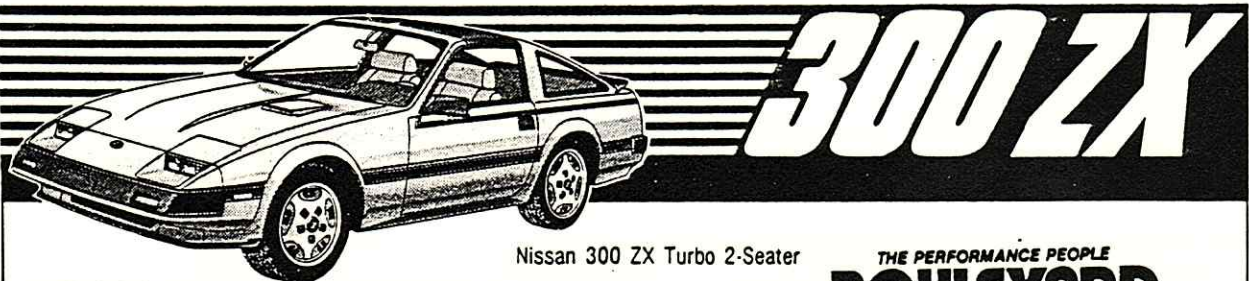


ARSENIC & OLD SPICE

AS MANY OF YOU MAY REMEMBER, THIS IS THE EDITORIAL COLUMN THAT BETH AND I HAD WHEN WE DID CHECKPOINTS BACK IN 1979. I THOUGHT THAT I HAD PUT IT TO REST BACK THEN, BUT AS A CO-EDITOR THIS YEAR I KNEW I COULDN'T RESIST DOING IT JUST ONE MORE TIME. IT IS VERY EASY TO BE CRITICAL AND DOWNBEAT SO I SWORE TO SAVE THIS OPPORTUNITY UNTIL I HAD SOMETHING VERY POSITIVE TO SAY. WELL, THIS IS THE TIME. AS SOME OF YOU KNOW, RECENTLY WE HAVE BEGUN A RELATIONSHIP WITH "FIRESTONE" THAT COULD BE MUCH TO OUR BENEFIT. THEY WANT TO SPONSOR SOME OF OUR EVENTS AND IN RETURN THEY GET ADVERTISING FOR THEIR NEW LINE OF PERFORMANCE TIRES. ALL OF THIS CAME ON VERY SUDDEN AND WE HAD TO GET ORGANIZED VERY QUICKLY. NOT ONLY DID WE HAVE TO COME UP WITH SOME SUGGESTIONS AS TO WHAT WE WANTED SPONSORED BUT "FIRESTONE" CAME UP WITH A TIRE TEST THAT THEY WANTED US TO SET UP FOR THEM. IT ALL CAME OFF WITHOUT A HITCH. MANY PEOPLE WERE INVOLVED BUT A FEW CAME TO MIND AS HAVING WORKED A GREAT DEAL. FIRST, THERE ARE DOUG AND JET BURTON. DOUG WROTE OUR PROPOSAL TO "FIRESTONE" AND A VERY NICE DOCUMENT WAS PREPARED. JET TYPED SAID DOCUMENT ON A MOMENTS NOTICE AND DESERVES A VOTE OF THANKS FOR SUCH A FINE JOB. THE OTHER PERSON WHO DID A GREAT JOB DURING ALL OF THIS WAS JOHN ADAMS. JOHN WAS THE GO-BETWEEN FOR US ON THE TIRE TEST AT THE FAIRGROUNDS AND SPENT MANY HOURS MAKING SURE THAT THINGS WENT SMOOTHLY. ALSO, AT THE FAIRGROUNDS THE MEMBERS WHO SHOWED UP WERE AS PROFESSIONAL A GROUP AS I HAVE SEEN. MANY THANKS TO ALL WHO MADE ALL OF THIS WORK SO WELL. VMSC IS JUST AN ORGANIZATION BUT THE PEOPLE OF VMSC ARE THE TRUE STRENGTH. ONE FINAL NOTE TO JET BURTON. WORD PROCESSORS MAKE MISTAKKKKKES TOO. DON'T SWEAT IT.

FAREWELL,
ED AND (IN THOUGHT) EDETTE



Nissan 300 ZX Turbo 2-Seater

TAKE OFF IN A TURBO Z!

Take off in Nissan's exciting, new 2-seater — the 300 ZX Turbo. Aerodynamic styling, a turbocharged engine and electronic fuel injection add up to major performance. Test drive the 300 ZX Turbo and take off to major excitement!

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MAJOR MOTION



PICK UP STICKS II

A STRAIGHTFORWARD TSD RALLY OF LESS THAN 100 MILES, UTILIZING A MODIFIED "STICK-MAP" CONCEPT. SPEEDS WILL BE MODERATE, COURSE-FOLLOWING WILL BE MODERATE TO EASY, AND ALL CONTESTANTS SHOULD HAVE NO PROBLEM IN GETTING TO ALL CONTROLS. CALL THE RALLYMASTERS (804/282-1493) FOR NUMBERS AND GENERAL INSTRUCTIONS.

RALLYMASTERS AND COURSE LAYOUT: Wilt and Barbara Greenwood
OFFICIAL PRE-CHECK: Scott Powell & Neale Dickinson
STARTS FROM: The Fringe Commuter Parking Lot
on Parham Road, just South of I-64
DATE OF EVENT: Sunday, December 14, 1986
TIME OF EVENT: Registration at 11:00 AM, FCO at 12:01 PM
COST: \$8.00 per team

Once in a blue moon you have someone come to you with an opportunity that is so good you can't pass it up. This was my first thought when I heard about the Firestone Tire and Rubber Company's proposal for working together for our mutual benefit. The whole idea of how they found us and what they had to offer, seemed like a fairy tale which would end before it even got started. Fortunately, this is not the case, and our working relationship with local Firestone management has grown steadily. Due to this new relationship and the events which have recently occurred, I felt a need to let you know more about what has transpired, and our hopes for the future.

A couple of months ago, we were called and asked if we would be interested in working with the Firestone Tire and Rubber Company in their promotion of a new concept for some of their local tire stores. The realignment of five local stores to become "Firestone Performance Shops" was eminent.

We found that these five "Pro Shops" would carry the new line of Firestone performance tires, the Firehawk series, along with the Yokohama and Pirelli lines. They would also carry various other performance items for wheels and suspensions, plus have the most current installation information and equipment. The five store managers and the regional management are the ones with whom we have been working with over the past two months.

The general proposals which have been presented, are simply put as follows.

- 1) Firestone will support each of VMSC's autocrosses for next year by providing compressed air, impact wrenches, and floor jacks. VMSC will provide ample space for setup, advertisement, and promotional displays at each autocross. No charges to either party.

This proposal has already begun with Firestone supporting our final '86 autocross on 10/05/86.

- 2) Firestone will support VMSC membership drives, display of club pamphlets, event schedules, etc. at each of the five stores. VMSC is to maintain all displays. No charges to either party.

This proposal has already begun with the membership drive at the Cloverleaf and Regency stores on 10/25/86.

- 3) Firestone asked if we would be agreeable to their monetarily supporting some of our autocross events for the '87 season. VMSC has submitted three proposals to Firestone to co-sponsor events next year. The estimated cost to Firestone for the three proposals ranges from \$500.00 to \$4000.00.

The proposals have been reviewed by the local Firestone management, their recommendation made, and the proposals forwarded to corporate headquarters for a final decision. An answer should be received by year end.

- 4) Firestone's corporate advertising agency contacted VMSC, to ask if we would help them administer a media "ride and drive" to promote the grand opening of the five "Pro Shops." Firestone would reimburse VMSC for all out of pocket expenses.

This event was held on 10/28/86 at the Richmond Fairgrounds. Various media and automobile clubs were invited to participate in an overview of store concept and equipment demonstration at the Regency store, followed by the "ride and drive" demonstration at the Fairgrounds. VMSC completely administrated the "ride and drive," which was a small autocross course that the media could drive thru. Two Camaro's were available to drive, one with Firestone stock tires, and the other with their new Firehawk tires. The event was a success, clearly showing the Firestone performance tires do improve a car's handling. The media was responsive to the event.

- 5) Firestone offered VMSC members a 10% discount on purchases made at the "Pro Shops" in return for our support of their products within the community.

This discount is now in effect. Prices for performance tires have been found to be very competitive with mail orders once shipping, mounting and balancing are included.

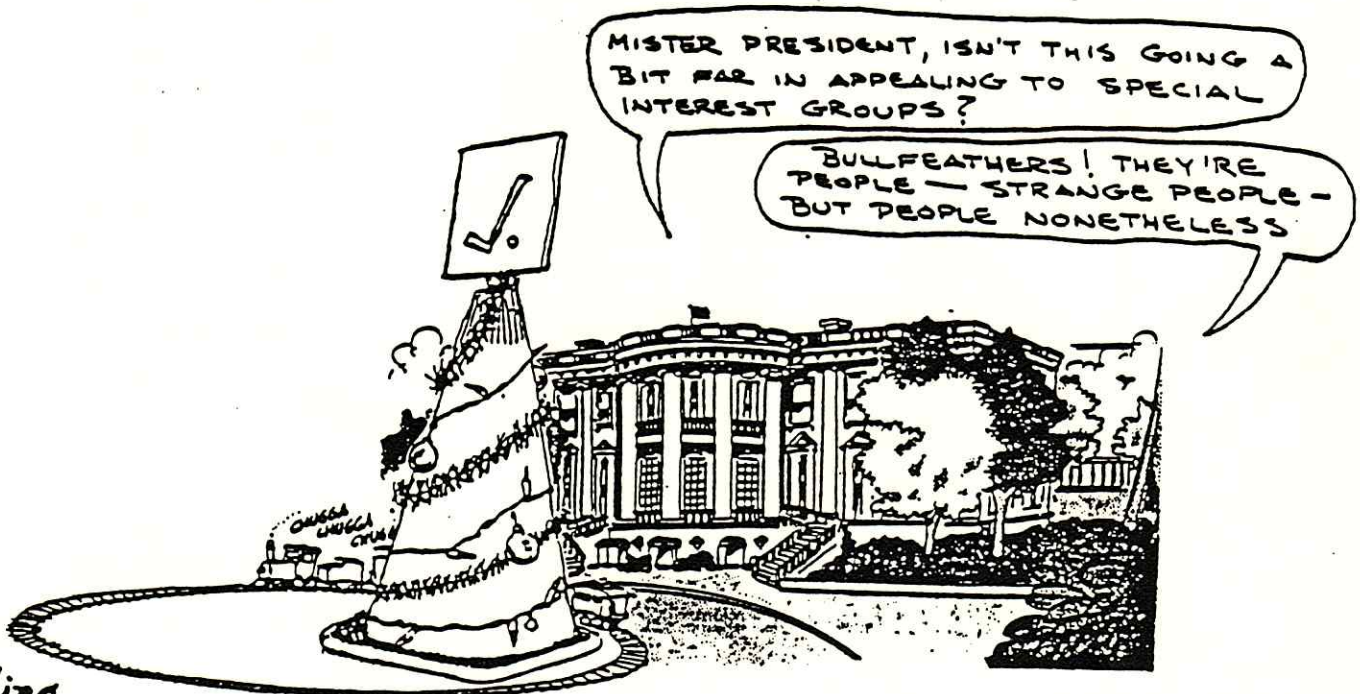
I would like to thank each of you that has helped with the furthering of our relationship with Firestone in any of the above proposals. You have shown Firestone the quality, integrity, and commitment of VMSC through your actions.

Those of you who have already supported the Club to Firestone, please continue to do so. I also ask those of you who have not as yet, to go by one of the five stores and let them know your interest and that you are from VMSC. The locations of the five stores are listed below.

Cloverleaf Mall, Richmond
Regency Square, Richmond
Henrico Plaza, Richmond
Walnut Mall, Petersburg
Cavalier Square, Hopewell



John Adams
2nd Vice-President



Presenting
**THE 6TH STOUT
9TH RUNNING OF THE
10TH ANNUAL CHECKPOINTS CHRISTMAS PARTY**
SATURDAY, DECEMBER 20, 1986
AT 7:59 PM (ZERO HOURS, 59 MINUTES — COORDINATED
UNIVERSAL TIME)
1214 SANTA ROSA RD.
featuring the usual highly acclaimed bill of fare

DOUBLE CROSS 1
OCTOBER 5, 1986

OD'S JOHN ADAMS AND RICHARD WEST

CLASS	POS'N	MARQUE	COMPETITOR	1ST TIME	2ND TIME	3RD TIME
A/M	t 1	ROYALE	JIM FRY	51.45	<u>49.50</u>	49.67
	2	VW	ALLEN GOODE	57.57	<u>55.88</u>	1:05.15
C/M	t 1	WESTFIELD	*CORTES PAULS	<u>1:27.32</u>	DNS	DNS
D/M	t 1	RED DEVIL	*JOHN ADAMS	<u>1:19.85</u>	53.57	<u>52.39</u>
	2	FIAT	GENE COOLEY	<u>55.19</u>	58.21	57.32
E/M	t 1	LOTUS	*BOB MURRAY	56.22	57.18	<u>54.21</u>
		LOTUS	*BOB MURRAY	+58.47	+59.91	+ <u>57.60</u>
B/P	t 1	CHEVY	*WAYNE TILLEY	53.47	<u>51.89</u>	DNS
D/P	t 1	PORSCHE	*JOHN WILTON	57.72	<u>57.45</u>	58.49
E/P	t 1	FORD	EDDIE MOORE	1:03.26	+1:00.14	<u>57.88</u>
	2	FORD	DONNIE GIRARD	1:04.38	1:01.59	<u>58.18</u>
F/P	t 1	PORSCHE	BOBBY SMITH	51.26	51.09	<u>50.65</u>
	2	PORSCHE	LARRY SEGELEON	57.02	52.51	<u>51.13</u>
A/SP	t 1	MORGAN	*RICHARD FOHL	53.76	<u>52.99</u>	53.70
	t 2	PORSCHE	*DOUG HARREL	58.59	1:01.24	<u>53.96</u>
	3	PORSCHE	GARY EDWARDS	55.77	55.59	<u>54.49</u>
	4	PORSCHE	PATRICK McALLISTER	56.45	<u>55.08</u>	55.23
	5	PORSCHE	ROSEMARY RODD	57.17	<u>55.96</u>	DNF
	6	PORSCHE	BARBARA EDWARDS	58.27	57.91	<u>56.59</u>
	7	LOTUS	RON DAWSON	<u>58.71</u>	59.24	1:11.52
B/SP	t 1	CHEVY	VIC VAUGHAN	+54.06	53.55	<u>52.77</u>
	2	FORD	DAVE CUTCHINS	1:19.50	<u>1:02.40</u>	1:07.09
C/SP	t 1	HONDA	*BILL HUNTER	55.37	<u>54.24</u>	55.69
	t 2	HONDA	*RICHARD WEST	<u>54.30</u>	55.06	54.45
	3	DODGE	TOM WOMACK	57.64	56.21	<u>55.71</u>
	4	HONDA	*SHELIA HUNTER	58.71	56.22	<u>56.16</u>
	5	OPEL	ALLEN MARSHALL	1:05.12	1:03.17	<u>1:02.37</u>
	6	OPEL	BARBARA STULTZ	1:30.07	<u>1:05.51</u>	2:11.23
D/SP	t 1	MG	LARRY ALLAMONG	1:00.81	<u>59.52</u>	59.80
	2	DATSUN	MICHAEL WEEDON	1:01.16	1:13.06	<u>59.65</u>
A/S	t 1	PORSCHE	*GREG MILLER	1:01.81	55.23	<u>54.43</u>
	2	PORSCHE	*BILL WHITEHEAD	55.16	<u>54.91</u>	56.16
	3	HONDA	*GARY STOUT	55.88	<u>55.13</u>	55.16
	4	MAZDA	BILL SMITH	1:04.81	59.41	<u>58.68</u>
	5	HONDA	*ALICE JONES	1:15.39	1:05.02	<u>1:02.47</u>
B/S	t 1	CHEVY	RUTH BUSH	1:04.89	<u>1:04.84</u>	1:04.87
C/S	t 1	MAZDA	*LOIS HOFSTRA	1:05.02	DNF	<u>1:04.84</u>
	2	DATSUN	*CHUCK MADISON	1:08.08	<u>1:05.30</u>	1:06.77
D/S	t 1	VW	TERRY BAKER	58.96	<u>56.56</u>	56.77
E/S	t 1	CHRYSLER	MICHAEL JONES	1:15.12	1:00.91	<u>1:00.49</u>
F/S	t 1	PONTIAC	WARREN MONTAGUE	1:00.38	<u>59.26</u>	1:01.52
	2	CHEVY	STEVE PAULEY	1:14.31	<u>1:04.66</u>	1:06.81
H/S	t 1	CHEVY	*BILL LLOYD	56.44	58.38	<u>56.06</u>
	2	TOYOTA	*EARL ROGERS	1:08.41	1:06.30	<u>1:05.07</u>

* VMSC MEMBER, t TROPHY POSITION, + FUN RUN

OUR THANKS GO TO JOE & CANDY BAINBRIDGE, DOUG & jet BURTON, DON CHARLES, GENE COOLEY, NEALE DICKINSON, GARY EDWARDS, RICH FOHL, JIM FRY, CARLA GILCHRIST, ALLEN GOODE, BILL, SHELIA, & WILL HUNTER, ALICE JONES, BILL LLOYD, CHUCK MADISON, GREG MILLER, BETH & FLOYD MILLS, BOB & BOBBIE MURRAY, STEVE PAULEY, SCOTT POWELL, ROSEMARY RODD, GARY STOUT, MIKE WEEDON, TOM WOMACK, AND ALL THE OTHERS WHOSE NAMES WE MISSED THAT HELPED US PUT ON THE EVENT. OUR SPECIAL THANKS GO TO THE FIRESTONE PEOPLE WHO CAME OUT AND GAVE THEIR SUPPORT.

DOUBLE CROSS 2
OCTOBER 5, 1986

OD'S JOHN ADAMS AND RICHARD WEST

CLASS	POS'N	MARQUE	COMPETITOR	1ST TIME	2ND TIME	3RD TIME
A/M	t 1	ROYALE	JIM FRY	49.02	46.36	<u>45.31</u>
	2	VW	ALLEN GOODE	55.55	<u>50.89</u>	55.02
D/M	t 1	RED DEVIL	*JOHN ADAMS	49.88	47.49	<u>46.63</u>
	2	FIAT	GENE COOLEY	<u>50.48</u>	50.52	50.65
E/M	t 1	LOTUS	*BOB MURRAY	51.78	51.89	<u>51.30</u>
	2	VW	*JIM LINKENAUER	DNS	DNS	DNS
B/P	t 1	CHEVY	*WAYNE TILLEY	49.51	DNF	<u>49.29</u>
	2	CHEVY	DEBORAH ISKE	DNF	1:50.08	<u>1:00.25</u>
D/P	t 1	PORSCHE	*JOHN WILTON	53.08	51.38	<u>50.67</u>
E/P	t 1	FORD	JIM MOORE	<u>51.94</u>	54.34	53.54
F/P	t 1	PORSCHE	BOBBY SMITH	50.78	46.87	<u>45.42</u>
	2	PORSCHE	LARRY SEGELEON	52.81	47.50	<u>46.20</u>
A/SP	t 1	MORGAN	*RICHARD FOHL	48.92	<u>48.59</u>	49.13
	t 2	PORSCHE	*DOUG HARREL	50.80	<u>50.44</u>	DNS
	3	PORSCHE	PATRICK McALLISTER	53.58	51.09	<u>50.70</u>
	4	PORSCHE	GARY EDWARDS	51.92	52.48	<u>51.45</u>
	5	PORSCHE	BARBARA EDWARDS	54.54	52.56	<u>52.38</u>
	6	PORSCHE	ROSEMARY RODD	56.26	<u>53.76</u>	55.36
B/SP	t 1	CHEVY	VIC VAUGHAN	51.60	52.45	<u>51.13</u>
	2	CHEVY	JOHN CREED	54.31	53.76	<u>53.10</u>
	3	FORD	DAVE CUTCHINS	55.73	54.60	<u>54.21</u>
	4	CHEVY	LINDA CREED	56.78	55.41	<u>54.63</u>
C/SP	t 1	HONDA	*RICHARD WEST	50.56	50.06	<u>49.79</u>
	t 2	HONDA	*BILL HUNTER	53.75	50.73	<u>50.63</u>
	3	HONDA	*SHELIA HUNTER	52.45	52.13	<u>51.34</u>
	4	DODGE	*TOM WOMACK	56.40	58.97	<u>54.66</u>
	5	OPEL	ALLEN MARSHALL	1:16.21	1:00.43	<u>58.50</u>
	6	OPEL	BARBARA STULTZ	<u>58.67</u>	1:10.31	1:00.59
D/SP	t 1	DATSUN	MICHAEL WEEDON	55.25	55.61	<u>54.24</u>
A/S	t 1	PORSCHE	*BILL WHITEHEAD	50.20	50.08	<u>49.43</u>
	2	HONDA	*GARY STOUT	51.43	51.51	<u>50.40</u>
	3	PORSCHE	*GREG MILLER	52.30	51.44	<u>50.97</u>
	4	MAZDA	BILL SMITH	DNF	56.43	<u>54.55</u>
C/S	t 1	DATSUN	*CHUCK MADISON	DNS	DNS	DNS
D/S	t 1	VW	TERRY BAKER	52.83	54.31	<u>52.58</u>
E/S	t 1	CHRYSLER	MICHAEL JONES	1:28.26	56.26	<u>56.18</u>
F/S	t 1	PONTIAC	WARREN MONTAGUE	56.38	<u>56.24</u>	56.83
	2	CHEVY	STEVE PAULEY	DNF	<u>59.86</u>	1:00.33
G/S	t 1	BMW	MONT LINKENAUER	1:11.39	1:00.02	<u>58.00</u>
	2	BMW	DAVID LINKENAUER	<u>59.77</u>	1:08.74	59.89
H/S	t 1	CHEVY	*BILL LLOYD	52.73	<u>51.92</u>	52.69
	2	MAZDA	*JOE BAINBRIDGE	56.44	54.89	<u>54.88</u>

* VMSC MEMBER, t TROPHY POSITION, + FUN RUN

OUR THANKS GO TO JOE & CANDY BAINBRIDGE, DOUG & jet BURTON, DON CHARLES, GENE COOLEY, NEALE DICKINSON, GARY EDWARDS, RICH FOHL, JIM FRY, CARLA GILCHRIST, ALLEN GOODE, BILL, SHELIA, & WILL HUNTER, ALICE JONES, BILL LLOYD, CHUCK MADISON, GREG MILLER, BETH & FLOYD MILLS, BOB & BOBBIE MURRAY, STEVE PAULEY, SCOTT POWELL, ROSEMARY RODD, GARY STOUT, MIKE WEEDON, TOM WOMACK, AND ALL THE OTHERS WHOSE NAMES WE MISSED THAT HELPED US PUT ON THE EVENT. OUR SPECIAL THANKS GO TO THE FIRESTONE PEOPLE WHO CAME OUT AND GAVE THEIR SUPPORT.

I'M OKAY, YOU'RE OFF-COURSE

by Gary Stout

"I'm Okay, You're Off Course"- the Final Chapter- the Search for Spock- Bates Motel, Condemned at Last- Jason Finally Gets His. I'm left to wonder if all this verbiage has done anything more than just depreciate the value of jet's typewriter. Undaunted-rallyists (rallymasters in particular) are reknowned as gluttons for punishment, both verbal and physical (I myself have whips that date to the 18th century- couple of midgets, too) - I'll proceed with staging a rally. This could more appropriately be subtitled "what on God's green earth was he thinking about when he dreamed up this rally" or "he's using those cheap drugs again".

This article may appear to be particularly biased to the type of rally I enjoy creating, no apologies, I'm writing this and you're not! Some comments may upset a few people- so be it - taste is in the palate of the beholder (and, in this case, the writer). Besides, views of rallymasters are more a study of differing philosophies than anything else. This is all preamble to the most opinionated article of the five- as if I haven't been opinionated in the preceding four installments. Perhaps the best manner to accentuate my views (okay, opinions) is to delineate my perceived "rules of the game".

The first credo of a rallymaster (as opposed to an OD) is never stage a rally to prove how smart you are. The entrants are having a tough enough time without some pompous buffoon thumping his chest declaring his mental superiority. This borders on the flagrant abuse of the right to put on a rally. People run a rally to have fun and be entertained, not to appreciate how intelligent and erudite an OD (as opposed to a rallymaster) is. A rallymaster will pose course following problems, an OD will work you over with a dull, blunt instrument.

Never put on a rally to "get even" with all those other ODs (see preceding paragraph).

Never gear a rally to favor one side of the rallying community (on course vs. generals). Some rallyists can react spontaneously to a trap the instant it occurs yet can't read generals worth a lick. Others can find generals traps so well, they could just as easily mail in their scores. A rally should give neither an advantage, but should test a rallyist's overall abilities (I would hate to run my own rallies- I'm a generals reader with a 22¢ stamp in hand).

Avoid sign hunts! If you have to a cheap sign (3"x5", olive on green, 50 feet off the road, with ivy covering half of it), you should be drawn and quartered. A sign hunt isn't rallying, it's a crap shoot- blind luck. It's not even bad taste, it's no taste. There are a myriad number of traps available that would keep contestants from regurgitating or, in lieu of a trap, use a zero-hero leg.

Another form of no-taste trap is the one based on overloading the contestants with a Numbered Instruction, three Special Instructions (all of which can be executed many times) and a couple of other course following priorities thrown in to spice the broth. There have been a few VMSC rallies when I was personally surprised that people weren't calling from Wisconsin. Get them clean, quick, and simple- period.

Stereotyping is a pitfall to which a rallymaster may succumb. This involves both format and concept. A rallymaster can become predictable and contestants who compete regularly know what to expect before they zero their odometers. Putting on a rally using old generals or a tried and true idea may seem to be quick and dirty and perfectly acceptable, yet this can breed a lazy, ambivalent attitude and a less than perfect rally. Sprucing up an old rally should involve more than a mere dusting. Concepts and interpretations change from year to year and from rally to rally. Alter a few things- invert a few priorities- it will have the affect of freshening a tired, old rally and keeping the rallymaster awake and aware.

I've always felt that a rally should do what you want it to do in the shortest possible distance. Mindless mileage is just that- mindless. Excess mileage dulls the senses and is as tedious as painting by numbers. It can reduce a truly innovative concept to four hours of unbearable boredom.

The rally- even the hardest of the hard- should have a varying degree of difficulty in the traps used. Rallyists should not require divine intervention to get them through each leg in a rally. The contestant deserves a last meal before you drop the cyanide capsule.

I was going to allow some space and toner to explain "Straight. No Route Change."- a trap that I've virtually made a career of using. But there still appears to be a few vital signs left in it- talk to me next year.

And before I end, I would like to give a few plaudits- to my instructors, as it were. The following is an oversimplification but it should suffice: thanks to Fred and Marian DeBardeleben for showing me that a rally can be conceptually artistic and what the mind conceives can be transmuted into route instructions; thanks to Barbara and Wilt Greenwood for teaching me that, above all else, a rally should be technically correct- and looped (preferably from the proper direction, right, Wilt?); and very special thanks to all four for raising the level of the target at which I was aiming.

THE YELLOW BRICK ROAD RALLY
 OCTOBER 18, 1986
 Rallymasters: Bill Hunter
 Gary Stout

G/A	CLASS	TEAM	MARQUE	DIY	1	2	3	4	5	6	7	8	9	DIY	2	11	TOTAL
1T	1E	M./F. Mills	Honda	0	1	1	1	1	1	1	2	200	160	0	6	373	
2	2E	S. Powell/N. Dickinson	Chev	0	53	1	29	6	21	200	86	200	0	35	631		
3T	1UE	B. Mills/S. Hunter	Datsun	0	27	4	17	8	49	200	200	193	0	149	847		
4	2UE	J. Burton/J. Stanley	Honda	0	67	55	200	200	38	200	106	81	0	60	1007		
5	3UE	G./S. Eberhard	Dodge	0	74	98	90	59	200	200	200	77	0	124	1122		
6T	1R	D.*/A. Kaiser*	VW	30	43	75	200	200	200	36	87	200	0	200	1271		
7	4UE	S./J. Adams	Olds	0	46	48	200	200	200	200	200	121	0	136	1351		
8	2R	A. Cupp*/B. Hewes*	Datsun	3	53	148	64	300	300	300	200	54	100	98	1620		
9	3R	J. Gladson*/D. Lythgoe*	Ford	5	300	300	300	200	300	300	200	39	300	300	2544		
10	4R	S.*/E. Pauley*	Chev	--	--	--	--	--	--	--	--	--	--	--	--	DNF	

T--denotes trophy position
 *--denotes non-VMSC member

As usual, many, many thanks to our control workers who handled multiple controls, irate entrants, biological urges, and incipient hemorrhoid attacks: Wilt Greenwood, John DeBardleben, Christy Craven*, Doug Burton, Chuck Madison, Wes Tutweiler, Will Hunter, Marian DeBardleben, and Nathan DeBardleben. Special thanks to our pre-checkers, Barbara and Wilt Greenwood (no protests).

THE YELLOW BRICK ROAD RALLY

ONE FINE DAY IN OCTOBER, GARY STOUT AND BILL HUNTER PUT ON A RALLY. A RALLY NAMED AFTER A MOVIE/BOOK IS A LITTLE HARD TO FIGURE. YOU DON'T KNOW WHETHER TO LOOK FOR MUNCHKINS OR WITCHES OR TIN-MEN. ONE THING FOR SURE, WE WEREN'T IN KANSAS ANYMORE. AS WE FOUND OUT, THE RALLY SIMPLY HAD A COUPLE OF INSTRUCTIONS THAT WENT IN AND OUT OF EFFECT AT THE WHIM OF THE RALLYMASTERS. THESE INSTRUCTIONS HAD THEIR OWN PRIORITY AND HAD TO BE DONE IF POSSIBLE. AS RALLIES GO, THIS ONE WASN'T AS HARD AS WE'VE SEEN BUT THERE WAS SOMETHING ABOUT THE NUMBER OF INSTRUCTIONS THAT YOU WERE TRYING TO DO AT ONE TIME THAT MADE IT SEEM MORE DIFFICULT THAN IT REALLY WAS. WE SAW SOME TRIED AND TRUE TRAPS. AH YES THERE WAS THE OLD "YOU'RE ON IT SO YOU'RE AT IT", THE "IF AT A T", AND THE "DIRT ROADS EXIST AS LONG AS THEY'RE YOUR CURRENT ROUTE". AS WE EXPECTED, THERE WAS ONE NASTY LITTLE HOOKER. A YELLOW BRICK ROAD RULE COULD BE USED BUT ONCE EACH TIME THAT YOU PASSED A SIGN OR OBJECT. ONE OF THESE RULES HAD YOU TURN AT RTE. 250 AND COULD BE USED TO GET ON RTE. 250 BUT COULDN'T BE USED TO SUBSEQUENTLY GET OFF OF RTE. 250. THAT ONE GOT US GOOD. ONE OF THOSE TRAPS THAT YOU CAN'T BELIEVE REALLY HAPPENED. ONE OTHER THING, THIS RALLY WAS SET UP TO USE THE SAME ROADS AS MUCH AS POSSIBLE AND ALSO USE THE SAME CONTROL LOCATIONS MANY TIMES. A MORE EFFICIENT RALLY YOU WON'T FIND. I JUST WONDER WHAT IT FEELS LIKE TO WORK SIX CONTROLS ON ONE RALLY. ONE OF OUR "LONG LOST" (WILT GREENWOOD) WORKED THE EVENT AND ALTHOUGH WE HADN'T SEEN MUCH OF HIM IN THE LAST FEW MONTHS, WE SURE MADE UP FOR IT ON THAT SATURDAY. TO SUM THINGS UP, THIS WAS A VERY GOOD RALLY. THE RALLYMASTERS PUT MUCH WORK INTO IT AND IT SHOWED. AS ALWAYS, GOOD JOB GUYS. KEEP UP THE GOOD WORK.

EDITORIAL

This editorial is directed at the new member, the fringe member, or those who think VMSC is run by a few snobbish members of an elitist clique. The truth is that the "elitist clique" is getting tired. We have lawns to be mowed, plants to be pruned, carpets to be vacuumed, food to be cooked, dust to be dusted. What keeps us going? Not the power, but the love-- the love of the Sport, the Club, and the Friends we've acquired. But the cold, hard facts are, we need help-- plain and simple. We're willing to aid; advise, assist, cajole, kick a few butts, but we're tired of doing it all. Most of us would like to specialize our skills (the editors, in rallying) where we truly do our best. Not long ago (four or five years) VMSC was arguably the best rally club on the east coast. Today we are a far cry from that. We need involvement from you. Sure, we may balk if you're too radical but we are a democratic organization- if you've got the votes, you win! Nominations for officers are coming up. Board positions are open. If you want to help, if you enjoy what we do, if you want to keep the Sport alive in Richmond, tell someone- word travels fast. This is not a loaded gun, do it because you want to do it, not because you feel you have to do it. VMSC is endowed with untapped resources, but it needs to know where they are.

Due to the paucity of CERs being submitted this year, the following motion was passed at the November Board Meeting. The motion made it effective for 1986. Since it was identical to one passed (and subsequently rescinded) several years ago, we will reprint it (neither of us being particularly adept at the fine art of typing). This motion, to be effective, must still pass the Competition Committee.

Changes to the Competition Regulations - Section Pertaining to Rallies

RALLY OF THE YEAR

14. A. A Rally of the Year Award will be presented annually to the rallymaster(s) whose event was recognized as displaying excellence in purpose, planning and execution.
- B. ELIGIBILITY: All VMSC rallies conducted during the calendar year in which Competition Points are given shall be eligible. Club members who have participated as contestants in one half or more of these events shall determine the winner of the award. When there are an odd number of events conducted, the lower whole number shall be used, e.g., when 11 rallies are held, members running 5 or more will be allowed to take part in the selection.

- C. SELECTION: Eligible members will vote by ranking, in order of preference, all rallies in which they ran. The first selection will receive 1 point, the second 2 points and so on. Only those ballots which rank all rallies run will be considered valid. At the conclusion of the voting, the points for each event will be summed and then divided by the number of ballots in which it received votes. The rally attaining the lowest mean score shall be declared Rally of the Year.
- D. ADMINISTRATION: The chairman of the Competition Committee shall designate one member of the committee to conduct the voting. That member shall distribute, collect and tabulate the ballots and then forward the results to the Secretary. A second committee member will also be appointed to audit the results.

The person in charge of the voting shall, in cooperation with the club Secretary, determine those members qualified to vote and provide each with a ballot indicating the rallies in which they participated. To be considered valid, the ballot must be signed by the member.

All ballots will be distributed by hand or mail no later than three days after the December rally. To count towards the selection, completed ballots must be in the hands of the person conducting the voting on or before the regular December club meeting. Results shall be calculated and forwarded no later than January 4.

THE COMPETITION REGS, SECTION 14-D, PARAGRAPH 3, WERE CHANGED TO READ:
"ALL BALLOTS WILL BE DISTRIBUTED AT THE DECEMBER MEETING. THOSE ABSENT WILL BE MAILED BALLOTS ON THE FOLLOWING DAY. TO COUNT TOWARD THE SELECTION, COMPLETED BALLOTS MUST BE IN THE HANDS OF THE PERSON CONDUCTING THE VOTING ON OR BEFORE DECEMBER 31. RESULTS SHALL BE CALCULATED AND FORWARDED NO LATER THAN JANUARY 4."

**The Editors of Checkpoints pay
tribute to prior planning**



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SPLIT DECISION

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NOV. 16, 1986

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REGISTRATION: 11:00 A.M.-11:45 A.M.

F.C.O.: 12:01 P.M.

REG. OR INFO

FLOYD MILLS 798-5536

MARVIN MILLS 798-3989

VIRGINIA MOTOR SPORT CLUB, INC.
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