



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 22

NUMBER 1

JANUARY 1977

INAUGURAL ADDRESS

We, the members of V.M.S.C. are about to embark on a brand new year.

Financially we start the new year in good shape and for the most part we have good sufficient equipment with which to put on our events.

The rally program is taking shape with some new thoughts in the minds of our faithful rallymasters and a rally school is planned for the year.

Autocrossing this year promises to flourish with rumors of our first event taking place in February. Another Series III is in the making in late spring and hopefully with our new "Autocross Site Committee" we will have several new and different lots on which to hold more autocrosses.

It already appears, at this point, that a lot of thought and planning has gone in 1977 but we all know that these accomplishments are only possible through work and support from each and every member. There is an old and perhaps over used cliché which could apply to us, "We only get out of something what we put into it." With this thought in mind the CLUB can only grow stronger.

Have a happy New Year and see you at the next event.


Art Wingo

ALL THE PRESIDENT'S MEN.....AND WOMEN

Checkpoints Editors : Gary Stout & Pete Winters
 President : Art Wingo
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 : Marian DeBardeleben
 : Barbara Greenwood
 : Wilt Greenwood
 : Chuck Hoelzel (Parliamentarian)
 : Dick Jones
 : Dave McCall
 : Peter Wilson

Competition Committee Chairman : Bill Hunter

Rally Committee:
 Marian DeBardeleben
 Barbara Greenwood
 Bill Gronning
 Dick Jones
 Dave McCall

Autocross Committee:
 Fred DeBardeleben
 Bill Enos
 Wilt Greenwood
 Lewis Parsley
 Peter Wilson

JANUARY 1977

sun	mon	tue	wed	thu	fri	sat
○ FM 5	☾ LQ 12	● NM 19	☾ FQ 27			1 New Year
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23 30	24 31	25	26	27	28	29

FEBRUARY 1977

sun	mon	tue	wed	thu	fri	sat
○ FM 4	☾ LQ 11	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21 Washington's Birthday	22 Washington's Birthday Traditional	23 Ash Wednesday	24	25	26
27	28					● NM 18
						☾ FQ 26

CALENDER OF EVENTS

- January 16: WRC Winter Rally Ceries, event #1, series price \$14.00,
each event \$4.00
- January 20: Regular monthly meeting
- January 22: VMSC Annual Awards Banquet, see flyer this issue
- January 30: VMSC Rally, OD'ed by Ellen Hamilton and Ralph Vawter,
see flyer this issue
- January 30: WRC Winter Rally Ceries, event #2
- February 17: Regular monthly meeting
- February 19: VMSC Rally School, OD'ed by Dave McCall
- February 20: VMSC Rally OD'ed by Dave McCall
- February 20: WRC Winter Rally Ceries, event #3
- March 6: WRC Winter Rally Ceries, event #4

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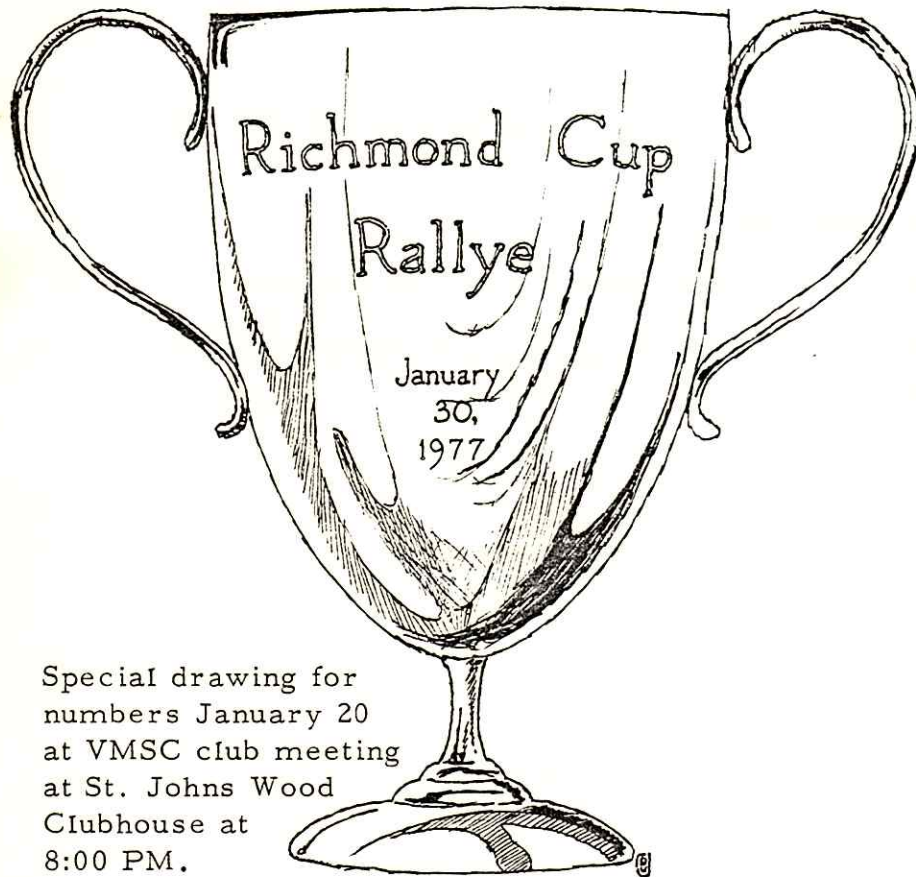
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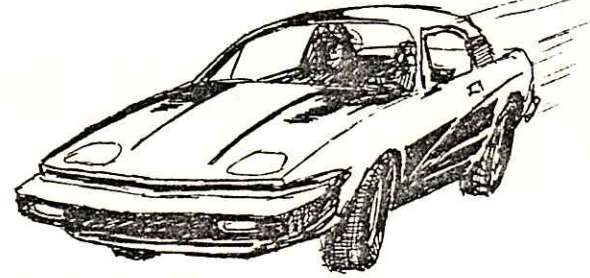
JOHN WHITAKER III

NOTICE TO ALL OD'S

Lewis Parsley would like flyers for all events at least one month in advance of event.



Special drawing for numbers January 20 at VMSC club meeting at St. Johns Wood Clubhouse at 8:00 PM.



Classing system for all:

- *Novice*
- *Unequipped*
- *Equipped*

*Starts at lot 8, Governor and Main Streets
Ends at the Captain Morgan Room of Sam Miller's Cafe*

The 1977 Rally season starts January 30, 1977 with the RICHMOND CUP RALLYE. The rally has been designed for the enjoyment of and challenge to all, Novice or Expert. Registration the day of the event will open at 12:00 PM at the above mentioned starting location. The first car will depart from the start at 1:31 PM with subsequent cars leaving at one minute intervals. The rally course is less than seventy miles in length with emphasis on course following rather than car-busting speed. Start the 1977 Rally season off right by being at the start, Sunday, Jan. 30, ready for sports car action. Better yet, preregister by either calling or writing the Rallymaster.

RALLYMASTER 2525A Stuart Ave. Rich., Va. 23220

(804) 359-0778

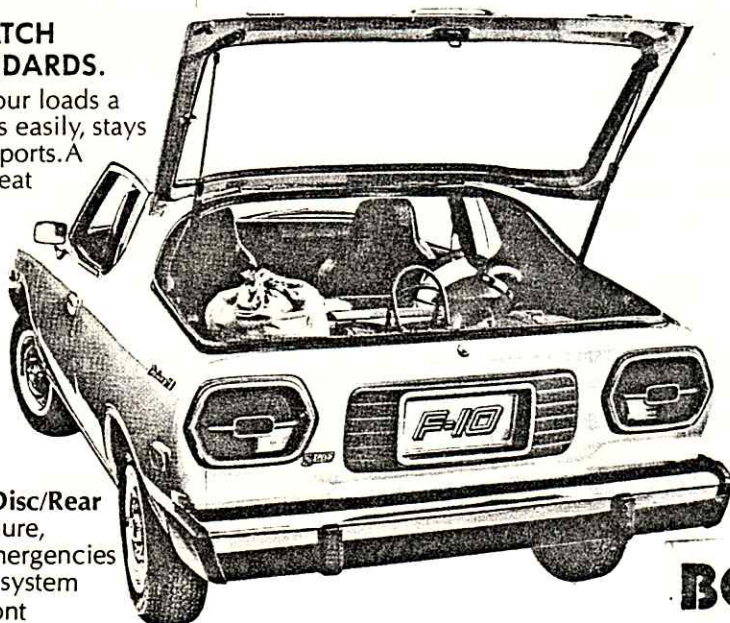
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A DECEMBER RALLY

You could tell "A December Rally" was going to be a quality rally as soon as you received the generals dated December 5, 1975. As I told Jack about this, his face turned several shades of red.

On the morning of December 5, I prepared myself for the rally looking forward to using a new navigator. It seems my last navigator has been eating for two and cannot continue. I hope this doesn't happen to my new one. As I walked out of the door, I was informed I was taking our dog, Casey, with me.

I drove to the start to find my navigator under the hood of his car placing panty hose over his carburetor since his air filter had not arrived.

Gary and I made it through the mileage check fine. We also made it to the first checkpoint. When we arrived at the next checkpoint I was told to go toward the checkpoint, then told to go away from it, which I did. Then I heard a loud "Oh _____! TURN AROUND!" I turned around and we almost made up our lost time. From there until lunch break the only problem we had was every time we drove over dirt roads, the gravel hitting on the underside of the car scared Casey, who would climb into the front seat with Gary. GARY LOVES DOGS!

Gary had figured out the NRC trap in advance and we went straight, waving to people who had turned around. We got into the next checkpoint noticing the other checkpoint to the left. We then figured out the next trap. Taking the loop we had several cars fly by us. They were the ones that messed up on the NRC's.

We were sitting out a pause on top of a hill looking at the beautiful countryside when we saw a green Fox turn down a dead end road. We decided not to follow the Fox, figuring they would soon follow us.

At the lunch break we found some good apple cider and cookies. My dog found that he liked apple cider and would swallow cookies whole. He soon made a lot of friends.

After the break we blew the first control. This happened to be one of the controls my wife was working and she was starting to worry about which ditch I may have deposited Gary's car into.

We found the last two controls with no problems.

Except for the missed control we were pretty pleased with our score and look forward to future rallies together. This was the first rally I have run that Shelia and I were speaking at the end.

I feel that the rallymasters put on a fine event and look forward to running their next one.

Bill

For Gary, Casey, and Me

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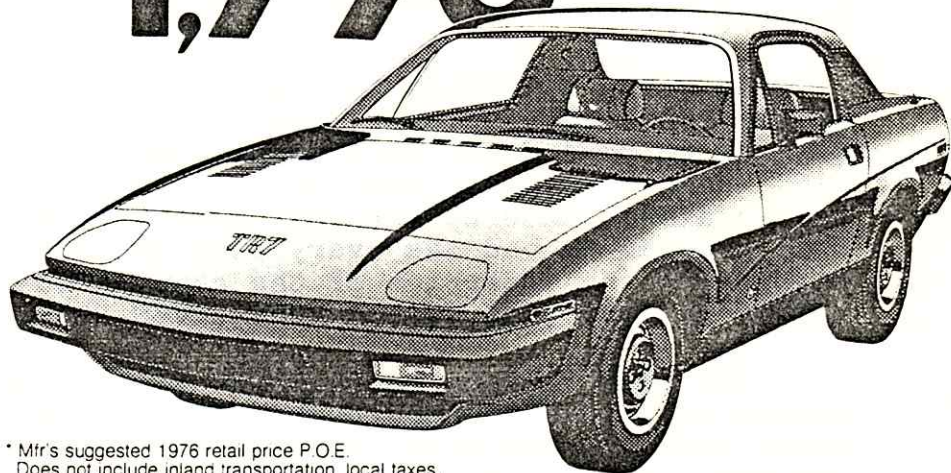


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Well it's that time of year again. Time to dig deep for that extra bread, return one of your kid's Christmas toys, return one of your Christmas toys, forego that night on the town in scenic Short Pump---- whatever, it's time to pay your dues.....

-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 31st to:

Art Wingo, President
2421 Bransford Drive
Richmond, Va. 23228

Thank you

And while you have your checkbook handy, you can subscribe or donate a subscription to some needy person or charity for a mere pittance of \$2.00 a year. For the time being, send your checks, money orders, or cold, hard cash for your subscription for a year of Checkpoints to:

Checkpoints
c/o Gary Stout
1109 Welborne Drive
Richmond, Va. 23229

Make checks payable to VMSC

EDITORIAL

An editorial is a means by which the staff of any publication states its views and opinions to its reading public. However, this month's editorial has been supplied by our current President, Art Wingo. We will in subsequent issues, if situations and circumstances warrant, present our views on various and sundry topics. We will also try to be as unbiased, objective, and pragmatic as the subject allows.

We have tried to approach this job with a humorous, light-hearted attitude. We don't expect to be able to please everybody--no one could accomplish that. Our object is to amuse, the tone is satire, and the mood is overblown pomposity. So, without further adieu, the Editors of Checkpoints take great pleasure when We say...

INTRODUCING..... Us

Now that We have all the perfunctory semantics disposed of, We would like to introduce Ourselves and, perhaps, offer a few points of interest for your plebian minds to assimilate. We are the new We-the Editors of Checkpoints. We are the second generation We. You may remember Them for They were witty and creative. Well, We are not Them, We are Us. What We lack in wit and creativity, We will compensate for with arrogance and gutter-humor. In addition, when, indeed, We expend all of Our original material, We do not feel it is beneath Us to stoop to plagiarism.

You will from time to time, be requested to submit articles of prose about some of the various rallies and autocrosses during the year. If you are so honored by Us (in England, this is equivalent to knighthood), you should offer up such material with all due expediency and haste. If you should refuse such a lofty honor, you should be made aware of the consequences. In addition to being ostracized, castigated, and black-listed, you might notice that your credit rating will begin to slip (you don't think We voted for a banker as President for nothing, do you?). We have Our ways, so be forewarned.

We reserve the right to censor, alter, or delete, any or all material presented to Us. In fact, We may even feel compelled to delete the entire story and substitute Our Own version.

We're stuck with this job for twelve months. So you're stuck with Us for twelve months. And you're going to pay for it.

THE GRAPEVINE

Is it really true that WILT GREENWOOD isn't going to Los Angeles strictly for business? Rumor has it that he's going there to take a refresher course at Bob Bondurant's Driving School. Maybe, Wilt's feeling the heat as he gets up in years.... Word has come to Us from C&P that MIKE WILLIAMS and FRED SHERWOOD have been making a lot of long-distance calls to Maranello, Italy. This, more or less, confirms what we've heard through the grapevine -- that they are buying one-third of a Ferrari 12-cylinder Formula 1 engine and having it cleverly disguised as a Volkswagen engine for their Formula Vee -- tech inspectors beware !!!!! At a sparsely attended press conference this week, team F.A.A.T. unveiled their new prototype for the upcoming autocross season. It's called the Neale II. They've taken liberties with Tyrell's F1 six-wheel design and made an eight-wheeler. Four on the bottom and four on the roof. The lower suspension and steering is standard fare for a Renault Dauphine. The upper suspension consisted of live axles, the rear axle being chain-driven. The upper steering is a radical departure from the norm, as it appears to have been scavenged from an American Flyer sled. The upper brakes are, again, hardly what we would expect. It consists of an anchor and fifty-feet of chain which falls through a trap door in the engine

compartment. Abrupt but efficient.... Could the turbo-charging kit WILT GREENWOOD just bought "for my motorcycle" really be intended for Wretched? After all, Team F.A.A.T. could use some competition in the Funny Car category.... Ever since December when ART WINGO and his compatriots overthrew the LEN WELLS regime in what was essentially a bloodless coup-d'etat, rumors have been flying about a covert conspiracy to dethrone Czar Wingo. In a taped interview, the Emperor (the by-laws will be changed at the next - and final - meeting of the board in February) stated, "Any and all conspirators will be dealt with ruthlessly. We will show no mercy to the swine." It appears that power really does corrupt.... With the hasty departure of BRAD PEASLEY, there appears to be only one Cabinet position left to be filled (sorry, Court Jester has already been awarded to Thomas of Blow) that of resident Crotchety Old F*rt. Names mentioned are BILL ENOS, FLETCHER GREENWOOD, and dark horse DAVE McCALL. And finally, this item from the last page (page two, if you have one handy) of the bi-monthly Goochland Gazette, "We spect it's time y'all be thinking about the Thirteenth Anyall Goochland Cownty Hawg-callin, Tobako spittin, and Trakter-pullin contest.... As usual, Clem Burfl is the faverit with his old John Deere. It may not have the power of them new-fangled trakters but it'll run till hell freezes over. Clem will have to contend agin with Zeke Schmukducker (he's Zeke of Honest Zeke's Used and Rebilt Tractors -- Zeke never could spell trakter) and his brand-spankin new Internashonal Harvester. We also here tell of one of them sporty-car people name of Ferd Duburdeleben, or some such, is fixin to show up with a small trakter with a big engin and show us all up. Hell, all them sporty-car weirdos do is drive around scarin our cows and sit around smokin marinara. We gonna half to show them a thing or too about trakter-pullin." In the interest of motor sports, We have dispatched one of our staff to investigate this matter and determine whether there is any truth to the rumor. More about this in coming months.

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