

VIRGINIA MOTOR SPORT CLUB, INC.  
P.O. BOX 25822  
Richmond, Virginia 23260-5822

CHECKPOINTS is the monthly publication of the Virginia Motor Sport Club, Inc. It is mailed free to members. Subscriptions to non-dues paying parties are \$6.00 per year. Deadline for contributions to the editors is the first Thursday of the month. For advertising rates, please contact one of the Checkpoints Editors.

President: Shelia Hunter,  
Editors: Lewis Parsley,  
Doug Burton,

Rt. 1, Box 280  
7807 Dalmain Dr.  
6500 Hanover Ave.

Montpelier, Va 23192  
Richmond, Va 23228  
Richmond, Va 23226



# Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 28

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MAY 1983



**After a few moments of respectful silence,  
you may turn the page.**



TOYOTA



DAVID R. McGEORGE CAR CO., INC.

7705 W. BROAD ST

RICHMOND, VIRGINIA 23229

PHONE 285-9181

ON THE GRID...

- May 15 "Four Give & Four Get" Autocross (see flyer)
- May 15 SCCA Trans-Am races, Summit Point, W.Va.
- May 19 VMSC monthly meeting, 8 p.m. at Our Lady of Lourdes School on Woodman Road.
- May 22 "Wookie Wally" rally (see flyer)
- May 29 5th annual Memorial Day Feast and Motorcycle Extravaganza at the Hunters'. (see flyer)
- June 9&10 SCCA Spring Nationals, Summit Point, W.Va. Much fun, several VMSC stalwarts planning to go. For Info, call Doug at 282-5314.
- June 16 VMSC monthly meeting, 8 p.m. at Our Lady of Lourdes School on Woodman Road,
- June 19 Southside Speedway Autocross. Flyer to follow.
- Sept. 17 & 18 Blackstone Championship II Autocross at Ft. Pickett Airstrip Blackstone, Va. Mark your calendars.

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KING FURUFI II  
 APRIL 10, 1983  
 AUTOCROSS RESULTS

2

NAME	CLUB	MARQUE	FIRST	SECOND	THIRD	FORTH	BEST
<u>B/M</u>							
1 FLOYD MILLS	VMSC	HONDA	50.305	47.511	46.606	45.618	45.618
2 RAY CLARK		TR 6	66.701	46.400	45.940	45.783	45.783
3 GARY STOUT	VMSC	HONDA	50.356	47.283	46.671	48.222	46.671
4 JOHN ADAMS	VMSC	HONDA	48.462	46.996	66.683	51.193	46.996
5 CHUCK MADISON	VMSC	HONDA	51.759	48.632	47.727	66.427	47.727
6 DENNIS WEIR		HONDA	60.012	56.407	53.271	50.970	50.970
7 GEORGE WRIGHT	VMSC	TR 6	52.963	53.839	52.923	56.466	52.923

<u>C/M</u>							
1 TOM BLOT	VMSC	MAZDA	46.311	46.610	45.399	DNF	45.399
2 LEWIS PARSLEY	VMSC	MAZDA	59.499	50.292	48.030	48.430	48.030
3 BILL ENOS	VMSC	MAZDA	52.528	50.799	76.434	49.495	49.495

<u>A/P</u>							
1 SAM JESSEE	VMSC	PORSCHE	45.985	46.277	45.929	45.571	45.571

<u>C/P</u>							
1 JAMES ADCOCK	VMSC	MAZDA	48.623	47.761	47.372	46.848	46.848

<u>D/P</u>							
1 BILL HUNTER (FTD)	VMSC	HONDA	77.297	45.200	44.899	44.402	44.402
2 SHELIA HUNTER	VMSC	HONDA	49.144	47.606	47.989	47.114	47.114
3 ROE DEGRACE	VMSC	FIAT	52.017	50.762	49.081	58.627	49.081

<u>F/P</u>							
1 BILL LLOYD	VMSC	CHEVY	49.898	48.452	49.212	49.400	48.452
2 STEVE COHEN		HONDA	52.587	50.918	50.517	49.745	49.745

<u>A/S</u>							
1 DOUG HARREL	VMSC	PORSCHE	50.391	48.398	48.252	47.398	47.398

<u>B/S</u>							
1 S. B. SACKS	SCCA	MAZDA	49.831	48.607	47.616	58.402	47.616
2 GREG MILLER	MCC	MORGAN	82.733	47.904	48.430	60.549	47.904
3 BRUCE G. BARON		MAZDA	53.234	51.307	49.518	52.260	49.518
4 BRUCE J. BARON		MAZDA	52.210	51.447	50.907	49.654	49.654

<u>C/S</u>							
1 RICHARD WEST	VMSC	DODGE	46.562	45.454	DNS	DNS	45.454
2 WILT GREENWOOD	VMSC	SAAB	48.283	47.540	47.139	46.940	46.940
3 BOOKIE WESTBROOK	VMSC	HONDA	49.746	48.902	47.937	56.611	47.937
4 ALAN ARMSTRONG	VMSC	DODGE	49.161	50.085	60.041	49.611	49.161
5 BARBARA STOUT	VMSC	HONDA	50.807	51.550	50.212	49.633	49.633

<u>D/S</u>							
1 BILL GILCHRIST	VMSC	DODGE	52.836	49.696	49.348	49.198	49.198
2 JOE BAINBRIDGE	VMSC	MAZDA	51.982	50.622	50.630	51.315	50.622
3 STEVE GREENWOOD	VMSC	DATSUN	73.834	53.575	54.262	52.611	52.611

<u>E/S</u>							
1 DOUG BURTON	VMSC	RENAULT	53.301	55.989	51.860	50.606	50.606
2 JET RICKMAN	VMSC	RENAULT	58.663	53.577	54.089	52.371	52.371

WORKERS: JOHN ADAMS, ALAN ARMSTRONG, CANDY & JOE BAINBRIDGE, TOM BLOT, DOUG BURTON, STEVE & WILT GREENWOOD, CHUCK HOELZEL, BILL, SHELIA, & WILL HUNTER, SAM JESSEE, BETH AND FLOYD MILLS, LEWIS PARSLEY, JET RICKMAN, BARBARA STOUT, GARY STOUT, LIBBY WELLS, BOOKIE AND PAUL WESTBROOK, BILL WHITEHEAD, AND ANNE WILSON. O.D.s: NEALE DICKINSON AND SCOTT POWELL.

W

The letter written by Charlotte Hoelzel and addressed to the Board, which you will find reproduced elsewhere in this issue, evoked lively and detailed discussion at May's Board meeting. However, there is absolutely no truth to the rumor that the name of this publication will be changed to Checkpoints beginning with our next issue.

Pursuant to the above-mentioned letter and discussion, the Financial Analysis Committee is recruiting volunteers to help follow-up on some of Charlotte's suggestions, and to get some fresh input. If you have any input to offer, remember that one of the purposes of Checkpoints is to act as a sounding-board for the membership. Your editors will gladly publish your comments within the boundaries of libel, taste and obscenity (not taste in obscenity.)

In an effort to improve Checkpoints' visual presentation, we have begun to publish photos of events and other club-related activities. Your contributions are hereby solicited.

This editor would like to thank Gary Ellerman for his cinematic offerings at the last general meeting. In the foreign-language rally film, it was interesting to see that pro-rally driving techniques seem to have changed very little since the '50s, Four-Wheel-Drive and mega-horsepower engines notwithstanding. A slide is still a slide.

On an angrier note: The May board meeting almost didn't have a quorum. The following comments are directed to those Board members serving the club in an official capacity for the first time, and only to those to which they (the comments) apply:

1. A board position is an added responsibility above and beyond membership.
2. The members expect you to do the job the position involves - the position is not a badge, but a gauntlet.
3. If you can't make it to club meetings, and you can't make it to board meetings, and you can't get to events, and you can't support your counterparts on the Board, then resign your damn position.

'Nuff said.

*Doug*

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262-6681

OTHER STUFF

"It's either me or it!" - overheard, somewhere.

Lots of people have one. Some wish they had more than one. Some hope they never see one again. I suspect most in this last group are wives.

Prices vary. Some are free. Many cost a small amount. A few are fairly reasonable. Once in a while you find a really expensive and rare one. All of them cost much more than you originally thought they would.

Finding a place to put them can be a problem. They don't require much physical space, but mentally, they consume a major percentage of the available waves. This mental problem crops up most often when you should be gainfully makinmoney. Or, ungainfully playing.

They love lunch hours, and daysoff. They can suck up weekends like a tornado does mobile homes. Vacations have been known to disappear without a trace of progress.

They cause you to find places no one ever heard of, and then to go there for weirdstuff you can hardly describe. Because you have one, you'll likely meet people you would never associate with otherwise. Sometimes you'll even enjoy their company.

Predictably, they will never make you rich. But you may be enriched if you have one. That is, if you everdo get it fixed and running and on the road again. Everyone that knows you will say, "I swear, I didn't think he would ever get that thing finished."

But you can laugh the last laugh and have the fun of driving/riding that antique/classic/sports/collectable/old/rare car/truck/motorcycle until you sell/wreck/trade/junk it.

Of course, then you can always find another one. Lots of people have one. Some wish they had more than one. Some hope they never see one-

Len Wells

# SOUTHSIDE SPEEDWAY

## « AUTOCROSS »

JUNE 19, 1983



LOCATION: Southside Speedway  
Genito Road (Just north of Rt. 360) \*  
Richmond, VA

REGISTRATION: 10:30 a.m.

FIRST CAR OFF: 11:00 a.m.

FUN RUNS: At end of competitive runs, time permitting.

COST: \$8.00 (\$1.00 per fun run).

PENALTIES: 2 seconds per pylon. 10 seconds per missed gate.

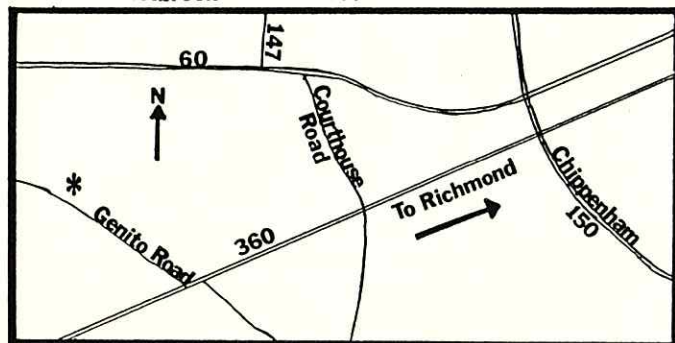
GENERAL: 1983 MWCSCC classes with following VMSC requirements:

- Exhaust suppression.
- Camber compensation for swing axle cars.
- 1 3/4" minimum ground clearance.
- Rollover protection for open top cars.

10 car heats.

FOR MORE INFORMATION CALL:

Alan Armstrong -- 232-3267  
Barbara Stout -- 225-8666  
Bookie Westbrook -- 225-8666



# The WOOKIE WALLIE

SUNDAY MAY 22, 1983

**START/FINISH:**  
Giuseppe's Pizza,  
Atlee Square  
Shopping Center  
Rt. 301, 1 mile  
north of Parham Rd.

**REGISTRATION:**  
will be open from  
11:30AM to 12:45 AM.  
First car off at  
1:01 PM.

**COST:**  
\$7.00 per team

**PRE-REGISTRATION  
AND QUESTIONS:**  
Call or write the  
wallyemasters.



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430 Saybrook Dr.  
Richmond, Va. 23236  
April 26, 1983

To the 1983 VMSC Board of Directors:

As a Life Member of VMSC, I feel it is my right and duty to react to the financial condition of the Club and, specifically, to the report from the Financial Analysis Committee.

1. The committee was composed of four members: the President, a Past President, the Secretary and a Board member; three Life members and one non-life member; clearly not representative of the Club membership. The 1983 Club membership list shows 201 members, 143 of whom are Life Members. The committee represented about 2% of the total membership.
2. The information (reported in Checkpoints) utilized by the committee to make their recommendations did not include a systematic method to collect concerns and suggestions from all Club members. There was no investigation into possible target markets and effective ways to address these markets. There was no investigation into other similar organizations, as to their financial state and methods they use to address this (are all car clubs going under in the current economic environment?).
3. The recommendations submitted included no active measures to address the current financial crisis. Recommendations were generally to do more of what has been done for years. If "advising O.D.'s" and "encouraging members" worked we would not be in the situation we find ourselves in.

I believe it is imperative that the Board, supported by the entire membership, chart an active and aggressive course to address the current financial situation and ensure that the crisis is abated and not repeated in the future.

My recommendations, which you may consider worth what you paid for them, are:

- 1) Appoint an on-going financial advisory committee to sit for the rest of the year; to be composed of a representative 5% of the Club membership.
- 2) Gather extensive information with which to make decisions and recommendations. A marketing outlook would provide a comprehensive approach to the problem. This would include an analysis of the current market situation and identification of marketing approaches and selection of target markets.
- 3) Develop specific programs to address the financial situation.
- 4) Identify methods to coordinate and integrate these programs with other Club activities.

5) Determine ways to evaluate the results of the selected activities.

The financial advisory committee could spearhead recommendations 2, 3, 4 and 5. After the Board approved specific programs and implemented the proposals, the committee could carry out the evaluation function for the remainder of its term.

I believe that the first step the Club members must take in addressing the financial situation is to look at the purpose and mission of the Club. Are we a social group whose members like cars? Are we competitors who use cars to meet this need? Are we car enthusiasts or sports car enthusiasts? Do we want a break-even budget or do we want to include a contingency fund? What size should the contingency fund be?

It is my concern that unless the short term financial crisis is addressed actively, the situation will become chronic, and be repeated until there is no long-term problem because there will be no Club. I believe that an aggressive program must be instituted to ensure the survival of the Club.

Sincerely,

*Charlotte*

Charlotte B. Hoelzel

---

MAY'S INDOOR ACTIVITIES PRESENTATION WILL BE BY A FRIEND OF BILL ARMSTRONG'S AND WILL COVER RACING AND /OR PRO RALLYING. ALSO, BYLAWS CHANGES WILL BE VOTED ON. APRIL CHECKPOINTS FOR DETAILS.

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JUNE MEETING IS PIZZA MEETING! DETAILS TO FOLLOW.

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VMSC's Results at Rocky Mount Autocross

AS - 2. Bill Whitehead	2:21.31	DP-1T Len Wells	2:34.62
HS - 5. Doug Burton	2:34.62	4T Tom Blot	2:12.91
	7. Jet Rickman	6. Lewis Parsley	2:17.36
CSP- 1T Bill Hunter	2:16.37	7. Bill Enos	2:19.30
	6. Shelia Hunter	8. Libby Wells	2:26.55

At the end of the Rookie Rally Pre-check a group of checkers were standing around to find out their rally score. One of VMSC better rallyist was heard saying; "If we had arrived at each control at a different time maybe our score would have been better." If you want an explanation call Barbara Greenwood.

With all the talk of how to improve our money problems I have heard a few ideas which I am going to give a brief rebuttal, here goes:

1) Dues should not be used to operate the Club but to pay for the newsletter, fliers, and possibly for insurance. The money for Club operation should be coming from our events. If our events are not making money then there is something wrong.

2) Life Membership should not be abolished because it is a position to work for and it is not costing the Club anything. The active Life Members are paying their share by their entrant fees, the Life Members that are not active but receiving "Checkpoints" are paying their \$6.00, and the Life Members that are not getting anything are not paying anything.

3) The next statement I would not have said five years ago but the more I think about it the more I think it is probably right; that is, we have too many events. The newer members and guests are not die hards as some of us are. They have other things in their life to do than run our events two or three times a month. Having an event every month puts a burden on the publicity chairman in getting the information out. With so many fliers, they are becoming junk mail. To get the right advertising and publicity you need more than three or four weeks. I would suggest six rallies and six autocrosses with a large amount of promotion to each event. In the long run I believe this will make most of the people happy and the Club better off as long as we keep improving the quality of each event.

There is a good possibility that the Blackstone Championship II Autocross will have some sponsorship. If this happens the Club should be making a little more from this event. We need all the help we can get both to get people there and help to make the even run smoothly. Pass the word.

I want to thank the people that got the May Autocross moved from May 8 to May 15. This move keeps a bunch of us from going to Summit Point to see the Trans Am Races, which will only be run once on the East Coast all year....

"THE 5TH ANNUAL MEMORIAL DAY IN MONTPELIER

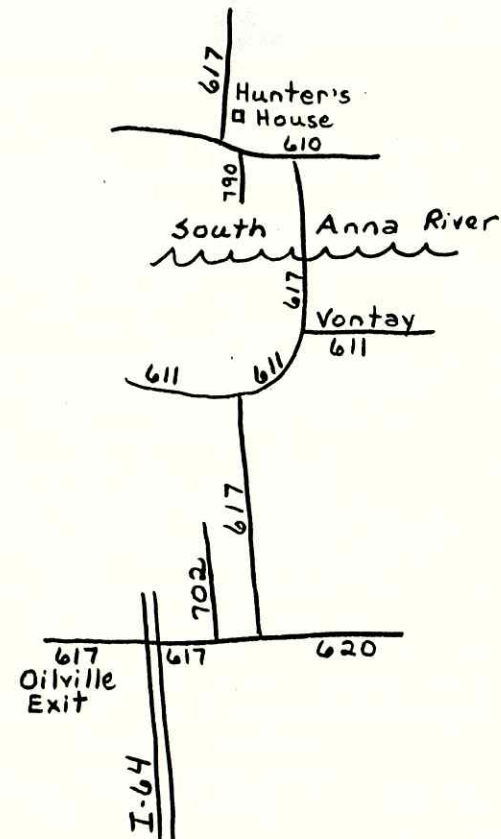
PICNIC AND MOTORCYCLE FIELD TRIALS"

Sunday, May 29th

1:00 p.m. until

Bring your own food & drinks and lawn chairs or blankets. The more adventuresome should bring their motorcycles; the more sedate their "Perquackey" or "Uno" games. We will provide clean country air, charcoal grills to pollute same, ice, paper cups & plates, napkins, hot dog & hamburger fixins', frisbees, badminton, volley ball, a dart board, and a two-acre field in which to test your motorcycle skills.

SEE YOU THERE!





Wilt Greenwood approaches the Belvedere toll plaza on I-95 during rush-hour...

Your editors plead innocent to the charges leveled by Dick and Caryl Hatch that we declared them "NCA" on the new membership list (Neale had a great reason for doing it, but we surely can't remember what it was.) In our ever-determined effort to right the wrongs and heal the injuries inflicted on the down-trodden by the cruel, bureaucratically indifferent world in which we live, we reverently publish the Hatches' correct address:

Dick and Caryl Hatch  
2739 Tanglewood Drive SW  
Roanoke, VA 24018

"And the Lord looked upon their works,  
and saw that it was okay for another  
month..."

John 28:324

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