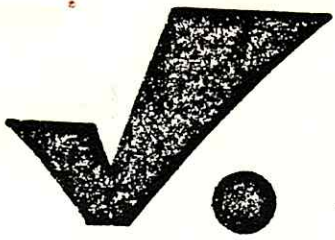
VIRGINIA MOTOR

SPORT CLUB

Vol. V No. 2

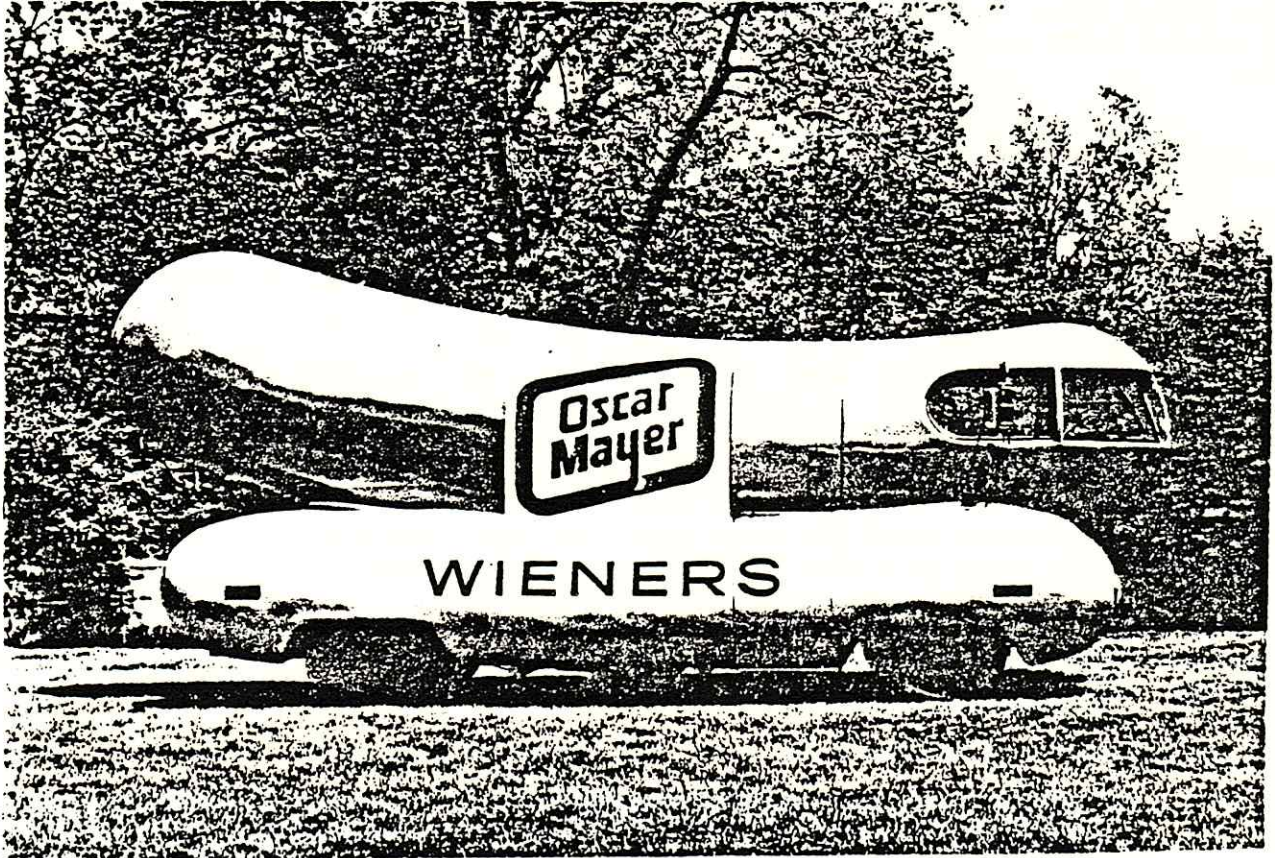


But Sonny this is Route 613



ROAD TEST

OSCAR MAYER
WIENERMOBILE



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

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

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

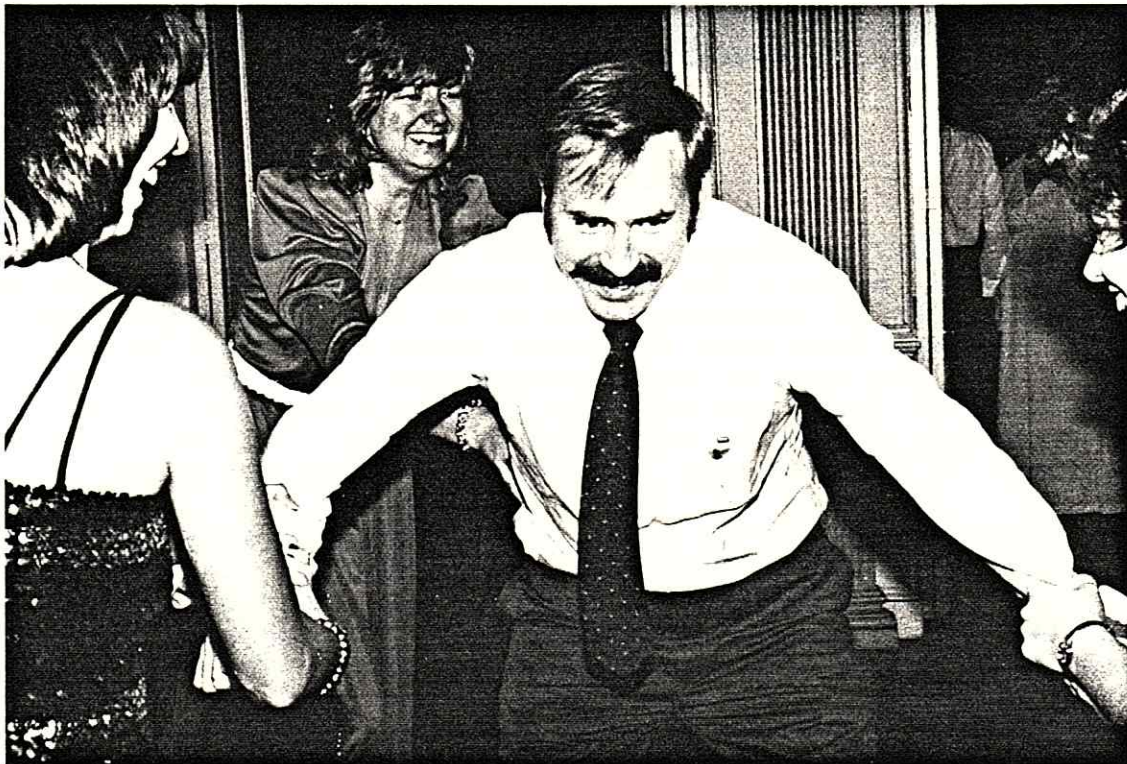
The styling certainly doesn't go unnoticed. It's hard

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

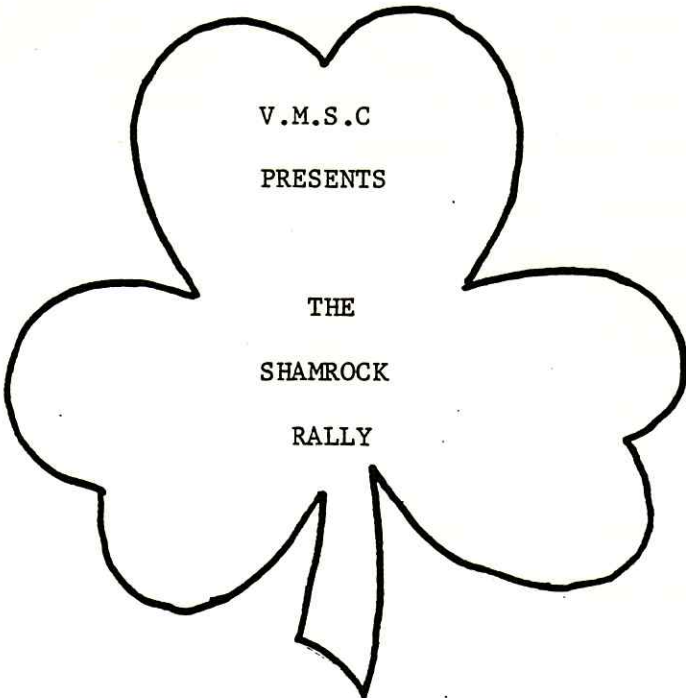
Yes, quite a magnificent automobile. Not for everyone. But We should state that We hope you don't believe everything We say because afterall Checkpoints has a way with b-o-l-o-g-n-a.

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

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



Scott Powell does his famous swan dive onto the dance floor- painful but nonetheless spectacular.



V.M.S.C
PRESENTS

THE
SHAMROCK
RALLY

SATURDAY

MARCH 16, 1985

STARTS:

TUCKERNUCK SHOPPING CENTER
BROAD ST. RD.(Rt. 250) & WEST END DR.

TIME:

REGISTRATION 11:30 AM
F.C.O. 12:30 PM

COSTS:

\$9:00 (includes St. Patrick's Day Party
Saturday Night.)

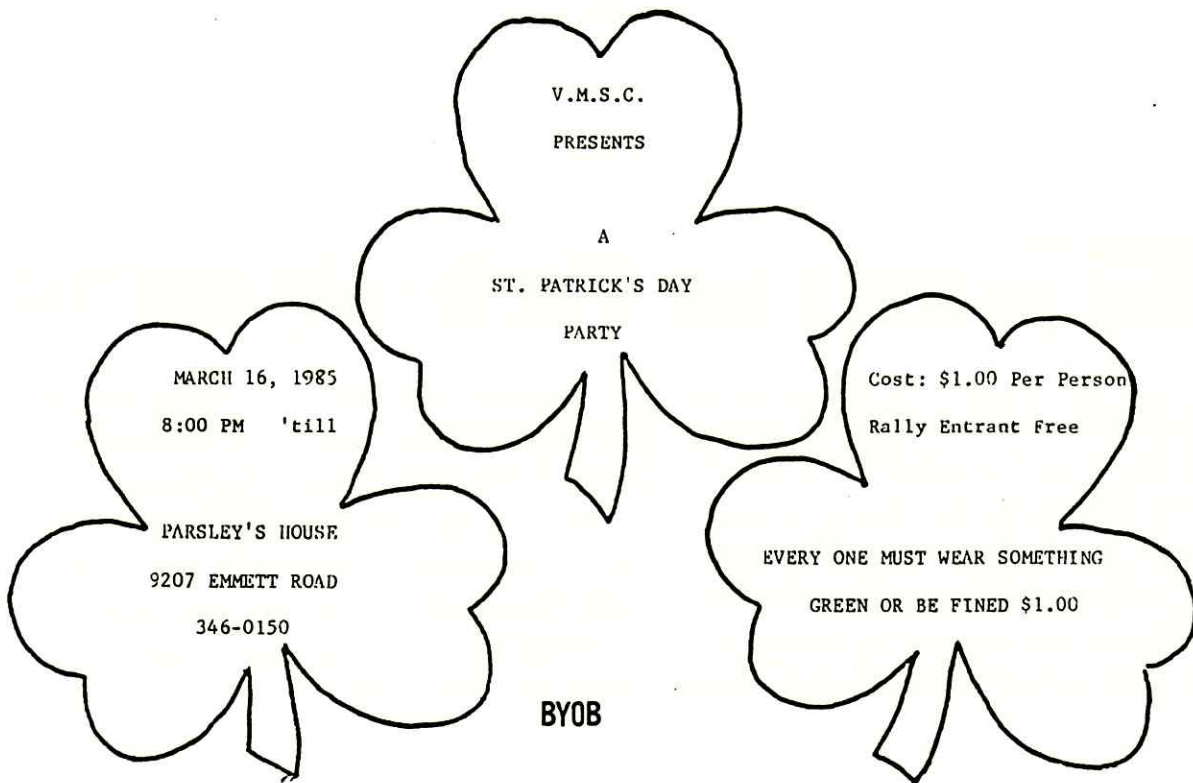
CLASSES:

Equipped
Unequipped
Rookie

Trophies will be presented to the winners
at the St. Patrick's Day Party.

For more information call:

Neale Dickinson Lewis Parsley
272-7610 346-0150



V.M.S.C.
PRESENTS

A
ST. PATRICK'S DAY
PARTY

MARCH 16, 1985
8:00 PM 'till

PARSLEY'S HOUSE
9207 EMMETT ROAD
346-0150

Cost: \$1.00 Per Person
Rally Entrant Free

EVERY ONE MUST WEAR SOMETHING
GREEN OR BE FINED \$1.00

BYOB

CLUB SALES.

Responding to all Our bleary-eyed readers of the January issue, We, at Checkpoints, have just the thing to remedy those eye-strain induced headaches. Yes, We're talking about the official Checkpoints bi-focals. This is a limited offer. They're available in tinted (most members prefer rose), photo-gray, and clear. The club logo is emblazoned over one lens (both lenses if you are a card-carrying dyslectic). Too good to be true? So is the price - only \$1200.99. Another can't-miss hit from the people that brought you club merchandise. Just in time for Christmas! Order now - quantities are limited.

<u>DATE</u>	<u>RALLYMASTERS</u>	<u>OFFICIAL CHECKERS</u>	<u>TYPE</u>
FEB 16	B HUNTER & G STOUT	J & S ADAMS	EASY, PARTY @ END
MAR 16	N DICKINSON & L PARSLEY	C & J BAINBRIDGE	VISIBLE, PARTY
APR 6	W BEAM & G EBERHARD	ALL VMSC TEAMS	SKI CLUB, PARTY
MAY 18	A & B ARMSTRONG	B & B WESTBROOK	MEDIUM, PARTY
AUG 17	N DICKINSON	D & D WEIR	GIMMICK, PICNIC
SEP 22	F & M DEBARDELEBEN B & W GREENWOOD	S HUNTER & B MILLS	HARD
OCT 20	B HUNTER & G STOUT	F & M MILLS	HARD, PARTY @ END
NOV 17	F & M MILLS	A ARMSTRONG, G EBERHARD	HARD, PARTY @ END

VMSC 1985 AUTOCROSS SCHEDULE

<u>DATE</u>	<u>OFFICERS OF THE DAY</u>	<u>SITE</u>	<u>NOTES</u>
MAR 24	D BURTON & R WEST	AJD	NO RUN LIMIT
APR 21	B & S HUNTER	FT LEE	AIRSTRIP
MAY 5	ALL VMSC	TBA	PROCEEDS TO CHARITY
JUNE 9	B & F MILLS	SOUTHSIDE	SERIES 3 @ RACETRACK
JUNE 23	D & D WEIR	SPEEDWAY	
JULY 7			
AUG 4	D & J BURTON	TBA	PARKING LOT
SEP 14	B & L PARSLEY	FT PICKETT,	2 DAY EVENT @ AIRSTRIP
SEP 15	L&L WELLS, L WILSON	BLACKSTONE, VA	
OCT 6	C & J BAINBRIDGE N DICKINSON A ARMSTRONG	FT LEE	AIRSTRIP

 FOR MORE INFORMATION CONCERNING THIS SCHEDULE, PLEASE CONTACT:

BETH S MILLS, 2ND VP
 518 MT HERMON ROAD
 ASHLAND, VA 23005
 (804)-798-5536

RESURRECTING.....

What you want to hear What We really mean to say

This is a note of apology to the Club and all of Our loyal readers, We're sorry for all those typos and discrepancies. Gosh, golly, gee, We're doing the best We can. We really want to make Checkpoints the best gawl darn newsletter in America. We know that We can't live up to your expectations, but give Us a chance, because this is the best job in the club - bringing all that important news and information to such a learned, august body. We'll do better this month - We promise. A great club like this can overlook a few human errors - as long as Our hearts are in the right place, We know you'll understand! Thanks!
 XXXX0000

KEEERIST! Make a few crummy misspellings and the world jumps all over You. Actually the world consists of the three people in the Club that can read! If only three people in the Club can read, then why are We righting this? (Ya, another typo - so what??!!) So We can tell them off, that's why! You think it's fun writing so three people can snigger and chuckle at You after You make a few mistakes. You want perfection! You write this crummy newsletter! The only gratification We get is knowing that three people in the Club have ripped their hands to shreds getting that silly staple out. Pearls, pigs, and all that!

LETTER TO THE EDITOR

Is there any way to get winter traction since they outlawed studded snow tires?


Signed,
Concerned Motorist

FROM CHECKPOINTS TECHNICAL EDITOR, Dear Concerned Motorist,

This is one of the most commonly asked questions We receive during the winter months. The solution is quite simple and relatively cheap. All it will cost you is a box of nails and a couple of cans of fix-a-flat. Merely remove from their rims the number of tires you deem necessary, pound the nails (long carpet tacks are perfect) through the tire from the inside (steer clear of the sidewalls unless you run tire pressures of around 4 or 5 psi). Remount the tires and re-inflate with a can of fix-a-flat. In the spring, all you need do is reverse the procedure. A simple, yet effective, solution to your problem.

Next month: Checkpoints Technical Editor will tell how to remove your engine without a hoist using only a shovel and a hacksaw (the procedure is not recommended for those with a paved driveway).


CLIP & SAVE



VMSC RECIPE CORNER

SAVORY TREATS FROM THE POTS & PANS OF VMSC

UNCLE DICK'S TASTY HOT WATER
(AS SERVED AT NEW YORK'S "WINDOWS ON THE WORLD")




In a 2 qt. saucepan, place 2qts. water. Put on range, turn knob to high heat. When surface of water becomes lumpy and gurgling noise is heard (approx. 3 minutes), pour into cups or bowls and enjoy. Makes 8-8oz. servings.

VARIATIONS

GREASY HOT WATER - to above mixture, add 3 tbs. (1oz.) Olive Oil.

GREAT WHEN UNEXPECTED GUESTS DROP IN!

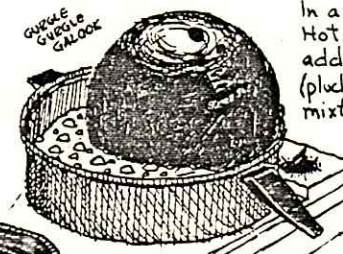
CLIP & SAVE



VMSC RECIPE CORNER #2

SAVORY TREATS FROM THE POTS & PANS OF VMSC

UNCLE DICK'S TASTY Brunswick STEW...



In a 2 qt. sauce pan, prepare "Greasy Hot Water" recipe (V's, Nov, '77). To this add one 16 lb. Brunswick bowling ball (plucked & shaved). Boil vigorously until mixture achieves consistency of uncooked brownie batter. Serves 10-12.

SERVING SUGGESTIONS

Serve as a side dish with "DUCK-PIN L'ORANGE" or use to glaze Swift's Premium Gutterball Turkey

CHECKPOINTS SAVES CLUB THOUSANDS!!

Your ever vigilant Editors, exercising Their usual fiscal wizardry, have taken the postage market by storm, acquiring the last 500,000 twenty-cent stamps to beat the coming rate increase. Those not used to mail Checkpoints will be sold on the futures market for 21¢ each.



Such a deal I have for you

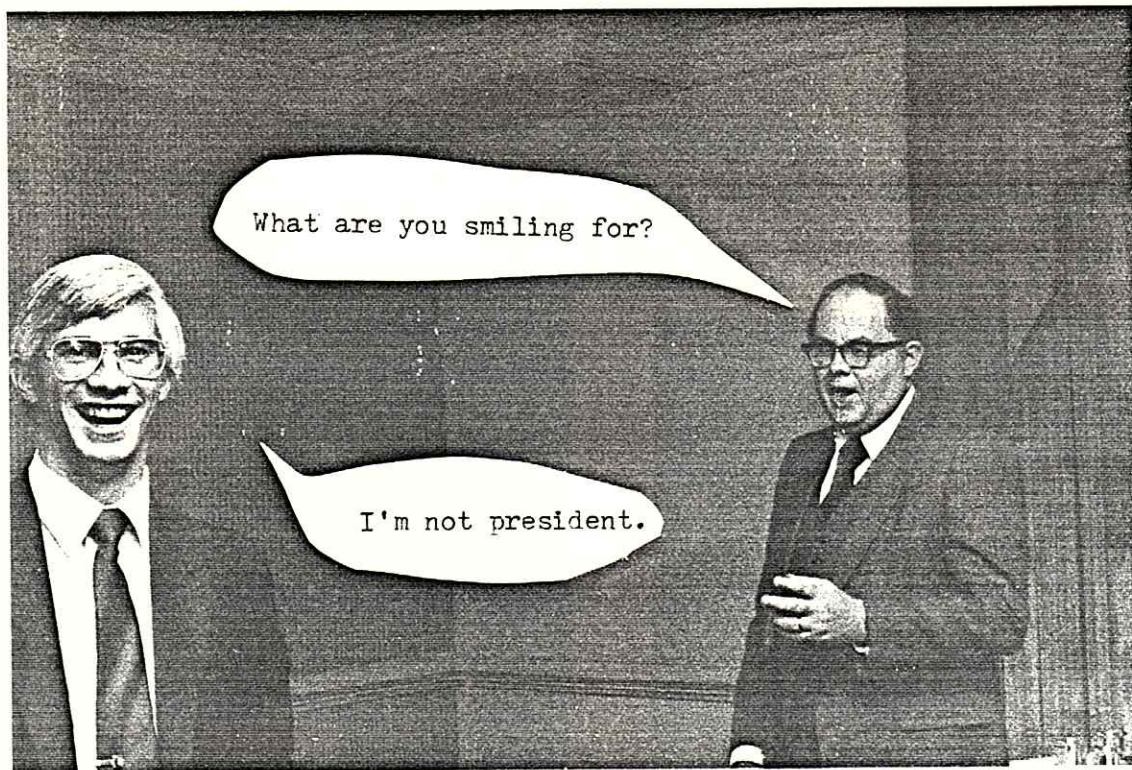
Don't you have anything bigger?

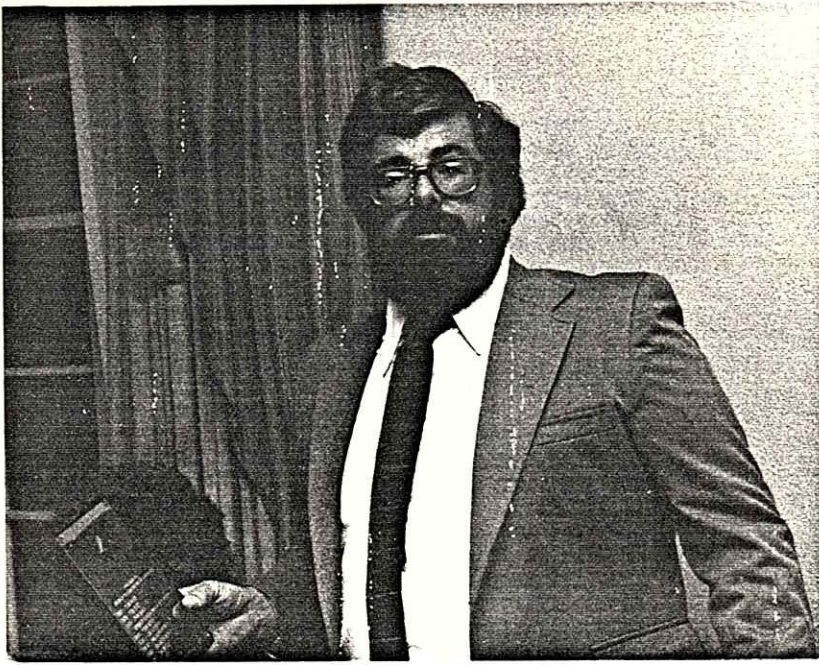


Not to be upstaged, Neale
impales head on microphone.



Hi Mom, we're #5!





You keep looking at me, an' I'm gonna bus' you upside the head wif dis plaque, sucka!!!!!!

Ashes to ashes.



HIS HIGHNESS KING FLOD I



VMSC's 1985 Orthodontics Poster Child

CENTRAL VIRGINIA'S LARGEST DATSUN DEALER

THE PERFORMANCE PEOPLE
**BOULEVARD
IMPORT**

NISSAN * SAAB
7903 W. BROAD VA. DEALER 302 270-4700

Report of the Competition Committee

On The Fly - Rally, December 9, 1984.

Car #2 protested Control #5, Numbered Instruction #35; "Turn after 05.50 miles from the last rezero point. CAS 30. Do not execute this instruction onto Route 619."

This NI was in effect in conjunction with a Concept Instruction reading: "**** Rezero your odometer at 40 M.P.H.". The contestants stated that they rezeroed at the 40 M.P.H. sign just prior to the "Gum Springs Junction" sign, which was the execution point of NI #34. Then, they began to run out the 5.50 miles required by NI 35. This was contrary to the Generals, which required that one NI (#34) be completed before considering the next NI (#35).

Protest Denied.

Car #8 protested Control #8, Numbered Instruction #59; "Right onto a route whose number contains either the digits 4 or 2. Pause 30 seconds."

The contestants contended that the NI could be interpreted as "--contains the digits 4" ---Or that it could be interpreted as "--contains 2." The committee, consisting of 4 members plus the chairman, found that the protester's contention was one of at least 3 legitimate interpretations of this instruction, and upheld the protest.

We caution future Rallymasters that we continue to have problems with "or" instructions, and recommend that they not be used in the future, unless they are adequately defined in the Generals.

Protest upheld. Control #8 discarded.

Len Wells
Chairman

Fred and Marian DeBardleben can always be counted on to conceptually depart from the norm and their offering this year was, as expected, different. In fact, if they ever staged a typical rally, the club would most likely need mass psychiatric counselling.

The Generals were rather straightforward, with one glaring exception - Instructions. There were two types of instructions: Concept Instructions (a dead giveaway that something weird was about to happen) and Numbered Instructions. CI's worked in conjunction with and/or controlled but never conflicted with the NI in effect (a veritable pandora's box to your normal General's reader). Actually the rally evolved into an easier event than anyone envisioned.

Leg 1 gave the rally its name - no free time was given at the end of the ODO leg (it was given at control 1). This was compounded by the fact that even- and odd-numbered cars ran different ODO legs. Hack a time from the car in front of you and it was sayonara score.

The second leg required the contestants to turn one minute after the execution of the previous instruction. Naturally, the first opportunity occurred within the mileage necessary. Leg three required a route change at a sign, though no direction was given. Then, once into the leg, the contestants encountered "Do not go right onto Route 634". Proper execution occurred at Route 250 - the first intersection to appear.

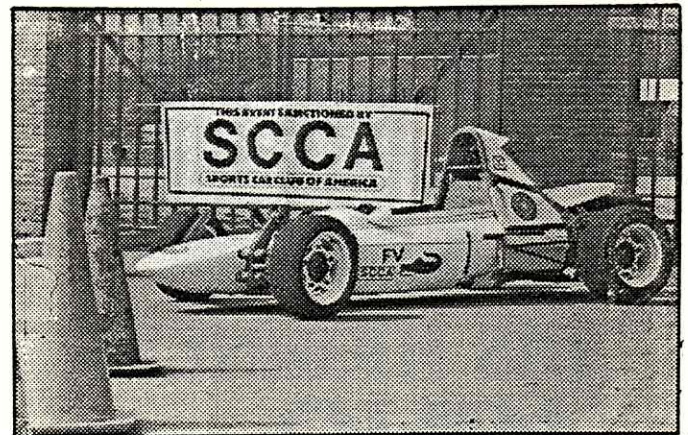
The fourth leg required the entrants to execute a left at Route 250 - it wasn't always numbered as such. Your basic geography lesson in rallying, you may know its 250 but if it isn't numbered it doesn't exist.

Fred and Marian made everyone pay attention after lunch by forcing them to rezero three times before executing an instruction they would have killed to initiate. Leg 6 required the contestants to execute two consecutive blank instructions immediately because the CI in effect stated that an NI need not cause a change in route. Blank, blank, gone, gone.

Leg 7 presented everyone with the opportunity to use the straight definition - it must occur where your route ends. "Straight after straight" could only be executed at the first and third of three successive opportunities to go straight.

The eighth leg met its death in the Protest Meeting. Right onto a route whose number contains either the digits 4 or 2" (642 was off course and encountered first, 644 was the next intersection for on course) was felt to be inherently ambiguous and discarded.

Though the rally was far easier than anticipated it provided ample food for thought. What you might call your low cholesterol rally.



\$800.00

Photo By Dave Downs

Two fiber glass noses and side panels. As autocrossed last year includes trailer less engine, tires, and wheels.

Don(703) 389-2767

ON THE FLY
1984 December 9
Official Results

Rallymasters: Fred & Marian DeBardeleben
Official Check: Gary Stout & Bill Hunter
Unofficial Check: Joe & Candy Bainbridge

WORKERS: Sue Adams, Andrew Baker*, Jet Burton, Nathan DeBardeleben*, Neale Dickinson, Bill Hunter, Alice Jones, Scott Powell, Gary Stout, Lindsay Wilson

		1	2	3	4	5	6	7	T	
01-0/1-E	W/B Greenwood	2	0	2	0	1	4	3	12	SAAB
01-0/1-E	Goodwin*/Evangelista*	2	1	0	0	2	3	4	12	DATS
03-0/3-E	J DeBardeleben/P Wilson	1	1	2	3	0	4	2	13	PONT
04-0/1-U	Bell*/Jackameit*	0	5	2	200	7	30	24	268	DATS
05-0/4-E	B/B Westbrook	1	0	2	1	350	0	23	377	HOND
06-0/5-E	L Parsley/Len Wells	200	3	200	0	2	6	1	412	VOLV
07-0/2-U	B Mills/S Hunter	117	0	94	200	200	4	68	683	DATS
08-0/3-U	D Burton/J Adams	199	31	28	200	28	4	200	690	OLDS
09-0/1-R	McLellon*/Cram*	19	62	200	350	0	200	75	906	TOYO
10-0/5-U	Hutson*/Hutson*	66	35	200	200	92	138	200	931	VW
11-0/2-R	Beam*/Barnes*	59	138	182	200	55	200	200	1034	PONT

* -- Non-VMSC member

NOTE: A protest on Leg 5 was disallowed. A protest on Leg 8 was allowed and the leg was discarded. Look for a report from the Competition Committee elsewhere in this issue of CHECKPOINTS.



STRONGER
THAN DIRT!!

NEW IMPROVED
FORMULA!!

THE
AJAX

100%
NUTRASWEET!!

RALLYE
NOW
CAFFEINE FREE!!

Rallymasters — Bill Hunter
Gary Stout

SAT. FEB. 16 — — A TSD RALLY OF ABOUT 75 COMPETITIVE MILES
NO DIRT—NO COURSE FOLLOWING TRAPS—A BASIC, EASY RALLY
STARTS AT THE FRINGE COMMUTER PARKING LOT ON PARHAM RD. JUST SOUTH OF I-64
REG. 11:30—12:30, FCO 12:31, ENTRY FEE \$10.00
ENDS WITH KEG/GAME PARTY—ONLY ONE VMSC MEMBER PER CAR
PREREG. & INFO—GARY 804-288-0174

THE PRESIDENTS CORNER

FEBRUARY

The final figures for 1984, while rather disappointing, were not unexpected. We ended the year with a positive balance but also had to carry over some expenses. Our main problem, as everyone knows, is a lack of attendance at our events. The rally program suffered the most, with average attendance falling below the break even point and while we averaged 50 plus entries per autocross, this is below the 75-80 entries needed to assure us a profitable year. We must aggressively seek more competitors and just as importantly, more new members, and while the Board is committed to this goal we need everyone's help. If ALL members would attend several events each year, if ALL members would bring a guest to each event, if ALL members would act as a recruiter for the club on a daily basis, and if ALL members would submit suggestions for improving their club, then we can overcome this problem and any other problem that may occur. The keys to our success are TEAMWORK, DEDICATION, and PRIDE. We can accomplish any task, obtain any goal, and succeed at anything, as long as we are willing to try.

The Awards Banquet for 1984 was one of the best I have ever attended. Debbie and Dennis Weir did a superb job and congratulations were offered by all present. The Westwood supplied their usual fine food and atmosphere, the band was really fantastic, and the personal touches added by the Weir's made for a memorable evening. John and Sue Adams lugged the VMSC logo sign to the banquet just to post year end results on, nice touch guys, and Bookie Westbrook came up with yet another set of great pewter awards. A good time was had by all in attendance and for those who could not join us, come to the 1985 affair, you won't be disappointed. More later.

VMSC is fortunate to have several corporate sponsors each year. These businesses advertise in Checkpoints, donate money and awards, offer discounts to members who shop in their stores, and generally support the club. I encourage each member to deal with these sponsors, at least check their prices, and be certain to advise them of your VMSC membership. Also, I ask that every member try to obtain support from merchants when you are out shopping. Many local merchants will advertise in our newsletter, will donate gifts for door prizes, will donate money, or may be willing to sponsor an event, if they are just asked.

The competitive schedules for 1985 are slowly taking shape, but we need more volunteers to O.D. events. If you have not been contacted to put on an event, if you were contacted but were uncertain, or if you turned down the offer of a lifetime, please call Beth Mills and let her know that your masochistic tendencies make it necessary for you to O.D. a club event. I have advised Beth to proceed with the events she has scheduled by the end of February and if there are some gaps in this years schedule, so be it.

Finally, the first three or four rallies for 1985 are being designed for novices, a gimmick/picnic rally will be held in the fall, our usual harder rallies for late in the year, a charity autocross, series three, and an assortment of other events are all in the works. In short, something for everyone. So let's see all of you and your friends at the VMSC events this year.

Respectfully,



OVERALL

1	BILL HUNTER	16,400	28	CARLA GILCHRIST	6,750	55	ALICE JONES	1,700
2	GARY STOUT	15,600	29	SUE ADAMS	6,350	56	GREG MILLER	1,600
3	JOHN ADAMS	14,550	29	BARBARA GREENWOOD	6,350	57	DAVID EDWARDS	1,500
4	SHELIA HUNTER	14,300	31	FRED DEBARDELEBEN	5,500	58	PAT MCALLISTER	1,400
4	BETH MILLS	14,300	32	MARIAN DEBARDELEBEN	5,150	58	RUTH WILLIAMS	1,400
6	JOE BAINBRIDGE	13,750	33	ROBIN HAYTH	5,100	60	LIL YOUNG	1,350
7	FLOYD MILLS	13,200	34	BARBARA PARSLEY	4,850	61	PETER WILSON	1,300
8	BARBARA WESTBROOK	13,000	35	BILL INGRAM	4,600	62	DON GARTNER	1,100
9	BOOKIE WESTBROOK	12,250	36	BILL WHITEHEAD	4,450	63	BILL LLOYD	1,000
10	LEN WELLS	12,000	36	ANNE WILSON	4,450	64	BECKY HOLMAN	850
11	DOUG BURTON	11,550	38	STEVE CAMPBELL	4,300	64	MARTHA DICKINSON	850
12	NEALE DICKINSON	10,750	39	JOHN DEBARDELEBEN	4,050	66	WARREN BEAM	800
13	RICHARD WEST	10,250	40	TOM BLOT	3,500	67	TED HELLER	700
14	CANDY BAINBRIDGE	10,050	41	GARY SIMMONS	3,300	68	BILL SMITH	600
15	LEWIS PARSLEY	9,900	42	SAM JESSE	3,000	69	TRACY KOONTZ	400
16	JET BURTON	9,750	43	WES TUTWILER	2,800	69	KATHY MCCALL	400
17	SCOTT POWELL	9,550	44	BILL CHVALA	2,600	69	FRANK MERKEL	400
18	DENNIS WEIR	9,400	44	BILL MCALLISTER	2,600	72	GARYL HATCH	50
19	ALAN ARMSTRONG	9,000	46	LARRY THOMAS	2,500	72	DICK HATCH	50
20	DEBBIE WEIR	8,800	47	JAMES ADCOCK	2,200	72	CHARLOTTE HOELZEL	50
21	BILL GILCHRIST	8,450	48	BILL ARMSTRONG	2,150	72	CHUCK HOELZEL	50
22	WILT GREENWOOD	8,200	49	CHUCK MADISON	2,050	72	MILLIE HOELZEL	50
23	LIBBY WELLS	8,150	50	DOUG HARRELL	1,900	72	BRAD PEASLEY	50
24	LINDSAY WILSON	7,900	51	TOBY WILLIAMS	1,850	72	JENNY WHITE	50
25	GERRY EBERHARD	7,750	51	CHRIS YOUNG	1,850	72	JACKIE WHITEHEAD	50
25	MARVIN MILLS	7,750	53	BILL ENOS	1,750	72	ART WINGO	50
27	JACK ENOCH	6,850	53	WILL HUNTER	1,750	72	DIANE WINGO	50

CHAMPIONSHIP RALLY SERIES

EQUIPPED

WILT GREENWOOD	30
BARBARA GREENWOOD	30
BILL HUNTER	30
GARY STOUT	30

UNEQUIPPED

GARY BELL	28
SHELIA HUNTER	28
BILL JACKAMBIT	28
BETH MILLS	28

ROOKIE

CHRISTIE BARNES	16
WARREN BEAM	16

**TRUTH IN
ADVERTISING.
BRING LESS
MONEY TO
DOMINION
CHEVROLET**

EQUIPPED

1	GARY STOUT	7,700
2	FLOYD MILLS	7,000
3	BARBARA WESTBROOK	6,900
3	BOOKIE WESTBROOK	6,900
5	MARVIN MILLS	6,700
5	BILL HUNTER	6,700
7	BARBARA GREENWOOD	5,900
7	WILT GREENWOOD	5,900
9	NEALE DICKINSON	5,400
10	MARIAN DEBARDELEBEN	5,000
10	FRED DEBARDELEBEN	5,000
12	SCOTT POWELL	4,600
13	LEWIS PARSLEY	4,200
14	LEN WELLS	3,600
15	LINDSAY WILSON	3,100
15	JOHN DEBARDELEBEN	3,100
17	DOUG BURTON	3,000
17	JET BURTON	3,000
19	ALAN ARMSTRONG	2,600
20	TOM BLOT	2,500
21	SUE ADAMS	2,200
21	DENNIS WEIR	2,200
23	JOHN ADAMS	1,800
23	GERRY EBERHARD	1,800
23	BARBARA PARSLEY	1,800
26	BILL INGRAM	1,600
26	ALICE JONES	1,600
28	LIBBY WELLS	1,500
29	CANDY BAINBRIDGE	1,400
29	DEBBIE WEIR	1,400
31	PETER WILSON	1,300
31	CHRIS YOUNG	1,300
33	JOE BAINBRIDGE	1,000
33	BILL ARMSTRONG	1,000
35	MARTHA DICKINSON	800
35	WES TUTWILER	800
35	LIL YOUNG	800
35	ANNE WILSON	800
39	SHELIA HUNTER	600
39	BETH MILLS	600
41	BILL ENOS	400
41	TRACY KOONTZ	400
41	CHUCK MADISON	400
41	KATHY MCCALL	400
41	TOBY WILLIAMS	400

UNEQUIPPED

1	JOHN ADAMS	7,600
1	BETH MILLS	7,600
3	SHELIA HUNTER	7,200
3	ALAN ARMSTRONG	7,200
5	JOE BAINBRIDGE	6,200
6	CANDY BAINBRIDGE	5,600
6	NEALE DICKINSON	5,600
8	GERRY EBERHARD	5,000
9	SUE ADAMS	4,650
10	DEBBIE WEIR	4,600
11	SCOTT POWELL	4,200
12	DOUG BURTON	4,100
13	DENNIS WEIR	3,700
13	JET BURTON	3,700
15	MARVIN MILLS	3,500
16	FLOYD MILLS	3,400
17	BARBARA WESTBROOK	3,200
17	BOOKIE WESTBROOK	3,200
19	BILL HUNTER	2,800
20	FRED DEBARDELEBEN	2,600
20	GARY STOUT	2,600
20	MARIAN DEBARDELEBEN	2,600
23	BILL CHVALA	2,500
24	LINDSAY WILSON	2,400
25	LEN WELLS	2,100
26	ANNE WILSON	1,800
26	BARBARA PARSLEY	1,800
26	LEWIS PARSLEY	1,800
29	BILL INGRAM	1,600
29	ALICE JONES	1,600
31	LIBBY WELLS	1,500
32	BARBARA GREENWOOD	1,400
32	WILT GREENWOOD	1,400
34	TOBY WILLIAMS	1,200
35	TOM BLOT	1,000
35	BILL ARMSTRONG	1,000
37	JOHN DEBARDELEBEN	900
37	BILL GILCHRIST	900
37	CARLA GILCHRIST	900
40	WARREN BEAM	800
40	MARTHA DICKINSON	800
40	BECKY HOLMAN	800
40	WES TUTWILER	800
40	RUTH WILLIAMS	800
40	CHRIS YOUNG	800
40	LIL YOUNG	800
47	TED HELLER	700
48	JACK ENOCH	500
48	NITA ENOCH	500
50	BILL ENOS	400
50	TRACY KOONTZ	400
50	CHUCK MADISON	400
50	KATHY MCCALL	400
50	FRANK MERKEL	400
50	PETER WILSON	400

STOCK

1	RICHARD WEST	7,900
2	JACK ENOCH	6,100
3	BARBARA WESTBROOK	3,500
4	JIM ADCOCK	2,200
4	GERRY EBERHARD	2,200
6	NITA ENOCH	1,900
6	WILT GREENWOOD	1,900
6	DOUG HARREL	1,900
9	GREG MILLER	1,600
10	DAVID EDWARDS	1,500
11	JET BURTON	1,100
12	DON GARTNER	1,050
13	CHUCK MADISON	850
14	BOOKIE WESTBROOK	700
15	ALAN ARMSTRONG	600
16	TOBY WILLIAMS	100

PREPARED

1	BILL HUNTER	8,000
2	DOUG BURTON	6,900
3	BILL GILCHRIST	6,400
3	SHELIA HUNTER	6,400
5	JOE BAINBRIDGE	6,300
6	CARLA GILCHRIST	4,600
7	BILL WHITEHEAD	4,000
8	ROBIN HAYTH	3,900
9	JET BURTON	3,000
9	SAM JESSE	3,000
10	BILL MCALLISTER	2,600
11	GARY SIMMONS	2,500
11	LARRY THOMAS	2,500
13	PAT MCALLISTER	1,400
14	BILL LLOYD	1,000
15	BILL SMITH	600
15	WES TUTWILER	600

MODIFIED

1	GARY STOUT	6,800
2	LEN WELLS	6,200
3	JOHN ADAMS	5,400
4	FLOYD MILLS	5,000
5	LEWIS PARSLEY	4,500
6	STEVE CAMPBELL	4,300
7	DENNIS WEIR	3,800
8	LIBBY WELLS	2,800
9	BILL INGRAM	2,100
10	BILL ENOS	1,300
11	TOM BLOT	600

RALLY OF THE YEAR
The 5th Annual Rookie Rally
OD's Neale Dickinson
Gerry Eberhard

MARQUE



1	LEN WELLS	1,500
1	TOM BLOT	1,500

BUICK



1	DEBBIE WEIR	100
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1	BILL GILCHRIST	5,400
2	STEVE CAMPBELL	4,300
3	CARLA GILCHRIST	4,000
4	BILL LLOYD	1,000
5	BILL CHVALA	800

DATSUN



1	BETH MILLS	8,700
2	DOUG BURTON	7,500
3	SHELIA HUNTER	7,100
4	JET BURTON	3,600
5	BARBARA WESTBROOK	1,600
5	BOOKIE WESTBROOK	1,600
7	JOHN DEBARDELEBEN	1,500
8	ANNE WILSON	1,000
9	CHUCK MADISON	850
10	SCOTT POWELL	800
10	NEALE DICKINSON	800
12	LEN WELLS	700
12	LIBBY WELLS	700
12	LINDSAY WILSON	700



1	GERRY EBERHARD	5,400
2	ALAN ARMSTRONG	3,600
3	JOHN ADAMS	1,900
4	BILL ARMSTRONG	1,000
5	BILL GILCHRIST	900
5	CARLA GILCHRIST	900
7	SCOTT POWELL	700



1	DAVID EDWARDS	1,500
2	JET BURTON	500

HONDA

1	BILL HUNTER	15,600
2	GARY STOUT	15,300
3	RICHARD WEST	9,700
4	FLOYD MILLS	9,200
5	BARBARA WESTBROOK	7,600
6	SHELIA HUNTER	6,400
7	JOHN ADAMS	5,400
8	BOOKIE WESTBROOK	4,800
9	DENNIS WEIR	4,600
10	MARVIN MILLS	4,100
11	FRED DEBARDELEBEN	2,400
11	MARIAN DEBARDELEBEN	2,400
13	BILL INGRAM	2,100
14	DON GARTNER	1,050
15	SCOTT POWELL	1,000
16	BILL CHVALA	900
17	DEBBIE WEIR	800
18	FRANK MERKEL	400

MAZDA

1	LEN WELLS	6,600
2	LEWIS PARSLEY	4,800
3	LIBBY WELLS	2,800
4	JIM ADCOCK	2,200
5	BILL ENOS	1,300
6	TOM BLOT	600
6	BILL SMITH	600

MERCURY

1	TOBY WILLIAMS	900
2	RUTH WILLIAMS	800

MORGAN

1	GREG MILLER	1,600
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1	JOHN ADAMS	6,100
2	SUE ADAMS	2,450
3	NEALE DICKINSON	1,800
4	ALAN ARMSTRONG	1,000
5	DOUG BURTON	900
6	BILL CHVALA	800
6	BECKY HCLMAN	800
8	SCOTT POWELL	700

PONTIAC

1	JOHN DEBARDELEBEN	2,500
2	PETER WILSON	900
3	WARREN BEAM	800
4	SHELIA HUNTER	50

PORSCHE

1	BILL WHITEHEAD	4,000
2	ROBIN HAYTH	3,900
3	SAM JESSE	3,000
4	BILL MCALLISTER	2,600
5	LARRY THOMAS	2,500
5	GARY SIMMONS	2,500
7	DOUG HARREL	1,900
8	PAT MCALLISTER	1,400



1	BILL GILCHRIST	1,000
2	MARVIN MILLS	900
3	CARLA GILCHRIST	600

RAMBLER

1	CHRIS YOUNG	500
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1	JET BURTON	1,100
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1	WILT GREENWOOD	6,400
2	BARBARA GREENWOOD	4,500



1	LEWIS PARSLEY	2,400
2	DEBBIE WEIR	2,300
2	DENNIS WEIR	2,300
4	NEALE DICKINSON	800
5	LEN WELLS	700



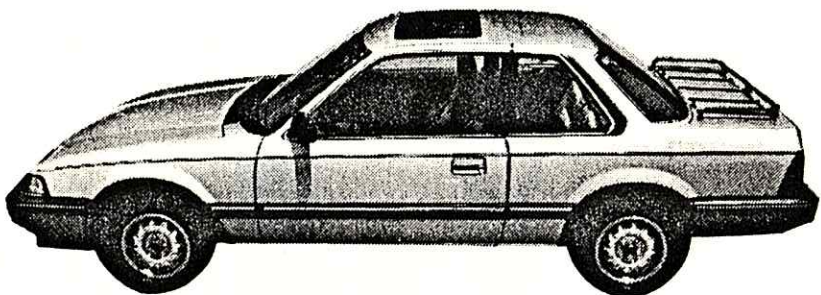
1	JOE BAINBRIDGE	12,000
2	JACK ENOCH	6,600
3	CANDY BAINBRIDGE	4,200
4	NITA ENOCH	2,400
5	WES TUTWILER	600

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