



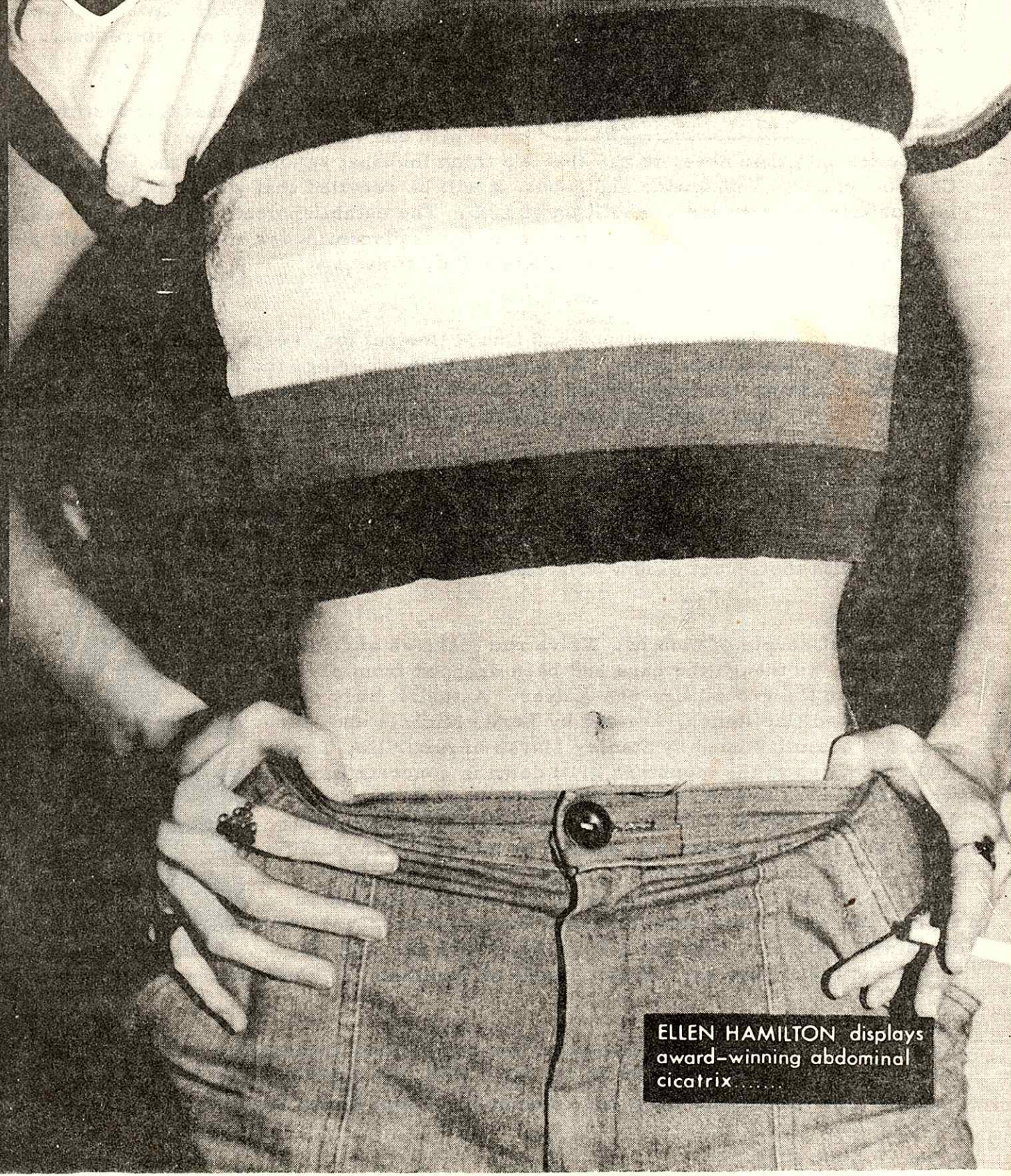
# Checkpoints

VIRGINIA MOTOR SPORT CLUB

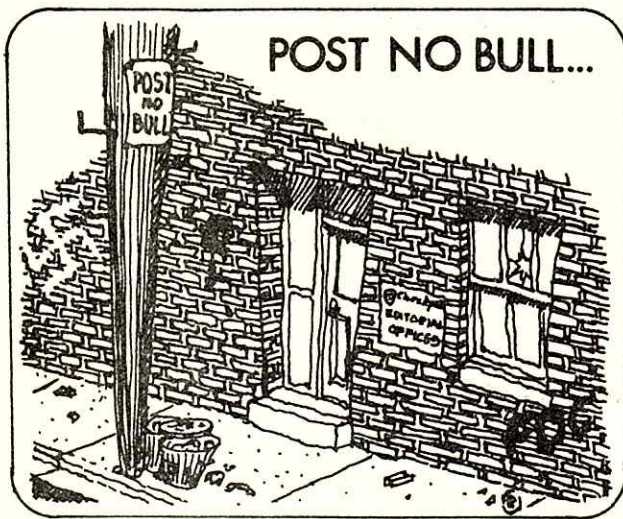
VOLUME 19

JUNE 1975

INSIDE THIS MONTH: Virginia Reel Report; Windshield-Insect Deaths; Post No Bull; Calendar; A Belly-button Picking Contest; and More.....



ELLEN HAMILTON displays award-winning abdominal cicatrix .....



### ...APPRECIATION.

Having endured a great amount of arm-twisting, weight-throwing and threats of bodily harm from local reps of the big three automakers, we regret that we must announce a brief halt in our publication of Checkpoints road tests. Seems that the Nash, according to the temporary restraining order, was "better than anything we have to offer and is therefore in violation of the Fair Trade Laws." If we stepped on anyone's toes, We offer our sincerest...

### ...WE'RE BIASED.

Actually, We should have said this last month but, what with one thing and another, there wasn't space.

But better late than never to say that We think the final resolution of the Great Ladies Class Controversy was reasonable and good. It will be recalled that your Editors took an Editorial Position and opposed abolition of L/C. The establishment of a Novice Class, it seems to Us, effectively answers Our concern in that it discommodates no one and should please all those who wanted to retain Ladies Class. But, then...

### ...PRETTY SIGN.

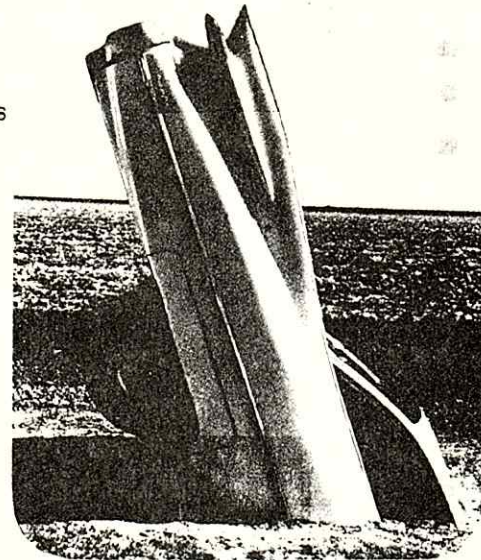
Our thanks to Barbara Greenwood and Chuck Hoelzel for, respectively, lending the camera and taking the pix in this issue. In case you're wondering, the business on the back page is Bookie cleaning up a sign (which had taken a load of OO buckshot) along the Virginia Reel Rally Route. It was wasted effort - nearly everyone went off course and never saw it. But it sure was a...

### ...BLMC AWARD.

Last month saw a first! The first (and possibly last) National Rally to be run from Richmond happened on May 17 & 18. Vawter & Hamilton's Virginia Reel report begins on page 6, together with the secret of how they came to win the...

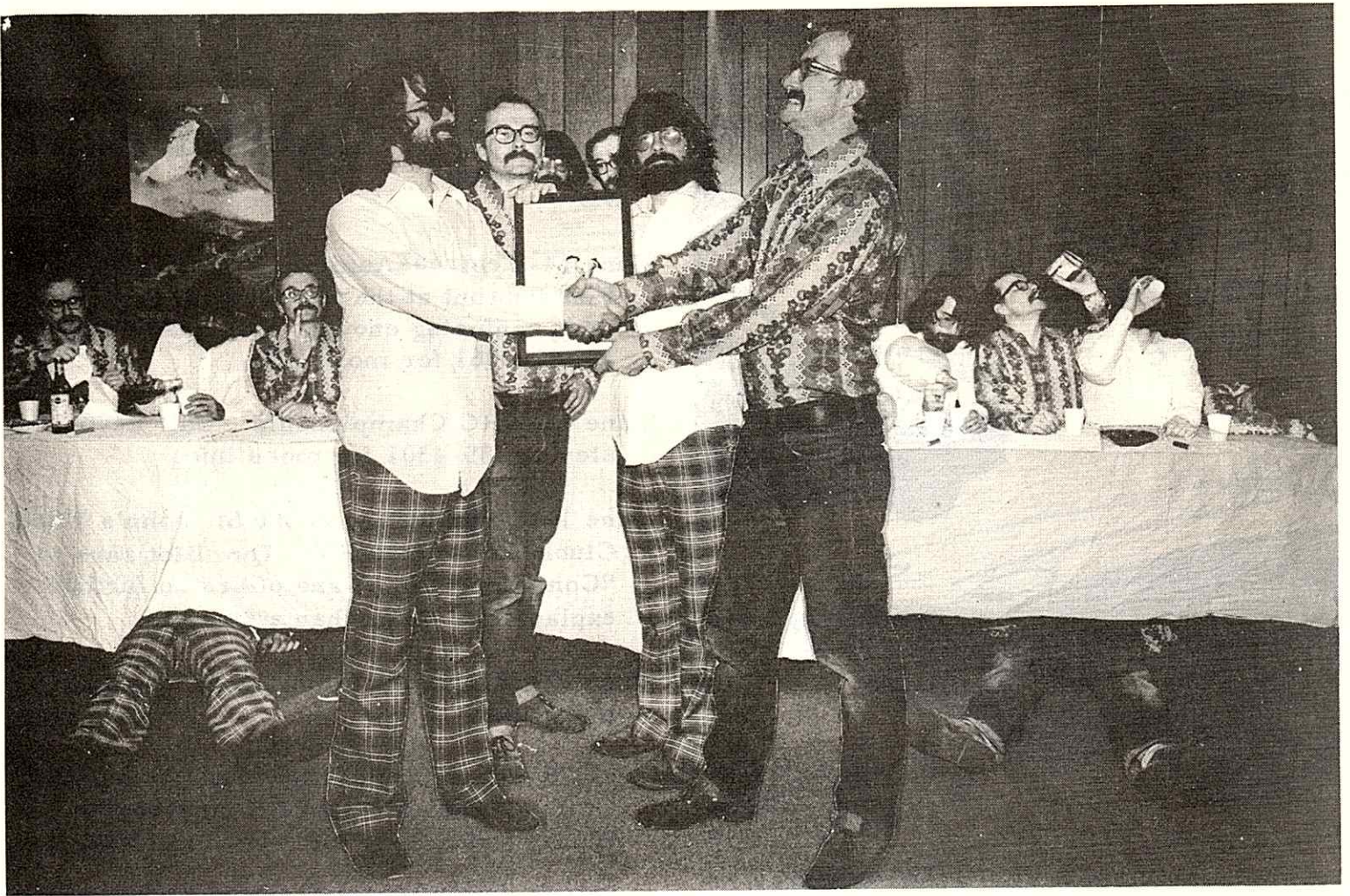
### ...SAVE GAS.

For the past couple of months, We've run pictures of Cadillacs that looked as though the cars had been dropped from planes and stuck in the ground like pen-knives. Actually, they come from the Cadillac Ranch, created by Lord, Michels and Marquez and commissioned by Stanley Marsh of Amarillo, Texas, who buried ten of the monsters grill down in concrete in a wheat field next to U.S. Route 66. They range in age from 1949 through 1963 models and are representative (according to the artists) of a testament to the rise and fall of the tail fin. Since half of Us have in-laws in Texas who would lead Us to believe that the things actually grow out of the ground down there, We were relieved to find this human rather than divine in nature. You may have noticed nowhere have We said just how dumb these guys are: if you owned 10 Cadillacs, it would be the only way you could...



### ...ONE FOR THE CHECKERS.

Last month We announced a change to the Competition Regulations relating to the number of Novice trophies to be dealt out at rallies. Well, We muffed it agian - there weren't any changes like that at all. So please change your copy of the regs back like they were and score...



Present at the awarding of the Nobel Prize for Literature were (seated, l. to r.) runners up Armistead Forstch and Sir James Blirfton, lone dissenter Sven Gverd, committeemen Herrmett Hemmingstone, Eugene Glopft, Col. Kensington Sanders and Gunser Navarone; (standing l. to r.) winner Dick Jones, Pres. Lars Prudhomme, keynoter William Gaines, Sgt.-at-Arms Yung Ling Grunt, V.P. Theodor Slumpstein and winner Jack East; prone (l. to r.) refreshment chairmen James Beam and Pierre Smirnoff.

# EDITORS WIN NOBEL

Stockholm, Sweden-June 1 (AP)

The Nobel Prize for literature has returned to the United States and for the first time in its history has gone to a club newsletter. This unprecedented award was presented to Dick Jones and Jack East, editors of Checkpoints, the monthly newsletter of the Virginia Motor Sport Club. In a prepared statement at the presentation of the award, President of the Nobel Academy Lars Prudhomme said "Messrs. Jones and East follow in the footsteps of Mr. Nobel

by doing something that is really dynamite."

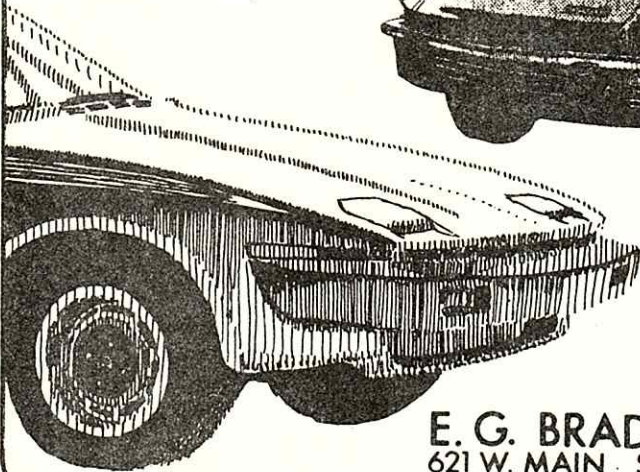
Cited for outstanding reporting and honesty never before seen in a news publication were articles published in each of the first five issues, including the double editorial (Jan), "Cappy Dick" (Feb), letters to the editor (Mar), the Road test (Apr), and the objective reporting of the closing of Checkpoint 3 (May). In accepting the award, Jones and East thanked themselves for making the award possible, although mention was made of

the tree from which the award was made.

Of the 347 man committee, there was only one dissenting vote, that of Sven Gverd, who said the paper was too coarse and the staple presented a serious hazard. Rumors abound that Jones and East have accepted positions with the National Lampoon or the Washington Post and that they are holding out for a six-digit figure from the Virginia Motor Sport Club, who now says, "Bull-

Continued on page 43

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**JUNE**

S	M	T	W	T	F	S
1	2	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					

**CALENDAR**

June 14- Fentress Autocross to be held not at Fentress but at the Suffolk Raceway. If that isn't confusing enough, call Brad Peaseley at 282-3061 for more info.

June 15- WRC Championship. Call Lewis Parsley at 285-4301 for more info.

June 19- Club Meeting at the St. John's Wood Clubhouse at 8:00 PM. Tom Blot says to "Come meet Naja" and offers no further explanation other than a sly grin.

June 21-22- Summit Point. Call Lewis for more info.

June 28- The Saturday Night Special Rallye Oded by Tom Blot and Bill and Shelia Hunter. See flyer elsewhere this issue.



AWARD-WINNING EDITOR WINS GREAT MAP CONTEST, GRACIOUSLY ACCEPTS YET ANOTHER AWARD.

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# Nissan competes with the camel

"It is very expensive to maintain camels," says Tsunekatsu Etoh, assistant manager of Nissan Motor Co.'s international division in Tokyo. "It is cheaper to keep a Datsun."

Thereby hangs a tale of success for Japan's No. 2 automobile maker. Nissan is No. 1 in Saudi Arabia, where it sold 31,000 vehicles last year, outstripping arch-rival Toyota Motor Co. by nearly 7,500. And it shipped 23,000 vehicles to other countries in the area.

In the Arabian desert, nomadic bedouins now drive Nissan's Datsun pickups cross-country, carrying sheep, tents, household belongings, wives, and children. At \$3,100, a pickup is considerably more expensive than a camel, which bears a sticker price of about \$700. But with gasoline at 12¢ a gal., fueling a Datsun is definitely more economical than feeding the beast. In Jidda, the ubiquitous vehicles are in demand as all-purpose transport for cargo and crews of workmen. In fact, "Datsun" has become practically the generic term in Saudi Arabia for pickup trucks.

**Connections.** Nissan achieved this status for its product by moving into the Middle East 14 years ago when the area was "a vacuum," according to Etoh. When the Suez Canal was closed in 1967, Japan gained an edge in transportation costs over Europe in markets east of Suez. But other Japanese auto makers were busy concentrating on the U. S.

Nissan's strategy was simple: Recruit as distributors local businessmen

who could afford to invest their own money in showrooms, garages, and spare-parts warehousing. Like all auto marketers, Nissan also looked for distributors who knew how to manage employees, how to handle after-sales service, how to stock and sell spare parts.

While such businessmen were few at the time, Nissan did quite well. In Saudi Arabia it signed up Ahmed Abdullah Sulayman, of Jidda, whose family has "big influential connections in the economy," Etoh blandly notes. Sulayman's father was chief adviser to former King Ibn Saud, and the family's diversified business group is one of Saudi Arabia's largest. In neighboring Bahrain, the Nissan distributor is a member of a leading banking family.

To help sell Nissan cars and trucks, company engineers in Tokyo developed models with outsize radiators and extra fan blades for desert driving.

Even so, Nissan got a slow start. In its first two years in Saudi Arabia, Nissan sold only 61 vehicles. Sales began a steep climb in the late 1960s, though, and the 1973 oil crisis put a lot of money into the hands of Middle Easterners to buy more Datsuns.

**Desert racers.** Besides pickups for the bedouins, Nissan is selling passenger cars to the rising urban middle class. Individual dealers arrange credit; they usually ask 20% to 30% cash for passenger cars but 50% to 70% for pickups. The difference is that cars are sold mostly in the bigger cities where bank financing is more easily obtained and

the debtor easier to keep track of. The affluent, who do not need credit, also are starting to buy Nissans as small second cars.

For advertising, according to Shiro Ozawa, Nissan's Middle East sales manager, Nissan relies mostly on word of mouth. The big selling point in the desert, he asserts, is durability.

It is a powerful argument, because Saudi drivers are exuberant, to say the least, when they get behind the wheel. "They are driving 60 mph across the desert all the time," Etoh says. One consequence is a high attrition rate. "Alongside the road," Etoh adds, "you see many, many damaged cars. They have an accident, and they just leave them in the desert."

The more scrapped vehicles, the better the replacement market. But Nissan will have to fight hard to maintain its share. European makes will get a transportation cost advantage from the reopening of the Suez Canal, while Toyota, which claims to have staked out the territory as early as Nissan, is not content with second place. "Perhaps our effort is not enough," concedes Noboru Itaya, Middle East sales manager for Toyota Motor. "What we should do is try harder."

To stay ahead, Etoh believes, Nissan should put even more emphasis on service and spare parts. "Go to other companies there, and you will find they have only a showroom," he says. "If customers can't get spare parts, they have to throw the car away. That's more expensive than having a camel."

Reprinted (without permission) from Business Week.

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# CHARLIE BROWN PROVES

## HE'S NO BLOCKHEAD

Richmond Va: May 17-18 was the date for the 17th Annual Virginia Reel, a National Rally sanctioned by the Sports Car Club of America. For the first time, the Reel was to be held in Richmond, and the Rallymaster was none other than VMSC's Wilt Greenwood. Now, for anyone not familiar with Wilt, his friendly grin does not necessarily mean he has nice thoughts on his mind. Wilt chose three capable course marshals in Jack East, Bookie Westbrook and Mike Castleberry to provide an exciting rally for 1975.

The course following concept was clear and had only three priorities: 1) Execute the Last Route Instruction (LRI) but not more than three times 2) Execute the Next Route Instruction (NRI) and (3) Follow your Through Public Route by number .

Jack planned the Saturday morning leg which started at the Holiday Inn West, only a few hours after the cocktail party ended from the previous night. We were provided a good brisk run to Charlottesville and a lunch break at the Dutch Pantry. Jack's jokes on unsuspecting rally people included having everyone make odd turns at a triangle for one reason

when they should have gone straight for another. (That proved a bit too devious - right, Jack?) Another nefarious instruction was "Go away from Checkpoint." This seemed simple enough until we arrived at an intersection with only two ways to go and a checkpoint in either direction. ("What do they say in the general instructions about U-turns, Ellen?") The lunch break provided Wilt & Barbara, nervously sitting in the corner counting people, for entertainment.

Saturday afternoon was the return to Richmond and Bookie started everyone with some exciting roads and a couple of checkpoints before he really went to work. Giving us an instruction that read, "Get onto

a new route. If a choice of directions exists, go left," we made a few turns and everything was fine until we came to Route 64. (E-"How far until the next call back mileage?" R-"Twenty miles." E-"Oh.") After much heated discussion, we (sic) decided to take 64 and hope for the best. After a nerve-shattering ordeal the right sign showed up at the right mileage and we were on course after all. (We liked that one, Bookie, too bad.) Unfortunately, the rains prevailed Saturday afternoon and caught us all with our mud flaps down. Dirt (read mud) seemed to be the rule and would have been fine if you owned a Fiat Baja or Audi Alpine.

Saturday night provided another cocktail party for the weary contestants and gave everyone an opportunity to rehash their mistakes of the day.

Mike had the last opportunity to work on us with the Sunday run. He started off with five pauses a quarter of a mile from and within sight of the first checkpoint. Other notable instructions included turning onto a route having a number one of whose digits was three times another - executed at Route 600 (3 times 0 equals 0?) (Editor's note: Sure it does. Two brainless people aren't any smarter than one brainless person. As was demonstrated.) and two "ZERO" signs at the restart. Thing was, one of them was attached to a utility pole

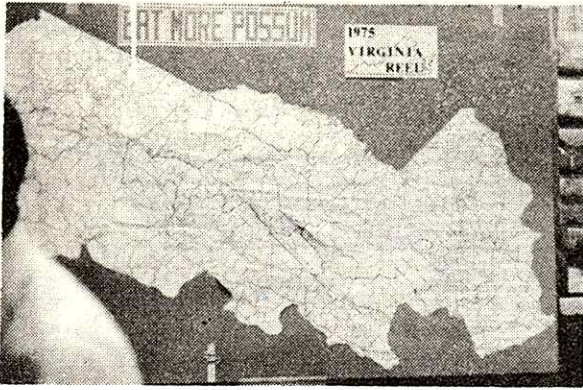


Vawter & Hamilton Accept Award



(L to R) Charlie Brown, Dick Lieberman (Chairman), Ellen Brown

and lots of people forgot what the generals had to say about things on utility poles. Ending Mike's portion was a loop that had you turning in front of a checkpoint. If you executed this one too many times you got a max and 50 of the 73 car field were fooled by this one.



The Rally Route

Only two cars did not receive a max on the entire rally. First overall and first in Class A were Charlie and Ellen Brown. This year marked Charlie's second Reel win. Second overall was not a computer equipped car and was manned by Ken Johnson and Roger Bergstein. Other winners were (3OA&2E) Mark Evangelista and Dick Grosbier, (4OA&3E) Joe Ansell and Steve Mulligan, (5OA&4E) Pete Kosche and Ira Meislik, (6OA&5E) John Ortaldo and Bill Wenger, (7OA&6E) Don and Mickey Himes, (8OA&7E) Kerry Chesbro and Don Murray, (13OA&2B) Paul Smith and Norm Decarteret, (19OA&3B) Kit Caruther and Bill Todd, (20OA&4B) Bob Fink and Clyde Heckler. Seat of the pants or Class C kudos

went to Gary Mandel and Burton Goldstein, placing 34th OA and to Al Marsh and Barbara Donnelly.

The beer party and banquet before the awards ceremony were a fitting end to a great weekend and a fine rally. Other awards presented went to the Best Novice and the Best Team. Marque awards were presented for the best BMW, Saab, Volvo, Porsche, Capri, Datsun, VW and the winners of the best BLMC Award, driving a Triumph, were...

(Another Editor's Note: Third C was not a trophy position, and so Ralph and Ellen properly didn't mention it above. But it should be noted that they won it, which is no bad thing at all for your first National.)

*Ellen  
&  
Ralph*

TREASURER'S REPORT: 1 JANUARY-1 JUNE 1975

INCOME

ADVERTISERS.....	\$ 266.50
DUES.....	711.00
EVENTS.....	1263.67
MEETINGS.....	366.08
SALE OF CLUB MERCHANDISE...	30.65
SUBSCRIPTIONS & DONATIONS..	25.00

EXPENSES

CHECKPOINTS.....	\$ 415.47
HISTORIAN.....	0.0
INDOOR ACTIVITIES.....	188.01
PUBLICITY & PHOTOCOPYING...	209.26
RENT.....	75.00
TROPHIES.....	991.86
MISCELLANEOUS EXPENSES.....	812.39

TICKETS

OUTSTANDING: 205 @ \$1.50 = \$307.50  
 REDEEMED FOR CASH: 19 @ \$1.00 = \$19.00  
 REDEEMED FOR MERCHANDISE: 68 @ \$1.50 = \$102.00

REFRESHMENTS NOT PAID FOR: \$24.76

# DEATH ON THE HIGHWAY

As a result of their latest setback on the 5-mph bumper requirement, the government is determined to show the American people just what a big brother is for, and has stuck its fingers into a few more automotive pies. Since the uproar on the cost effectiveness of the bumper, the Department of Transportation is considering letting it go the way of the air bag, from standard equipment to an available option.

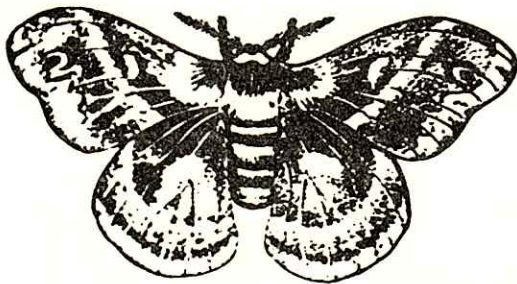
The raft of new requirements includes a radio antenna that can withstand rollover

together with visible exterior mounting of the spare tire; minor annoyances for car buyers but real migraines for designers; but the real kicker is the result of an EPA report titled "The Environmental Impact of Windshield Insect Deaths" (GPO, 746 pgs, \$28.75.)

The study reveals some admittedly startling facts on the decline of various species of Insecta insecta: Diopsis (Muscidor) off 20%; Dragon fly (Smaugidae) off 12%; Firefly (Lampyridae) off 45% (attributable to their attraction to headlights.) Even the common house fly (Muscidae) which numbered 4.03 quadrillion in 1973, is now estimated at only 3.98 quadrillion this year for a drop of 50 trillion over a two-year period; and opening the way for the fly to be placed on the endangered species list.

The EPA report contains some twenty-three pages of diagrams showing the air flow around automobiles of various makes. Surprising as it may seem, few insects are lost in the front end. According to the report, a car in motion forms two streams, labelled "a" and "b" (see diagram.) The "a" stream flows down under the car or in past the radiator; insects caught

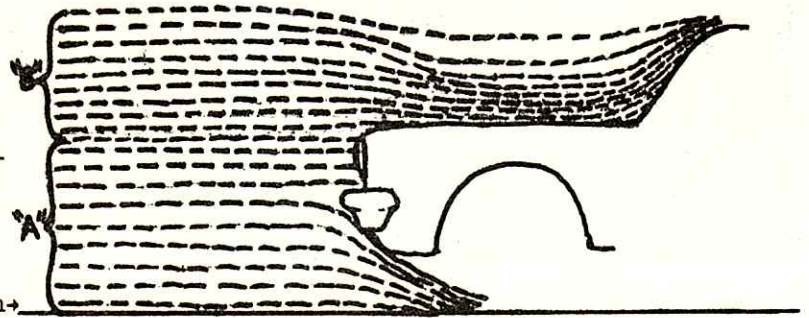
in this stream, according to the report, are the old, weak, sickly ones that don't have the strength to pull up out of the way. These unfortunates are terminated on the on the grill, radiator, bumpers, or are dashed by the force of the "a" stream onto the pavement. The EPA figures that these insects probably wouldn't have survived anyway, falling victim to natural predators or to demented children.



MOTH

BUG, BEFORE

pulls it downward and hurls it headlong into the windshield. In extensive wind tunnel tests at Langley AFB, in Hampton, and with thousands of feet of film taken around I-495 in Washington, the EPA recorded that only 3% survive the blow and, of these, 93% are permanently maimed, having suffered irreparable damage to such vital parts as the thorax, proboscis, squeaker and mesosternum. The study contains hundreds of photographs of the grotesque pitiable survivors, agonizingly spinning in circles, baking on the hot asphalt, flying deran-



DIAGRAM

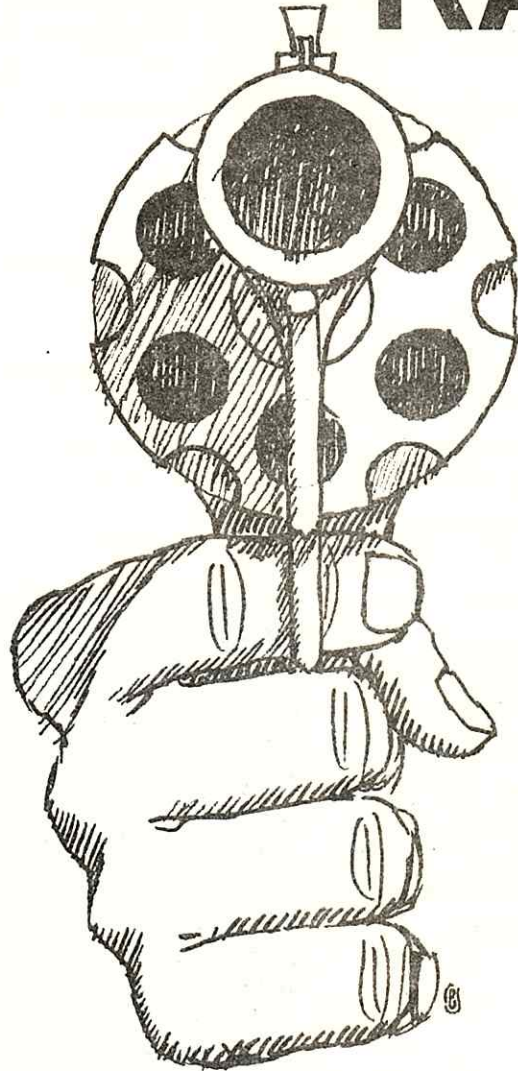
Continued on Page 11





# THE SATURDAY NIGHT SPECIAL RALLYE

JUNE 28, 1975



**OD'S:**

Tom Blot and Bill and Shelia Hunter

**START AND REGISTRATION:**

at the UVB Bank in the Staples Mill Shopping  
Center at Glenside Drive and Staples Mill Road

**TIME:**

registration-6:00 PM  
start-7:01 PM

**ENTRY FEE:**

\$5.00 per car (includes beer and soda at  
the end)

**TROPHIES:**

dash plaques

**PRE-REGISTRATION:**

call Tom Blot at 266-6133  
(for car numbers only)



The May club meeting was one of the best in recent memory, not to mention one of the most profitable, thanks to a simple ring toss game with Pennzoil prizes provided by Bill Hunter. The films were an absolute riot, particularly the TV blooper with Jim Arness. Joe and Ellen Klingman (left) undergo a macabre initiation rite and Charlie Hoelzel shows Libby, Toni and Steve how to do it (above).

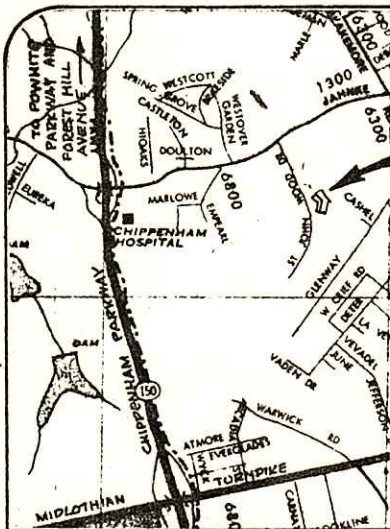


## NEW MEMBERS

Jerry Adolf  
8705 Greycliff Road  
Richmond, Virginia 23229  
270-5488

Baird Grubb  
421 N. Boulevard, #2  
Richmond, Virginia 23220  
355-7516

Baird is a veterinary assistant at Ambassador Animal Hospital on West Broad Street and is the owner of a 1967 MGB-GT. Jerry owns Foreign Car City Inc. (see ad elsewhere in this issue), is a former VMSC member, and owns cars at both ends of the Automotive spectrum, namely a 1969 Cadillac Coupe DeVille and a 1970 Toyota Corona Mk II. Welcome to the club, guys.



## MEETING PLACE

8:00 P.M. the third Thursday of each month at the St. John's Wood clubhouse.

CHECKPOINTS is the monthly publication of the VIRGINIA MOTOR SPORT CLUB, INC. It is mailed free to members and advertisers. Subscriptions to non-dues paying members are \$2.00/year. Please send all contributions to the Editors, deadline the first Thursday of each month. Inquiries regarding advertising should be directed to the business manager with the same deadline for ads. Rates: \$7.00/month/1/4 page; \$37.50/6 months/1/4 page; \$70.00/year/1/4 page.

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  - EDITORS  
JACK EAST 1039 Leicester Road (25) 231-5564  
DICK JONES 1815 Aeronca Avenue (28) 262-7807
  - BUSINESS MANAGER  
BILL ENOS 2500 Irisdale Avenue (28) 262-4396
- Any resemblance between VMSC and any government organization is becoming a distinct possibility.

## The fuel injected Datsun 280-Z.

Swift and surefooted, the legendary Z. The car Road & Track called "The most exciting GT car of the decade." The Z turned fantasy into reality, the first gran turismo motor car at a realistic price. And for 1975 Datsun introduces the most responsive Z Car ever built. A bigger engine, higher torque, more cooling power, wider radial tires and a precise, computerized electronic fuel injection system that gives you both instant acceleration and great gas mileage. The 280 Z, a new legend in the making. See your nearest Datsun Dealer for a test drive.

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**TREASURER'S REPORT**

BALANCE AS OF 1 MAY 1975...	\$ 544.25
RECEIPTS.....	554.41
DISBURSEMENTS.....	219.72
BALANCE AS OF 31 MAY 1975..	\$ 878.94

APRIL CLUB MEETING

RECEIPTS.....	\$ 67.66
DISBURSEMENTS.....	52.59
GAIN.....	\$ 15.07

DEVIL'S TRIANGLE - RALLY

RECEIPTS.....	\$ 115.00
DISBURSEMENTS.....	82.08
GAIN.....	32.92
TICKETS.....	25.50
PAPER GAIN.....	\$ 7.42

MAY CLUB MEETING

RECEIPTS.....	\$ 95.55
DISBURSEMENTS.....	50.50
GAIN.....	\$ 45.05

**DEATH...** (continued from page 8)

anged into tree trunks and walls and drowning in ditches. One heart-rending sequence shows the futile efforts of a crushed deer fly to drag itself into the path of oncoming cars in order to end its misery.

With such graphic evidence, the Department of Transportation leaped into action and, after July 1, 1976, U.S. automakers must eliminate windshields and rear windows. Further, an



BUG,  
AFTER

additional 8% surtax will be imposed upon the purchase of gasoline, the funds realized therefrom to be earmarked for further research into how insects will die without windshields, what else might be removed from the automobiles, and what measures might be taken to rehabilitate the surviving insect.

Transportation officials see side benefits to the motoring public through reduced insurance costs, traffic fatalities and injuries. Pursuant to this order is a requirement for goggles or helmets with full masks, and GM is already reported to be at work on a goggle interlock system.

DOT has a rough draft for elimination of hood ornaments, and so likely is its approval that J. C. Whitney has reduced its entire line of chrome monstrosities to cost or below.

COMING NEXT MONTH...

Shuckpoints is the monthly publication of the Virginia Manure Spreaders Club. Members are payed off to get it and advertisers recieve kickbacks to advertise in it. All correspondence regarding payoffs and kickbacks should be addressed to: Kickback and Payoffs Manager, RFD 3, Cuckoo, Va. 00000. President: Gabe Peasewood, Rt 7, box 47, Mineral, Va. 00001. Published much to the embarrassmentt of the editors, Fletcher and Abigail Stenchell, who refuse to publish their address.

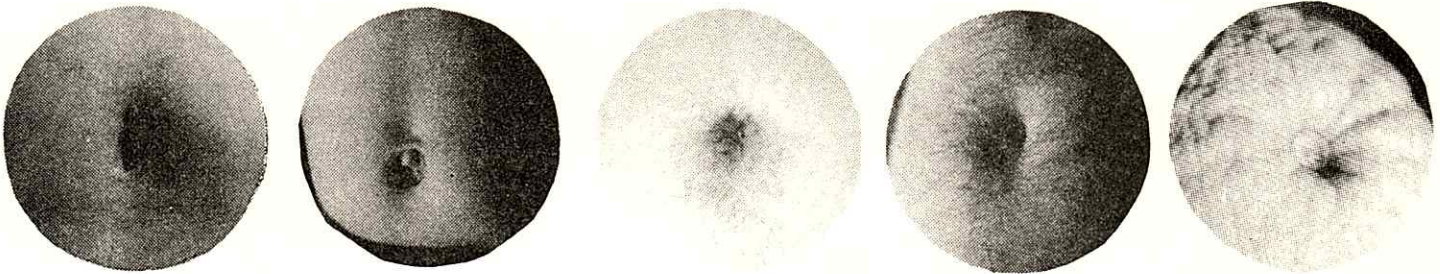
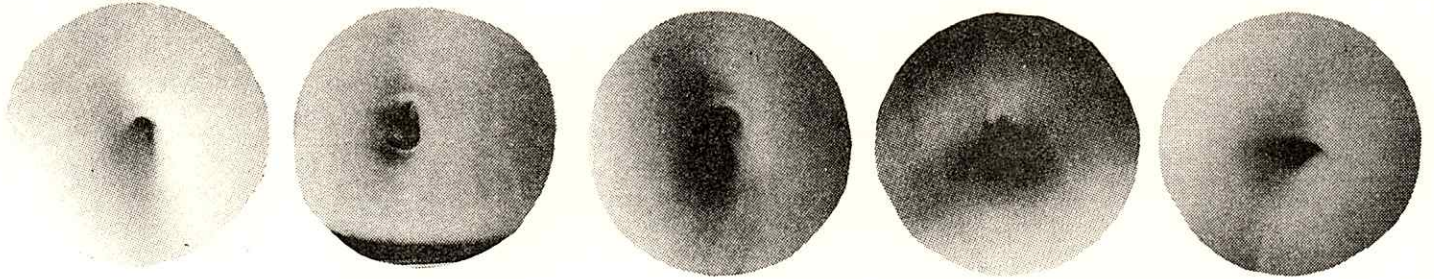


Dick Jongs & Jack East  
1815 Leicester Avenue  
Richmond, Virginia

SUBSCRIBE TO **Dairy Goat** JOURNAL

EDITOR'S NOTE: One of the things about being editors of a club newsletter is the tons of junk mail you get, mostly consisting of newsletters from other clubs. Evidently the editors of these rags feel that the only people who could appreciate their drivel is another editor. Such is not the case with Us, however, and next month we will reprint Shuckpoints (back page herewith) in hopes of discouraging such occurences in the future.

# BUTTON, BUTTON, WHO'S IS THE BUTTON?



*Orange*

In keeping with recent interest on the part of some club members in navel matters, here's an exciting new contest!

Simply identify each navel correctly, turn in your answer at the next club meeting, and collect your prize!

Rules: Answers will not be accepted prior to 7:45 on the evening of the meeting. Answers will be accepted only by an Editor. First correct answer wins. Persons whose navels appear on this page are eligible, since most of those We used probably couldn't identify their own anyway.

To help out, each of the buttons shown (with one obvious exception) will be found to adorn the front of someone on the list following. Please draw whatever conclusion you wish from the fact that there are more names than buttons.

Mike Castleberry  
Alice Jones  
Bill Enos  
Gordon Paterson  
Charlotte Hoelzel  
Ralph Vawter  
Brad Peaseley  
Beth Castleberry  
Jack East

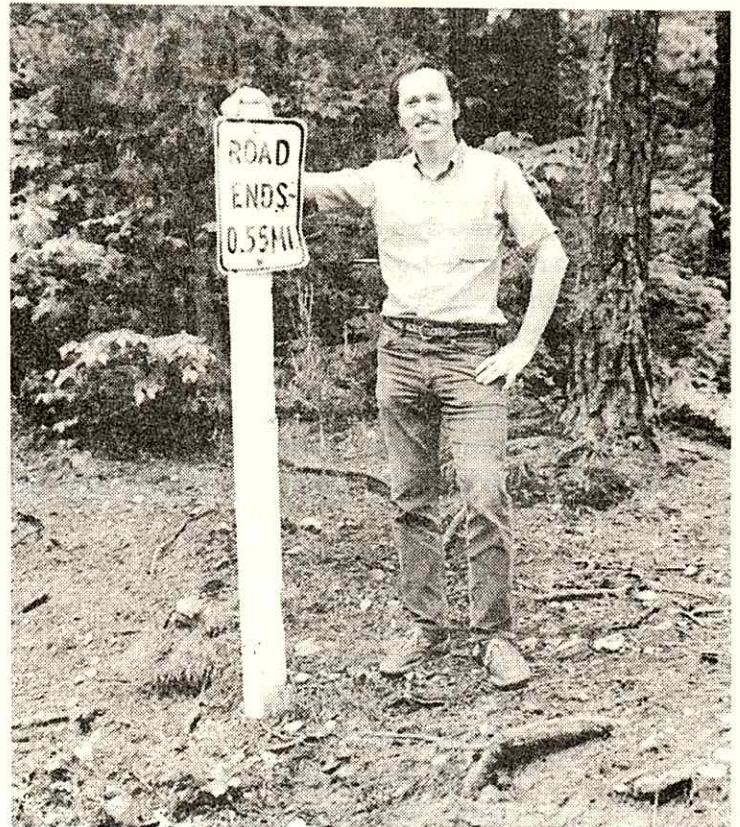
Barbara Greenwood  
Ellie East  
Sally Patteson  
Marian DeBardleben  
Tracy Greenwood  
Chuck Hoelzel  
Anna East  
Wilt Greenwood  
Dick Jones

YOUR NAME -----
-----------------------

1039 Leicester Road  
Richmond, Virginia 23225

ADDRESS CORRECTION REQUESTED

FIRST CLASS



This man is demonstrating his hobby. He is a member of the secret "Save Our Highway Taxes by Helping the Highway Department" Society.