



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 31

NUMBER 12

December 1986

- DEC 14 VMSC Rally. Rallymasters are Barbara and Wilt Greenwood. Last chance stop for points. The name Greenwood is synonymous with quality- even Roget admits it- look it up. Flyer this issue.
- DEC 18 VMSC Monthly Meeting at 8:00 P.M. at the Pizza Hut near the intersection of Staples Mill and Parham Rds. Year-end reports are not due. Bring all those rotating trophies (believe us, they sure are spectacular when they start turning) for Shelia to have re-engraved. As happens every December, elections will be held. The list of candidates can be found elsewhere in this issue.
- DEC 20 Checkpoints Christmas Party. If you aren't there, Vito might come sliding down your chimney on Christmas Eve. Flyer this issue.
- JAN 8 VMSC Board Meeting at the home of John and Sue Adams. Sanity finally prevailed and the date was moved.
- JAN 15 VMSC Monthly Meeting.
- JAN 31 VMSC Annual Awards Banquet. Flyer this issue. We could wax on about how perfectly pleasant this evening is-- so we will. The price has been reduced from last year's to \$22.00 a person. Try to find this quality of food, entertainment, atmosphere, and camaraderie anywhere else in Richmond. If you do, let us know and we'll join!

December		1986				
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
<u>14</u>	<u>15</u>	<u>16</u>	<u>17</u>	<u>18</u>	<u>19</u>	<u>20</u>
21	22	23	24	25	26	27
28	29	30	31			

January		1987				
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	<u>8</u>	9	10
11	12	13	14	<u>15</u>	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	<u>31</u>

VIRGINIA MOTOR SPORT CLUB

THE 30 HIDDEN WORDS ARE

VMSC	UNEQUIPPED	NEWMEMBERS	TIMINGLINE
AUTCROSS	FIRESTONE	COURSEMAP	GOODTIMES
NAVIGATOR	EQUIPPED	GENERALS	SUNSHINE
MEETINGS	PREPARED	MODIFIED	PARTIES
BANQUET	OVERALL	CONTROL	TROPHY
WORKER	ROOKIE	DRIVER	WINNER
STOCK	SPORT	BEER	NRC
FUN	NVN		

G H C H L R A D J W Y G B D G G M N C O
 E C W F O M E E T I N G S Z G D V I G I
 V A K K J I G C Y O X R O T A G I V A N
 C R M Y F S O T V L V V S V V S J P O L
 O I A I K P O V K H H G S M S H X W G L
 D L D C J D D V O U C N B S X C I Z O M
 O O O M N I T Y Y M M I H C O N B R K Z
 M T E N F V I K I T D V H U N I T G A D
 S T R R E R M L R A Y O R E V N K S V S
 Y C K W E Z E J Z G V S R A O U X F C S
 H S P N K A S A P K E I Y C N O L I C S
 C T L I P U A A O M P F E G M Z T R Y M
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 U M U O U T E P O I T A V L B U F S V L
 N I T H I N W P T T U T R O P H Y T E N
 V N D E C H S H A T X W A E F A L O I A
 M G S R M I S H O R V X R Q V S L N K G
 H L H F P Z G C I P E X E U T L A E O D
 Q I X R U Q R E K N I D E I E A R M O V
 C N W S P O R T Q Z E E B P I R E H R B
 W E M H S A O B Y A S J Z F L E V I H F
 Y K N S P Z X F U N W J M E C N O N X M
 M N Q V H K X R E K R O W D J E Z A H V
 V V D P N Y S A T J X C M E P G E M Y H
 L R K Z F S R E B M E M W E N G P C C Y
 T B T E U Q N A B C O B S Q R E V I R D

ROE DeGRACE, WHO NOW WORKS AT RICHMOND HONDA, HAS MADE A GRACIOUS OFFER TO THE CLUB. IF A CLUB MEMBER BUYS A CAR FROM ROE, HE WILL MAKE A \$30.00 DONATION TO THE CLUB. ALSO IF A MEMBER REFERS A CUSTOMER TO ROE AND A SALE IS MADE, THE SAME DONATION WILL BE MADE TO THE CLUB. A NICE GESTURE INDEED. IF YOU NEED A CAR, KEEP IT IN MIND. THE CLUB CAN ALWAYS USE THE MONEY. THANKS FOR THE OFFER, ROE.

ELECTIONS
ELECTIONS

If you weren't at the November meeting, here are the people you'll be voting for at the December meeting. We considered keeping you guessing but decided to include the offices for which they were nominated.

President - John Adams
First Vice-President - Scott Powell
Doug Burton
Second Vice-President- jet Burton
Treasurer - Bill Hunter
Secretary - Alice Jones
Assistant Secretary - Carla Gilchrist

thanks.....

This is the Checkpoints editors' annual tribute to humility and magnanimity. We'd like to thank the people who made our job a little bit easier by supplying us with something to fill all those too numerous voids in creativity: Doug and jet Burton, Beth Mills, John and Sue Adams, Carla Gilchrist, the ODs of Motorhead Madness, Greg Miller, Mike Hartman, Neale Dickinson, Bill Hunter, and special thanks to the inimitable Howard Clarke on the Xerox 9500.

What to do with that artificial Christmas tree? We here at Checkpoints know this question nags you each year. What's a good newsletter if it doesn't offer solutions to members' problems? After much thought, below find our answers.

- ...leave it up for a downer in July- turn on the lights and sit in the refrigerator.
- ...a really decorative way to do in a vampire.
- ...plant it outside and claim a major breakthrough in fertilizer development.
- ...camouflage for your car's radio antenna.
- ...a table decoration when you have a truly ugly date.
- ...paint it pink and say "surf's up" and "bitchin".
- ...a unique display case for small ornamental trophies and dash plaques.
- ...a bottle brush-- one size fits all.
- ...a test stand for your new chain saw.
- ...a quick two-stroke penalty for your opponent in golf.
- ...the ultimate in garish stop-gate pylons.
- ...mount it to the front of your car and deflect radar.
- ...plant the seeds and put Reynolds Metals out of business.

SPLIT
DECISION

Stout
by Gary

I suppose it's every rallymaster's dream to, just once, create an event that can both keep experienced crews entertained and interested, yet not send a first-time team on a scenic tour of Wyoming. For most of us in VMSC, this had always been your basic no-win proposition. That situation changed on November 16 when Floyd and Marvin Mills unveiled "Split Decision." After two years with "Mainframe I" and its sequel "II," each employing two sets of route instructions (for one course), "Split Decision" seemed an almost logical extension. The rally's main feature was dual courses- one trapped, the other trap-free. The contestants decided which to run and marked the appropriate block on their scorecards prior to arriving at each control (if you ran the trap-free section, a 30 point penalty was added to your timing error). As it turned out, the entire equipped field was pronounced brain-dead. Any of the teams could have won by running the easy legs and not suffering a severe case of the stupids.

The course following priorities were standard fare: 1) execute a marginal-mileage instruction; 2) execute an SI (Special Instruction), these could be performed once, many times, or not at all- there were no SIs on the trap-free legs; 3) execute an NI (Numbered Instruction) or an ALT (Alternate Instruction- used if you chose the easy portion of a leg); 4) follow your route by number; 5) straightest.

The odometer check ended on route 301 with the crews looking to turn at a route whose number contained the digit 0. A max to those who failed to equate being "on" to being "at."

The second leg had an instruction that read "Pause .25 min. at '645.'" It did not contain NRC (No Route Change) and thus forced a change of route to execute it- a trap from an era when they calculated with an abacus. Biting this one felt much like shooting yourself in the foot.

Leg three used another time-worn trap- divisible vs. evenly divisible. "R at a route whose number is divisible by 614" might just as easily have been written "first R," since any number is divisible by 614-- the quotient just has a lot of decimal places.

This was followed by another trap that was based on a translational problem. "L if at a T" being merely a convoluted way to say "change route."

Leg five was the most controversial and prompted some of the more animated discussions at Giuseppe's. SI 5 read "CAS 35. NRC." Once you began executing this instruction, you put the car on auto-pilot and continued executing it each nano-inch until you finally reached a control.

The sixth and final leg had perhaps the most beautifully set up trap of the day- rallying's equivalent to a sucker punch. The instruction was "the digit '6', then R" (digit being defined as an integer used in route numbers). The first sign encountered was for 1610 (four-digit roads don't exist ergo the 6 couldn't exist because it wasn't used in a real, live route number). At this point certain rally teams (names withheld to protect the stupid) put their brains into the off-mode. On the self-same sign post was a route sign, parallel to your route, that said "615", noting your current route. A big ugly awarded to the unobserved (we tried to blame spontaneous, mutual blindness- a curious, rare disease that afflicts only rallyists and journalists).

Floyd and Marvin deserve credit for, not only, staging an event that was commensurate with everyone's experience level, but also for generating triple-loop legs with on-course OETs that were never more than

.50 minutes apart (thus negating the oh-my-God-we're-on-the-off-course-loop-let's-check-the-easy-leg-and-take-our-chances luck factor).

* A note to any budding rallymasters: if you want to create "Rally-of-the-Year" quality rallies- I hope you were there, and I hope you took good notes.

RESULTS: SPLIT DECISION

RALLYMASTERS: FLOYD AND MARVIN MILLS
 OFFICIAL CHECKS: JOHN AND SUE ADAMS WARREN AND CHRISTIE BEAM

#	TEAM	CL.	1	2	3	4	5	6	TOTAL	POSITION
1	HUNTER/STOUT	E	0	200	2	0	0	200	402	1 OA-1 E (T)
2	J. BURTON/STANLEY*	U	15	28	200	56	83	200	582	5 OA-2 U
3	MILLS/HUNTER	U	87	13	19	20	84	200	423	2 OA-1 U (T)
4	WAGNER*/WAGNER*	E	1	200	3	200	199	2	605	6 OA-4 E
5	RYRAN*/AMBROGI*	R	230	400	0	400	0	230	1260	13 OA-6 R
6	GOODWIN*/HESS*	E	20	18	18	200	198	4	458	3 OA-2 E
7	D. BURTON/WEEDON*	U	45	103	400	0	117	53	718	7 OA-3 U
8	POWELL/DICKINSON	E	150	60	68	43	195	16	532	4 OA-3 E
9	CLARK*/TUCK*	R	214	66	97	188	66	230	861	9 OA-2 R (T)
10	D. SMART*/B. SMART*	R	230	230	146	162	94	55	917	10 OA-3 R
11	J. SMART*/W. SMART*	R	230	147	230	230	68	48	953	11 OA-4 R
12	HOLCOMB*/HOLCOMB*	R	77	133	201	211	123	53	798	8 OA-1 R (T)
13	DARLEY*/DARLEY*	R	200	200	400	0	230	42	1072	12 OA-5 R

MANY THANKS TO OUR WORKERS: JOHN AND SUE ADAMS, AMANDA* AND HEATHER* ADAMS, WARREN AND CHRISTIE BEAM, ALICE JONES, CHUCK MADISON, WILL HUNTER, AND JESSICA MILLS*

(T)- TROPHY
 * - NON-VMSC

At the December Board Meeting, a motion was passed that trophy tickets will not be issued after Jan. 1, 1987. In addition, trophy tickets will not be redeemable after Jan. 1, 1989. Be ye forewarned!

Announcing

The 36th Anniversary Awards Banquet
of the Virginia Motor Sport Club

January 31, 1987

at the Westwood Racquet Club

at a cost of \$22.00 per person

6:00 P.M. - Cocktail Hour

7:00 P.M. - Dinner

7:45 P.M. - Awards Presentation

8:45 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"

B.Y.O.L. (No Beer)

Reservations by prepayment only

Send checks made payable to V.M.S.C. to:

Alice Jones

8711 Greenford Drive

Richmond, Va. 23229

I'M OKAY, YOU'RE OFF-COURSE

by Gary Stout

THE FINAL EXAM

That's right! A final exam- you don't think I did all that writing for personal gratification, did you? This is an open-book exam, and all the answers can be found in the six articles I wrote. I know, only five were published- I'm not fool enough to tell you everything. This is not a points event but it will be conducted annually in hopes of creating a more pure and morally upright society.

1) What is the capital of Idaho and why is Argyle Phingles saying all those nasty things about it?

2) If you leave the outmarker seeking to execute NI 32 and SI 4, what time is it in Des Moines?

3) What Mayan aphrodisiac is purported to give clairvoyance and sensory insight into the workings of a rallymaster's mind?

4) Sacrificing a virgin the day before a rally is

- a) a day too late.
- b) impossible in this day and age.
- c) only useful if it's the rallymaster's girlfriend.
- d) useful only if you're a practicing Druid.

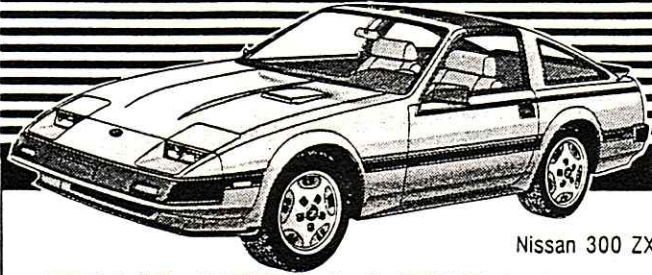
5) Why is autocross spelled that way?

6) Who said, "Give me your masochists, your mentally infirmed, your sadists, your psychopaths, and I'll give you rallymasters"?

7) What rallymaster, in a previous life, said, " Let Rome burn"?

8) How many rallyists does it take to replace a light bulb?

9) If TSD stands for time/speed/distance, what does DGETSJFKRISYRTEGD stand for?



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300 ZX

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MAJOR MOTION

THE WALTER MITTY CHALLENGE

The annual Walter Mitty Challenge is a sports car spectacular and an enthusiasts delight. The last weekend in April brings to Road Atlanta some of the finest racing machinery of the 50's, 60's and 70's. This vintage racing weekend offers the enthusiast an opportunity to test his skill on the unrestricted racetrack while enjoying the atmosphere provided by historic Porsche, McLaren, Lola, Chevron, Ford, Brabham, Elva, Ferrari, Jaguar, Lister, Morgan, Corvette, Cobra, Lotus, Maserati, Aston Martin, DeTomaso, MG, Austin Healy, Turner, TVR, Cooper, Morris, Alfa Romeo, Triumph, Saab, Datsun, Chinook, Cunningham, Allard, Bandini, Ausper, Siata, Fraser-Nash and other memorable racecars doing what they were designed to do. The tenor of the weekend is dominated by driving and enjoying the cars rather than by an intense effort to win.

The Sports Timed Runs event allows any driver and car onto the track for six 20 minute sessions, some for practice and some during which lap times are recorded. Trophies are awarded by fastest lap time. Cars are classed by displacement and by year of manufacture. Classes are earlier than 1959, 1960-1969 and 1970 up; each divided into less than 2 liters, 2-3 liters and 3 liters up; and each further divided into production and production modified. There are separate classes for turbocharged and race prepared cars. There are no speed restrictions on the track but passing is limited to the straights for Sports Runs. Typically, 4-5 clean laps are achieved in each session. The minimum safety equipment required has been a 1975 or later Snell approved helmet, leather shoes and gloves, a full coverage driving suit (Nomex recommended but a coverall work suit is OK), a competition seat belt and shoulder harness (crotch strap not required) and a roll bar in open cars.

The events are spread over a three day weekend with Vintage practice, qualifying and racing; competition exhibition by famous retired racecars such as Peter Gregg's Porsche 935 or Clay Regazzoni's F1 Ferrari 312T3; track touring laps; and a Concours d'Elegance filling the time. All participants and crew are allowed free access to the pit area which alone makes the trip worthwhile. VMSC has been represented at the Mitty for several years by Rich Fohl, Jay Dorsk, and Greg Miller competing in the sports runs.

The Walter Mitty is held the last weekend in April and is highly recommended for a most enjoyable weekend. Entry forms are usually available in December or January from: Walter Mitty Challenge, P.O. Box 2263, Roswell, GA 30077-2263. The entry fee has been \$120 for Sports Runs. There is also a drivers school offered on Thursday preceding the racing events. The Atlanta Historic Races follow the same format and are held at Road Atlanta in mid August. Additional information is available from Greg Miller at 804-272-3920.



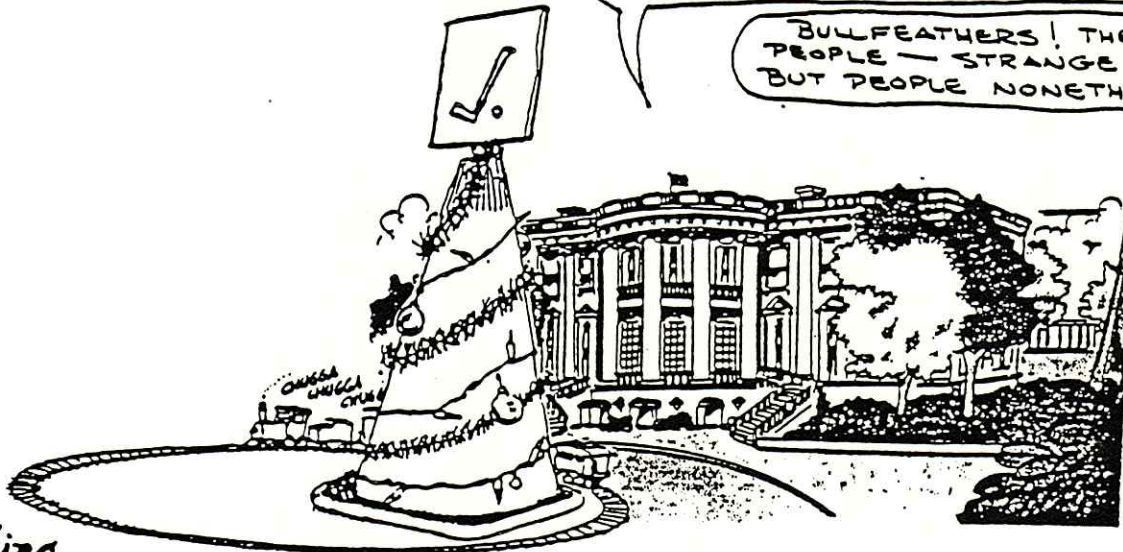
PICK UP STICKS II

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

MISTER PRESIDENT, ISN'T THIS GOING A BIT FAR IN APPEALING TO SPECIAL INTEREST GROUPS?

BULLFEATHERS! THEY'RE PEOPLE — STRANGE PEOPLE — BUT PEOPLE NONETHELESS



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

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P.O. BOX 25822
RICHMOND, VIRGINIA 23260-5822

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PRESIDENT:

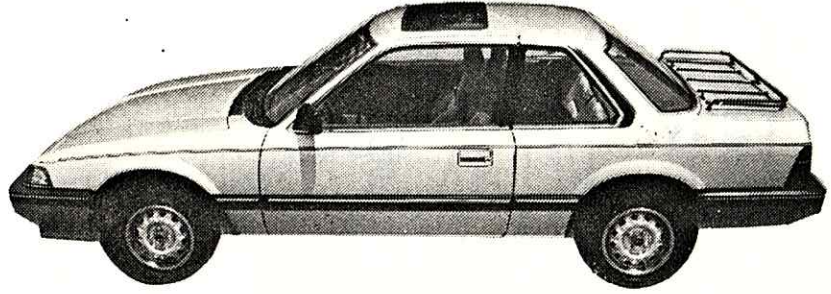
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