



# Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 30 No. 11

NOVEMBER 1985

## NOVEMBER

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## DECEMBER

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- NOV 17 VMSC Rally "Mainframe 2", see flyer in this issue. Last competitive event of the year, last chance at Awards Banquet pewter - if you're close, run it! If you're not, run it anyway. Floyd and Marvin put on Rally-of-the-Year quality rallies.
- NOV 21 VMSC Monthly Meeting at La Siesta on Patterson Ave. Nominations for 1986 officers will be accepted and the VMSC produced video on Series 3 - better than MTV and worth the trip to the West End.
- DEC 5 VMSC Board Meeting at the Dickinsons. Year end reports are due from Board Members. Last chance for Neale to proclaim himself President for Life, Conqueror of Kenya, Emperor of the Realm, and God Incarnate.
- DEC 14 Checkpoints Christmas Party at Gary Stout's. Flyer this issue. Bring a friend, bring a couple of friends. Whatever you do, show up, you don't want Vito coming down your chimney on Christmas Eve!!
- DEC 19 VMSC Annual Meeting at La Siesta.
- JAN 11 VMSC Annual Awards Banquet. Great food, great atmosphere, and the best band four thousand dollars can buy - and we got them for five hundred! Even if you can't dance a lick, they're worth the price of admission just to listen. We aren't talking through Our hats, ask anyone who was there last year.

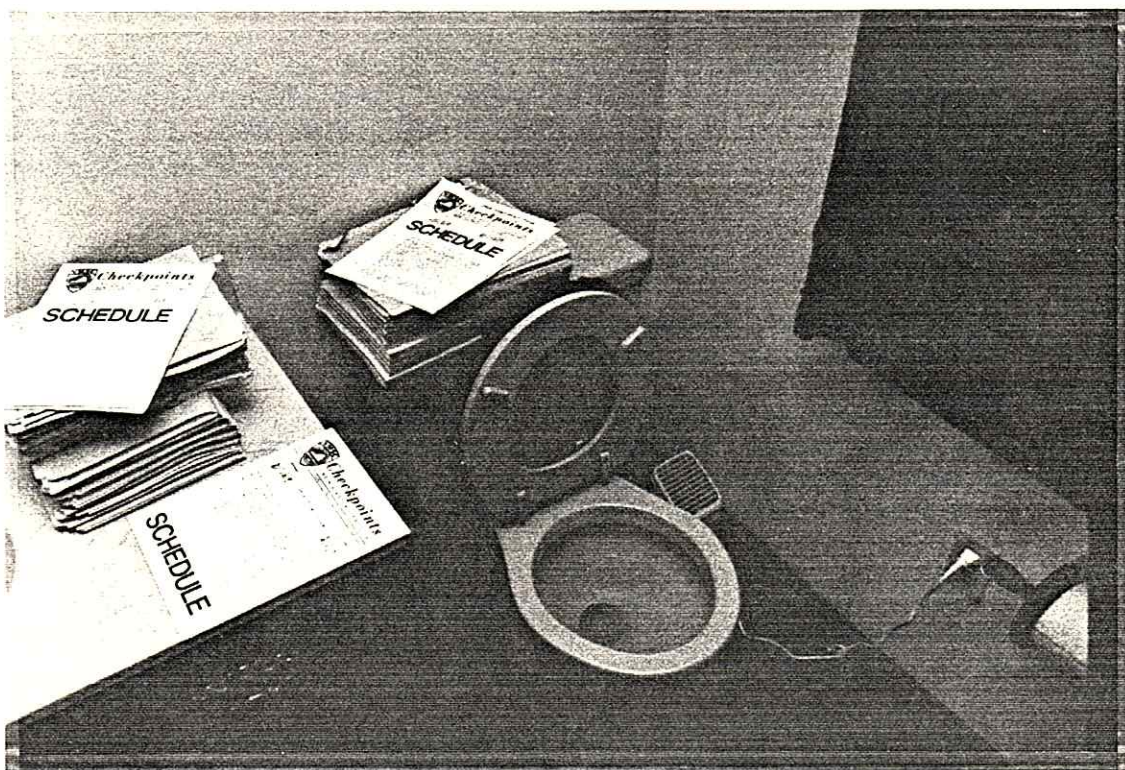
# SCHEDULE

# THE

# ! OPENING! in ! DECEMBER!

# Checkpoints

# ARCHIVES



## LIMITED SEATING

RESERVATIONS RECOMMENDED

### GIANT SLALOM

October 6, 1985

O.D.'S: Joe Bainbridge  
Candy Bainbridge  
Neale Dickinson

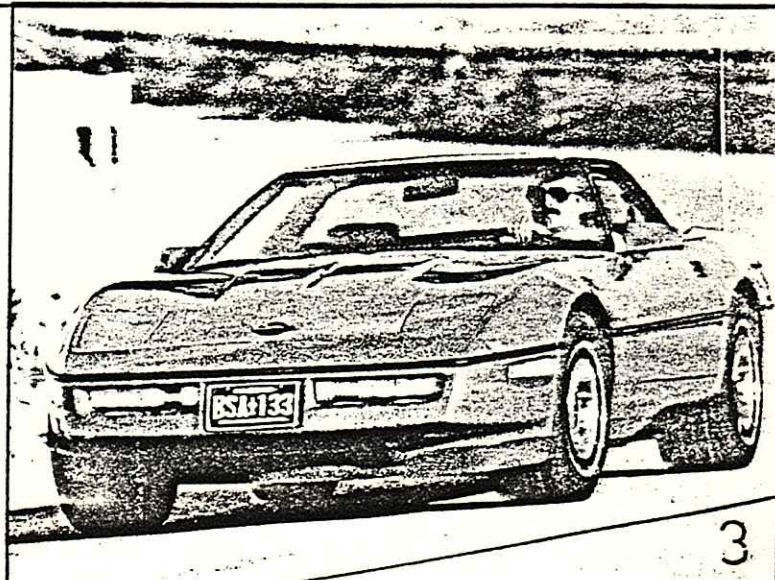
T= Trophy winner  
\*= Non-club member

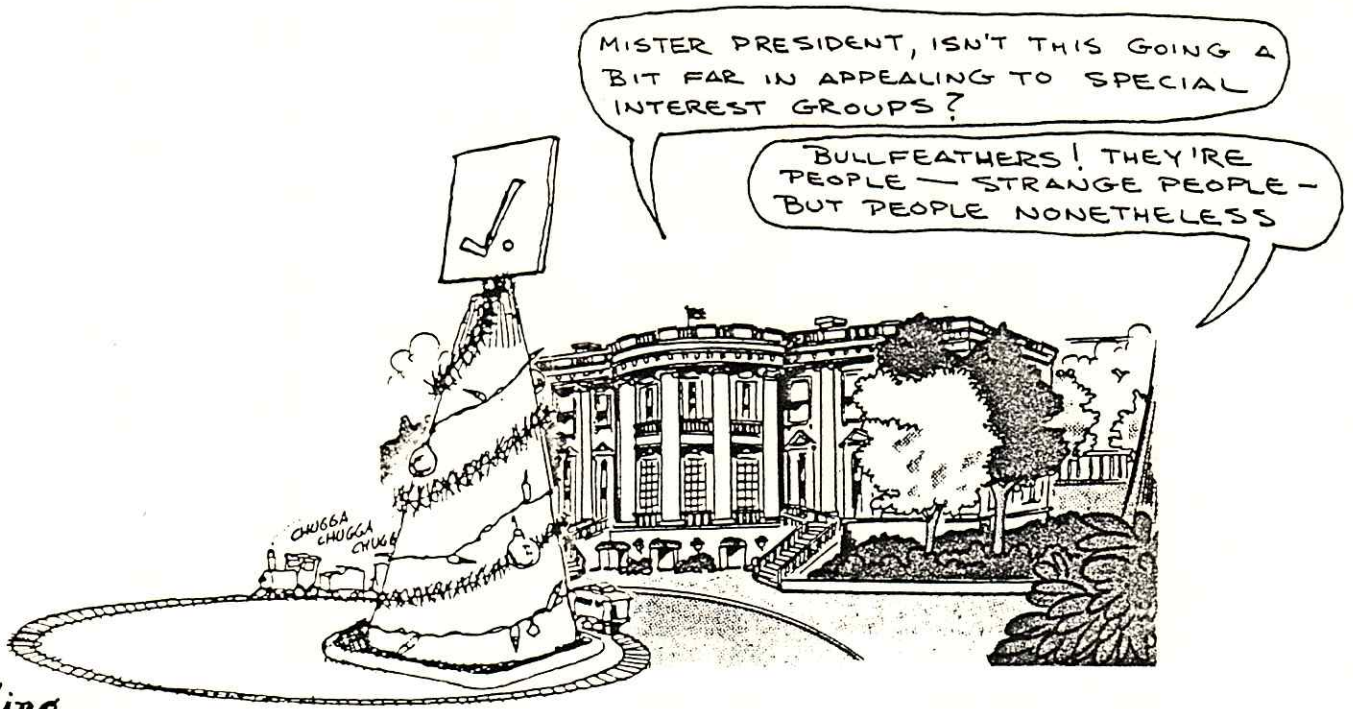
Position	Driver	Club	Marque	1st Run	2nd Run	3rd Run
B/M	1.T John Bradley*	HRCC	Corvette	1:34.41	1:21.27	1:11.14
	2. Patrick McAllister*	PCA	Porsche	1:11.79	1:12.13	1:11.27
	3. John Wilton*	PCA	Porsche	1:52.79	1:13.12	1:11.42
	4. Bill Ingram	VMSC	Honda	1:14.82	1:41.03	1:12.73
	5. Skip Wilson*		Mazda	1:25.45	1:18.26	1:16.31
C/M	1.T Lloyd Hornberger*		Mercury	1:06.60	1:08.63	1:31.08
	2. Len Wells	VMSC	Mazda	1:11.54	1:12.38	1:08.82
	3. Lewis Parsley	VMSC	Mazda	1:33.31	1:11.45	1:11.90

A/P	1.T John Ashford*	PCA	Porsche	1:05.22	1:03.27	1:05.05
	2.T Bill McAllister	PCA	Porsche	1:12.80	1:08.65	1:07.59
	3. Doug Harrel	VMSC	Porsche	1:09.63	1:08.91	1:08.74
	4. Bill Whitehead	VMSC	Porsche	1:19.88	1:09.35	1:09.99
	5. Andrew Chisholm*	TSCC	Porsche	1:29.78	1:10.35	1:09.43
	6. Rita Nuckols*	PCA	Porsche	1:19.32	1:13.01	1:10.66
	7. Rennie Mitchell*	PCA	Porsche	1:12.31	1:10.75	1:18.37
	8. Greg Miller	VMSC	Porsche	1:43.60	1:18.55	1:40.19
	9. Larry Thomas*	PCA	Porsche	1:20.12	DNS	DNS
B/P	1.T Stan Vann*	Tarheel	Camaro	1:08.74	1:08.88	1:26.09
	2. R. Joseph DeGrace*		Corvette	1:15.41	1:18.71	1:28.30
D/P	1.T Bill Hunter	VMSC	Honda	1:11.28	1:10.63	DNF
	2. Floyd Mills	VMSC	Honda	1:11.99	1:11.53	1:10.87
	3. Shelia Hunter	VMSC	Honda	1:15.83	1:14.84	1:13.31
	4. Bobby Martindale*		Honda	1:36.10	1:18.62	1:18.41
E/P	1.T Richard West	VMSC	Dodge	1:10.24	1:08.95	1:08.69
	2.T Mac Buhrman*		Mazda	1:29.65	1:10.88	1:09.91
	3. Robert Bryan*	SCCA	Mazda	1:14.04	1:12.16	1:10.65
	4. Dennis Gilchrist*		Plymouth	1:18.74	1:14.32	1:13.72
	5. Bill Gilchrist	VMSC	Plymouth	1:23.70	1:15.61	1:18.38
	6. William L. Canada*		Opel	1:25.03	1:22.54	1:39.39
	7. Carla Gilchrist	VMSC	Plymouth	1:26.00	1:31.56	1:24.00
F/P	1.T Gene Cooley*		Fiat	1:11.75	1:12.29	DNF
	2. Bill Lloyd	VMSC	Vega	1:24.00	1:13.96	1:15.24
	3. Doug Burton	VMSC	Datsun	1:17.16	1:14.02	1:15.26
	4. Jet Burton	VMSC	Datsun	1:24.39	1:22.13	2:04.39
A/S	1.T Gary Stout	VMSC	Honda	1:10.36	1:11.71	1:12.52
	2. Laval Bolduc*		Corvette	1:41.34	1:20.66	1:13.09
	3. Curt Andrews*		Honda	1:20.25	1:14.36	1:13.78
	4. Ed Myers	VMSC	Triumph	1:18.15	1:14.76	1:14.13
	5. Marc Bennett	HRCC	Corvette	1:23.99	1:26.11	1:15.40
GT/S	1.T Mac Davis*	THSCC	Camaro	1:16.89	1:11.05	1:12.35
	2. Don Charles*		Mercury	1:13.75	DNS	DNS
	3. Keith Harrison*		Mustang	1:25.08	1:19.19	1:39.38
	4. Danny Bond*		Mustang	1:28.74	1:36.51	1:20.98
B/S	1.T Earl Rogers*		Mazda	1:36.14	1:27.36	1:23.70
	2. Lois Hofstra*		Mazda	1:48.41	1:30.90	1:26.89
	3. Will Graham*		Honda	2:04.05	2:05.85	1:49.74
C/S	1.T Jack Enoch	VMSC	VW	1:11.70	1:12.34	1:11.72
	2. Joe Bainbridge	VMSC	Dodge	1:31.21	1:15.15	1:13.21
	3. Nita Enoch	VMSC	VW	1:26.74	1:20.02	1:17.99
	4. Alice Jones	VMSC	Honda	1:51.06	1:30.24	1:38.39
D/S	1.T Gordon Paterson	VMSC	Nissan	1:19.56	1:16.10	1:16.87

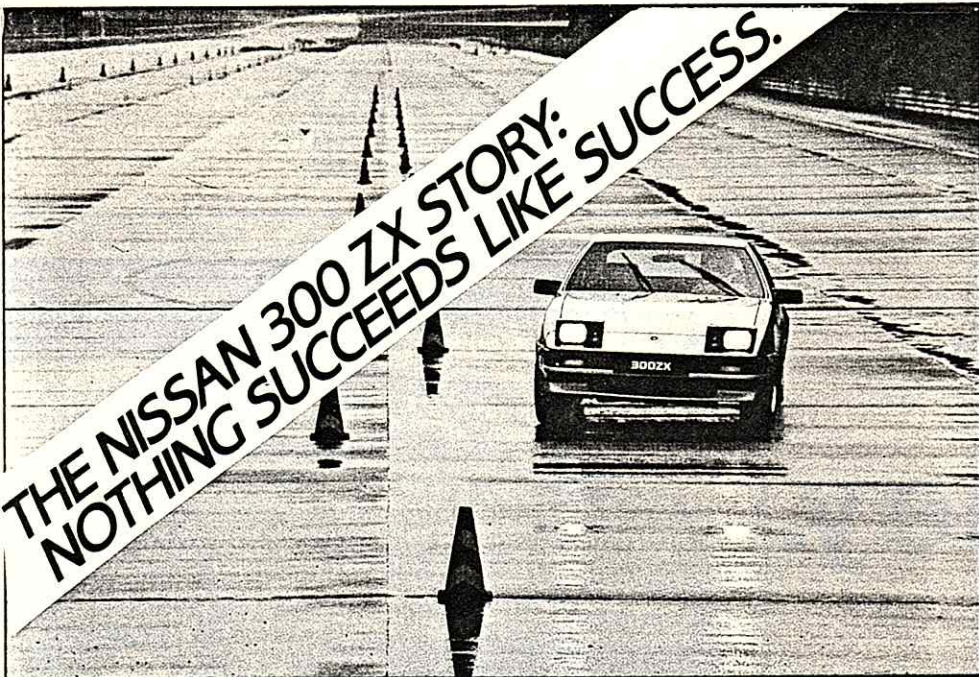
A special thank you to all who worked this event and to Fort Lee. Workers included Bill Hunter, Mac Davis\*, Doug Burton, Jet Burton, Beth Mills, Richard West, Darryl Ashe\*, Gary Stout, Carla Gilchrist, Shelia Hunter, Greg Miller, Ed Myers, Dennis Gilchrist\*, Floyd Mills, Robert Bryan\*, Scott Powell, Bill Lloyd, Gene Cooley\*, Jack Enoch, Nita Enoch, and Alice Jones. If your name doesn't appear above and you worked please let the secretary know. Thank you.

**More Fun.**  
**Less Money.**  
**Dominion Chevrolet.**



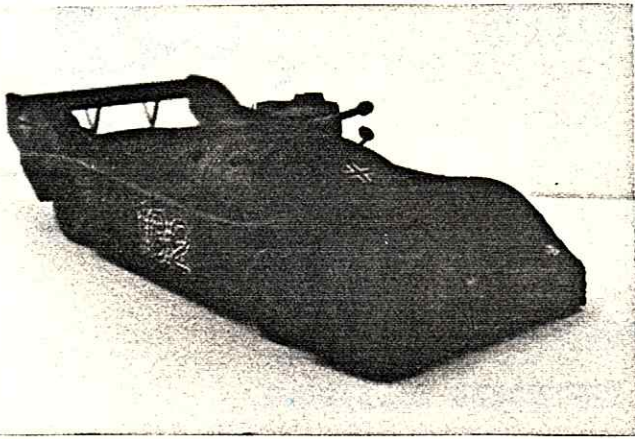


Presenting  
**THE 5<sup>TH</sup> STOUT**  
**8<sup>TH</sup> RUNNING OF THE**  
**9<sup>TH</sup> ANNUAL CHECKPOINTS CHRISTMAS PARTY**  
 SATURDAY, DECEMBER 14, 1985  
 AT 7:59 PM (ZERO HOURS, 59 MINUTES — COORDINATED  
 UNIVERSAL TIME)  
 1214 SANTA ROSA RD.  
*featuring the usual highly acclaimed bill of fare*



THE PERFORMANCE PEOPLE  
**BOULEVARD**  
**IMPORT**  
 DATSUN \* SAAB  
 7903 W. Broad VA DEALER 302 270-4700

**CENTRAL**  
**VIRGINIA'S**  
**LARGEST**  
**DATSUN**  
**DEALER**

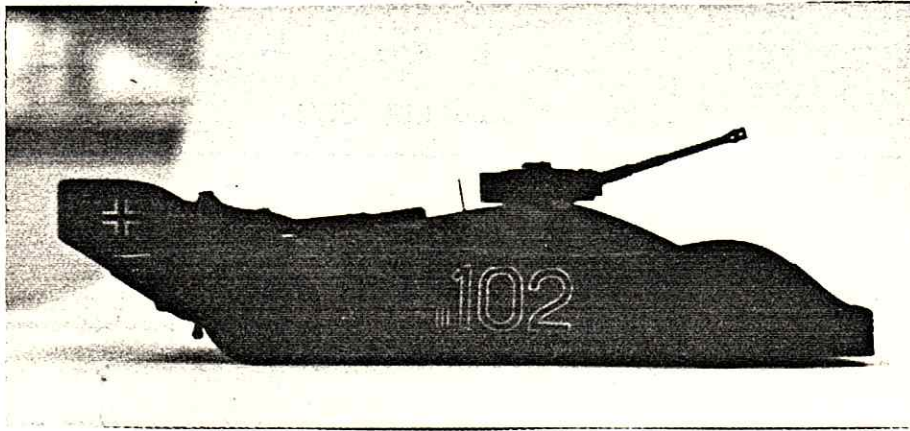


Reports on



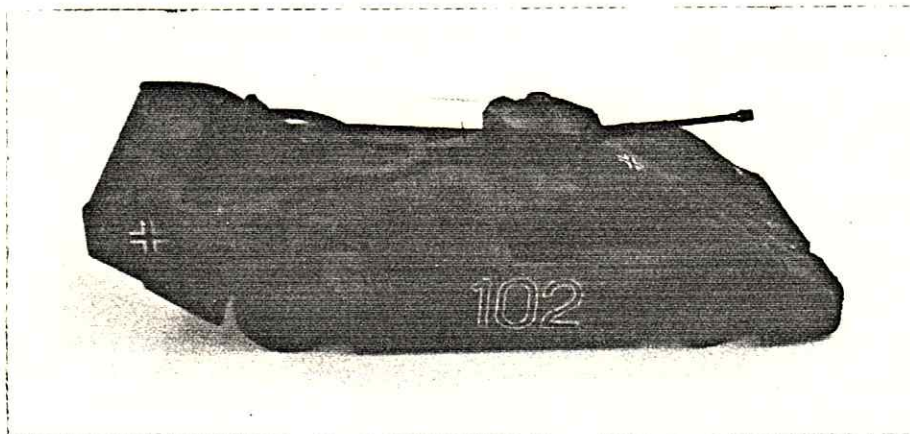
# PORSCHE

Responding to the introduction of the Stealth GT Endurance Racer and the FIA's announcement of the upcoming "1000 KM of Beirut Airport" World Championship of Endurance Race, Porsche has released photos of the newest permutation of the 956 design. The PkFw 956/RP (Rennpanzer) marks the introduction of amphibious capability to GT racing. The tungsten-carbide rifle-bore 88mm gun and the McLaren-Tag developed turbo systems are expected



to handsomely offset both the competition's stealth capability and the Rennpanzer's estimated 150 metric-ton curb weight.

Porsche Development Engineer Dr. Ing. Gerhardt Schnellblitzer was quoted as saying, "Ist das ist ein schneller wagen? Ja, Das ist ein schneller wagen!" (translation unavailable).



# VMSC MUGS

3 COLOR LOGO

GIANT 16 OZ. SIZE

HIGH QUALITY FROM THERMOSERVE

TOP RACK DISHWATER SAFE

ONLY \$10.00 EACH OR MATCHED SET OF 4 FOR \$35.00.

ORDER YOURS TODAY!! USE FORM BELOW OR SEE NEALE DICKINSON

MAKES A GREAT CHRISTMAS GIFT !




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## VMSC MUG ORDER FORM

NAME \_\_\_\_\_

HOME TELEPHONE # \_\_\_\_\_ WORK TELEPHONE # \_\_\_\_\_

QUANTITY (EACH) \_\_\_\_\_ X \$10.00 = \_\_\_\_\_  
 QUANTITY (SET) \_\_\_\_\_ X \$35.00 = \_\_\_\_\_  
 AMOUNT DUE \_\_\_\_\_

THE LIGHTER SENTENCE RALLY  
 Oct. 20, 1985  
 Rallymasters: Bill Hunter  
 Gary Stout

O/A	Class	Driver/Navigator	Marque	1	2	3	4	5	6	7	Total
1	1E	T M. Mills/F. Mills	Honda	1	3	6	1	2	2	1	16
2	2E	T.C.G.Wagner*/R.Wagner*	Honda	1	0	126	124	126	46	10	433
3	3E	B.Westbrook/B.Westbrook	Honda	200	148	132	13	126	30	0	649
4	4E	G.Eberhard/S.Powell	Dodge	2	127	200	2	125	200	10	666
5	1UE T	J.Von Kaenel*/B.Higdon*	Audi	200	62	52	131	18	200	49	712
6	2UE	D.Burton/J.Burton	Honda	72	38	33	300	156	172	24	795
7	3UE	D.Lambert*/A.Armstrong	Honda	200	40	167	10	171	142	103	833
8	4UE	W.Beam/C.Beam	Pontiac	200	200	41	200	200	200	27	1068

Official Precheckers: Shelia Hunter  
 Beth Mills

Unofficial Precheckers: Candy Bainbridge  
 Joe Bainbridge

We would like to offer our thanks to those who tolerated the the drizzle, fogged windshields, and one very paranoid rallymaster- our workers: Neale Dickinson, Mike Hartman\*, Shelia Hunter, Alice Jones, Chuck Madison, Beth Mills, and Wes Tutwiler\*.

T- denotes trophy position

\*- denotes non-VMSC member

### The Lighter Sentence

As I sat down to write this rally report, I realized that I didn't have the proper words to describe this event. I could say that it was outstanding, but that doesn't seem to be strong enough. There just aren't enough superlatives. All I can say is that those of us in the VMSC and a few "out-of-towners" were treated to a rally of unparalleled quality.

Now for the rally. The most unusual part of the generals was the fact that if we couldn't execute an instruction we had to change route by number. This took some getting used to during the rally.

The first leg was not all that difficult. It consisted of some turns using priorities and a trap using an official mileage within an instruction, not in the margin. That mileage gave that instruction priority over the others in effect.

Leg two gave us the opportunity to use the sign "HANGMAN CAS 39". We first came to a sign that read "HANGMAN" which we had to ignore. Then we encountered a sign with the proper wording attached to a utility pole. This was not allowed by the generals.

Dead End and dirt roads were considered non-existent for the execution of instructions unless an instruction in effect contained the word "dirt". Leg three had a point where we were required to use the "change route by number" priority onto a road that was marked "Road Ends", but actually looped back to our original route.

We also could have executed a route instruction onto a dead end road, getting a MAX penalty.

On leg four, we turned onto a route whose number was divisible by 5 (not necessarily evenly divisible). Then we had to change speed at rte. 632. We were on 632 so we were at it and had to change speed right away.

Leg five had us working on the instruction "S ONTO DIRT". This made dirt roads exist until we executed that instruction. Then we came back that same dirt road and it didn't exist. If we hadn't realized this, we would have used the "change route" priority to stay on the rally course but we would have been using the wrong instructions.

At the same time, we were working on the instruction "TURN AT END OF ROUTE". This meant any route, not just the one we were on.

Leg six was long and sent us into a panic when we went through a place where a control had been and we hadn't seen any traps. Luckily, there was no control there. Then we were looking for a "T". A "T" didn't need to be approached from the bottom. But the instruction also contained a "T" in quotes which made us look for a "T" with a sign bearing the letter "T".

Leg seven was an interesting "quickie" control. We were told that a checkpoint sign was a certain distance away. A sign was at that mileage but the control was just around the curve.

As you can see, their concept was that there would be two traps per leg, one felony and one misdemeanor. Naturally, a misdemeanor would cause less penalty.

We felt that we were "imprisoned" in our car all day but, by the end, we wanted more time in the slammer.

Bill and Gary have produced the standard by which all rallies will be judged and we look forward to their rally next year.

Marvin,  
for Floyd and myself.

---

## THE PRESIDENTS CORNER

### NOVEMBER

The 1985 year is rapidly drawing to a close and while there have been some high spots there have also been some low points. I want to comment on several topics that affect the club and remark about some past and future events.

POINT: The overall membership has not increased enough this year to make a substantial change in either our attendance or our financial condition. While we

have explored several ideas we have not yet hit on a solution to attract large numbers of new members and especially more long term active members. We will continue to search for a viable solution to this problem. All suggestions are appreciated and encouraged.

POINT: While every organization has a certain amount of internal strife, the successful clubs learn to overcome the personal differences of their members and proceed forth for the good of the club. Petty bickering can lead to severe dissention and eventually the collapse of any organization, if not held in check. If each member of a club believes in the club, its purpose, its goals, and its future, then every member must learn to work together as a team with the single united goal of the survival of the club.

POINT: The autocross season is over and with only one rally remaining our competitive year is at its end. Most people I talked with enjoyed the mix of event types and the low pressure theme of most of this years events. While many people wanted more events they understood the cutbacks and most made the same request, keep the quality and fun factors at the current high levels.

POINT: One unusual point that I heard several times during the year from our non-member participants was a lack of sufficient reasons for becoming a member. Many felt that there should be incentives for joining, such as; lower entry fees for members, more freebies for members, more social events, some sort of technical program, etc. This area should be explored by next years Board as a way to attract new members.

POINT: Every member should attend the December meeting and vote for their 1986 Officers. These people need your support. Please attend, voice your ideas, and vote.

POINT: The annual Awards Banquet will soon be upon us, so start making your plans now to attend this gala event. The band, the food, and the atmosphere are all worth the nominal cost. Support the club, join in the fun, and let us know that you are still alive.

POINT: I want to remind all Directors on the Board that year end reports are due in December. I would like these reports, in writing, at the December Board meeting. Thank You.

Respectfully,



H. Neale Dickinson, Jr.  
President

---

Dear Members of VMSC,

The OD's of the Blackstone Championship Autocross would like to thank those members who supported our event. We would also like to share a few thoughts with you, the membership, concerning this event.

During this past year, it seems that VMSC's hot new buzz words are support, image, finance and attitude. The Blackstone event seemed to touch on all of these areas.

While there are a number of VMSC members who claim to have supported the club by working our event, their presence was noticeably missed at the various other club activities sponsored over the weekend. Given that barbeque doesn't appeal to everyone, bowing out of the dinner could be understood, however, there were those who also chose to skip the keg party which, incidentally, was free.





### FLAT TIRE REPAIR



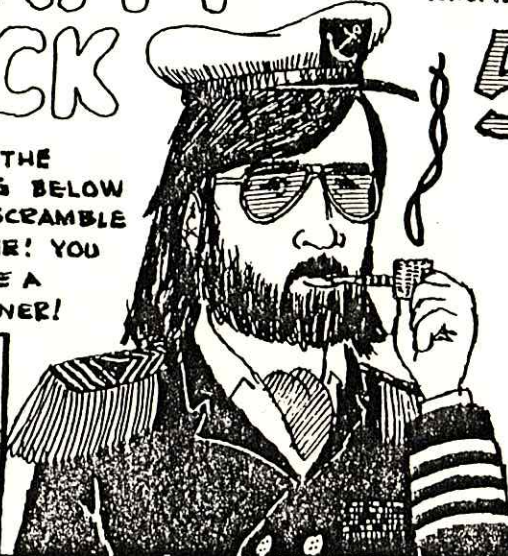
YOU KNOW THOSE WORTHLESS GRASS CLIPPINGS YOU'VE BEEN THROWING AWAY? CARRY A BAG FULL IN YOUR TRUNK AND NEXT TIME YOU HAVE A FLAT, SHOVE THEM IN THROUGH THE PUNCTURE UNTIL THE TIRE IS FULL, AND SAVE THE PRICE OF A PATCH!

# CAPPY DICK

THIS WEEKS 10 LOCAL WINNERS WILL RECEIVE:

## 5 MOVING VIOLATIONS

COLOR THE DRAWING BELOW AND UNSCRAMBLE ITS NAME! YOU COULD BE A BIG WINNER!



WATCH FOR CAPPY DICK'S NEW BOOK "SPOT WELDING IN DENMARK AT AN ADULT BOOKSTORE NEAR YOU!"

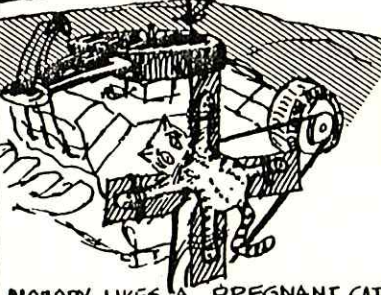
PACKET INCLUDES SUCH POPULAR FAVORITES AS: SPEEDING; FAILURE TO YIELD RIGHT-OF-WAY; OPERATING A MOTOR VEHICLE WITHOUT A LICENSE; AND MANY, MANY MORE.

COLLECT THEM! SAVE THEM! BLAME THEM ON FRIENDS!

LOCAL WINNERS BECOME ELIGIBLE FOR NATIONAL DRAWING TO BE HELD FEB. 1, 1976. YOU COULD GET...

### \$500 OR 90 DAYS

### YOU AND YOUR PET



NOBODY LIKES A PREGNANT CAT, SO RATHER THAN PAY ALL THAT MONEY TO A VET TO SPAY HER, NEXT TIME SHE'S KNOCKED UP, TIE HER TO YOUR FAN BLADE & GIVE HER ABOUT 4500 RPM. THAT WHICH WOULD HAVE BEEN DIFFICULT TO GIVE AWAY TO A GOOD HOME BECOMES A THIN SCUM WHICH WASHES AWAY EASILY!

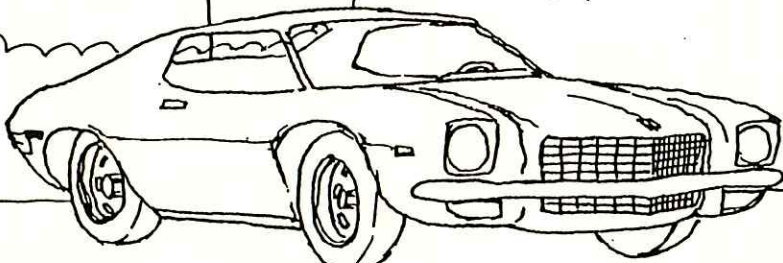
### RECONDITIONED MOTOR OIL



CONSERVATION IS POPULAR AND YOU CAN DO YOUR PART AND SAVE MONEY AT THE SAME TIME! DRAIN YOUR CRANK CASE AND RUN YOUR OLD OIL THRU YOUR "MR. COFFEE II." IT COMES OUT SPARKLING CLEAN! IF YOU LIKE AN ADDITIVE IN YOUR OIL, EXTRACT OF PUTRID GYM SOCK CLOSELY EQUALS Z-7 IN LUBRICATING QUALITY!

OFFICIAL ENTRY BLANK

EHT RTAGE HIWET HAWLE



PRINT ANSWER HERE

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

WINNING ENTRIES WILL BE JUDGES ON NEATNESS, COLOR, STYLE AND PAST DRIVING RECORD. WINNERS WILL BE NOTIFIED BY SUMMONS. ALL JUDGES DECISIONS WILL BE APPEALABLE TO A HIGHER COURT. SEND ENTRIES TO: VERN HILL, DIVISION OF MOTOR VEHICLES, RICHMOND, VIRGINIA, 23210

### FUN WITH CARS



HERE'S A NEAT GAME YOU CAN CHALLENGE A FRIEND AT! PARK SIDE BY SIDE ON THE STREET AND TAKE ALL THE LUG NUTS OFF THE RIGHT FRONT WHEEL. NOW DRIVE DOWN THE STREET SIDE BY SIDE. THE PLAYER THAT GOES THE FARTHEST BEFORE THE WHEEL FALLS OFF WINS! NEAT, HUH?

*Announcing*  
*The 35th Anniversary Awards Banquet*  
*of the Virginia Motor Sport Club*  
*January 11, 1986*  
*at the Westwood Racquet Club*  
*at a cost of \$24.00 per person*

*6:00 P.M. - Cocktail Hour*

*7:00 P.M. - Dinner*

*8:00 P.M. - Awards Presentation*

*9:00 P.M. - 12:30 A.M. - Dancing*

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

*Cost includes set-ups, dinner, awards presentation*  
*followed by dancing to "Flashback".*

*R. U. O. L. (No beer or wine)*

*Reservations by prepayment only.*  
*Send checks made payable to "V. M. S. C. to:*  
*Phelia Hunter*  
*Route 1, Box 280*  
*Montpelier, Virginia 23192*

**ON SALE!!!**  
**THE OFFICIAL 1986 VMSC**  
**RALLY TIMER**

**1986**

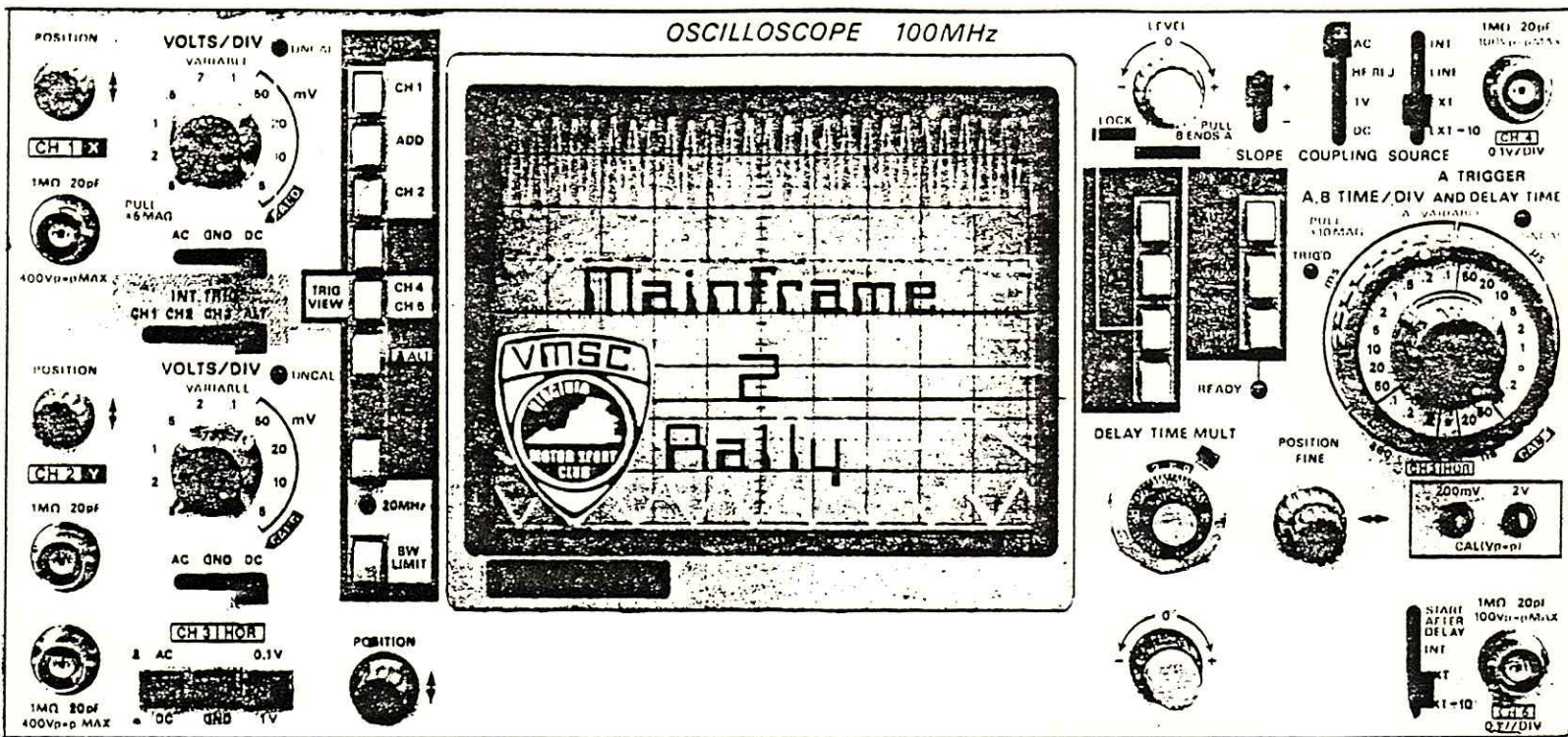
**ORDER  
TODAY**

**WHILE  
SUPPLY  
LASTS**

JANUARY							IMPORTANT DATES							JULY											
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27	28	29	30																						
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4	5	6	7	8	9	10	11	12	13	14	15	16	17	2	3	4	5	6	7	8					
11	12	13	14	15	16	17	18	19	20	21	22	23	24	9	10	11	12	13	14	15					
18	19	20	21	22	23	24	25	26	27	28	29	30	31	16	17	18	19	20	21	22					
25	26	27	28	29	30	31								23	24	25	26	27	28	29					
JUNE							JULY							DECEMBER											
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S					
						1							1							1	2	3	4	5	6
1	2	3	4	5	6	7	8	9	10	11	12	13	14	7	8	9	10	11	12	13					
8	9	10	11	12	13	14	15	16	17	18	19	20	21	14	15	16	17	18	19	20					
15	16	17	18	19	20	21	22	23	24	25	26	27	28	21	22	23	24	25	26	27					
22	23	24	25	26	27	28	29	30	28	29	30	31													

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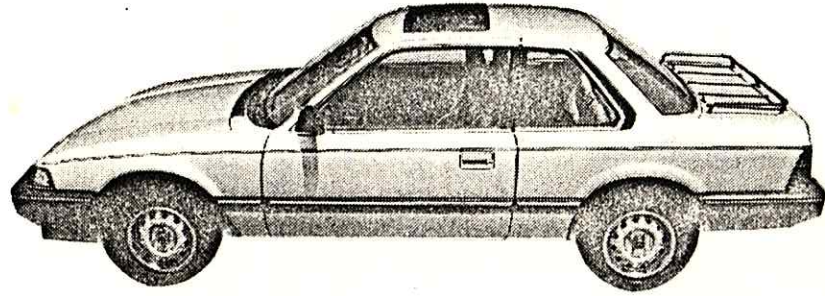
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