

Hey, Bill, what's that?
Gee Gary, I dunno...
Wait - it looks like...
Nah! Couldn't be...
Haven't seen one in ages!
Oh my Gosh! It is! It really is!

It's...

September



Checkpoints

VIRGINIA MOTOR SPORT CLUB

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

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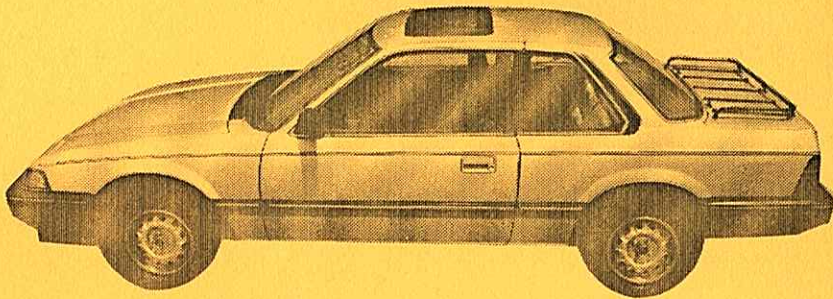
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Twilight Zone: The Rally

August 4, 1984

Car #	O/A	Class	PC	Driver	Navigator	Car	√.1	√.2	√.3	√.4	√.5	DIY	Total
4	1	E	1	B. Hunter	G. Stout	Honda	2	5	3	0	3	0	13
7	2	E	2	M. Mills	F. Mills	Honda	0	4	1	73	1	1	80
2	3	E	3	B. Westbrook	B. Westbrook	Honda	8	1	7	81	3	2	102
3	4	U	1	S. Adams	J. Adams	Olds	11	19	10	20	62	1	123
3	5	U	2	B. Mills	S. Hunter	Datsun	42	1	121	2	200	0	366
6	6	U	3	J. Bainbridge	C. Bainbridge	VW	26	34	200	96	52	40	448
6	7	U	4	L. Wells *	L. Wells *	Datsun	0	38	200	200	24	15	477
1	8	R	1	J. Hutson	E. Hutson	VW	15	99	200	55	200	3	572

* Denotes non-VWSC member

Technical Advisor - Neale Dickinson

Official Pre-checks - Scott Powell, Bill Ingram, and Alan Armstrong

Workers - Doug and Jet Burton, Billie Payne, Alan Armstrong, Scott Powell, and Neale Dickinson

Special Thanks to all involved (workers as well as participants) in making our first rally such a success!!!!!!!

The Rallymasters

Don + Debbie

GOOCHLAND GOLD



THE RALLY

DATE: October 28, 1984

TIME: Registration - 12:00 noon
First car off - 1:00 p.m.

START: Tuckahoe Village Shopping Center
(On Patterson Avenue west of
Pump Road.)

ENTRY FEE: \$8.00 per car

RALLY MASTERS: Barbara & Bookie Westbrook
2621 Towngate Court
Richmond, VA 23233
804-741-0577

FINISH: Party at Rallymasters' home.

VIRGINIA MOTOR SPORT CLUB
Richmond, Virginia

7.77 Rally RESULTS

Car#	CONTROL #											TOT.		
	1	2	2A	3	3A	4	5	6	7	8	9		10	11
E 4 G. Stout/Powell	0	0	0	0	0	0	0A	0B	0C	0D	0E	0H	0	0
U 6 J.Adams/A.Armstrong	0	0	-	0	-	0	0A	0B	0D	0E	0F	0H	0	0
U 8 B.Mills/A.Wilson	0	0	0	0	0	0	0A	0B	0C	0D	0E	0H	0	0
E 2 B&B Westbroek	0	0	-	0	-	0	0A	0B	15C	0D	0E	0H	0	15
E 3 L.Parsley/N. Dickinson	0	0	-	0	-	1	133	116	116	116	116	116	0	714
R 1 B & C Gilchrist	200	32	-	200	-	200	15A	16B	81C	200E	24H	132G	11	1,111
E 5 Libby W/L.Wilson	76	23	-	200	-	200	133	138	125	116	116	200	200	1,127

Rallymasters: Len Wells/Tom Blet

Precheckers: B & W Greenwood

Workers: Len Wells

Everyone on this page is a paid up member in standing of VMSC, a Virginia Non-Profit Organ.

Trophys: 1st Equipped - G. Stout/S. Powell

1st Unequipped - Tie - J. Adams/A. Armstrong
B. Mills/A. Wilson

CER's: 87, 86, 82, 68, 64 = 387 ÷ 5 = 77.4 ave.

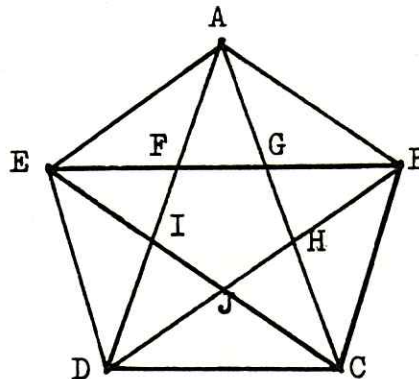
THE END

OET's & LI Answers

- Control #1. Timing line is at the sign at end of Odometer Leg. Off. mileage is: 13.585. OET is: 41.51 minutes
- Control #2. Even though you rezeroed at "NO THRU TRAFFIC", the official mileage to HANOVER WAYSIDE includes the .15 miles from the Odometer check sign. Official mileage is: 4.65 miles. OET is: 6.98 minutes.
- Control #3. NI #30 took you right on route 900. .03 miles after leaving Control #2, you encountered "HANOVER WAYSIDE" on the right, while still on route 900! Official mileage is: 00.03 miles. OET is: 00.05 minutes.
- Control #4. NI #31 turned you right on route 301, and you again encountered "HANOVER WAYSIDE" on the right! Official Mileage is: 00.08. OET is: 00.12 minutes.

LETTERED INSTRUCTIONS:

- LI (A). The halfway point (4.82 miles) at 40 MPH takes 7.23 minutes to reach. The total control mileage of 9.64 miles at 80 MPH also takes 7.23 minutes. Therefore you would have to increase your speed to infinity in order to average 80 MPH for the entire distance, which is more than a 40 MPH increase. Pause 2.00 minutes.
- LI (B). There are 20 nines: $\underline{9}$, $\underline{19}$, $\underline{29}$, $\underline{39}$, $\underline{49}$, $\underline{59}$, $\underline{69}$, $\underline{79}$, $\underline{89}$, $\underline{90}$, $\underline{91}$, $\underline{92}$, $\underline{93}$, $\underline{94}$, $\underline{95}$, $\underline{96}$, $\underline{97}$, $\underline{98}$, $\underline{99}$. Pause 2.00 min.
- LI (C).



There are 35 triangles: ABC, ABD, ABE, ABF, ABG, ABH, ACD, ACE, ACI, ADE, ADH, AEF, AEG, AEI, AFG, BCE, BCG, BCH, BCJ, BDE, BDF, BEJ, BGH, CDE, CDH, CDI, CDJ, CEG, CHJ, DEF, DEI, DEJ, DIJ, & EFI. Pause 1.05 min.

- LI (D). Since one of the terms is $(x-x)$, x , minus x , which equals zero, and zero times any other number is zero, the answer is zero. Pause 0.

- LI (E). Since your average speed is 40, then the Rallymasters' speed is 40. Each car will travel one mile before it meets the other car. Since the fly is going twice as fast, it will travel twice as far, or 2 miles. Two miles at 80 MPH takes 1.5 minutes. Pause 1.50 minutes.
- LI (F). The red box. Since this box is mislabeled, it must contain either 1 MINUTE or 2 MINUTE pause tokens. Once you know which, all you have to do is change the labels on the remaining boxes, since all are mislabeled, and you will have all the info you need. Pause 1.00 minutes.
- LI (G). You know that the mileage of the control is 9.64 miles. It takes the Rallymasters 1 hour to travel this far, so their speed was 9.64 MPH. You left 1 hour early, and arrived 20 minutes early, so it took you 40 min., plus 14.46 min. (See Cont. #5, below) = 54.46 min. to go 9.64 miles, or 10.62 MPH. Using the miles-per minute factors for these two speeds, 9.64 MPH = .1607 & 10.62 MPH = .177, you will find that in 28.55 minutes you will travel:
- | | |
|----------------------------|------------------|
| 5.05 miles | while the Rally- |
| masters travel: 4.59 miles | |

Adding, you get 9.64 miles

Therefore, you traveled for 28.55 min. before meeting the Rallymasters. 28.55 times .03 = .86. Pause .86 min.

- LI (H). ~~The~~ man you met told the truth. ~~If~~ the man he questioned lived in the west, and was therefore a truth teller, he would have said so. If, on the other hand, he lived in the east and was a liar, he would have said the same thing. Pause 1.00 minutes.

Controls #5, #6, #7, #8, #9, & #10:

9.64 miles at 40 MPH is 14.46 minutes for each control. Even though you did not rezero each time you went by Hanover Wayside, and it was sometimes not mentioned in the Route Instructions, the "HANOVER WAYSIDE" sign was the timing line of a DIY control each time that you went past it.

- Control #11. As you approached the intersection of route 643 & route 606, while still on route 643, you passed the same type of control sign as used on control #1 and the end of the odometer leg. It is a control by definition in the Generals at the top of page 3. Official Mileage is: 6.94. OET is: 10.41 minutes.

Because we gave out the Route Instructions early, and took in scorecards one day after the official running of this event, you actually had 4 days in which to do this. And you could have run the course as fast or slow as you wished, since there were no open controls, and as many times as you cared to! If you have any questions or comments, call Tom!

Thanks,

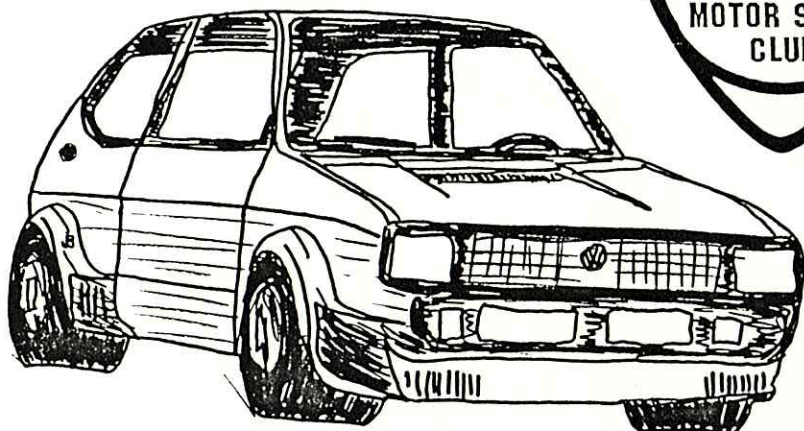
Ken

This event was á true Do-It-Yourself rally, so much so, that contestants "did" some controls at the "HANOVER WAYSIDE" sign, that the Rallymasters & Precheckers overlooked.

In addition, it appears that LI #F & LI #H should not have been executed, because they contained material in quotes. The Generals state that material in quotes is taken from signs, and there were no signs to fit these two quoted situations.

Sooo, what we did was: Give you zeroes for the "extra" controls that you entered on your scorecards. And, scored you on "F" & "H" if you used them, just as if we meant you to use them; which we did. It's not your fault that you are sharper than the Rallymasters!

By the way, it appears that the "HANOVER WAYSIDE" sign was the timing line for an infinite number of controls, beginning as soon as you could see the sign. The way the Generals were written, you need not be "next to", or "parallel" to or "perpendicular" or anything other than in sight of the sign to be at a control. Then as soon as you move an infinite amount, you are at another control, and another, and another, ∞ ! No, we don't have mileages or OET's for them, since we finally figured this out 3 days after the running of the event!



MOTOROSITY AUTOCROSS

October 7, 1984

Location: Fort Lee Airstrip, Petersburg, VA
 Registration: Begins 10:00a.m. First Heat: 11:00a.m.
 Cost: \$8.00 for 3 competitive runs
 \$1.00 for each fun run after competitive runs,
 time permitting

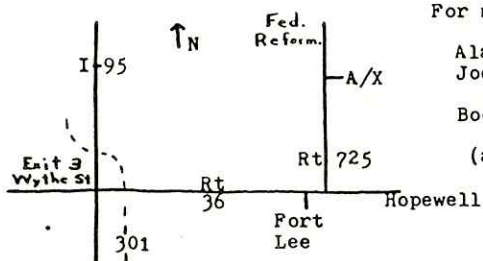
General 1984 MWSCC classes with following VMSC requirements:
 Info: exhaust suppression

camber compensation for swing axle cars
 1 3/4" minimum ground clearance
 roll over protection for open top cars

Restrictions: No alcoholic beverages, No littering

For more information call:

Alan Armstrong 232-3267
 Joe & Candy Bainbridge
 526-7804
 Bookie & Barbara Westbrook
 741-0577
 (after 5:00 or weekends)



AUGUST 26, 1984

THE LAST MINUTE AUTOCROSS

OD's:

T = trophy winner
 () = indicates penalty included
 for pylon(s) and/or gate(s)
 * = best time


Floyd Mills
 Beth Mills
 Bill Hunter
 Shelia Hunter

POSITION	DRIVER	CLUB	MARQUE	1st RUN	2nd RUN	3rd RUN	
<u>A/M</u>							
T 1.	Warren Montague		Camaro	50.598	49.890	* 49.052	
2.	Robert Murray		Lotus	58.111(2)	56.069	* 53.854	
3.	Robert Bryan	SCCA	Toyota	57.989	55.902	* 55.456	
<u>B/H</u>							
T 1.	Len Porter	BCC	Corvette	48.429	45.851	* 45.331	FTD
T 2.	Gary Stout	VMSC	Civic	48.932	50.843(2)	* 48.014	
3.	John Adams	VMSC	Civic	54.004(4)	48.828	* 48.403	
4.	Floyd Mills	VMSC	Civic	51.546	50.256	* 49.940	
5.	Dennis Weir	VMSC	Civic	53.275	51.813	* 50.747	
6.	Bill Ingram	VMSC	Civic	59.497	56.928	* 55.008	
<u>C/I</u>							
T 1.	Harold Hayes		Capri	47.803	* 46.688	47.072	
2.	Lloyd Hornberger		Capri	50.303	* 47.592	49.249(2)	
<u>A/P</u>							
T 1.	Patrick McAllister	VMSC	Porsche	53.986	* 52.530	53.846	
2.	Robin Hayth	VMSC	Porsche	* 54.788	56.453	DNS	
<u>B/P</u>							
T 1.	Roe DeGrace		Corvette	* 54.257	55.632(2)	57.623(2)	
2.	Chuck Narducci	BCC	Corvette	54.760	* 54.450	55.580(2)	
3.	Everett Pauls	AI/OC	Camaro	1:20.511(20)	56.701	* 56.196	
4.	Charlie Yonce		Mustang	1:00.440	58.579	* 57.361	
<u>C/P</u>							
T 1.	Glenn Smith		Mazda	54.838(2)	* 51.433	51.917	
2.	Bill Smith	VMSC	Mazda	58.183	56.937	* 56.903	
<u>D/P</u>							
T 1.	Bill Hunter	VMSC	Civic	* 49.104	49.450	49.348	
2.	Shelia Hunter	VMSC	Civic	52.107	* 50.721	51.464	
3.	Wesley Tutwiler	VMSC	Civic	1:02.754	1:03.051	*1:01.277	
<u>E/P</u>							
T 1.	Richard Mitchum	SCCA	Mazda	56.239	56.173	* 54.146	
2.	Joe Bainbridge	VMSC	Rabbit	56.348	58.162(2)	* 56.054	
<u>F/P</u>							
T 1.	Bill Lloyd	VMSC	Vega	* 53.116	54.837(2)	55.456(2)	
2.	Doug Burton	VMSC	Datsun	54.461	* 53.575	1:05.059	
3.	Bill Gilchrist	VMSC	Monza	1:00.835	1:10.136(10)	* 59.496(2)	
4.	Carla Gilchrist	VMSC	Monza	1:02.829	1:02.001	*1:00.100	
<u>A/S</u>							
T 1.	Todd Mitchell	PCA	Porsche	51.556	51.579	* 51.469	
2.	Doug Harrel	VMSC	Porsche	1:14.558(20)	51.904	* 51.800	
<u>GT/S</u>							
T 1.	David Edwards	VMSC	Thunderbird	*54.610	56.904(2)	DNS	
2.	Richard Edwards		Thunderbird	57.070	* 55.557	1:10.070(10)	
3.	Don Charles		Mustang	57.072	57.360	* 56.056	

<u>E/S</u>							
T 1.	Richard West	VMSC	Honda CRX	52.940(2)	49.910	*	49.648
<u>E/S</u>							
T 1.	Gene Cooley		Pontiac	51.438	*	51.078	52.668
T 2.	Jack Enoch	VMSC	Rabbit	52.624		53.174	* 52.334
3.	Jim Clapp		Firebird	55.148		54.290	* 53.936
4.	John Demitri		Civic	1:00.312		55.212	* 54.050
5.	Nita Enoch	VMSC	Rabbit	57.111	*	55.138	55.986
6.	Chuck Madison	VMSC	Datsun	1:16.067		59.496	* 58.600
<u>D/S</u>							
T 1.	Jerry Freeman		Mazda	* 52.810		55.238	53.474
2.	Barbara Westbrook	VMSC	Civic	54.156	*	53.342	53.408
3.	Don Gartner	VMSC	Civic	54.359		53.615	* 53.476
4.	Richard Giles		Saab	1:17.715(20)		55.830	* 55.403
<u>E/S</u>							
T 1.	Jet Burton	VMSC	Renault	58.433	1:00.087	*	57.516


Last, but certainly not least, Thanx to all the workers: Neale Dickinson, Wes Tutwiler, Robin Hayth, Candy Bainbridge, Joe Bainbridge, Debbie Weir, Dennis Weir, Will Hunter, Barbara Westbrook, Bookie Westbrook, Doug Burton, Jet Burton, Bill Ingram, Jessica Mills, Chuck Madison, John Adams, Sue Adams, Scott Powell, Gary Stout, Richard West, Robert Bryan, Harold Hayes, and Lloyd Hornberger.

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