



Checkpoints

VIRGINIA MOTOR SPORT CLUB

40 YEARS 1950-1990

VOLUME 36

NUMBER 12

DECEMBER, 1991

GALA HOLIDAY ISSUE

DECEMBER						
S	M	T	W	T	F	S
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JANUARY						
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Coming Events



DECEMBER 19

VMSC Annual regular monthly meeting at the Forest View Volunteer Rescue Squad Building, 5327 Forest Hill Avenue, at 8:00 p.m. Voting for 1992 Officers will occur. Be there!



JANUARY 2

VMSC Board of Directors meeting at the home of the newly elected President at 8:00 p.m. All members of both the 1991 and 1992 Board are expected to attend.



JANUARY 11

VMSC 41st Anniversary Awards Banquet. See flyer inside. Please plan to attend and invite your friends. This is a great evening of fun, food, trophy presentations, and dancing.



JANUARY 16

VMSC regular monthly meeting at the Forest View Volunteer Rescue Squad Building at 8:00 p.m.



V M S C
ANNUAL MEETING
THURSDAY, DECEMBER 19, 1991

Nominees for 1992 Officers are:

PRESIDENT	Dick Boogher
FIRST VICE-PRESIDENT	Neale Dickinson
SECOND VICE-PRESIDENT	Tony Santagata
TREASURER	Mike Weedon
SECRETARY	Judy Santagata
ASSISTANT SECRETARY	John Hartka

Support YOUR club - attend and VOTE





FOR YOUR INFORMATION



** OUT-OF-TOWN EVENTS **

JANUARY 19 = TSCC Autocross at N.A.L.F. Fentress in Chesapeake, VA. Third event of the Winter Four Autocross Series.

FEBRUARY 23 = TSCC Autocross at N.A.L.F. Fentress. Fourth event in the series.

Call 1-(804)-461-SCCA for information and pre-registration.

Introducing...

DAVID F. GLENN 205 Lees Lane Ashland, VA. 23005 798-3820

David works at Glenn's BEST Auto as a mechanic. He and his wife Linda have two children, Scott and Stacy. Dave has rallied in Harrisonburg, autocrossed in Richmond, and raced motorcycles in Virginia and Japan. His main interest is working on cars and his hobbies include shooting pistols. David drives a 1973 Toyota Corona.

BOB MANOR 10664 Savoy Road Richmond, VA. 23235 272-7612

Bob works as a sales associate at Savage & Company Realtors. His wife's name is Gale. He has rallied, autocrossed, and raced at both Summit Point and Road Atlanta. Bob is also a member of PCA. His main interests are socials & rallying. Bob drives a 1973 Porsche 911-E.

KEN VAN HORN 2456 Judes Ferry Road Powhatan, VA. 23139 598-4009

Ken is the owner of V & H Supply. He and his wife Jean have two children, Kenny & Stephen. He has rallied, autocrossed, and is a past member of ODSCA. His main interest is competing in open wheel cars like a FV and his hobbies include home building and music. Ken drives a 1971 Triumph GT-6 Mk III.

A warm and hardy VMSC welcome to our three newest members.

MARLBORO REMEMBERED

The Washington, D.C. Region of SCCA will visit the past at its monthly meeting on December 10, 1991. Memories of road racing's origins in the Mid-Atlantic area will be shared by members of the legendary Lavender Hill Mob. D.C. Region Historian Dave Roethel will show 8mm film he shot during the late 1950s and early 1960s at Marlboro. Among those invited to attend are Dr. Dick Thompson, George Zuver, Bob McKinsey, Tex Hopkins, Taz Rufty, Ace Rosner, Tom Stewart, Mary Jane Burt, William Long, Ralph Snavely, Cliff Green, Art Tweedale, and Pierre Mion. The meeting will be held at 8:00 p.m. at the Holiday Inn at Rt. 1 and the Beltway in College Park, Maryland. For more info contact Shawn Woodhead at (703)461-9484. If anyone is interested in carpooling up to Maryland for the meeting, call Bill or Shelia Hunter at (804)752-7669 weekdays or (804)883-6557 evenings and weekends.

*The Virginia Motor Sport Club
presents...*

the 41st Anniversary

Awards Banquet

*January 11th, 1992
at the
Westwood Racquet Club*

*Cocktails at 6:00 p.m.
Dinner served at 7:00 p.m.
Awards presentation at 8:00 p.m.
Dancing 9:00 p.m. to midnight*

*12 oz. New York strip...\$29.00
Chicken Virginia...\$26.00
Price includes open bar*

*Admission by prior reservation only
Contact Beth Mills at 798-5536*

or

*mail reservation to
518 Mt. Hermon Rd.
Ashland VA 23005-9314*

Chatter

REMINDER: If you have a Marque trophy, please bring or send it to the December 19th meeting. Thank you for your help.

NOTICE: All members of the Board of Directors are requested to have their year-end reports ready and submit them at the December meeting.

MISSING: If you are looking for the results of the December rally, they are being kept secret until the Awards Banquet. The rally was a real challenge especially with all the rain. This editor had a very enjoyable time and all of you who stayed home, missed an excellent event. Many thanks to both Lewis and Barbara Parsley.

HELP: We will be electing Officers for 1992 at the December 19th meeting and as most of you already know, it takes many people to keep VMSC running smoothly. Please come and vote for our new Officers and then volunteer to help by heading up a committee or serving on one. Everyones help is needed, including you members who joined in 1991. If you are unsure of what each job entails, come to the meeting and ask any of this years Officers. There are Board positions and jobs for every skill level. VMSC needs YOU.

REMEMBER: Plan to attend the Awards Banquet on January 11, 1992. It's FUN.



UNDER THE HEADING OF OLD BUSINESS:

We would like to welcome an
OLD club member to the (o.s.)

Over-the-hill-but-still-kicking
club! DENNIS WEIR

Happy 40TH Birthday

on Dec. 7TH

BUBBA!! "PAY BACK IS HELL"

GIVE Husband! Hand!

Anyone who knows the current whereabouts (i.e.; street address, city, state, and zip code) of one or more of the following people, please give that information to Neale Dickinson at 272-7610.

We have OLD trophies we want to get to them. Thanks.

GARY BELL
MIKE BLANTZ
MARSHALL CAMPBELL
D. COLGATE
THE CORBETT'S
TOM CORNELISSEN
JENNIFER CRAM
BIX GOODWIN
WARTER HARLEY
THE HARPER'S
ED HARRIS
ROBERT IRIYE
BILL JACKAMEIT
H. MAJOR
STEVE McLELLON
S.B. SACHS
GUY SPALDING
STEVE TERRELL
JAMES THOMAS
DAVE WALLACE
JIM WILTON



cut on dotted lines and tape to your 1991 (pink) membership list

The following corrections and additions to the VMSC membership list are provided for your convenience and may be attached to the last page of your copy. These are all known 1991 changes.

- * ADAMS, John & Sue
6592 Hartford Oaks Drive
Mechanicsville, Va. 23111
730-9157
 - * BAINBRIDGE, Candy & Joe
17180 Loving Union Road
Disputanta, Va. 23842
1-991-2072
 - BAIRD, Cindy & Holcombe
902 Surrey Ridge
Cincinnati, Oh. 45245
 - CARR, Carol & Rick
2100 Battlefield Run Court
Richmond, Va. 23231
795-5303
 - CARUTHERS, James
5402 Carriageway Lane
Richmond, Va. 23234
271-4993
 - * CHVALA, Bill
8607 Royal Birkdale Drive
Chesterfield, Va. 23832
 - CREERY, Joe
Route 1, Box 588
Ashland, Va. 23005
798-3177
 - * DeBARDELEBEN, John
1907 Lancer Court
Gastonia, NC. 28054
1-704-867-3277
 - HALE, Paul
3704 Dockside Drive
Chester, Va. 23831
526-2315
 - HANCOCK, Tyler
2720 Queenswood Road
Midlothian, Va. 23113
794-1887
 - * HOELZEL, Dr. Charles & Charlotte
109 Small Drive
Elizabeth City, NC. 27909
1-919-338-7558
 - HOLLANDER, Michael
13938 Sagebrook Road
Midlothian, Va. 23112
744-0882
 - KEATON, Forest
919 Blandy Avenue
Richmond, Va. 23235
232-8169
 - KNAPP, Dr. Karen
See Chip Williams
903 Buford Oaks Circle
Richmond, Va. 23235
330-0571
 - * McCALL, Dave
424 Woods Avenue, SW
Roanoke, Va. 24016
 - NELSON, Doug
Route 1, Box 166
Farnham, Va. 22460
1-529-7124
 - ROACH, Allen
6319 Binns Avenue
Richmond, Va. 23235
232-8169
 - * SANDERSON, Irvin
(N.C.A.)
 - SIFF, Andy
39 South Davis Avenue
Richmond, Va. 23220
359-8771
 - * WESTBROOK, Barbara & Bookie
P.O. BOX 576
Crozet, Va. 22932
 - * WESTBROOK, Kitty
8911 Michaux Lane
Richmond, Va. 23229
741-1528
 - WILLIAMS, Dr. Chip
See Karen Knapp
903 Buford Oaks Circle
Richmond, Va. 23235
330-0571
 - * WITSCHHEY, Walter
7831 Nelson Avenue
New Orleans, La. 70125
 - December new members.
 - GLENN, David
205 Lees Lane
Ashland, VA. 23005
798-3820
 - MANOR, Bob
10664 Savoy Road
Richmond, VA. 23235
272-7612
 - VAN HORN, Ken
2456 Judes Ferry Road
Powhatan, VA. 23139
598-4009
- Please notify Neale Dickinson at 272-7610 of any other changes. Thanks.

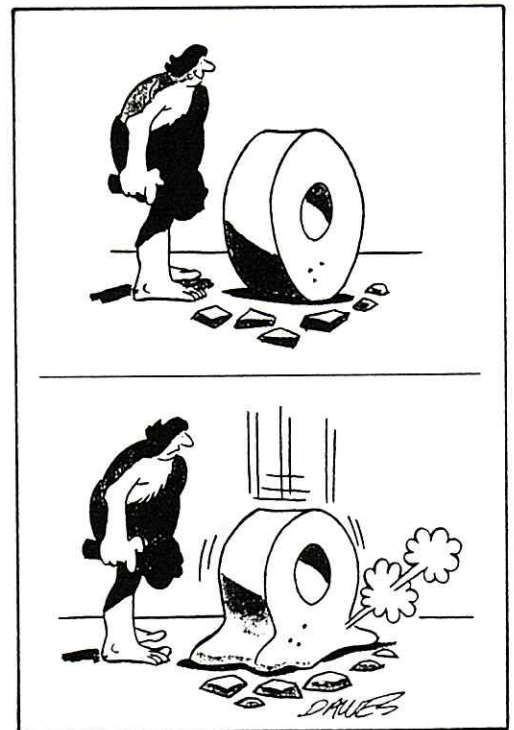
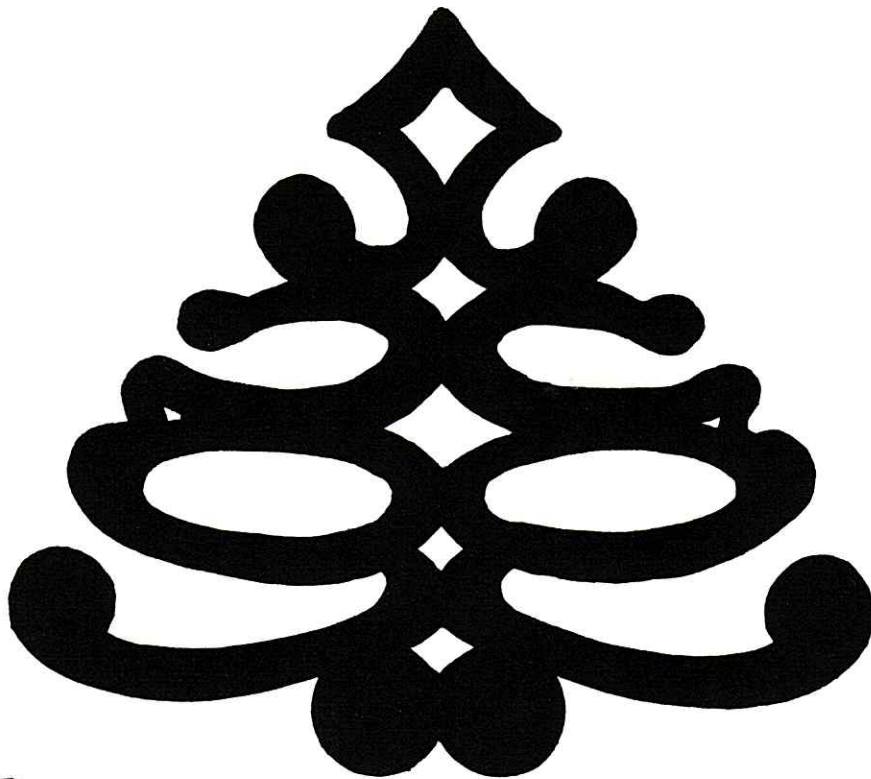
We began this year with a certain foreboding or more accurately, a sense of impending doom. We had no idea how or what was involved in publishing a monthly newsletter, but we sure remembered all those horror stories told by previous Editors. Well, having been accused for years of not being too bright, we forged ahead and Lo and behold, it really wasn't all that bad. Sure there were some problems, like those dreaded last minute changes, but each time one of you complimented us on an article, it made it all worthwhile.

We wanted to expand Checkpoints so we added features like 'motoring mania', 'different stuff', 'komey korner', etc. We quickly gained new and total respect for all Editors (past, present, and future) of newsletters and discovered what those previous Editors meant when they talked about having to come up with all this stuff by themselves. We enjoyed bringing you these features, we found the research enlightening, and we went totally brain-dead. If you enjoyed our features and would like to see something similar in 1992, we would like to make the following request. When you see a funny car type cartoon, read a good automobile article, hear a good car joke, have an idea for a feature you would like to see, etc. PLEASE forward them to the Editors. While it is impossible to publish everything, any and all help you can provide WILL be gratefully appreciated and you may just be responsible for keeping the Editor out of Southside State Mental Hospital.

The most important thing we learned about publishing a newsletter is that it IS a team effort and we would like to THANK all of you who helped us during 1991, especially Doug Burton, Gerry Eberhard, Bill and Shelia Hunter, and Gary Stout. We also need to THANK (and ask forgiveness) all the Editors of other newsletters from whom we 'stole' vast amounts of ideas and articles (all for the good of promoting our mutual sport).

Respectfully,

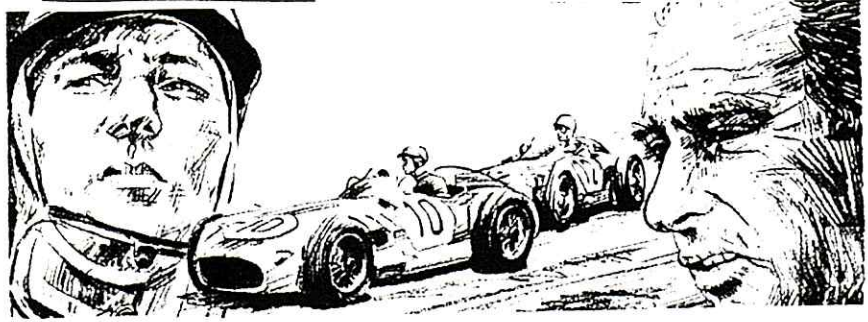
Neale & Martha



Ernie Thiel is a master mechanic and 37 years ago he was a racing mechanic for the Mercedes team, maintaining the cars of Stirling Moss and Juan Manuel Fangio. Today he's a technical specialist for Mercedes-Benz of North America, which means that whenever there's a car that nobody else can repair, like an 1886 Benz 3-wheeler, Ernie gets the call.

When asked what Moss and Fangio were like from a mechanics point of view, Ernie replied: "Moss was very fast and a true competitor. He was a real racer, but at the end of a race when he came back to the pits, the car had a dent in every body panel, the tires were down to the cord, the brakes to the backing plates, and there would be only two of the gears left. In other words, the car was used up. We would take Moss' racer back to Unterturkheim and throw them away." "Ah, but Fangio. We mechanics adored Fangio, he was *simpatico*. When he returned to the pits at the end of a race, usually having beaten Moss, his car looked like it was ready to enter a concours. Half the tread would be on the tires, half the brake linings were left, every system still worked, and there was rarely a scratch on the car. We would bring Fangio's racer back to the shop, tear it down, put it right back together, and he would win another race with it."

"Fangio used to 'talk' to his car, he would take a car that was sick at the start of a race and he would win with it. Fangio was a mechanic when he first



started out and he had more feel for a car than did other drivers. He was kind to his car and to everything around him. Fangio was a great man."

There's a lesson here. If you expect to keep any car in perfect condition, you must understand it, be sympathetic to it, recognize its limits and needs. Many people think a car is just a dumb, inanimate object. To Fangio and others like him, a car is a vital living thing with particular needs and desires. If you understand this, then both you and your car will be happier, longer.

In days gone by, cars needed constant maintenance just to keep them running and car enthusiasts could always find something that needed fixing, so that they could wile away a weekend lying in a puddle of oil under their adored car.

Within the past decade, however, new technology has ushered in the 'no care' car or more properly, the 'professional care' car. You must now be a master mechanic with a diagnostic computer to

do things we used to do with common sense and a test light.

The thing is, car enthusiasts like to tinker with their cars and that's what makes them enthusiasts. But with cars now designed to go 50,000 miles with an occasional oil change, how do you show your car that you still love it?

Detail! In the past few years 'detail' has changed from a noun to a verb. The basic premise of detailing is that the enthusiast has a need to pamper a car, not just to keep it running but to keep it mechanically 'like new' and not just to keep it clean but to keep it clean enough to concours. Detailing goes way beyond normal car care. The goal is to keep your car looking and acting like it just rolled out of the showroom, even though the odometer may have been around twice. A detailed car will be easier to diagnose and repair when it does need fixing, will be more rewarding to own in the sense of 'Pride of Ownership', and will be worth a lot more when you sell.

BLASPHEMY

Unless you're among the blessed, you missed it. Probably forever.

What's that? Merely the last true test in road racing. Its name was the Mulsanne Straight, a 3.5 mile stretch of brutally fast pavement running south out of LeMans, France.

Mulsanne, in truth, belongs to an era gone by. After World War II, there was an informal competition between various European nations for the fastest race-track. The chief contestants were Monza in Italy, Spa-Francorchamps in Belgium, and proud old LeMans. But those were vastly different times, when racing was racing.

People don't talk about it much these days. About how racing has changed and how basic fate-filled *crucial qualities* have vanished, nor about how pure motor racing has been warped, corrupted, even debased. First, the destruction of the Nurburgring curves, then the demise of the Monza banks, and now the Mulsanne. The Mulsanne Straight was literally the last straw - the one remaining test.

In 1989, the last year LeMans was an honorable race course, people stood at Mulsanne - awestruck. Moving at mind boggling speed, lap after lap, came the cars, shrieking thru the horrendously dangerous "Kink", a right-hand curve 2/3 of the way along Mulsanne. In 1989, the kink was taken by the fastest cars at 248 mph, 15 mph more than an Indy car goes in a straight line!

And it was thrilling beyond words.

It took you back in time, to an era when blindingly fast corners were the stages on which *courage* was examined. If one died in the process, and alas many did, it was said he'd died doing something brave. Something he'd freely chosen. Something *worth risking*. It was a singular and honorable enterprise.

In those days, self-sentiment had not yet been raised to its present high. Instead, the best racers like; Donohue, Miles, Gurney, Hulme, McLaren, Siffert, Jones, Foyt, Moss, Spence, Graham Hill, Phil Hill, Courage, Elford, Rindt, and Jimmy Clark along with many others, all of whom were self-contained, unsentimental, richly courageous men. It was an honor to walk among them on a grid and yet know that in two hours, one may be missing.

Yet at LeMans in 1989, our 'modern' heroes, granted fast ones, commenced to whimper. It was the Mulsanne Kink, they complained. Going through it at 248 in the night, as their forebears had done in far more dangerous cars for years, "upset" them. Gave them a "terrible" feeling. It was, oh dear, *dangerous!*

On all points, correct. Yet on the next point, damnably and *dishonorably* wrong! Orating from their highly paid podia they declared that Mulsanne must be humbled. And worse, the authorities caved in. There are now two "low" speed "safe" chicanes preposterously right in the middle of the Mulsanne Straight!

What has happened to us? Have we all

forgotten what racing is all about? Do million dollar contracts exclude nerve? Lets face it, nobody is forcing these delicate fellows to do the kink at 248! If that's too fast for them, for others it isn't, let them slow down. Let them take it at 230 or 190 or whatever.

Ah, but there is the root of the problem, for some lesser unknown could forget his place and pass them! Talk about blasphemy. The swine might even go on to *win!* PRECISELY.

It is called 'racing' for a reason. In former days, people with greater courage beat those with less by, yes - going faster where it was dangerous. The *entire purpose of a racetrack is to strain ones courage*. The more you dare its limits, the greater your chance to win and unfortunately, to be hurt. But the price of winning has always been overcoming fear and welcoming the risk. Yes, by God, suffering terrible feelings.

But today? You only need talent, a relatively common commodity really and not remotely related to that singular quality - *courage*. Yet given talent and a big-name contract one can redesign racetracks to ones liking. Swell. Then why not design it so one can win without risk? This corruption would cause the great ones to spin in fury.

But we may be thankful that here and there bravery is still valued and will be until they build chicanes at Indy. And if that happens, then the proud flame of racing courage will be snuffed forever.

KOMEDY KORNER



Last weekend I took my son Bobby on a Boy Scout camping trip and while preparing our tent site I tripped on something. Upon closer examination, it appeared to be some sort of strange lamp and as I wiped it clean, a genie appeared. "Thank you for releasing me from my prison" the genie exclaimed, "and I will now grant you one wish, within reason."

I promptly replied, "A million dollars would be nice." The genie laughed and said, "That is impossible, try again." After a moment I stated, "In that case, I would like to win the VMSC overall yearend championship." The genie replied, "And just how do you want that million."

Children are so honest, but sometimes that can be embarrassing. The other day I took seven year old Jenny to the grocery store and as luck would have it, we got in the checkout line behind a very large woman. Jenny took one look and said, "Look at that fat lady, daddy." I asked her to hush but she replied, "How did that lady get so big?" Just as I bent to scold her, the woman's beeper went off and Jenny yelled, "Look out daddy, she's backing up!"

The ultimate salesman called the other night just at dinner time and my other seven year old, Shelly, answered the phone. "If you can answer one simple question," the salesman began, "you'll win ten free dance lessons." Before Shelly could say a word, the salesman continued, "What did Alexander Graham Bell invent?" "I don't know," said Shelly. The caller then asked, "Well, what are you holding in your right hand right now?" "A bologna sandwich," replied Shelly. Whereupon the salesman cried, "Congratulations and for having such a great sense of humor ----".

You know your in trouble when:

- Everyone avoids you the morning after the company office party.
- The gypsy fortune teller looks at your palm, shakes her head, and offers you a refund.

I don't think I will ever understand why we do some things in America. The other day I took the kids to a 'fast food' restaurant and noticed the following sign. "Parking for Drive-through customers ONLY".

When jet Burton got a speeding ticket the other day, she didn't want Doug to find out, so she gave it some careful thought and then entered the check as "One Pullover - \$65.00".

At one of the nominating committee meetings held recently, Dennis Weir was explaining to us how he ruled his home. He said that it was necessary for the man to be in full control and he gave us the following example. "The other day, Debbie and I had a fight and in the end I had her begging on her knees." Somewhat skeptical, Wilt Greenwood asked, "Dennis, exactly what did Debbie say?" Dennis grinned sheepishly and replied, "She told me to come out from under the bed and take my punishment like a man."

When Beth Mills went shopping the other day, a clerk asked her, "Is there anything else I can get for you?" Without hesitation, Beth replied, "A very rich single gentleman with one foot in the grave would be nice."

If it's free, it's called advice; if you pay for it, it's called counseling; and if you can use either, it's a miracle.

My New Year's resolution this year is to stop repeating myself and to avoid redundancy.

AND TO ALL - A GOOD NIGHT

YOU'VE READ ABOUT IT

YOU'VE SEEN IT ON ESPN

NOW--THIS FRIDAY NIGHT AT THE RICHMOND COLISEUM

The sport that combines the powerPOWERPOWERPOWER of tractor pulling with the mayhem of World Wrestling Federation action

*******FORKLIFT JOUSTING*******

featuring:

BREAKER BAR BILSKY VS. THE JAWS OF DEATH

Ten-Pallet Petrovich vs. The Clark-lift Killer

on the distaff side:

Propane Polly vs. La Fume Fatale

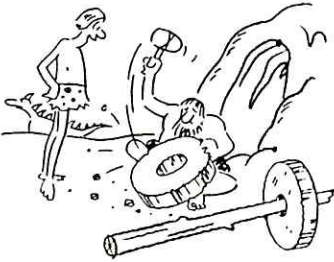
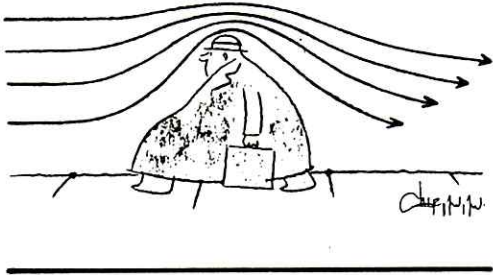
On the line will be the World Forklift Jousting Federation,
Mid-Atlantic Region, South-Central Virginia Section,
Northside Richmond Area, Downtown Broad Street Chapter

!!!!!!!!!!!!!!!!!!!!!!!!!!!!**WORLD TITLE!**!!!!!!!!!!!!!!!!!!!!!!!!!!!!

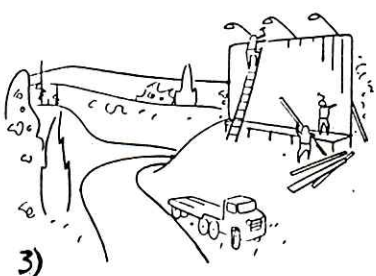
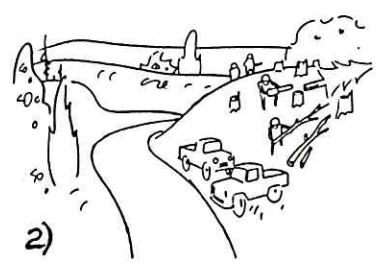
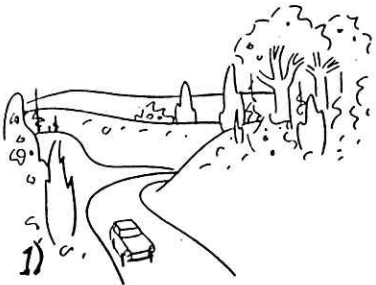
!!!!!!!!!!!!!!!!!!!!!!!!!!!!**BE THERE!**!!!!!!!!!!!!!!!!!!!!!!!!!!!!



AERODYNAMIC MAN



"Whatever it is you're making, Dad, may I use it tonight?"



CREATION

(or "Where did that stupid rule come from?")

In the beginning there was - THE PLAN.

The plan was completely without substance, darkness and despair came upon the members and the members chose a spokesman, saying; "This is a crock of crap and it stinketh".

and as bequeathed by the members the spokesman went unto a committee member and protesteth; "This is a pail of dung and none may tolerate the odor thereof".

and the committee member went forth unto the committee, and sayeth unto them; "This is a container of excrement and it is so strong that none may abide by it".

and the committee reporteth unto the 2nd Vice-President, saying; "This is a vessel of fertilizer and none may tolerate its strength".

and the 2nd Vice-President went unto the 1st Vice-President and exclaimed; "This contains that which aids plant growth and it is strong to all who use it".

and the 1st Vice-President sought out the President and sayeth unto him; "This promoteth growth and it is considered powerful by all".

and so it was that the President went unto the Board of Directors and proclaimed; "This new plan will actively promote growth, it is very potent and is deemed worthwhile".

and it is written that the Board of Directors looked upon the plan and saw that it was good and that it was desired and the plan became
POLICY.

The Board of Directors extends the warmest of Holiday Greetings to all members and friends of VMSC.

We hope each of you has a joyous and safe Holiday Season.

Please, drive with care.



SESQUIPEDALIAN APHORISMS

(or "What'd he say?")

1992 is an election year and therefore it is critically important for the average person to be able to correctly translate what is said by a politician into everyday English.

What follows is a simple test of your ability to perform this task and thus become an informed voter. First is a statement (S) followed by its proper translation (T).

S. Members of an avian species of identical plumage tend to congregate.

T. Birds of a feather flock together.

S. Surveillance should precede salientation.

T. Look before you leap.

S. It is fruitless to become lacrymose over precipitately departed lacteal fluid.

T. Don't cry over spilled milk.

S. A plethora of individuals with expertise in culinary techniques vitiate the potable concoction produced by steeping certain comestibles.

T. Too many cooks spoil the broth.

S. The person presenting the ultimate cachination possesses thereby the optimal cachination.

T. He who laughs last laughs best.

S. Pulchritude possess solely cultaneous profundity.

T. Beauty is only skin deep.

S. Freedom from encrustations of grime is contiguous to rectitude.

T. Cleanliness is next to Godliness.

S. Eschew the implement of correction and vitiate the scion.

T. Spare the rod and spoil the child.

S. All articles that coruscate with resplendence are not truly auriferous.

T. All that glitters is not gold.

S. A revolving lithic conglomerate accumulates no congeries of a small green bryophytic.

T. A rolling stone gathers no moss.

S. Abstention from any undertaking precludes a potential escalation of a lucrative nature.

T. No work no pay.

S. Eleemosynary deeds have their incipience intramurally.

T. Kindness is its own reward.

You are now ready to interpret the upcoming onslaught of jejune political orations known more precisely as rhetorical mumbo jumbo.

World Championship Logic

The final Formula One race of the season has just been completed and it was both exciting and extremely important as five drivers were tied with 45 points each prior to the start of the race.

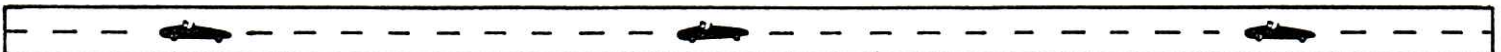
Alain, Gerhard, Nigel, Ayrton, and Nelson whose last names are, in no particular order; Senna, Piquet, Mansell, Prost, and Berger, each finished in a different position, first thru fifth. Points were awarded based on 10 for first, then decreasing by 2 for each position thereafter.

Each driver competed in a different marque; Lola, McLaren, Lotus, Ferrari, and Brabham for a different team; Williams, Marlboro, Benetton, Tyrrell, and Leyton House.

Using the clues provided; can you determine the correct first and last name of each driver, the marque each drove, the team each represented, their finishing position in the race, and the final standings in the points battle?

1. The Lotus finished ahead of Senna, but after the Marlboro entry which was not driven by Nelson.
2. Berger finished after the Williams entry.
3. The Tyrrell entry finished before the Lola, but after Nelson who was not driving the McLaren.
4. Nigel, who does not drive for Leyton House nor the Ferrari, is not Piquet who does not drive for the Benetton team.
5. Ayrton, who does not drive the McLaren, finished before Prost who does not drive for the Williams team.
6. Gerhard finished before the Ferrari and after the Brabham. The Ferrari finished after the Benetton entry.
7. Mansell, who did not drive the McLaren nor the Benetton entry, is neither the Brabham driver nor the driver for the Williams team.

solution next month



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Trivia

While researching material for this series of articles some interesting, unusual, and totally useless trivia was discovered. How many of the following questions can you correctly answer?

1. In what year did the first organized race occur?
What was its title?
2. The first Indianapolis 500 and the first Monte Carlo Rally were both held in what year?
3. When was the first Daytona 24 Hour race held?
4. In what year was the first Formula 1 World Drivers Championship held? Who won?
5. The first land speed record was set on Dec. 18, 1898. How fast, in MPH, was the blazing speed?
6. In 1965 at the Bonneville salt flats a piston driven car set a speed record that still stands. What was the cars name? How fast did it go?
7. How many CCs did the 1907 Dufaux have?
8. How many miles long was one lap of the original Nurburgring course? How many turns?
9. What famous "Italian" marque was actually made in France?
10. In 1913 the first foreign marque won Indy. Which Marque?
11. What was the name of USACs predecessor?
12. The great Juan Manuel Fangio won a total of 5 World Drivers Championships. How many in a row?
13. In 1961, Phil Hill became the first American to win the World Drivers Championship. What Richmonder finished third in NASCARs Grand National points standings that year?
14. Who was the only female to win any Formula 1 points?
15. What was Mr. Offenhauser' first name?
16. What is Buddy Bakers real first name?
17. Where did the name "Cosworth" come from?
18. What is a Mexican Speed Wrench?
19. When was the movie "Grand Prix" released?
20. What was the official title of Brock Yates, New York to California race?

answers next month

Super Bonus Question. What was the original name of the Virginia Motor Sport Club?

HELP WIN THE RACE FOR SAFETY. THINK WHEN YOU DRINK.

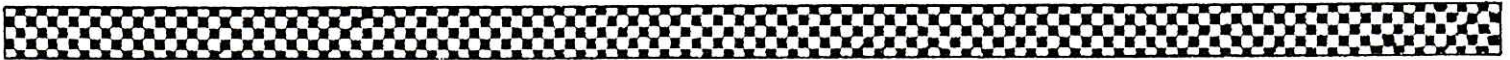
WORDCROSS

When you have correctly completed each of the following instructions, in order, the remaining words will form a phrase (reading from left to right, line by line) that will give you a hint to successful motor sports.

1. Cross off all words which are anagrams of NIPS.
2. Cross off all words which are related to autocrossing.
3. Cross off all words which contain the vowels A, E, and I, in that order.
4. Cross off all words which are palindromes.
5. Cross off all 6-letter words in which the middle letters are doubles.
6. Cross off all words which contain an X.
7. Cross off all words which are immediately above, below, or beside any 3-letter word.
8. Cross off all words which are related to rallying.
9. Cross off all words which are homonyms of other remaining words.
10. Cross off all words which end with ING.

RACECAR	DINNER	MAGNETIC	CONTROL
SPIN	THERE	CENT	TAXES
LIVING	GATE	RADAR	IS
HEATS	JOINING	NO	PINS
FUNNEL	EXHAUST	BANNER	SENT
SUBSTITUTE	SCENT	ZERO	VIRGINIA
MOTOR	SNIP	SPORTS	FOR
LEG	CLUB	PLAYING	ALWAYS
AMERICA	KAYAK	HARD	PUZZLE
JAVELIN	WORK	MIXTURE	PYLON

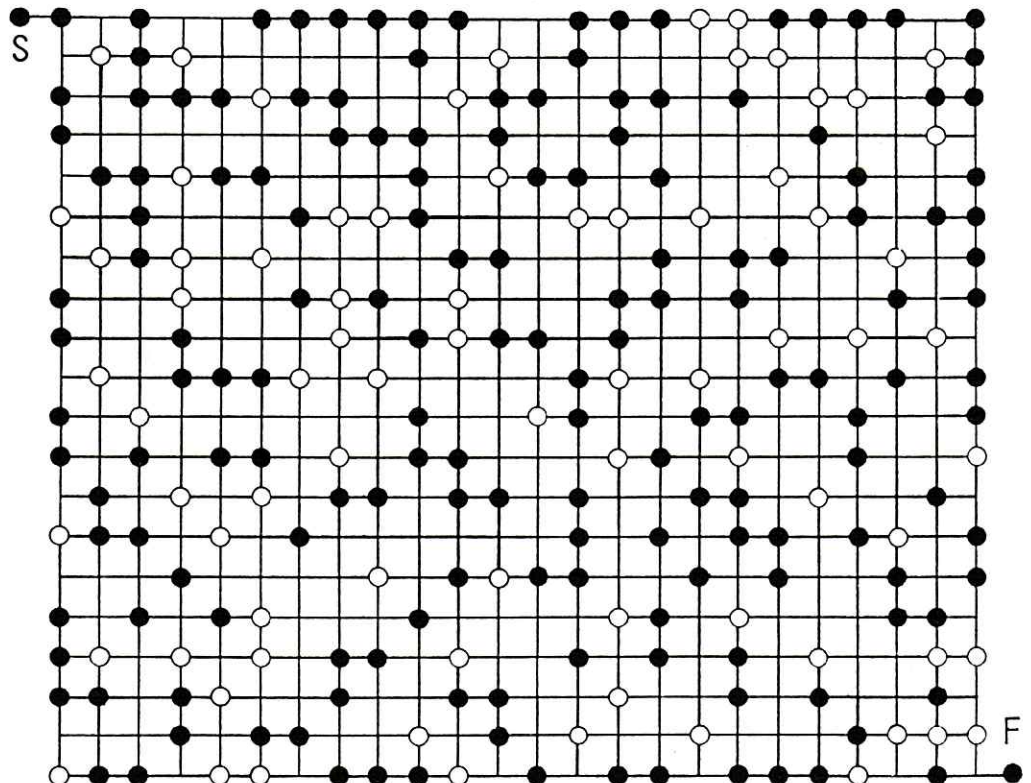
Solution on page 22.



DIABOLICAL DOTS

Begin at 'S' and proceed from one intersection to the next, stepping on the black dots only. Move one intersection at a time, horizontally or vertically - never diagonally. Since a white dot will not support your weight where it is, you must relocate some of them. Move white dots along a line no more than one intersection and change them to black. Once moved a dot can not be relocated again. Black dots never move. Take your time, its harder than it looks.

Solution on page 22.



ENNA WAS THE END OF A GOLDEN ERA

No one knew it at the time, but the curtain closed on classic GT racing as Cobra battled Ferrari on an August day in Sicily in 1965

By Michael Shoen

Editor's Note: Twenty-five years ago this summer an astonishing thing happened: The previously invincible Ferrari team lost the World Manufacturer's Championship for Grand Touring (GT) cars to an upstart team from the United States: Carroll Shelby's Cobras. The three-year battle that led to that history-making event—still the only such title ever won by an American car—is chronicled in a book published this summer, The Cobra-Ferrari Wars 1963-1965 (CFW, 8202 N.W. 16th Ave., Vancouver, Wash., 98665. 368 pp., \$100) by Michael Shoen. Excerpted here is chapter 43 of that book, which tells of the Alan Mann racing team's last race in that championship season, on Aug. 15, 1965, in Sicily. It was an event the team contested despite the fact that it had clinched the title in Reims, France, on the Fourth of July. The team—a blend of English and American influences—included British drivers Jack Sears and John Whitmore and an American fellow by the name of Bob Bondurant. Season-long opposition included the Ferrari 275LM (a prototype, technically in another class entirely) and, in the GT class, the 250GTos.

The Cobras need not have gone to Sicily but for Shelby: "There was some thought that Ferrari was trying to get the FIA to put on another race toward the end of the year, so we wanted to get enough points so we could stop racing." Enna also was included in Mann's original budget, so the 33,000 lb. Cobra transporter lumbered down through Italy and onto a ferry for Sicily.

Bondurant remembers Enna, "right in the heart of Mafia country, a village on top of these real high mountains where the gals wear black all of the time." The course is laid out around a lake, a flat high-speed circuit with only one slow turn and one left-hander. Lining the track are marshes teeming with snakes, making for some interesting off-road recoveries.

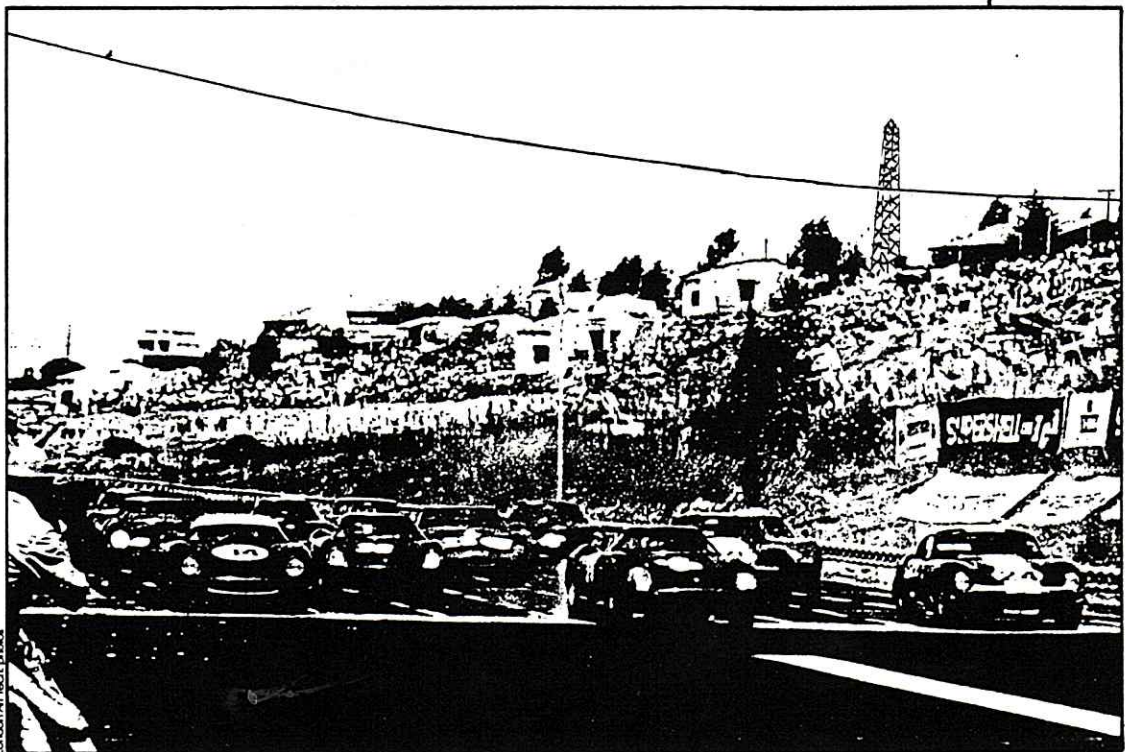
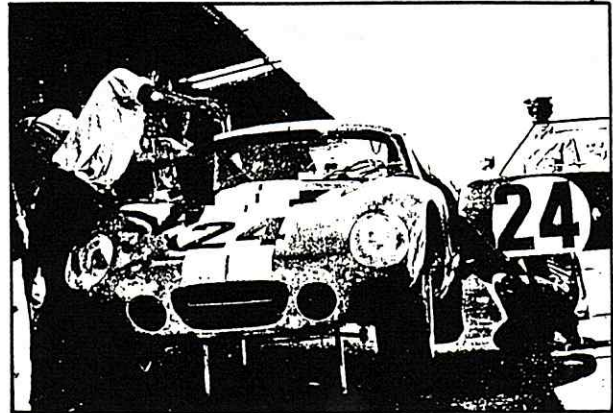
The field included Nino Vaccarella, Mario Casoni and David Piper in Ferrari LMs and a variety of lesser drivers in GTos, Abartis and Alfas. As with all the Italian races this year, the LMs were running in their Italian-only class "GT Nazionale" so that, at least in Italy and if only in the mind of one man, the Cobra was competing against the LM for the GT title.

Still the Italians were not happy, particularly with Bondurant: "The Sicilians really gave me a hard time because I was an American. We went through tech and they passed my car because they thought it was Sears' and they rejected Sears' car because they thought it was mine. Then they found out which car was mine, so they found some problem with it. They wouldn't speak to us in English at all. By that time I had learned some Italian, but not enough to really bargain with them. So they finally passed it with a half hour left in qualifying."

Again, Bondurant's instructions were clear: "I had to lug off the line and let Sears get ahead so he could have a win. So as I would follow him around, he would drop a wheel off into the dirt and kick up some rocks. Finally he kicked back a rock that broke my

windshield. So I put my goggles on and said, 'That's it,' and I caught him in another lap or two and passed him. Then he had to make a pit stop. Every time the English were supposed to win, something would always happen and they would have to pit."

What had actually happened was that Bondurant was tailgating. Whitmore: "At Enna, Jack was supposed to lead, but Bondurant was right behind, sort of hounding him. So Bondurant passed him and his excuse was that he was getting so many stones from Jack's car that he had to go past. Of course, that was a lot of nonsense. He could have dropped back, but he wanted an excuse to finish up front and feature in the results."



London-Air Tech photo

"I think that Bondurant was desperate to get into Grand Prix racing and therefore wanted to win no matter what, even if that meant disobeying team orders. He was not a team driver; he considered himself only. He was not a bad guy to be with, but once he got close to a racing car he became quite impossible—one of those drivers who drove with his balls but not his brains."

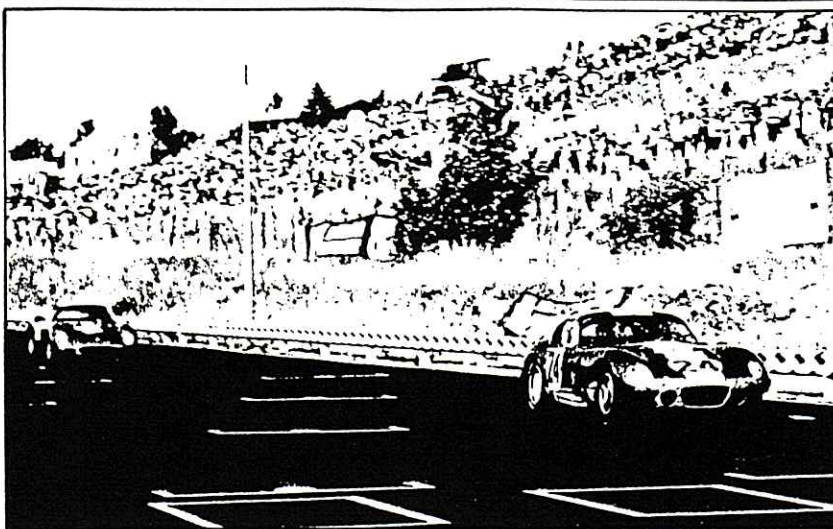
Bondurant saw it differently: "Enna was really the last race. I knew I would never drive for Alan Mann again. I knew Ford wasn't coming back again on the Cobras and Mann wouldn't be running the team again; at least, that's what I had figured out. So I went on ahead and caught up with David Piper and then I caught the Sicilian driver, Vaccarella. I

passed him and was pulling away and my pit crew is giving me signs, 'SLOW DOWN,' 'SLOW DOWN.' So I only slowed down a little bit. They wanted me to slow down so Jack Sears could catch me, but by now I was in first place.

"In the meantime, we were having bad tire wear. There was one place that was really rough on tires so I moved over to the outside instead of running straight through it. When I did, I just caught the marbles on the outside at 150 mph and had a wild spin. I almost went into a 10-foot dirt bank. In fact, I did touch the bank with the right-rear tire and then shot back the other way.

"During all this, Vaccarella went by me in the Ferrari and Piper caught me next.

At the start of the Coppa Clitta di Enna 500 Km (above): Piper and Casoni in Ferrari 275LMs, Sears and Bondurant in Cobra Daytonas. Stone damage is obvious as Bondurant makes his second pit stop (above, right).



The high-water mark of the Cobra Daytona (left): Bondurant leads the field and Vaccarella's 275LM after the American's hard charge through the stones and past the pit signs urging him to slow down. Bondurant ignored signs until Goodyear's Fred Gamble (at right in photo below) gave the signal, finally convincing Bondurant that his tires were causing problems

Then I took off and passed Piper, but I couldn't find Vaccarella. I thought, 'Jeez, he couldn't be that much further ahead of me.' So about four laps later I was looking out in the boonies and saw all these people. I thought that must be him and, sure enough, I saw his car being towed back. I came to find out that he had gone through the next high-speed turn and lost it, hit the guard rail and did several doughnuts way out in the middle of the field.

"So I was in the lead again. Then I got pulled in for a gas stop. The rules say you can use the quick-fill cans like we'd always used, but the Sicilians, because I was an American leading their race, pulled me in again and made me back the car up to the gas pump and fill it up there. I'm dead serious.

"By now, Casoni was in the lead in the Ferrari LM and David Piper was going by me as I pulled out. So I pulled in behind David and I started reading my pit signals and his pit signals. My pit crew told me David was a lap ahead of me, but David's pit signals said we were on the same lap. So I figured we were on the same lap, that Mann was just trying to slow me down so Sears could catch me and go by. I figured all this out as I was going around.

"So we both came up on Sears going into a corner, David on the inside and Sears on the outside—I passed them both right through the middle. Then I began to pull away nicely and I started reading Casoni's signs and it looked like he was on the same lap with me. But his signs and Piper's didn't coincide with mine at all. Both he and Piper were starting to go faster, but I was still catching Casoni.

"Then I started getting all these 'SLOW.' 'SLOW' signs and I thought, 'Well, (expletive). Should I slow down?' maybe I was wrong. Maybe he was a lap ahead of me,

because I really didn't know. Then like a dummy, because I couldn't have won that race, I finally figured I had better slow down. I thought, 'If I don't, Ford's going to be pissed at me for disobeying team rules.' So I slowed down and waved David by. I couldn't believe it—I just waved him by."

The last pit signal was from Goodyear's Fred Gamble: "They had a real row going there. Bob was getting himself into a definite tire problem and Mann tried to slow him down, but Bob wouldn't pay any attention to him. So I finally went out there with a sign to tell him, 'We're not (expletive) you. You are going to blow the tire if you don't cool it.'"

Bondurant went on to finish third overall and first in GT, on the same lap as the leaders after having turned the race's fastest lap on the 88th round. But the historical opportunity for an all-out race between the LM and the Cobra coupe was now past. One can only speculate as to what might have happened, for the glory days of the Cobra Daytona coupe were at an end. It would never race again.

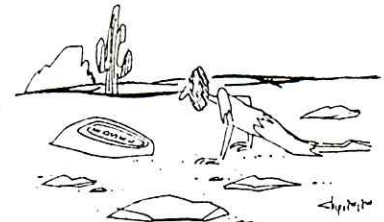
The career of the GTO, as a contender, was over as well, having finished at Spa with Peter Sutcliffe. The LM, too, was on the slide; it would never win another FIA race. The GTO's worthy successor, the GTB special, had seen its last works entry at LeMans.

Enna was one of those conclusions to a way of life that you cannot imagine will ever end, but when it does, you cannot



admit that it has—the book closed and the characters forever in the past.

Ford was finished with the Cobras. Bob Bondurant, whose name had become synonymous with Cobras and winning, would never race for Shelby again. Ferrari was through with the GT racers and engineers (Mike) Parkes and (Mauro) Forghieri would ultimately leave. Never again would an American manufacturer contest the World Manufacturers' Championship for Grand Touring. The great GT battles were over. Enna was the end of an era. ■



"I CRAVED something totally DIFFERENT."



The Right Choice!

THANKS

THANKS

THANKS

THANKS

THANKS

WE WANT TO EXTEND A VERY SPECIAL THANK YOU TO ALL OF THE 1991 CHECKPOINTS ADVERTISERS WHOSE SUPPORT HELPED MAKE THIS YEARS VOLUME A SUCCESS. THANK YOU ALL.

THE EDITORS AND STAFF

 THE 1991 COMPETITIVE YEAR IS NOW OVER AND WHILE WE EXPERIENCED SOME HIGHS AND LOWS, THE OVER-ALL YEAR WAS A SUCCESS. YES, WE SAW OUR RALLY PROGRAM SUFFER BUT WE ALSO SAW THE EMERGENCE OF SOME NEW RALLYMASTERS AND THE AUTOCROSS PROGRAM SAW A MARKED INCREASE IN ATTENDANCE. NOW I WOULD LIKE TO THANK THE PEOPLE WHO MADE IT ALL POSSIBLE, THIS INCLUDES ALL OF OUR O.D.'s AND ALL OF THOSE FORGOTTEN SOULS KNOWN AS THE WORKERS. THANK YOU FOR ALL YOUR HARD WORK.

MIKE WEEDON
 OUTDOOR ACTIVITIES CHAIRMAN

THIS STRANGE LAND

SOME OF OUR MOST FAVORITE UNUSUALLY TITLED TOWNS ARE:

COAL FIRE, ALA.
EEK, AK.
HAPPY JACK, ARIZ.
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TINCUP, CO.
CONNING TOWERS, CONN.
BROADKILL BEACH, DEL.
FROSTPROOF, FLA.
SOCIAL CIRCLE, GA.
NOPOOPOO, HI.
BLUE DOME, IDA.
OBLONG, ILL.
ROCKY RIPPLE, IND.
WHAT CHEER, IOWA.
MAY DAY, KAN.
STAMPING GROUND, KTY.
IOTA, LA.
LIMERICK, MAINE.
ACCIDENT, MD.
GAY HEAD, MASS.
BAD AXE, MICH.
GOOD THUNDER, MINN.
MONEY, MISS.
PECULIAR, MO.
HUNGRY HORSE, MONT.
WAHOO, NEB.
SEARCHLIGHT, NEV.
FACTORY VILLAGE, N.H.
LEISURE WORLD, N.J.
TRUTH OR CONSEQUENCES, N.M.
DEPOSIT, N.Y.
CASHIERS, N.C.
ZAP, N.DAK.
BRILLIANT, OHIO.
OKAY, OK.
DRAIN, ORE.
INTERCOURSE, PA.
NOOSENECK, R.I.
DUE WEST, S.C.
WINNER, S.DAK.
DIFFICULT, TENN.
DIME BOX, TX.
VIRGIN, UTAH.
HERO, VT.
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FOR A FOREIGN TRIP, TRY:

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THE CIRCLE

WHEN I WAS SIXTEEN AND FANCY FREE,
I GOT MY FIRST CAR, AN MGTD;
WITH COLLEGE CAME THE NEED FOR SOMETHING SEXY,
SO I TRADED UP TO A PORSCHE, 356-C.

NEXT CAME WORK, WHERE STATUS WAS THE KEY,
SO I BOUGHT A CLASSIC JAGUAR, XKE;
UPON MARRIAGE I NEEDED A CAR LESS COSTLY,
SO I PURCHASED A USED DATSUN, 240-2.

THEN CAME THE KIDS AND TO REMAIN SPORTY,
I BOUGHT A SEDAN (SPORTS), MADE BY AUDI;
AS THE KIDS GREW, I WENT TO CAPACITY,
AND SADLY PURCHASED A JEEP CHEROKEE.

WHEN MY KIDS LEFT FOR COLLEGE, I FACED REALITY,
AND BOUGHT A USED COMET (UGH) BY MERCURY;
AFTER SCHOOL, THE KIDS MOVED SO FREQUENTLY,
THAT I PURCHASED A PICK-UP TRUCK BY GMC.

NOW MY SON (THE DOCTOR) DROPS-IN OCCASIONALLY,
IN HIS FANTASTIC RED DINO BY FERRARI;
WHILE MY DAUGHTER (THE LAWYER) STOPS-BY DAILY,
IN HER AWESOME DIABLO BY LAMBORGHINI.

NOW DON'T GET ME WRONG, I FEEL NO ENVY,
'CAUSE WHEN MY GRAND CHILDREN COME RIDE WITH ME;
WE MOTOR AROUND FOR ALL TO SEE,
IN MY FULLY RESTORED, MGTD.



"Isn't it about time you started thinking about cars instead of horsie rides?"

DO THE RIGHT THING

If you correctly execute each of the following instructions, the end result will be a phrase relating to the whole project.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

1. Print the letters, VMSC COMPETITION,
in positions 1 thru 15. _____
2. Exchange the letter shown in position 3
with the letter shown in position 15. _____
3. Replace the letter shown in position 10
with the letter A. _____
4. Reverse the order of the letters shown
in positions 13 and 14. _____
5. Reverse positions 1 and 2. _____
6. Replace the first vowel with the letter N. _____
7. Exchange the letter shown in position 4
with the letter shown in position 6. _____
8. Replace both letters N shown with the
letter E. _____
9. Replace both letters C shown with the
last consonant. _____
10. Exchange the letter shown in position 11
with the letter shown in position 13. _____
11. Replace both letters O shown with the
letter L. _____
12. Exchange the letter shown in position 1
with the letter shown in position 13. _____
13. Replace the letter V shown with the
letter A. _____
14. Exchange the letters shown in positions
5 thru 8, as is, with the letters shown
in positions 12 thru 15, as is. _____
15. Replace the letter shown in position 14
with the letter U. _____
16. Reverse the order of the letters shown
in positions 3 thru 8. _____
17. Replace the letter shown in position 6
with the letter P. _____
18. Reverse the order of the letters shown
in positions 10 thru 15. _____
19. Replace the letters shown in positions
1 and 9 with blank spaces. _____

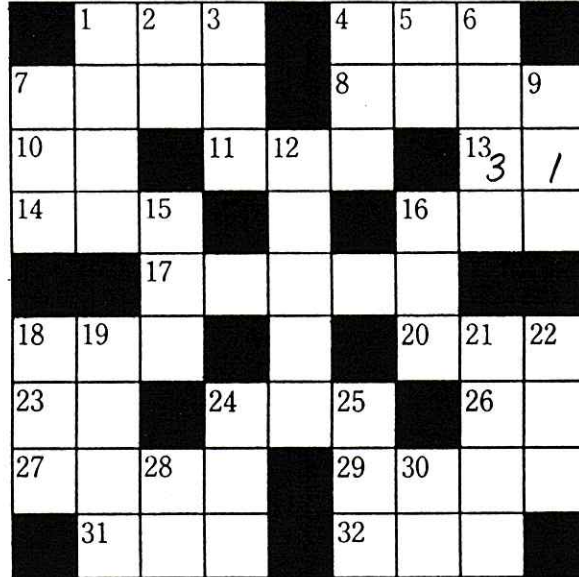
Solution on page 22.

DASTARDLY DIGITS, DEJA VU

Solve this puzzle as you would any normal crossword except that all spaces will contain one of the digits 0 thru 9 when you are finished, based on the clues and some simple arithmetic problems. You may not always be able to enter an entire number at first, but you may be able to determine one or more of the digits. If you enter those digits into the diagram, they may help you solve other clues and you can eventually return to the unfinished numbers to complete them. We have provided you with the answer to clue 13-across as a starting point and you can now enter the answer to clue 4-down. You should now continue by looking for other clues that mention either 13-across or 4-down, moving from clue to clue as needed.

CLUES ACROSS

1. Seven more than 14-across.
4. Two more than 4-down.
7. 27-across plus 29-across.
8. 23-across times 23-across.
10. The same digit twice.
11. Other clues will help you find this number.
13. Two hundred less than 4-down.
14. Consecutive digits in order.
16. Consecutive digits in order.
17. 9-down times 9-down.
18. First three digits of 27-across, rearranged.
20. 15-down plus 23-across.
23. One less than 30-down.
24. Thirty less than 18-down.
26. Consecutive even digits.
27. 13-across times 23-across.
29. 2-down times 13-across.
31. Seven times 23-across.
32. Twice 23-across.



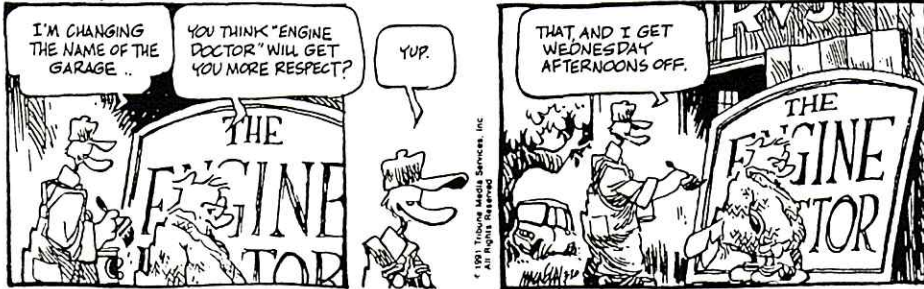
CLUES DOWN

1. 13-across times 9-down.
2. 9-down minus 23-across.
3. The first digit times the second digit equals the third digit.
4. Consecutive digits but not in order.
5. Four more than 10-across.
6. 2-down times 23-across.
7. Three times 25-down.
9. 2-down plus 23-across.
12. 2-down times 18-down.
15. Four hundred more than 25-down.
16. 16-across plus 13-across.
18. 13-across times 13-across.
19. 10-across times 3-down.
21. Twice 8-across.
22. 15-down minus 3-down.
24. 14-across plus 20-across.
25. The same digit three times.
28. 13-across plus 23-across.
30. Twice 13-across.

Solution on page 22.



Shoe / by Jeff MacNelly



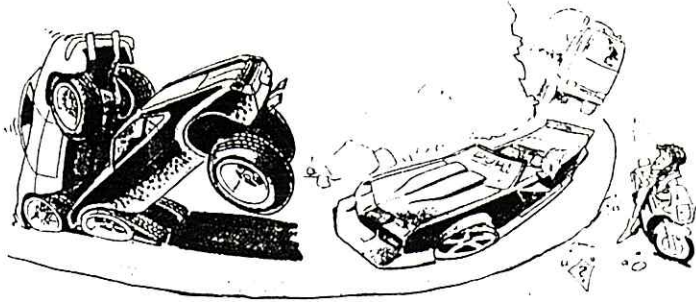
"Our CHIEF mechanic will be right with YOU."

Shoe / by Jeff MacNelly

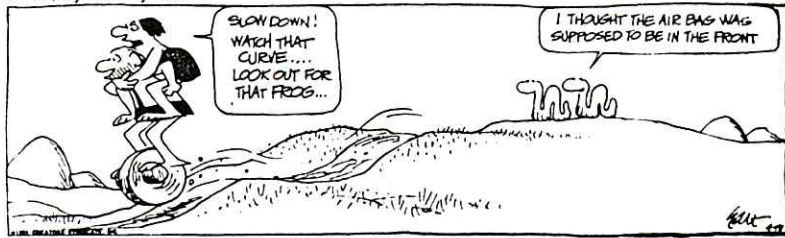


YOU MAY BE VMSC MATERIAL IF:

- Your richest relative buys a new house and you have to help him take off the wheels.
- You think that potted meat on a saltine is an hors d'oeuvres.
- You have an entire engine block sitting in your living room.
- You consider a bug zapper to be quality entertainment.
- Less than half the automobiles you own, run.
- Your father didn't remove the cigar from his lips when he told a state trooper to "Kiss Off".
- You think that Crab Louie is a venereal disease.
- You have ever barbecued Spam on the grill.
- Your neighbors have ever started a petition over your collection of car parts in your backyard.
- Your brother-in-law is a driver on the World of Outlaws circuit.
- You have refused to watch the Academy Awards since they snubbed "Smokey and the Bandit" for best picture.
- You consider "Motor Trend" to be deep reading.
- You prominently display the souvenir you purchased at Southside Speedway.
- You use condoms as blimps for your kids.
- The diploma hanging on the wall in your den contains the word "Correspondence".
- You have ever worn a T-shirt imprinted as a tuxedo to a wedding.
- You think that Dom Perigon is a mafia leader.
- The most common phrase at your family reunion is "What the Hell are you looking at".
- You think that beef jerky and moon pies are two of the major food groups.
- Your wine cellar consists of Pink Ripple, Mogen David, and Cold Duck.
- You have more than one relative named Bubba, Billy Bob, or Junior.
- You quit school because of an opening on the lube rack at the corner gas station.
- You think that a Volvo is a part of a womans anatomy.
- You believe that the greatest invention of all time was the styrofoam cooler.
- You have a rag for a gas cap.
- You go to the family reunion just to pick up girls.
- Your collection of model cars out-numbers your collection of Playboy by more than 4 to 1.
- You own an Edsel or a Corvair and your parents drove a Tucker.
- You think that a road rally is a political walk-a-thon.
- You schedule your honeymoon around the entire racing season.
- You have turned down a sexual encounter in order to watch a Grand Prix race on television.
- All of your best china has pictures of automobiles on them.
- You have installed racing tires and anti-sway bars on your riding lawn mower.
- You think that speed dry is a setting on your dishwasher.
- Your lifetime goal is to cover your walls and shelves with plaques and trophies, to spend both money and time for the good of the club, and to associate with a great group of people who are only slightly crazier than you are.



B.C./by Johnny Hart



B.C./by Johnny Hart



ZERO

THE CONCEPT

THE IMAGE

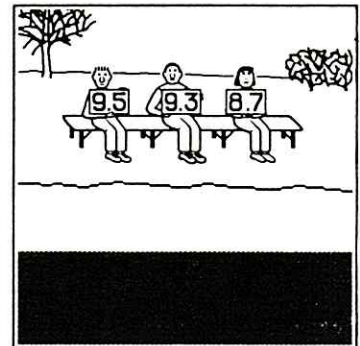
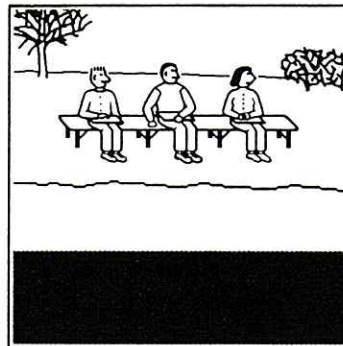
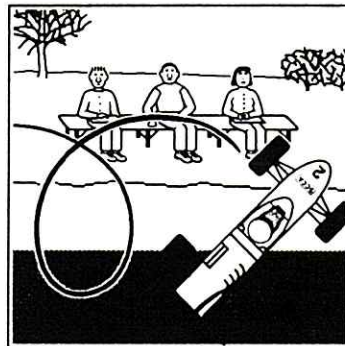
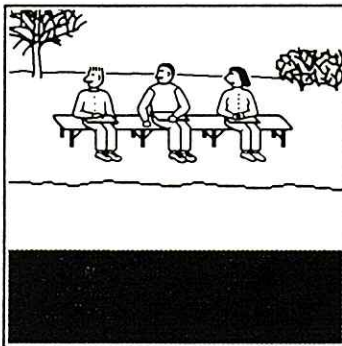
THE AUTOMOBILE

A CAR THAT PROMISES NOTHING-- BUT HIGH COST, SHODDY CRAFTSMANSHIP, AND FREQUENT AND LARGE REPAIR BILLS.

A RETURN TO THE LEGENDARY CARS OF DECADES AGO-- MIXING HIGH PRESTIGE WITH IMMEASUREABLE FRAGILITY.

WE GIVE YOU EXCLUSIVITY. OUR MARKETING SURVEYS SHOW THAT ONLY 15.6 PEOPLE IN A MILLION ARE ACTUALLY STUPID ENOUGH TO PAY THIS MUCH FOR A CAR THIS BAD-- NOW THAT'S EXCLUSIVE.

Our limited (and need we even mention, exclusive) dealer network guarantees your ZERO will be saved the usual wear and tear to which more reliable and mundane cars are subjected by sitting in your driveway waiting for parts (after all, our company motto is "BACK-ORDERED").



Children have enjoyed fairy tales for centuries and as they grew to adulthood, they found that such tales don't cease - they just change. How many, if not all, of our list of modern-day fairy tales have you encountered?

- The check's in the mail
- I'm done with all my homework
- Leave your name and number after the beep and we'll get right back to you
- Some assembly required
- May I just have 5 minutes of your time
- One size fits all
- You can make big money in your spare time
- It's a very quiet apartment
- We'll have a table ready for you at 8:00
- Our service person will be at your house before noon
- You may have already won \$100,000
- Your money will be cheerfully refunded
- Flight 454 is scheduled to arrive on time
- Express check-out lane
- You'll really like him, he has a great personality
- If elected, I promise

DO THE RIGHT THING

The key instructions were numbers 1, 5, 6, and 9. If you realized that a space was not a letter and placed the second C in position 5, you got off to the right start. Instruction 5 simply required you to re-number positions 1 and 2. Instruction 6 required you to replace the FIRST vowel or the A in position 10 (not the O in position 6) with the letter N. Likewise, instruction 9 required you to replace both C's with the LAST consonant or the Z (not the S in position 15). What you did in instruction 5 also affected instructions 12, 13, and 19. The balance of the instructions were not supposed to cause you any problems and if executed properly led to the answer:

A SIMPLE PUZZLE

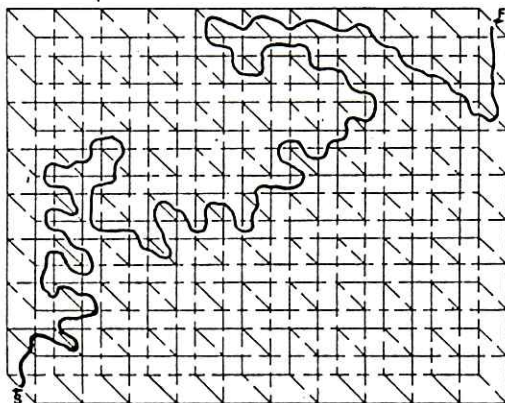
DASTARDLY DIGITS, DEJA VU

	3	5	2		2	3	3	
3	5	3	4		3	7	2	1
3	3		8	5	1		3	1
3	4	5		0		2	3	4
		1	2	9	9	6		
9	8	1		3		5	7	2
6	1		9	3	1		4	6
1	8	9	1		1	6	4	3
	4	2	7		1	2	2	

WORDCROSS

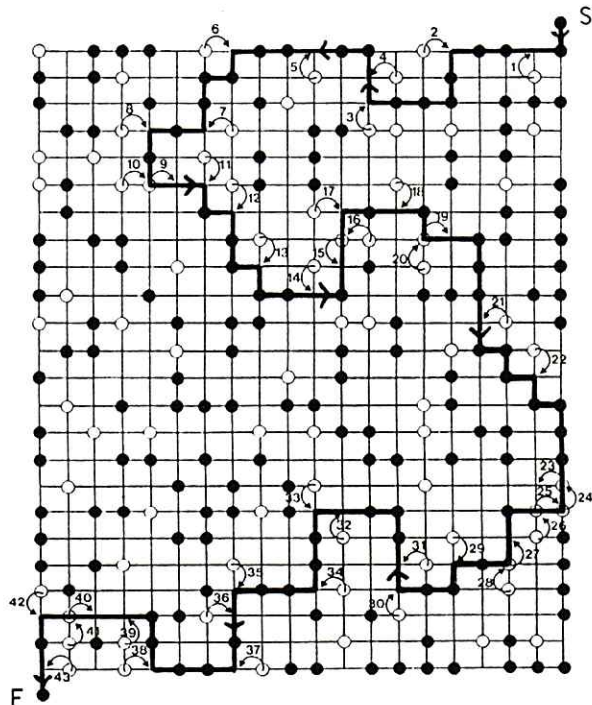
"There is no substitute for hard work."

DEPTH DECEPTION



DIABOLICAL DOTS

NOTE: Solution rotated 90° clockwise.



PARTS SCRABBLE

B	E	L	T		P		M		19														
O		R		I	G	N	I	T	I	O	N		D	I	M	M	E	R		45			
L		T	I	E	R	O	D		N		D		R		I		F			32			
T		M		L		O	H		R		M		E		N					27			
		H		T		E		M	O	O	N	R	O	O	F		N			33			
		L	I	G	H	T	E	R		W	I	R	E		O		R	O		D	47		
		N		R					T	D					G					E	22		
		G		O				D	E	F	O	G	G	E	R		B	L	O	W	E	R	52
		E		T		I		L		R		H			I		I				21		
		T		R	O	T	O	R		M	O	L	D	I	N	G	P				43		
		G	R	I	L			D	O			R			H	E					35		
		E		E		R		W	I	R	I	N	G		T		R	I	N	G	48	424	



The Editors and staff of CHECKPOINTS wish everyone, a very Merry Christmas and a Happy New Year!

MORE WILTON

DEFINITIONS: GARAGE (GE-RAJ'), N.

"A PLACE TO HIDE FROM THE WIFE, KIDS, IN-LAWS, ETC.", "A SPACE THAT WILTON BUILT"

- IN HOUSE ARCHITECT AND DESIGN SERVICES

- RATED IN TOP 50 BY REMODELORS MAGAZINE

- FOLLOW UP BY CUSTOMER SERVICE REPRESENTATIVE TO ENSURE CUSTOMER SATISFACTION

- FIRST CENTRAL VIRGINIA RESTORATION COMPANY TO OFFER FIVE YEAR HOMEOWNERS WARRANTY



Wilton

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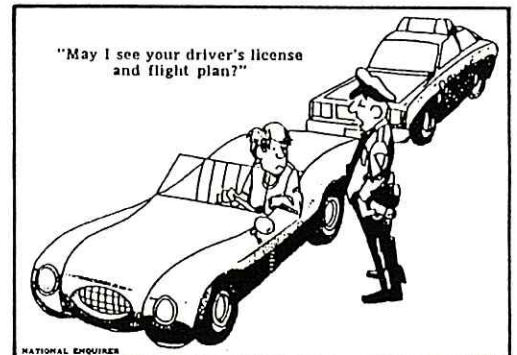
804 794 - 4362

Answers to November Motoring Mania

ALFONSO	= HISPANO SUIZA	ECLAT	= LOTUS
ALPENSIEGER	= AUDI	GT 40	= FORD
ATLANTIC COUPE	= BUGATTI	HORNET	= HUDSON
BARRACUDA	= PLYMOUTH	M8D	= McLAREN
BEARCAT	= STUTZ	MAGNETTE K3	= MG
CALIFORNIA	= FERRARI	MERAK SS	= MASERATI
CARRERA	= PORSCHE	SPEED SIX	= BENTLEY
CORNICHE	= ROLLS ROYCE	STINGRAY	= CHEVROLET
DB 5	= ASTON MARTIN	STRATOS	= LANCIA
DIABLO	= LAMBORGHINI	XKE	= JAGUAR

Answers to November Different Stuff

ROAD	= 6 Days on the Road	The Spiral Road	High Road to China	Flamingo Road
RIDER	= C.C. Rider	Shockwave Rider	Easy Rider	Knight Rider
TIME	= Time in a Bottle	The Time Machine	The land that Time Forgot	One Day at a Time
LINE	= I walk the Line	The long Grey Line	A Chorus Line	What's my Line
STREET	= On the Street where you Live	Main Street	Wall Street	Hill Street Blues
WHEEL	= The Spinning Wheel Song	Jim Clark at the Wheel	Heart like a Wheel	Wheel of Fortune



NATIONAL ENQUIRER



"IS THERE ANYTHING WRONG ?
YOU'RE ONLY GOING THE SPEEDLIMIT...."



Checkpoints

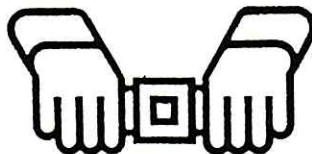
VIRGINIA MOTOR SPORT CLUB

40 YEARS 1950-1990

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**LIFE'S A SNAP
PLEASE BUCKLE UP!!**



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