



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 21

NUMBER 12

DECEMBER 1976

COMING UP

- December 12 Appomatox Motor Club Autocross. OD'ed by Don Angelina. Nichol's Department Store, Colonial Heights. Registration 10:00 am.
- December 16 VMSC Annual Meeting for election of Officers for 1977 and final reports from committees. St. John's Wood Club House. 8:00 pm.
- December 18 Appomatox Motor Club Christmas Party, Holiday Inn South. Petersburg. Guests \$7.50/person for dinner. set-ups, dancing.
- December 18 Albemarle Andiamo Auto Club Christmas Party, Old Ivy Inn. Charlottesville.
- December 19 Tidewater Sports Car Club "Winter Four Auto-X Series." event #1. Military Circle Shopping Center, Norfolk. Registration 11:00 am. FCO 12:00. \$3.00/event for SEVSCO members, \$4.00 for others: \$1.00 discount for entrants traveling more than 60 miles one way. Three remaining dates to be announced.
- January 16 WRC Winter Series, event #1. There are 4 events in this novice series: other dates are set for January 30, February 20, and March 6. Each events costs \$4.00. series price is \$14.00.
- January 20 VMSC regular monthly meeting.
- January 22 VMSC Annual Awards Banquet. See flyer this issue.
- January 30 VMSC Rally. OD'ed by Ellen Hamilton and Ralph Bawter. Details next month.

Ballots will not be handed out or voting begun until after the regular business meeting



Virginia Motor Sport Club

Incorporated

Richmond, Virginia

- 1977 DUES -

NAME _____

ADDRESS _____

PLEASE CHECK THE APPROPRIATE CATEGORIES AND INCLUDE A CHECK FOR THE TOTAL AMOUNT:

_____ SINGLE MEMBERSHIP	\$ 8.00	\$ _____
_____ FAMILY MEMBERSHIP	\$10.00	\$ _____
_____ ADDITIONAL FAMILY MEMBERS	\$ 5.00	\$ _____
_____ LIFE MEMBERSHIP	\$ 2.00	\$ _____

MAKE CHECKS PAYABLE TO VMSC AND MAIL BY JANUARY 31 TO:

ART WINGO, TREASURER

2421 BRANSFORD DRIVE

RICHMOND, VA. 23228

THANK YOU,

THE F.A.H.W.D.Y.N.G. AUTOCROSS

O.D.'s: Bill Hunter and Gary Stout

October 10, 1976

Class	Pos.	Car #	Car Make	Driver	Club	1st	2nd	3rd	Novice Index
<u>A/M</u>									
*	1	53	Phantom	Tom Silva	VWAC	1:01.462	1:00.381	1:00.634	
	2	77	Cooper S	Steve Gibbs	SCCA	1:03.478	1:01.475	1:01.410	
	3	76	Corvette	Wayne Walker	CCR	1:01.525	1:03.633	1:01.632	
<u>B/M</u>									
*	1	56	Cooper S	Sherry Banks	ANDIAMO	1:06.661	1:04.772	1:03.151	
*	2	57	Sprite	Earl Williams	SCCA	DNF	1:04.866	1:03.480	
*	3	78	MGB	Peter Wilson	VMSC	1:10.957	1:09.117	1:09.923	
	4	73	Datsun	Fred DeBardeleben	VMSC	1:12.794	1:09.509	1:09.234	
	5	49	FV	Fred Sherwood	VMSC	1:10.769	1:10.987	1:09.370	
	6	52	Datsun	Marian DeBardeleben	VMSC	1:15.702	1:12.148	1:11.505	
N	7	3	Porsche	Richard Fohl	PCA	1:16.486	1:11.765	1:13.047	.9092
N	8	72	FV	Mike Williams	VMSC	DNF	1:13.146	DNF	.8920
N	9	58	FV	Bob Lemaire		DNF	1:15.537	DNF	.8638
<u>C/M</u>									
*	1	40	Renault	Len Wells	VMSC	1:07.220	1:05.971	1:05.424	
*	2	22	Vega	Bill Lloyd	VMSC	DNF	1:06.591	1:06.316	
	3	50	Renault	Tom Blot	VMSC	1:07.452	1:07.474	DNF	
	4	60	Renault	Bill Enos	VMSC	DNF	DNF	1:07.666	
	5	81	Datsun	Rob DeBardeleben	VMSC	DNF	1:16.382	DNF	
N	6	51	Vega	Tim Lloyd		DNF	DNF	DNF	.0000
<u>A/P</u>									
*	1	66	Corvette	Rhett Riddle	CCR	1:39.120	1:07.651	1:05.625	
*	2	91	Porsche	John Ashford	PCA	1:13.529	1:09.494	1:06.249	
	3	24	Porsche	Dave Armentrout	VMSC	DNF	1:15.742	1:06.400	
2N	4	68	Porsche	Gary Simmons	PCA	DNF	1:10.325	1:08.963	.9561*
	5	17	Porsche	Gary Bolton	PCA	1:19.770	DNF	1:11.549	
<u>B/P</u>									
*	1	87	Corvette	Ernie Sims	CCR	DNF	1:03.963	DNF	
3N	2	41	Porsche	John Wallace		DNF	1:10.305	1:10.412	.9549*
	3	80	Corvette	Margaret Howard	CCR	1:16.567	DNF	1:10.421	
N	4	2	TransAm	Charles Burnett	SCCA	DNF	1:20.358	1:15.321	.8913
<u>C/P</u>									
*	1	96	Cooper S	Mike Martin	MCA	1:06.941	1:05.578	1:06.110	
*	2	16	Porsche	Dan Peer	PCA	1:10.083	1:09.378	1:12.952	
	3	74	Datsun	Butch Cobb	VMSC	1:11.362	1:11.455	1:10.953	
	4	55	Datsun	Charlie Alligrant	AMC	DNF	1:11.501	DNF	
N	5	86	Datsun	Pete Winters	VMSC	1:14.482	1:12.775	1:13.056	.9272
<u>D/P</u>									
*	1	95	Triumph	Ralph Vawter	VMSC	1:09.319	1:09.110	1:11.852	
*	2	62	Honda	Bill Hunter	VMSC	1:10.581	1:15.796	1:10.161	
	3	89	Honda	Shelia Hunter	VMSC	1:13.461	1:11.851	1:11.088	
	4	54	Corvair	John Loth	CORSA	1:11.685	1:12.616	DNF	
	5	64	Datsun	Art Wingo	VMSC	1:15.782	1:16.398	1:12.370	
N	6	75	Datsun	Diane Wingo	VMSC	1:15.662	DNF	1:13.969	.9414

<u>Class</u>	<u>Pos.</u>	<u>Car #</u>	<u>Car Make</u>	<u>Driver</u>	<u>Club</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>Novice Index</u>
<u>E/P</u>									
*	1	94	Fiat	Burk Bartels	VMSC	1:07.809	1:15.902	1:07.785	
*	2	88	Fiat	Richard Nuckols	VMSC	1:11.173	1:10.362	1:10.531	
	3	63	VW	Gary Stout	VMSC	1:11.554	1:10.696	1:13.105	
N	4	83	Fiat	Martha Bartels	VMSC	DNF	1:14.012	1:13.392	.9411
	5	84	Morgan	Doug Markham	MMCC	1:56.579	1:14.121	1:14.449	
<u>F/P</u>									
*	1	59	Datsun	Mike Castleberry	VMSC	1:14.208	1:08.531	1:09.400	
	2	42	Datsun	David Sanderson		DNF	1:10.783	1:11.605	
	3	71	Pinto	Lance Ingram		1:12.739	1:12.866	1:10.787	
<u>A/S</u>									
*	1	79	TVR	John Hartley	VMSC	1:10.767	1:15.801	1:09.082	
*	2	47	Jaguar	Howard Vaughan	VMSC	DNF	1:10.130	DNS	
1N	3	23	TVR	David Stilwell		1:14.277	1:10.648	1:21.484	.9902*
5N	4	1	Duster	Ralph Ellis		1:15.697	1:14.191	1:15.596	.9429*
N	5	5	Corvette	W. Michael	CCR	1:14.937	1:22.405	1:17.727	.9335
N	6	15	Camaro	Ben Fortner		DNF	1:18.158	DNF	.8950
N	7	67	Jaguar	Steve Vaughan		DNS	DNS	DNS	.0000
<u>B/S</u>									
*	1	46	Jensen- Healey	Richard Bauer		1:08.678	1:08.720	1:07.944	
*	2	69	Fiat	Steve McCarthy	VMSC	1:10.442	1:08.553	1:08.985	
	3	39	Porsche	Bill Gronning	VMSC	1:10.750	1:09.123	1:11.281	
	4	44	Porsche	Judy McGowan	VMSC	DNF	1:16.427	1:11.852	
N	5	97	Datsun	Richard West		DNF	1:16.650	1:14.565	.9153
<u>C/S</u>									
*	1	18	Audi	Wilt Greenwood	VMSC	DNF	DNF	1:08.442	
*	2	93	Audi	Dave McCall	VMSC	1:11.568	1:09.310	1:08.945	
4N	3	43	Honda	Barbara Stout	VMSC	1:13.264	1:13.397	1:12.461	.9480*
	4	48	VW	Dick Jones	VMSC	1:14.948	1:13.154	1:12.896	
N	5	4	Honda	Duane Gardner		DNF	DNF	1:15.404	.9110
N	6	31	Cricket	John Neblett		1:18.775	1:18.149	1:17.670	.8844
<u>D/S</u>									
*	1	70	Pinto	Gordon Paterson	VMSC	DNF	1:14.774	1:11.596	
	2	61	Fiat	Steve Fields	SSCA	DNF	1:13.414	1:13.648	
N	3	85	Vega	Pat Femiani		DNF	1:23.916	1:19.158	.9045

And in a class by itself:

1	00	Wretched	Wilt Greenwood	VMSC	1:23.353	1:22.117	1:21.612
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* -- Trophy

N -- Novice

WORKERS:

Neale and Martha Dickinson, Dave McCall, Pete Winters, Marian and Fred DeBardleben, Peter, Libby, and Lindsay Wilson, Len Wells, Ralph Vawter, Steve McCarthy, Rob DeBardleben, Dave Armentrout, Tom Blot, Lewis Parsley, Art, Diane and Karen Wingo, Judy McGowan, Bill Gronning, Bill Enos, Mike Williams, Scott Powell, John Hartley, Dan Peer, Charles Burnett, Duane Gardner, Barbara Stout, Shelia Hunter, the silver throats of Jack East and Dick Jones, and the ubiquitous Fletcher Greenwood. Many thanks to the above, with special appreciation to those who braved the 8:00 a.m. chill to lend a hand. If we have forgotten you, please let us know. And, of course, our special thanks to the Thalhimers organization for the use of their Westmoreland lot.

Gary and Bill

Event Result Report

Name of Event Moonshine Trail II # of Entrants 20 @\$ 5.00 @\$ ____ . Date of Event 11-21-76

O.D.'s Neale Dickinson, Lewis Parsley Helpers Official Pre-Checks Mike & Beth Castleberry, Checks Bill Britton, Gary Stout, Toni Wells, Scott Powell. Workers: Shelia Hunter, Bill Enos, Robert Neisz*, Adam Burlock*, Pam Jones, Gerry Eberhard, Richard West, Martha Dickinson, Mike & Beth Castleberry, Toni Wells, Scott Powell, Bill Britton, and Gary Stout.

O/A	Class Pos'n	Car #	Make	Driver	Navigator	CONTROLS														TOT.
						1	2	3	4	5	6	7	8	9	10	11	12	13	14	
1	1E #	3	Fox	W. Greenwood	Greenwood	269	3	19	35	0	1	151	7	2	4	27	0		518	
2	2E	1	914	B. Gronning	J. McGowan	270	3	1	1	1	2	300	8	1	117	23	0		725	
3	3E	2	Datsun	M. DeBard.	F. DeBard.	0	300	213	2	2	0	250	300	5	4	2	0		1078	
4	4E	16	914	B. James	E. Martin*	268	300	2	31	1	1	254	300	3	5	26	2		1193	
5	1U#	14	VW	D. Jones	R. DeBard.	7	300	6	32	27	209	230	300	2	64	5	37		1219	
6	5E	11	VW	C. Hoelzel	Charlie H.	267	6	5	275	0	220	300	300	3	1	49	0		1426	
7	2U #	18	Opel	B. Armstrong	Bill Arm.	172	600	98	253	24	120	137	48	50	36	20	0		1558	
8	3U #	12	Porsche	L. Wells	T. Blot	13	64	209	89	217	214	300	300	300	3	19	0		1728	
9	4U	13	Honda	W. Wanda*	C. Rowe*	69	300	68	300	131	100	204	300	300	28	9	9		1818	
10	5U	4	VW	L. Paterson	G. Paterson	300	300	172	59	87	46	197	300	300	19	47	0		1827	
11	6U	7	Datsun	P. Winters	B. Stout	266	300	203	112	190	237	153	300	32	200	34	0		2107	
12	7U	5	Dodge	P. Wilson	L. Wilson	300	300	168	77	65	33	166	300	300	300	100	0		2109	
13	8 U	10	VW	J. Bireta*	R. Bireta*	300	146	189	300	81	168	187	300	15	600	180	0		2466	
14	9U	8	Capri	A. Winters*	V. Winters*	257	300	199	600	18	300	185	300	600	17	67	99		2942	
15	10U	15	Porsche	Dave Arm.	V. Armentout	300	300	224	300	24	89	217	300	1000	146	177	1		3077	
16	11U	9	Vega	A. Kussman*	J. Lowe*	253	300	264	238	231	1000	205	274	300	67	22	0		3154	
17	12U 1N #	19	Datsun	G. Spiller*	W. Dudley*	164	600	282	239	10	253	37	300	103	48	600	1000		3636	
18	13U 2N	20	Audi	E. Mitchell*	K. Boland*	241	600	240	167	262	300	225	300	600	63	1000	0		3998	
19	14U	6	Datsun	D. Wingo	A. Wingo	209	300	105	1000	1000	1000	190	300	103	90	1000	0		5297	
20	15U 3N	17	TR	J. Blanchard	M. Murphy*	300	300	300	1000	1000	1000	268	300	600	100	1000	0		6168	
					36 CER'S TURNED IN										5 UNDER THE 70'S			5 IN THE 90'S		
					WER'S AVERAGE 92.83										13 IN THE 70'S					
					COMBINED AVERAGE 80.699										13 IN THE 80'S					

Deliver 1 copy to each of the following within 1 week of the close of the event: Club Secretary, Editor of Checkpoints, and non-club member participants.

THE MOONSHINE TRAIL II

This was billed in advance as a hard rally. It was also said (by the checkers) to be one of the best rallies this year. I can agree with the first-- we had more intense and continuous pressure during this event than we had in any other rally in recent memory. Lots of people have said they agree on the second point so I feel a little strange, because I don't agree.

Not to say it was a bad event now. Don't get me wrong-- I can see a lot of work and a lot of original thinking (scheming?) went into this year's Moonshiner. There were eleven legs in all, plus a Do-It-(To)-Yourself leg at the end. Each and every leg had its trap, and most traps were carefully (sometimes elaborately) looped.

I should know about the loops-- I think Lale and I saw more miles of loop in the morning than we saw of the course. Having organized a few rallies myself, I can appreciate the amount of work that goes into looping that many legs.

So what didn't I like if it was all so exhaustively done? Precisely the fact that after all the work to set up a good course, Lewis and Neale allowed the generals and routes to be sloppy. There were 11 pages of closely typed, outline form generals. They were the basis for all the traps, but they were hard to read and even worse to make sense of. Next there were two pages of addenda and they said the answers to questions (over 8 pages of them) were also official.

Now for an example of why I was unhappy all day. The original generals said:

"III-C5 c. Course following instructions are defined as any instruction containing the following words or abbreviations: Turn, Left, Right, Put and Straight."

The addendum re-defined this list as:

"Turn, left, right, straight, L, R, and S."

But in the answer to a question on whether L, R, and S were course following actions, someone apparently read the old generals and replied NO.

So now, if you see "L on 609" do you have to change route or not? It just isn't clear anymore. The contestants all properly ignored the question and its answer, but I for one was left wondering how to see when to take things very literally and when to be "loose" and allow for pure sloppiness.

Those who left the start thinking loosely soon got bit. The generals stated:

"III-C-5-e. There are no traps based on spelling in these generals or in the route instructions."

But the trap on leg #1 was that the abbreviation F.Z. was not one of the list of 32 official abbreviations, so "Begin 0.55 mi. F.Z." could not be executed. That's not a spelling trap? Okay, but what IS a spelling trap, then?

Contestants better not think loosely, but rallymasters shouldn't get sloppy either. Route Instruction 78 read:
39.99 78. " "FIXER"

Do I really need to find a sign that says "FIXER? No, the sign at the mileage said SAM D. FIXER, but if it hadn't been for the mileage, after Leg 1 I was ready to go off the edge of the world looking.

In summary, Lewis and Neale, if you want me to bust my head being very precise to follow your course, then I think I have a right to expect a corresponding high level of cars on your part to insure that typos and misspellings and inconsistency are not allowed to slip through.

When you do Moonshine Trail III, I will run it. Aside from being a glutton for punishment, if you ever get your generals and such up to the quality of your traps, it will be a really fine rally.

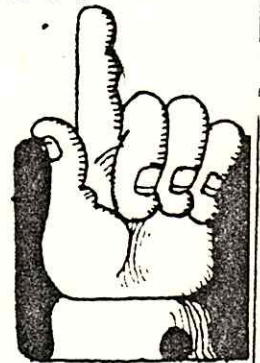
Pat. for Lale and me.

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If anyone still has a Marque award at this time, would you please bring it to the next meeting.

FOUND:
 Watch; found at the home of the DeBardelebens.
 Presumably lost at the Oyster Roast. Contact
 Marian or Fred Debardeleben, 784-3746.

The Virginia Motor Sport Club takes pleasure in
announcing the
26th Anniversary Awards Banquet
January 22, 1977
at the
Westwood Racquet Club
at a cost of
\$12.50 per person

Cost includes set-ups, dinner,
awards presentation followed
by dancing to the music of the
Breezy Band. BYOL (No Beer or Wine.)

6:00 P.M.-Coctail hour

7:00 P.M.-Dinner

8:00 P.M.-Awards

9:30-12:30 P.M.-Dancing

All past and present members
and friends of the Club
are cordially invited to attend.

Reservations by prepayment only. Send
checks made payable to V.M.S.C. to:

Toni Wells

3042 Culver Road

Richmond, VA 23224

Telephone: 804-231-3656

FROM THE EDITORS:

The Editors wish to apologize to Fred and Marian DeBardleben for not publishing a rally report on "The Hoodwinker". Due solely to their forgetfulness they neglected to contact someone to write a report. We did try this month, though, but we still have not received a report as yet.

Because of the strong and divided opinions regarding the upcoming Club elections, we, as Editors, decided upon a policy of strict adherence to our published deadline as far as unsolicited political articles were concerned. Since this will be the last issue prior to your vote, we felt that in the interest of fair play, the opportunity for rebuttal and/or reply should be accorded those with differing views. Only one such article was received and that only hours prior to the assembly of CHECKPOINTS. We declined to publish it.

Over the months of 1976 many members of VMSC have graciously and most times willingly supplied us with material for publication. Some even more than once when not even asked. We sincerely appreciate all the efforts they put into their contributions. Without them, CHECKPOINTS would have been even duller. We also hope that next year's Editors will receive as much help as we did. This year's contributors were (and we hope we haven't overlooked anyone):

Len Wells
Ralph Vawter
Fred DeBardleben
Kathi McCall
Bill Hunter
Tom Blot

Dick Jones
Neale Dickinson
Lewis Parsley
Beth Castleberry
Scott Powell
Gary Stout

Bill Gronning
Marian DeBardleben
Dave McCall
Mike Castleberry
Barbara Stout

* T H A N K S ! ! ! ! *

Judy & Bill

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DON'T FORGET!!!!

VMSC's Annual Meeting for Election
of 1977 Officers and final committee
reports is to be held at St. John's
Wood Club House, 8:00 pm, December 16,
1976. Come on out!!

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 articles and contributions to the Editors, deadline the weekend after the first Thursday of each month. Inquiries regarding advertising should be directed to the advertising manager, Jim Rowe. Ad deadline, the first Thursday of each month. Ad rates: \$8.00/month/quarter page; \$45.00/6 months/quarter page; \$80.00 year/quarter page.

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Ashland, Va. 23005
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358-9019

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272-3519 (?)

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Richmond, Va. 23224
233-1519

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2412 Ellerbee Rd.
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266-6133

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2103 Boxwood Pl.
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Richmond, Va. 23227

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358-8025

*BUCK, ED & JUDY
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743 Trevor Terrace
Richmond, Va. 23225
320-0108

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* indicates LIFE MEMBERS

A Plea for Club Solidarity

As most of you know, the Club's annual election of officers is scheduled for the December meeting. This year, as is not normally the case, the candidates chosen and endorsed by the Nominating Committee are being actively opposed. Those of us whose names appear below are writing this letter in a frank attempt to support the Committee's nominees, or, rather, to support the concept of a strong Nominating Committee.

Please note that last sentence carefully: "to support the concept of a strong Nominating Committee." We have no wish to discredit the individuals running against the Committee's slate. Lewis, Peter and Judy are all capable, conscientious people, and may be presumed to be running because they believe that they can do a better job for the Club. In the short run, this may be true. We believe, however, that over the years, a consistent election of the Committee's choices is more beneficial to the aims, the well-being, and even the continued existence of the Virginia Motor Sport Club. Our reasons:

- I. Long-term thought. The Nominating Committee looks at the probable makeup of the membership in the coming years, with a view toward providing uninterrupted capable leadership for the Club.
- II. Group consideration. The Committee's slate is selected as a team, not as a group of individuals who may or may not be compatible.
- III. Experience. The Committee, according to the by-laws, must be made up of the immediate past president and one or more other past presidents. Presidents have normally held most Club offices, and working at an office for a year gives considerable insight into the duties and requirements of that office.

Don't assume that since we are for an established procedure, we are against change. You will note that of the six candidates on the slate, four have never held any office with V. M. S. C. Our reasons for our position are those given above and only those given above. We believe that our survival as one of the oldest sports car clubs on the East Coast is primarily due to the type of solidarity that we are advocating here.

Many of the writers of this letter, past presidents all, did not advance through the ranks of the Club as rapidly as we may have thought we deserved. Nevertheless, we did eventually so advance, and in retrospect we feel that the interests of the Club were best served by a slow and deliberate approach. We hope that you, the members, will share our feelings on this point at the election of the 1977 Club officers.

Chuck Hoelzel, President 1975
Bookie Westbrook, President 1974
Mike Castleberry, President 1973

John Chehaske, President 1972
Brad Peaseley, President 1971
Wilt Greenwood, President 1968

(EDITORS'S COMMENTS: An election is when the voter selects his choice from two or more candidates. How can you have an election when only one candidate per office is offered? VMSC might be "one of the oldest sports car clubs on the East Coast" (26 years), but the old U. S. of A. has been around for over 200 years always providing the voter with at least two candidates to CHOOSE from. We don't want someone to present to us a single candidate for any elected government office anymore than we want VMSC's Nominating Committee to tell us we have only one "candidate" to "vote" for.

Continued...

As for the reasons for the Nominating Committee's choices:

1. Long term thought: One idea on long term thought overlooked is that if members who have been constantly and consistently active for several years are passed over for office, we are going to lose them. Is that what you want?
2. Group consideration: The reason the Committee's slate is selected as a team is because "traditionally" the Committee selects the President, and the President selects the rest of the Officers with the "approval" of the Committee.
3. Experience: If this is the premise, then there is only one logical choice for 1977's President: only one of the candidates has "held most Club offices."

We're for solidarity, also. We would like for every member of VMSC to come out and solidly support and vote for the candidate of his or her choice. It's time that we started speaking for ourselves. The Nominating Committee has its purpose and merit; but we should not be forced to accept "a consistent election of the Committee's choices." Besides, what's wrong with a little competition? That's the whole purpose of VMSC! Why didn't the concern expressed by this year's Nominating Committee and Past Presidents manifest itself last year? We have in the past had nominations from the floor: we think it's a healthy situation for the Club.)

THE EDITORS

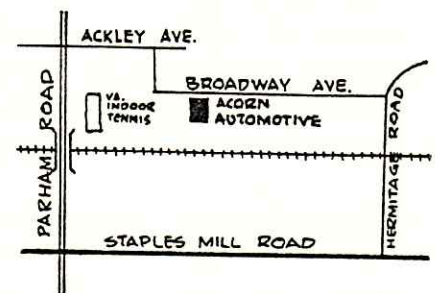
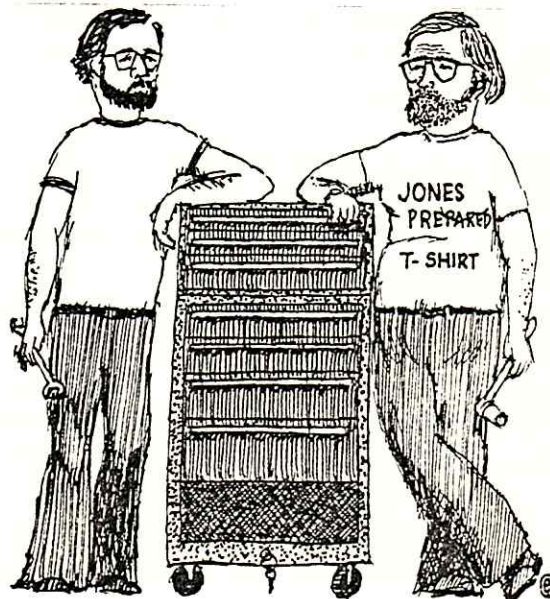
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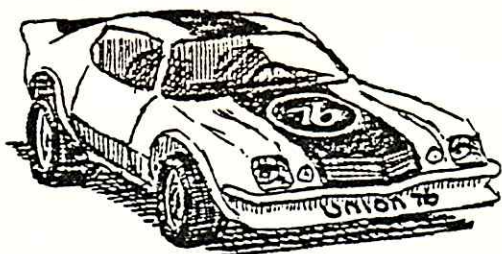


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The slate of Officers on which to vote on for 1977 are as follows:

President-	Art Wingo	Lewis Parsley
1st. Vice	Bill Hunter	
2nd. Vice	Bill Gronning	Peter Wilson
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Secretary	Libby Wilson	
Asst. Secty.	Barbara Stout	

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A PAID POLITICAL MESSAGE -----

COMPETITION. THAT'S WHAT VMSC IS ABOUT. COMPETITIVE ACTIVITIES HOLD OUR CLUB TOGETHER. AND THIS MONTH BRINGS US AN EXTRA ADDED BIT OF EXCITEMENT. COMPETITION BETWEEN NOMINEES FROM A SELECT COMMITTEE AND NOMINEES FROM THE GENERAL MEMBERSHIP. FOR OUR GOVERNING RULES ALLOW EACH OF US THE PRIVILEGE OF BEING CONSIDERED FOR A POST BY THE CLUB.

WE HAVE HEARD OF LETTERS TO THE EDITORS, OF A CALLING CAMPAIGN, SAMPLE BALLOTS, AND VIGILANTE MEETINGS. WHAT WE OFFER IS A SHORT PAID POLITICAL MESSAGE. A MESSAGE THAT URGES YOU TO VOTE FOR THE PERSON WHOM YOU THINK WILL BEST SERVE THE CLUB. REGARDLESS OF WHERE HIS NOMINATION ORIGINATED.

IT HAS BEEN SHOWN THAT VMSC WILL SURVIVE NOT ONLY THE CONTROVERSIAL CANDIDATE/OFFICER BUT ALSO THE INEFFECTUAL ONE. WE URGE YOU, THEREFORE, TO MAKE YOUR OWN DECISIONS. VOTE FOR THE CANDIDATE OF YOUR CHOICE.

FRED & MARIAN DEBARDELEBEN

Treasurer's Report

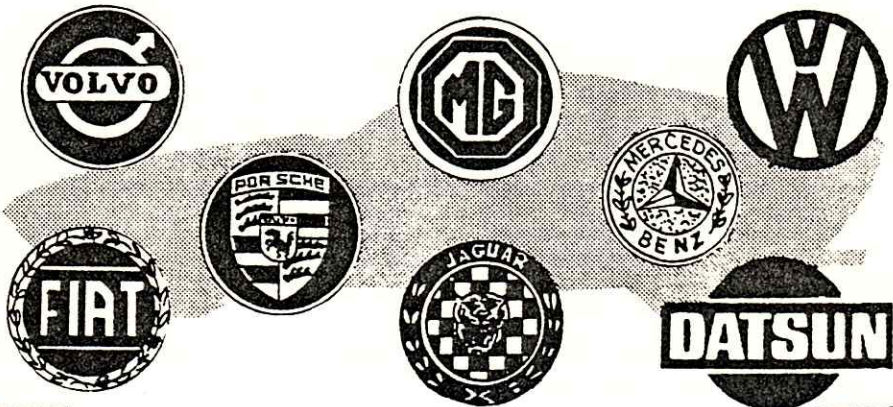
CASH IN BANK - BEGINNING	\$1,218.74
Receipts	426.60
Disbursements	489.11
CASH IN BANK - ENDING	\$1,181.23
Petty Cash	\$ 25.00
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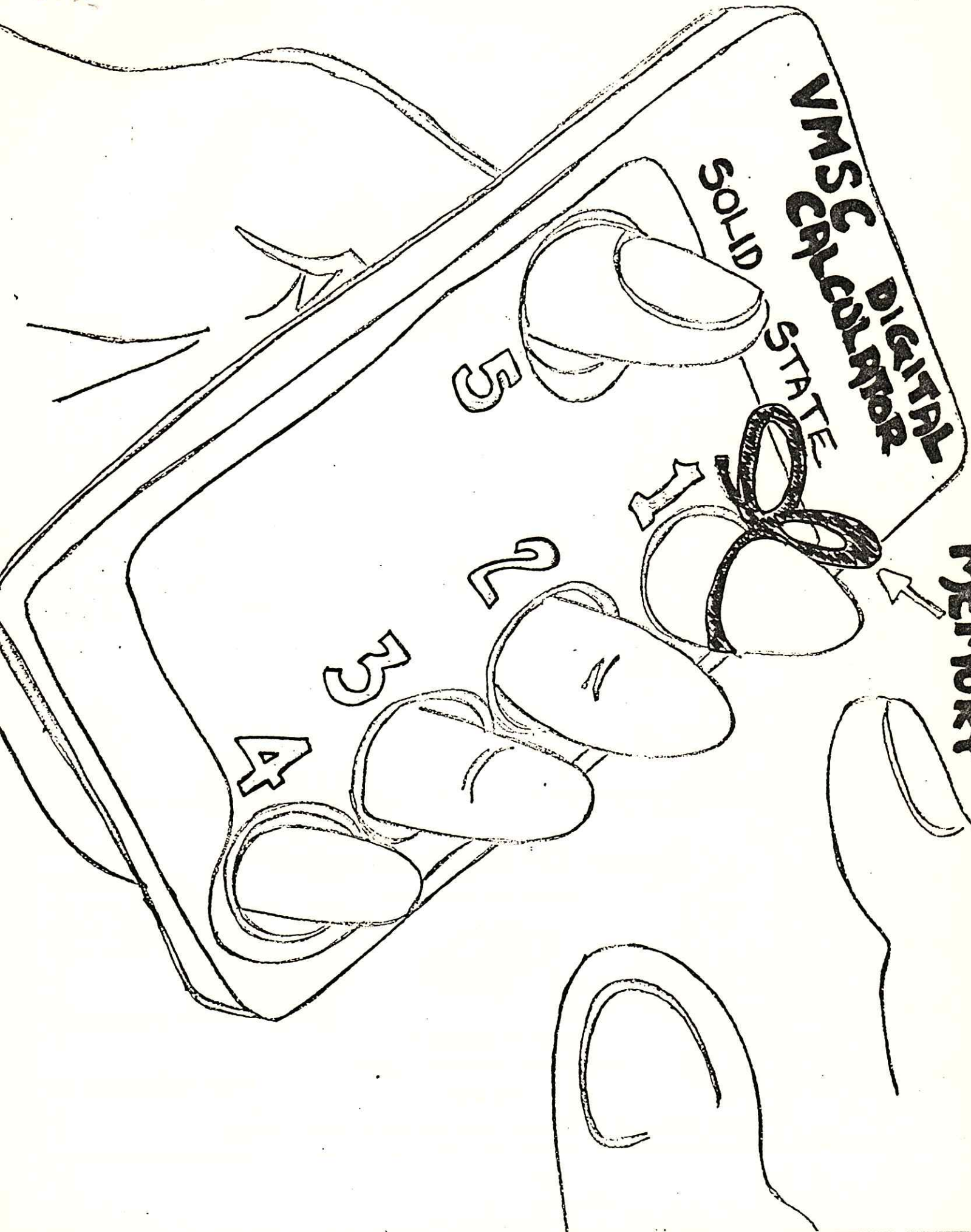


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