

Debt

Vol. I Number 1 August 1986

A Wholly Owned Subsidiary Of



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 31 NUMBER 8 AUGUST 1986

30th ANNIVERSARY



NEW MEETING PLACE

August 1986						
S	M	T	W	T	F	S
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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						

September 1986						
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7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

- AUG 16--VMSC Rally. ODeD by Alice Jones and Gary Stout. See flyer this issue. Very simple (emphasis on simple) map rally. Comes highly recommended for novices.
- AUG 21--VMSC Monthly Meeting at our NEW MEETING PLACE (have we gotten our point across yet?), the Pizza Hut near the intersection of Staples Mill Road and Parham Road. In an effort to not wear out our welcome too quickly, a 15% gratuity will be added to every bill- at least we're fairly certain it will. We're in the private room to the left of the entrance.
- AUG 24--SCCA Autocross at Ft. Eustis (4th of 5 events). Info from Al or Pat Taylor (804)599-5408 after 5:30 P.M.
- SEPT 4--VMSC Board Meeting at the home of Ruth and Toby Williams.
- SEPT 7--VMSC Autocross at AJD. ODeD by the Hunters and the Enochs (if they're not in England- or decide to fly back). See flyer this issue.
- SEPT 14--Autocross in Murfreesboro, N.C., ODeD by Stan and Mac. No details are available as of now (it's supposed to be held on an airfield). A large group of members is planning to travel down to participate and to show our appreciation for all the years Stan and Mac have been driving to Richmond to run our events. Many will go on Saturday and overnight at the Murfreesboro Bilkem. We suggest you contact Shelia Hunter as she seems to have more information than we do.
- SEPT 18--VMSC Monthly Meeting at Pizza Hut.
- SEPT 21--VMSC Autocross at Ft. Lee ODeD by the Parsleys and the Wellses.
- OCT 2--VMSC Board Meeting at the home of Scott Powell.

NEW MEETING PLACE

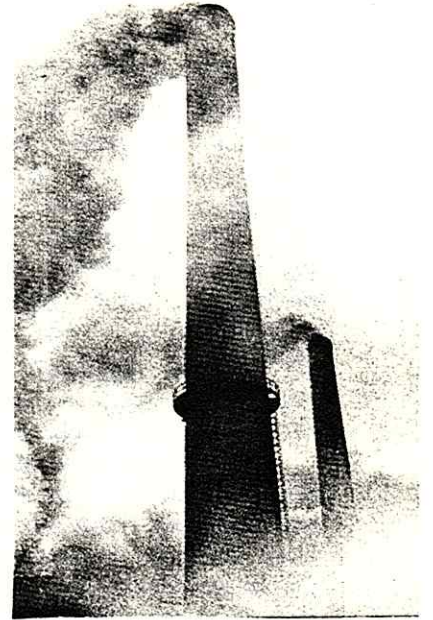
Bilkem Hotels

PRICES THAT ASSURE SNOB APPEAL
SERVICE THAT DOESN'T

Look at these features

- clean sheets
- bath tub
- soap
- toilet(the paper strap is extra)
- towels
- bed
- mirror
- Bible
- and more

SCENIC VISTAS



OFF THE BEATEN PATH

you'll find us in places like

Dubuque
Yuma
Bismarck
Boise
Pocatella
Bristol
Altoona



OVERPRICED BUT ON AN EXPENSE ACCOUNT - WHO CARES

Auto Racing .. Go For Broke

This being the inaugural issue of DEBT magazine, we'd like to put our best credit line forward-- all in keeping with our motto, "Deficit spending-good enough for the U.S. Government, good enough for me". And what truly better way to experience the thrill of impending bankruptcy than to go racing.

Just consider the vicarious excitement you'll enjoy in racing an automobile- the girls, the new engines, the distinct odor of the paddock, the tires, the sheer exhilaration of speed, the new gearboxes, the roar of the crowds, the new body parts, the champagne showers, paying your mechanics. One can't imagine a more glorious way to spend oneself into financial oblivion. Auto racing is life in the fast lane (to the poorhouse).

You can always start at the bottom, a bugeye Sprite, a Porsche speedster. This is recommended for those into slow death, the bamboo-shoots-under-the-fingernails crowd. This method is also for the faint of heart, the conservative who, in the back of his mind, is planning to get out before it's too late. People like that won't subscribe to DEBT anyway, so we won't investigate that approach.

The people who read DEBT will opt for the more outlandish manner- a hybrid special. Oh, sure you could purchase a used Porsche 962- but at a \$100,000 a pop, why buy someone else's problems? Be innovative- create your own! We here at DEBT would suggest dropping a Formula I turbocharged Renault V-6 into a 1973 Honda Civic. Unlike some other manufacturers, Renault will sell their engines to just about anyone who can pony up the dollars and spare parts are available at any Formula One Constructors Association outlet store. We also recommend linking this powerplant to any six-speed gearbox of your choice (the more gears, the better- know what we mean?).

Now that you've acquired the car, motor, and transmission, the fun is really about to begin. You could do all the shoe-horning, cutting, welding, and mounting yourself (for a paltry \$159.95, we'll send you all the instructions), but that involves a lot of time- time that could be better spent in other forms of conspicuous consumption. We would suggest sending the whole shebang to Pininfarina or DeTomaso (air freight, of course) along with our instructions (of course), and let them figure out what to do. Six months and many thousands of dollars later, you'll have a race-ready car that has teething problems to test the patience of Job and the wisdom of Solomon. Imagine your delight when you discover half-shafts formed into the shape of pretzels and clutches that disintegrate on the warm-up lap. Through it all, keep smiling and blame it all on dumb racing luck.

NEW MEETING PLACE

INVITATION

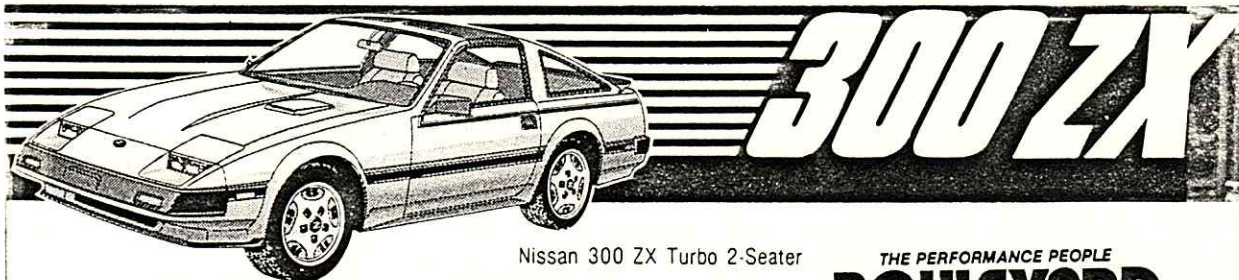
If you've served in every elected and appointed VMSC office, then you could qualify.....



Procrastinatum ad Nauseum

Join the Conspiracy of Nope

- ...help with the crusade to aid worldwide ambivalence
- ...help keep troublemakers where they belong-- in prison
- ...did you know that each time a political prisoner is released there is a significant drop in the worldwide production of license plates (that's why you get stickers instead of shiny, new plates)
- ...chapters in South Africa, Libya, Russia, Iran



Nissan 300 ZX Turbo 2-Seater

TAKE OFF IN A TURBO Z!

Take off in Nissan's exciting, new 2-seater — the 300 ZX Turbo. Aerodynamic styling, a turbocharged engine and electronic fuel injection add up to major performance. Test drive the 300 ZX Turbo and take off to major excitement!

THE PERFORMANCE PEOPLE
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COME ALIVE, COME AND DRIVE

NISSAN
MAJOR MOTION

I'M OKAY, YOU'RE OFF-COURSE

by Gary Stout

I've delayed this installment (on how to run a rally) until after the June rally because I felt the need to get one under my belt- a refresher course, so to speak. It had been seven months since Bill and I had run a rally (and six months between when we ran that one). Bill and I learned something on the June rally- we need to run more rallies! Our old friend the computer seemed a total stranger; we creaked like an old gate, rust chips flying everywhere; we gave ourselves a wound that was self-inflicted on the very first leg- we used the wrong mileage to calculate our factor. All in all, it wasn't a pretty sight. We got what we deserved-- an also-ran finish.

Now that I've destroyed any lingering credibility I had prior to the preceding paragraph, I'll endeavor to tell you how it ought to be done. You've read, memorized, even slept with the Generals. Bill and I arrange a time to get together for a review session. We usually leave the duration of the meeting open-ended, but it never takes more than an hour. We go through the Generals section by section, sometimes conjuring up hypothetical intersections and situations to ensure that our interpretations work. We also cap-sulize the Generals on one sheet of paper- double spaced. These notes serve as our "day-of-the-event" Generals and, unless we need to know specific wording, we use the notes exclusively on the course. It's far easier to read one page of shorthanded highlights than five-six-seven pages of long-winded General Instructions overly laced with useless administrative CYA bovine feces.

Try to arrive at the start early. This will give you a chance and the time to sign away all your human rights, read and study any official questions and addenda, walk off any remaining butterflies, and perhaps pick up that tidbit of information you overlooked in the Generals. That last statement can be crucial to success at times. Rallymasters are often too busy with rallymastering details to give coherent insightful answers. It's at these times that other entrants may serve as the fount of knowledge you seek- but be wary, gamesmanship may become a factor. As contestants, Bill and I gladly answer queries from people in the unequipped and novice classes (and there have been times when we've gotten more than we've given). Our only request is that answers and responses not be repeated to anyone in the equipped class- we may be a little rusty, but we aren't a lot stupid.

Now you've received your Route Instructions, zeroed your odometer at pylon on right, and begun your merry jaunt on the Odometer Calibration Leg. The navigator can use this time (if it's relatively straight-forward, without an abundance of course following) to write Special Instructions (or whatever they're called) on your stickups or 3x5 cards for subsequent use. Check to see if there is a break. If you're running short on time (bodily functions generally take priority), you can concentrate on the first half of the rally and look at the second half at the break. Once you've highlighted, underlined, and noted all the NRCs, NVNs, CASs, and pauses, what do you do? Take a break and discuss the impact of the yen on the free enterprise system, right? Wrong! Read the Route Instructions in depth, look for potential traps, consult your notes. Any lengthy diatribe by the Rallymaster should be

dissected completely, there's usually something to be found- the word "right" or "turn" or an "NRC" imbedded in all the verbiage. Use your time at the ODO check wisely, you won't get a second chance.

While on the course, run your own rally- you're correct (using the word "right" can lead to disastrous consequences) until you're wrong. If you pass another rally car going in the opposite direction and you're fairly certain you're on the proper route, don't panic and follow them- I'm okay, you're off course. In most cases that car is five or six minutes ahead of you, a couple of miles. More than you could believe can happen in a few miles, just check any county map.

While running, Bill and I share the philosophy that "the only person in this car dumber than you is me." I've espoused this attitude for years. Though it's true that driver and navigator each have their own separate responsibilities (yes, drivers can do more than keep the wheels on the road and make up time), they should both be knowledgeable enough of the other's duties to spot a mistake in the making. This philosophy saves many an argument because you don't affix blame for an error. Ask yourself before the shouting starts, "when he made the mistake, was he alone in the car?" Remember, win as a team, lose as a team- the operative word being team. It's easy to lose sight of that.

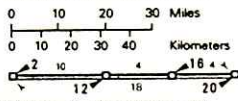
There's another theory I have- each car should have a "boss". The "boss" is the one who decides what to do when all else fails. The "boss" has veto power when neither partner can convince the other that their position is the stronger. Again, no recriminations if the "boss" is wrong. True, you should take your time reaching a conclusion, but five minutes at an intersection isn't taking your time, it's taking a max. How to determine who is the "boss" is really up to each team- it's usually the one who can guess correctly with the most consistency or the one with most resolve (and the steering wheel).

Delving further into the interesting psychological chemistry of a rally team, Bill and I present a curious combination of cool hand vs. hot head that exists in more than a few partnerships. Though less experienced, Bill is the settling influence I need in the car. While I may be off in the left-field bleachers prattling like a deranged paranoid, Bill will bring it all back into focus. You have to find that balance, the mile-a-minute mind and someone to focus it.

One last point I'd like to mention before I wear out my welcome--don't go brain-dead on the return leg! If you have an outmarker, an outtime, and an outspeed, you're still rallying. Demon Rallymasters take a certain sadistic delight in trying to make you relax when things are just beginning to get hot (never, ever bend over to pick up a bar of soap in the presence of a Rallymaster).

And in the category of continuing education, don't forget to ask questions at the end while you're trying to wash the taste of leg 4 out of your mouth with cold delicious.

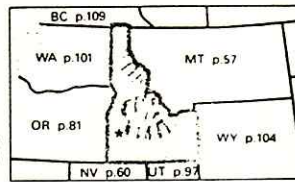
How to Determine Distance



Mileage in red between red arrowheads, in black between intersections. Some interchange numbers indicate mileage.

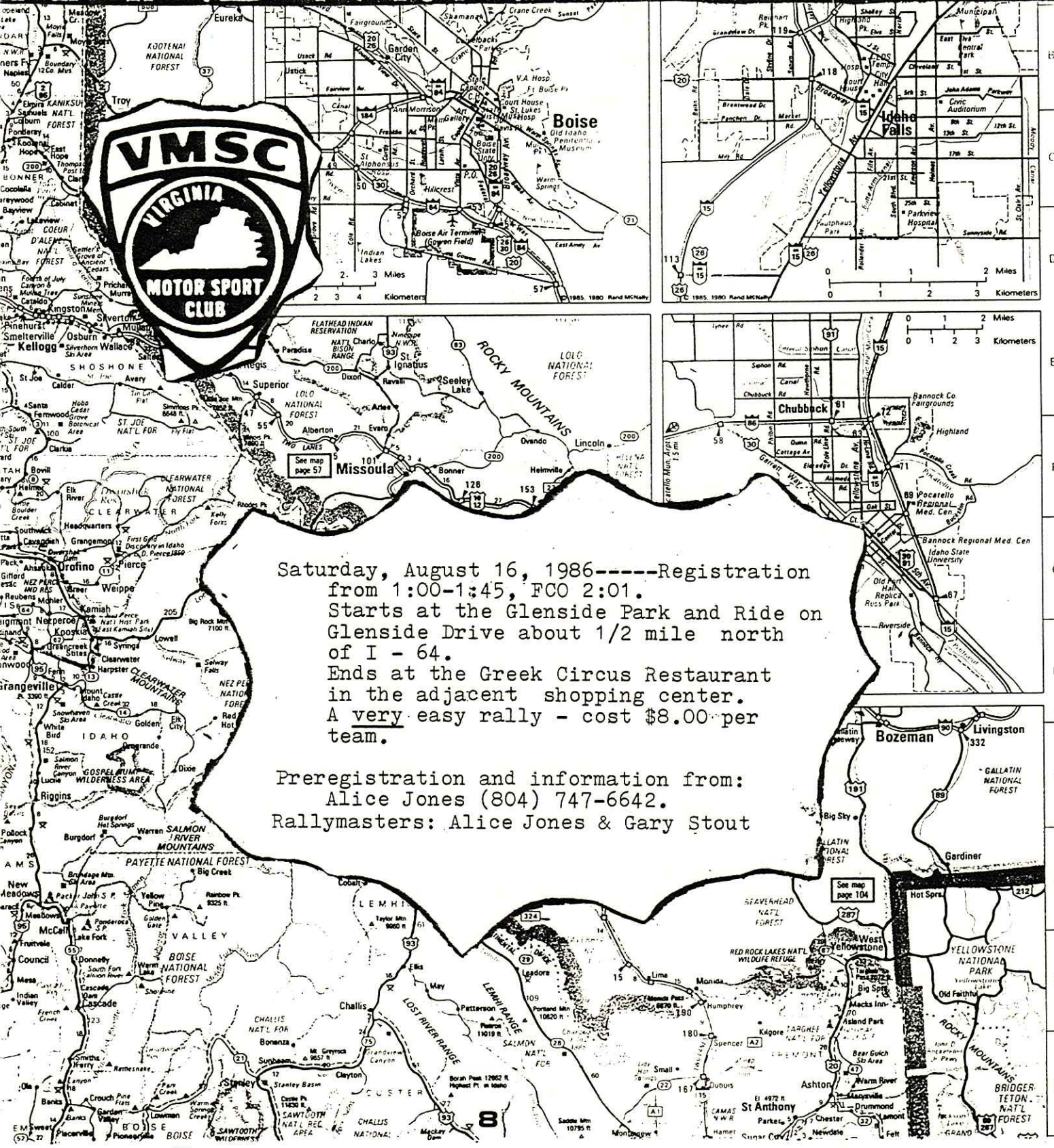
Selected Recreational & Historical Sites

- Cataldo Mission (1853), D-3
- Coeur d'Alene Lake, D-2
- Craters of the Moon Nat'l. Monument, N-8
- Hells Canyon, I-3
- Idaho City (ghost town), M-4
- Idaho Nat'l. Engineering Laboratory, M-8
- Sawtooth National Recreation Area, L-6
- Sun Valley, M-6



Land Area: 82,413 sq. mi. (11)
 Population: 944,038 (41)
 Dimensions: N-S 480 miles, E-W 305 miles
 Highest Point: Borah Peak 12,662 ft., L-7
 Capital: Boise, M-3 *
 Largest City: Boise, M-3
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RAND McNALLY RALLY



Saturday, August 16, 1986-----Registration from 1:00-1:45, FCO 2:01. Starts at the Glenside Park and Ride on Glenside Drive about 1/2 mile north of I - 64. Ends at the Greek Circus Restaurant in the adjacent shopping center. A very easy rally - cost \$8.00 per team.

Preregistration and information from: Alice Jones (804) 747-6642.
 Rallymasters: Alice Jones & Gary Stout

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WHAT I LEARNED (THE HARD WAY) AT SERIES III

The first thing I learned, the hard way, was not to argue with the tech inspectors, with their little blue book, about the class you should be in. They convinced me to run in prepared for the sake of year-end points, since I normally compete in prepared. Even though I knew the Chevrolet grocery-getter would be extremely outclassed in prepared, I did not realize that Monzas are grouped with 240Z's, Camaros, and other V-8 hot rods.

But I learned my lesson when I won the C prepared trophy for running my car two of the three days of the most prestigious event of the season! Richard Ross ran the second event in a time of 1:15, and my two bests were 1:32 and 1:30, so naturally, I am convinced that there is fault in the award-winning system, but now I am determined that I shall earn any future trophies. Perhaps I do deserve it after all for the years of effort on behalf of such a great club. If you have any doubts, check the difference in times of Gary Stout over the nine runs for one small example.

The second thing I learned, also the hard way, was that when a good driver asks you if you want to walk the course, no matter how many times you have walked it before, and no matter how close your turn to run is, never say no. Even though you think you know the line to take, maybe if you concentrate a little harder, and listen a little better, or contemplate a little further, he might tell you something you didn't know or hadn't thought of before. You never know what you might learn.

I have watched enough cars while flagging to have figured out the line to take in and out of the infield in both directions, not to mention how to be smooth without being slow, and the fine line between braking and acceleration. My times certainly did not reflect my observations.

Of course, practice makes perfect but now I hope to depend less on practice and more on effort on the part of gray matter, which is the key to successful auto-crossing. Thanks to the OD's for a good, well-organized event.

Yours more competitively,



Carla Gilchrist #22

Series 3

by Gary Stout

I suppose there are various times in each member's tenure when something grabs you, looks you square in the eyes, and says "WHY IN THE NAME OF GOD DO YOU DO THIS?!?!?!?" Series 3 was that moment for me. Does a sane person: arise at six(yawn), so they can arrive at Southside Speedway at seven (yawn) thirty, to be greeted by four (it doesn't show on the scorecard, but I count Floyd as an OD, too)

equally somnalescent and surly ODs; sweat bullets because a long-awaited, drought-ending rainfall might kill attendance; try to fit late arrivals into earlier heats, when they don't understand what a royal pain in the butt it really is; try to induce your basic curmudgeon to stand unshaded in 100 degree heat and sprint halfway across Richmond to erect a fallen pylon; sit all day in the (see above) heat and make certain some novice doesn't form a roadblock for an aspiring FTD; make sure that centuries-old electrical apparatus performs as new? A sane person wouldn't, but then no one ever accused VMSC of collective sanity. An autocross, by its very nature, is not exactly the most sane thing to do in an automobile-then again, check the backseat (?) of a TR-4 at a drive-in movie.

In retrospect, I see those tiny, minute things that make what we do worthwhile. There are the out-of-town people who marvel at our relaxed atmosphere ("You mean I can finish my runs in the next heat after I replace my froynghorded terwilliger?). There's Stan and Mac (mostly Mac this year). The genuine appreciation that some people (not all- if it were, our heads would swell to disproportionate sizes) express. Then I see the Hunters lending their van and trailer to King and Nesbit to tow their clutchless Spitfire back to D.C. (maybe camaraderie and sportsmanship aren't dead). There is the annual yeah-this-is-my-last-Series 3 dinner at the Greek Circus when we send their other customers into gastral convulsions with our language and pungent aroma.

I may not OD Series 3 again, but I know now why I've done it- for so many years I've forgotten the number- and---- might do it again.

SERIES 3 ROADCROSS JUNE 29, JULY 13 & 27, 1986
 OD's Gary Stout, Scott Powell
 Neale Dickinson & Beth Mills

Name	Marque	JUNE 29th time pts	JULY 13th time pts	JULY 27th time pts	PTS TOTAL
--A/M--					
T Jim Fry	Royale	1:04.93 9	1:03.65 9	1:04.39 9	27
Dean Hoyt	Royale	---	1:05.98 6	---	6
Allen Goode	VW	---	---	1:11.98 6	6
--B/M--					
T Len Porter	Vette	1:08.16 9	1:08.45 9	---	18
--C/M--					
T*Cortez Pauls	Westfield	1:12.04 9	1:12.99 9	1:14.99 9	27
--D/M--					
T*John Adams	Red Devil	1:15.75 6	1:12.51 9	1:11.95 6	21
Gene Cooley	Fiat	1:14.96 9	1:15.02 6	DNF 3	18
Larry Shalf	Lotus	---	---	1:06.33 9	9
--E/M--					
T*Bob Murray	Lotus	---	1:18.55 9	1:18.21 9	18
*John Bergeron	Magnum	1:17.36 9	---	---	9
L Hornberger	Lotus	---	---	1:19.66 6	6
Dick Kish	Magnum	1:23.78 6	---	---	6


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--B/P--
T Robert Matthews Vette 1:07.50 9 1:07.63 9 1:07.09 9 27
*Wayne Tilley Vette 1:11.37 6 1:09.62 6 1:08.87 6 18

--C/P--
T*Carla Gilchrist Chev 1:32.93 9 --- 1:30.61 9 18
Richard Ross Datsun --- 1:15.74 9 --- 9

--D/P--
T*John Wilton Porchse 1:10.45 9 1:10.43 9 1:10.47 9 27
John Wilton Porchse --- --- DNF FUN

--E/P--
T*Len Wells Mazda 1:11.64 9 1:12.88 9 --- 18
D Gilchrist Arrow --- 1:12.89 3 1:16.34 9 12
*Lewis Parsley Mazda 1:14.09 4 1:14.27 6 --- 10
*Bill Gilchrist Arrow --- 1:18.75 4 1:17.23 6 10
Mark Wilson Capri 1:12.59 6 --- --- 6
Mike Darnell Mazda 1:15.51 3 --- --- 3
*Bill Enos Mazda 1:15.74 2 --- --- 2
*Carla Gilchrist Arrow --- 1:37.90 2 --- 2

--A/SP--
T*Rich Fohl Morgan 1:12.47 9 1:12.00 9 1:11.86 6 24
T Gary Edwards Porsche --- 1:13.77 6 1:12.94 4 10
John Ashford Porsche --- --- 1:10.93 9 9
D Cavazos Porsche 1:17.33 3 1:16.87 3 1:15.99 2 8
Barbara Edwards Porsche --- 1:15.76 4 1:16.57 3 7
Charlie Seal Datsun 1:12.66 6 --- --- 6
*Doug Harrell Porsche 1:13.59 4 --- --- 4

--B/SP--
T Rex Turner Mustang 1:20.74 3 1:20.18 9 1:20.49 3 15
T Ray Elliot Camaro 1:17.67 4 --- 1:18.59 6 10
T Brian Gale Ford 1:22.44 2 1:21.15 6 1:20.76 2 10
Tom Koontz Vette 1:14.48 9 --- --- 9
Dan Bay Vette --- --- 1:17.52 9 9
Stan Vann Camaro 1:14.58 6 --- --- 6
Steve Wagner Vette --- --- 1:20.02 4 4
Gary Lawson Camaro --- --- 1:33.75 1 1

--C/SP--
T*Bill Hunter Honda 1:14.09 9 1:13.54 9 1:14.31 9 27
T Mike King Triumph 1:18.49 3 1:17.45 6 1:16.48 6 15
*Doug Burton Honda 1:17.43 4 1:18.30 4 1:17.63 3 11
Ken Nesbit Triumph 1:18.38 6 1:18.77 3 1:17.41 4 13
*Shelia Hunter Honda 1:18.52 2 --- --- 2
Chuck Lambeth BMW --- --- 1:23.80 2 2
*Wes Tutwiller Honda --- 1:29.15 2 --- 2
Enola Lambeth BMW --- --- 1:30.31 1 1
Mike King Triumph 1:16.03 FUN --- DNF FUN
Mike King Triumph 1:16.72 FUN --- ---
Ken Nesbit Triumph 1:17.47 FUN --- 1:17.43 FUN
Ken Nesbit Triumph 1:19.92 FUN --- ---

--D/SP--
T*Richard West Colt 1:13.85 9 1:13.40 9 1:13.21 9 27
T Michael Weedon Datsun 1:21.41 6 1:21.03 6 1:21.48 3 15
Tom Yost Datsun 1:22.34 4 1:21.85 4 1:19.78 4 12
Larry Allamong MGB --- --- 1:17.55 6 6
Gary Allison MGB 1:28.92 3 1:25.40 3 --- 6
Paul Prideaux Toyota --- --- 1:27.81 2 2

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--A/S--									
T	John Sheally	Morgan	1:12.61	9	1:12.71	9	1:11.52	9	27
T*	Gary Stout	Honda	1:14.32	6	1:13.91	6	1:14.46	3	15
*	Jay Dorsk	Morgan	1:16.52	3	1:16.12	4	1:13.32	6	13
*	Greg Miller	Porsche	1:14.66	4	---		1:13.38	4	8
	Steve Gibbs	Porsche	---		1:16.17	3	---		3
	Andy Chisolm	Porsche	---		---		1:14.81	2	2
	Joy Gibbs	Porsche	---		1:19.55	2			2
*	Alice Jones	Honda	---		1:25.74	1			1

--B/S--									
T	Chuck Narducci	Vette	1:15.24	9	1:14.98	9	---		18
	Jim Clapp	Vette	---		1:16.84	6	---		6

--C/S--									
T*	Jet Burton	Honda	1:20.51	9	1:19.77	9	1:20.20	6	24
*	Ed Myers	Triumph	---		1:21.51	6	1:20.06	9	15
*	Lois Hofstra	Mazda	---		1:27.47	4	1:25.48	4	8

--D/S--									
T	Mike Sullivan	TVR	---		---		1:16.02	9	9

--E/S--									
T	Jack Herbert	Toyota	---		---		1:19.87	9	9
	Chris Possehl	Capri	---		---		1:27.13	6	6

--F/S--									
T	Mac Davis	Camaro	1:15.70	9	1:16.30	9	1:16.02	9	27
T	Warren Montague	Trans Am	1:20.50	6	1:18.18	6	1:18.49	6	18
	Matt New	Trans Am	---		1:21.96	2	1:20.86	3	5
*	Don Charles	Capri	1:22.81	3	---		1:23.00	2	5
	Rick Laine	Camaro	---		1:19.09	4	---		4
	John George	Ford	---		---		1:19.17	4	4
	Ralph Benthall	Camaro	1:22.03	4	---		---		4
	Bill Burke	Camaro	---		1:21.29	3			3
*	Bill Ingram	Chev			1:22.48	1			1
	Glenn New	Honda					1:23.42	1	1

--G/S--									
	Paul Gerrard	Toyota	1:17.94	9	1:17.41	9	1:18.69	6	24
	Jim Wells	Triumph	1:19.83	6	---		1:18.67	9	15
	Jeff Wheeler	Acura	1:25.85	4	1:22.95	6	1:22.21	4	14
	Mitch Mestel	Merkur	---		---		1:22.70	3	3
*	Toby Williams	Mercury	1:36.73	3	---		---		3
	Don Foster	Triumph	---		---		1:29.82	2	2

--H/S--									
T	Bill Lloyd	Chev	1:17.23	9	1:16.49	9	1:15.91	9	27
T*	Joe Bainbridge	Mazda	1:20.85	6	1:19.98	6	1:20.10	6	18
	Joe Zier	Plymouth	1:25.52	3	1:21.92	4	1:24.70	4	11
	David Zier	Plymouth	1:25.47	4	1:22.95	3	---		7
	Earl Rogers	Toyota	1:29.38	1	1:27.79	2	1:30.11	3	6
	Ed Myers	Plymouth	1:25.72	2	---		---		2

The OD's would like to thank all those who helped in making this event such a success again this year. Listed below are the names of those who gave both time and effort toward the smooth running of the Series. If we have inadvertently overlooked your name, please know that your assistance was greatly appreciated. John Adams*, Joe* & Candy* Bainbridge, Doug* & Jet* Burton, Delphino Cavazos, Gene Cooley, Mac Davis, Bill Enos*, Richard Fohl*, Jim Fry, Bill*, Carla*, & Angela* Gilchrist, Doug Harrell*, Lloyd Hornberger, Bill*, Shelia* & Will* Hunter, Alice Jones*, Bill Ingram*, Bill Lloyd, Chuck Madison*, Greg Miller*, Floyd* & Jessica Mills, Ed Myers, Cortez Pauls*, John Sheally, Stann Vann, Mike Weedon, Richard West*, Jeff Wheeler, Anne Wilson*, John Wilton* & Tom Yost.

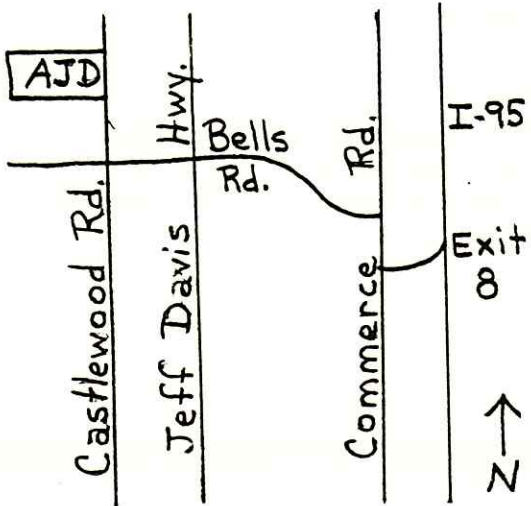
* denotes YMSC member. (If you are a YMSC member, worked any day of the Series, and not listed above, please contact an OD.)
T denotes trophy position.



GLORY

DAYS

Autocross



SEPTEMBER 7, 1986

LOCATION: AJD Parking Lot, 3301 Castlewood Road (off Jeff Davis Hwy.)

REGISTRATION AND TECH: 9:30 a.m. FIRST CAR OFF: 10:00 a.m.

ENTRY FEE: \$8.00 for VMSC members or members of recognized car clubs;
\$10.00 for all others

1986 SCCA SOLO II CLASSES (no ladies' class) WITH THESE VMSC REQUIREMENTS:

- exhaust suppression
- 1 3/4" minimum ground clearance
- camber compensation on all swing-axle cars
- adequate rollbars in all open top cars with racing tires

FOR MORE INFORMATION OR PREREGISTRATION CALL: Bill or Shelia Hunter
(804) 883-6557

NO ALCOHOLIC BEVERAGES....PLEASE

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P.O. BOX 25822
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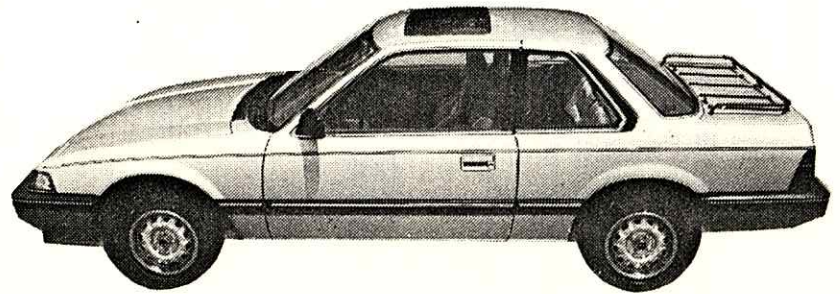
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