



Checkpoints

VIRGINIA MOTOR SPORT CLUB

40 YEARS 1950-1990

VOLUME 36

NUMBER 4

APRIL, 1991

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

MAY						
S	M	T	W	T	F	S
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5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Coming Events

GALA SPRING ISSUE



APRIL 18

Regular monthly meeting at the Forest View Volunteer Rescue Squad Building, 5327 Forest Hill Avenue, at 8:00 p.m.



APRIL 21

Run for the Fund IV Autocross at the Food Carnival parking lot, 5903 Midlothian Turnpike. Oded by Dennis Weir, Debbie Weir, and Floyd Mills. See flyer inside. Proceeds benefit the Will Hunter Memorial Scholarship Fund, so plan to attend and bring a friend.



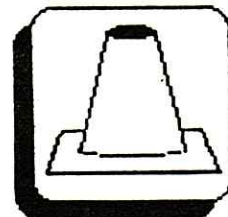
MAY 2

Board of Directors meeting at the home of Dennis and Debbie Weir at 8:00 p.m.



MAY 5

VMSC - IBD Rally for Big Brothers/Big Sisters. Rally starts at the Mills E. Godwin High School, 2101 Pump Road. Oded by Beth Mills, Neale Dickinson, and a cast of dozens. See flyer inside.



MAY 11

VMSC Autocross at the Food Carnival lot. Oded by Bill Lloyd and Richard West. See flyer inside. NOTE: THIS IS A SATURDAY EVENT.





FOR YOUR INFORMATION



Out-of-Town Events

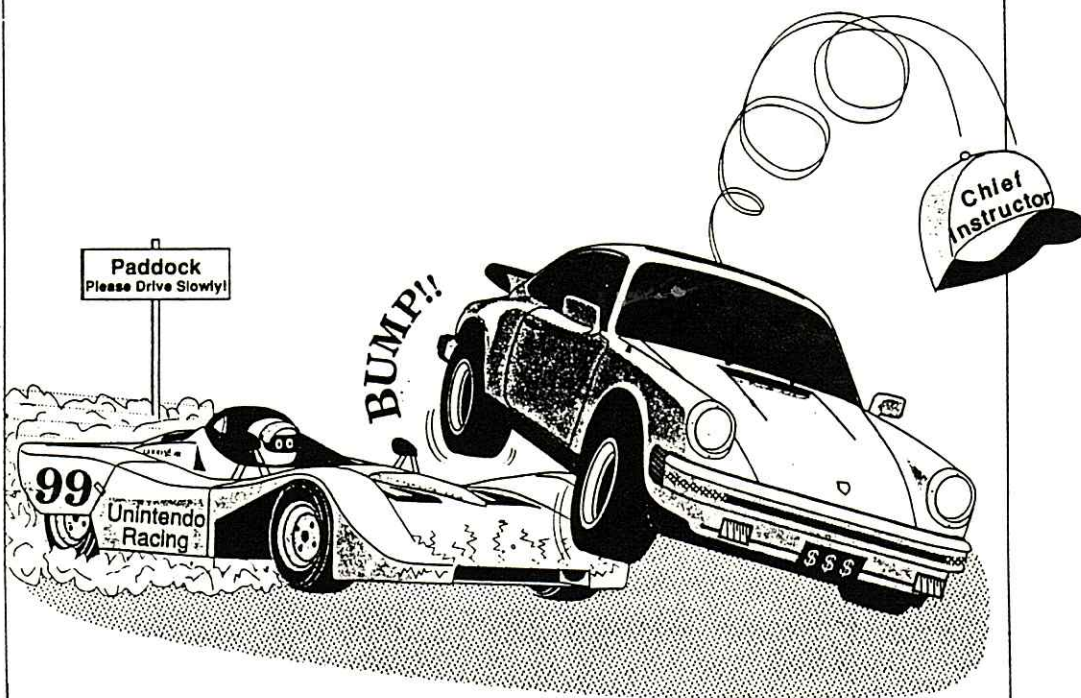
- April 14 Rally - THSCC.
- April 28 NASCAR 500 miler at Martinsville, VA.
- May 19 Autocross - NCAC in Greensboro, NC.
- Autocross - ODR SCCA at Fort Monroe, VA.
- May 26 Autocross - THSCC in Morrisville, NC.

Information on the THSCC events can be obtained by calling the Hot-Line number, 1-919-291-9862.

Information on the SCCA event can be obtained by calling, 1-868-0020.

If the recent U.S. Grand Prix in Pheonix is an indicator, then it will be a long year for many of the teams. Aryton Senna in a McLaren-Honda was on the pole and led from flag to flag. The McLaren team said the car had not been tested enough and had some bugs, however Senna was so dominant that he actually drove conservatively for the last third of the race. If they ever get the car running "right", then everyone else may as well stay home and save their money. Rumor has it that McLaren wants Michael Andretti as Senna's teammate. The rich get richer.

The March 9th autocross school was a big success and much was learned by many. The Instructors did not really run over anyone but since it was a bit chilly, Dick Boogher tried to warm things up. Maybe this can become a yearly event. Many thanks to the OD's, Dick and John Wilton and to all of the Instructors. Good Job, guys.



The March 10th autocross was also a big success. It has been a long time since we had some fifty cars at an autocross, especially the first autocross of the season. There were many new faces as well as the usual bunch and there appeared to be a lot of interest in the Club and our events. The course was challenging yet fair to all. Most times were in the low one minute range, see results elsewhere in this issue, and a good but cold time was had by everyone. Again Dick and John did a great job. Let's hope that the rest of 1991 is as successful. Many thanks to all who ran and those who worked. It is appreciated.

PRESENTS

RUN



FOR
THE

FUNDIV

An Autocross to benefit the

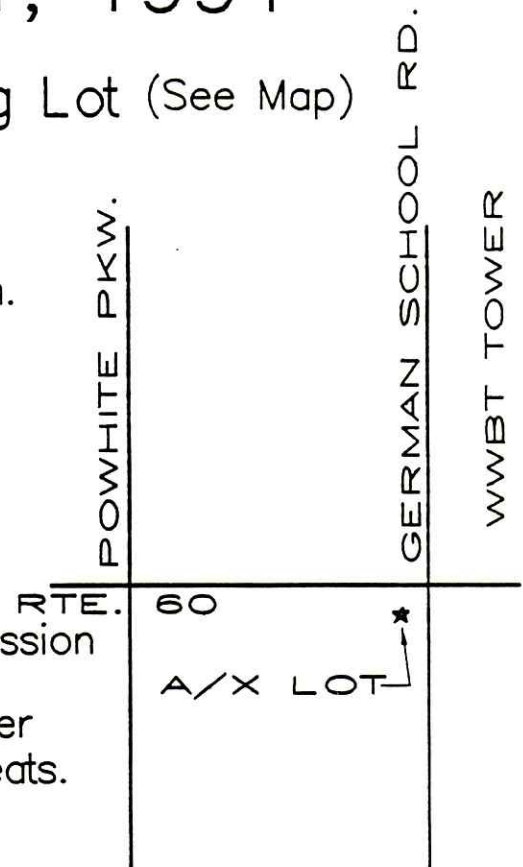
Will Hunter Memorial Scholarship Fund

Sunday, April 21, 1991

Food Carnival Parking Lot (See Map)

OD'S Dennis Weir, Debbie Weir, Floyd Mills
Pre-registration strongly suggested...
Call Debbie Weir 804-794-5715 9:00a.m.-10:00p.m.

Registration opens 9:00 a.m., FCO 10:00 a.m.
A \$15.00 donation will entitle the driver to
three timed runs. (Please make checks out to
"The Will Hunter Memorial Scholarship Fund".)
SCCA Classes-VMSC Regs. will be in effect.
(No Ladies Classes). Roll Bars required for all
open-top cars with racing tires. Exhaust Suppression
required for Stock and Street-Prepared cars.
1.75" min. ground clearance required and camber
compensation required on swing axles. 10 Car Heats.
Fund Runs will be given if time permits.
Dash Plaques will be given in lieu of trophies.
NO ALCOHOLIC BEVERAGES



Introducing...

RICK & CAROL CARR

Rick and Carol reside at 2100 Battlefield Run Court in Richmond, Va. (23231) and can be reached at 795-5303.

Rick works for American Honda in auto training and Carol is a dietitian currently looking for an employer. The Carr's have two children, Lindsay and James. Rick and Carol have autocrossed and rallied in North Carolina with THSCC and were members of SCCA as well as Tar Heel. They are both interested in most of the things we offer with Rick's main interest being autocrossing, while Carol opts for socials in order to meet new people as they recently moved to the Richmond area. Their hobbies include; camping, their children, and each other. They currently drive a 1988 Honda Civic wagon.

ANDREW SIFF

Andrew resides at 39 South Davis Avenue in Richmond, Va. (23220) and can be reached at 359-8771.

Andrew is self-employed as a chef at the Ironhorse Restaurant. He is married and his wifes name is Mimi. While Andrew has not autocrossed nor rallied in the past, he is interested in running our autocrosses. He is also interested in tinkering, racing, and socials. His hobbies include cooking and traveling. Andrew currently drives a 1985 Mazda RX-7.

A warm and hardy VMSC welcome to Rick, Carol, and Andrew.

The 1991 VMSC membership list is included elsewhere in this issue. Please use the blank space on the last page of this list to add our new members for the balance of the year as we will not be publishing an updated list. We will publish any changes to the list as they are made available to either the Editors or the Secretary or both.

Please make the following correction to said list (Murphy's Law strikes quickly):

John F. DeBardeleben
1907 Lancer Court
Gastonia, N.C. 28054
(704) 867-3277

Please advise the Secretary of any changes to or corrections of the 1991 membership list. Do not assume that the Secretary already knows of any such changes, we would rather be told twice than not at all. Your help will be greatly appreciated.



(804) 796-4895

4807 WEST HUNDRED ROAD
CHESTER, VIRGINIA 23831

Lloyd Power Equipment, Inc.

SALES - SERVICE
LAWNMOWERS - CHAINSAWS - INDUSTRIAL ENGINES

TIM LLOYD

BILL LLOYD

Welcome to Lloyd Power Equipment, Inc., our newest advertiser. They are located just West of Chester on Route 10. Lloyd Power Equipment carries a complete line of lawnmowers, trimmers, chainsaws, etc. They also offer the best in factory trained service. Please give them a call today and don't forget to mention that you are a VMSC member. Thanks to Lloyd Power Equipment for advertising in Checkpoints.

INITIAL AUTOCROSS

Class	NAME/CAR	Times			
		1st	2nd	3rd	Best
A/M					
FTD-T	George Bowland-Special	53.31 1P	53.07	51.17	51.17
	Jim Fry - Royal	56.48 1P	54.38	53.67 1P	54.38
	Allen Goode - VW-A S.R.	1:03 51	1:01.07	59.09	59.09
B/M					
T	Chuck Sieber - March	1:23.90 3P	1:00.33	59.12	59.12
C/M					
T	John Wilton - VanDelmen	1:01.11	59.93	59.90	59.90
D/M					
T	Larry Shauf - Lotus	1:08.66 1P	56.74	55.41	55.41
D/P					
T	Shelia Hunter - Honda	1:14.31 1P	1:12.91 1P	1:11.50	1:11.50
E/P					
T	Rob Moskalski - BMW	1:12.71	1:09.80	1:08.03	1:08.03
	Joe Banbridge - Toyota	1:11.68	1:10.05	1:09.28	1:09.28
	Gregg Miller -Morgan	1:16.66	1:14.52	1:26.77 1P	1:14.52
S/S					
T	James Barton - Corvette	1:02.76 2P	1:04.50 2P	1:04.37 2P	1:08.37
Fun	James Barton - Corvette	1:04.92	1:03.47 1P	1:03.37	
Fun	James Barton - Corvette	1:06.02 1P	1:03.16	1:02.91	
Fun	James Barton - Corvette	1:03.69 2/3P	1:02.77 1P	1:02.59	
Fun	James Barton - Corvette	1:03.30 1P	1:02.46	1:02.40 2P	
A/SP					
T	Bobby Smith - Porsche	1:06.17	1:05.43	1:03.59	1:03.59
	Bill Whitehead - Porsche	1:05.32 2P	1:04.53	1:03.71	1:03.71
	Roger Garrett - Corvette	1:06.29 1P	1:04.74 1P	1:04.50 1P	1:06.50
	John Hartka - Datsun	1:11.08	1:08.89	1:08.65	1:08.65
C/SP					
T	Bill Hunter - Honda	1:07.24 1P	1:05.47	1:04.68	1:04.68
T	Ben Schaeffer - Honda	1:06.03	1:05.84	1:05.04	1:05.04
	Floyd Mills - Honda	1:05.89 1P	1:05.67	1:04.40 1P	1:05.87
	Wayne Burstein - Dodge	1:07.99	1:07.18	1:05.82	1:05.82
	Jay Mangan - Honda	1:09.16 2G	1:08.35	1:09.08	1:08.35
	Doug Burton - Honda	1:08.39 1P	1:09.18	1:08.93	1:08.93
	Brian Thomas - VW	1:18.09	1:15.97	1:15.64	1:15.64
	Micheal Yunck - BMW	DNF	DNF	1:17.78 2G	1:37.78
	Roy Steveson - BMW	DNF	DNF	1:21.04 2G	1:41.04
	Denny Covington - BMW	DNF	DNF	1:12.26 3G	1:42.26
D/SP					
T	Dick Boogher - Mazda	1:07.17 1P	1:07.46	1:05.78 1P	1:07.46
	Mike Weedon - VW	1:11.81 1P	1:07.39 1P	1:08.20 1/2P	1:09.39
	Tom Yost - VW	1:13.10 1G	1:12.28	1:10.49	1:10.49
E/SP					
T	Linda Westphal - BMW	1:51.87 1G	1:40.43	1:34.47	1:34.47

Class	NAME/CAR	Times			
		1st	2nd	3rd	Best
B/S					
T	Tom Millhiser - Nissan	1:17.64	1:16.03	1:12.43 1P	1:14.43
C/S					
T	John Sheally - Morgan	1:06.10 1P	1:06.96	1:04.07	1:04.07
	James Gilchrist - Mazda	1:13.36 1P	1:12.80	1:12.37	1:12.37
	John Gray - Mazda	DNF	1:17.59	1:14.19 1G	1:17.59
Fun	John Gray - Mazda	1:10.59	1:11.85	1:10.57	1:10.57
D/S					
T	Richard West - Plymouth	1:04.39	1:02.75	1:01.90	1:01.90
	Jet Burton - Honda	1:15.59 2/3P	1:17.77	1:14.92	1:14.92
	Shawn Pfeifer - Nissan	DNF	1:12.12 1G	1:10.73 4P	1:18.73
E/S					
T	David Langston -Plymouth	1:08.67	1:06.67	1:06.47	1:06.47
	Nick Fisher - Renault	1:17.32	1:10.63	1:19.69	1:10.63
	Smith Martin - Renault	1:13.26 1G/P	1:14.57 1P	1:11.69	1:11.69
F/S					
T	Phillip Webster - Pontiac	1:14.36	1:11.50 2P	1:12.47 1P	1:14.36
	Douglas Roberts - Ford	1:16.43 1G	1:22.31	1:18.70	1:18.70
	Chuck Stepp - Chevy	1:15.87 1P	1:14.15 2P	1:13.75 2P	1:17.75
	Forrest Keeton - Ford	1:24.44 1G	1:23.19	1:19.74	1:19.74
	Allen Road - Ford	DNF	1:21.63 1G/P	1:20.27	1:20.27
G/S					
T	John Kessler - Toyota	1:13.82	1:11.17 2P	1:11.21	1:11.21
H/S					
T	Bill Lloyd - Chevy	1:06.08	1:05.38	1:05.93	1:05.38
T	Rick Carr - Honda	1:11.13 1G	1:09.16	1:07.10	1:07.10
	Carol Carr - Honda	1:17.49 3P	1:14.00	1:14.16	1:14.00
	Paul Hale - Ford	1:23.29	1:18.15	1:15.59	1:15.59
	Rusty Harrington - BMW	1:30.99 1G	1:21.16 1P	1:22.45	1:22.45
	Toby Williams - Subaru	1:29.38 1G	1:27.47	1:27.73 1G	1:27.47
	Mike Stevenson - Ford	DNF	DNF	1:22.30 2G	1:42.30

OD's: Dick Boogher
John Wilton

Many thanks to all those who worked, especially those who worked but did not run. We could not have done it without your help.

FTD = fastest time of the day
T = trophy position



The Virginia Motor Sport Club Proudly Presents:

The LEARNING CURVE Rally

Sunday, May 5th, 1991

O.D.'s: Beth Mills & Neale Dickinson

An easy, trap-free rally to introduce the true novice to the
SPORT of AUTO RALLYING

and to benefit Big Brothers & Big Sisters of Richmond.

The Institute of Business Designers will host a party at the finish. The rally starts and ends at Mills E. Godwin High School, 2101 Pump Rd. Registration is at noon, first car off at 1:01 P.M. Cost is \$30.00 per team, limit 2 persons per car. Classes: Big Brothers/Big Sisters, all others. The rally will consist of 3 portions, each with a different theme. Two portions will be gimmick-type, one will be T.S.D. format. The rally will be limited to 99 cars. Call Beth at 798-5536 to reserve a number.

ibd

Institute
of
Business Designers



**Big Brothers
&
Big Sisters
of Richmond**

SATURDAY IN THE PARK (ING) LOT



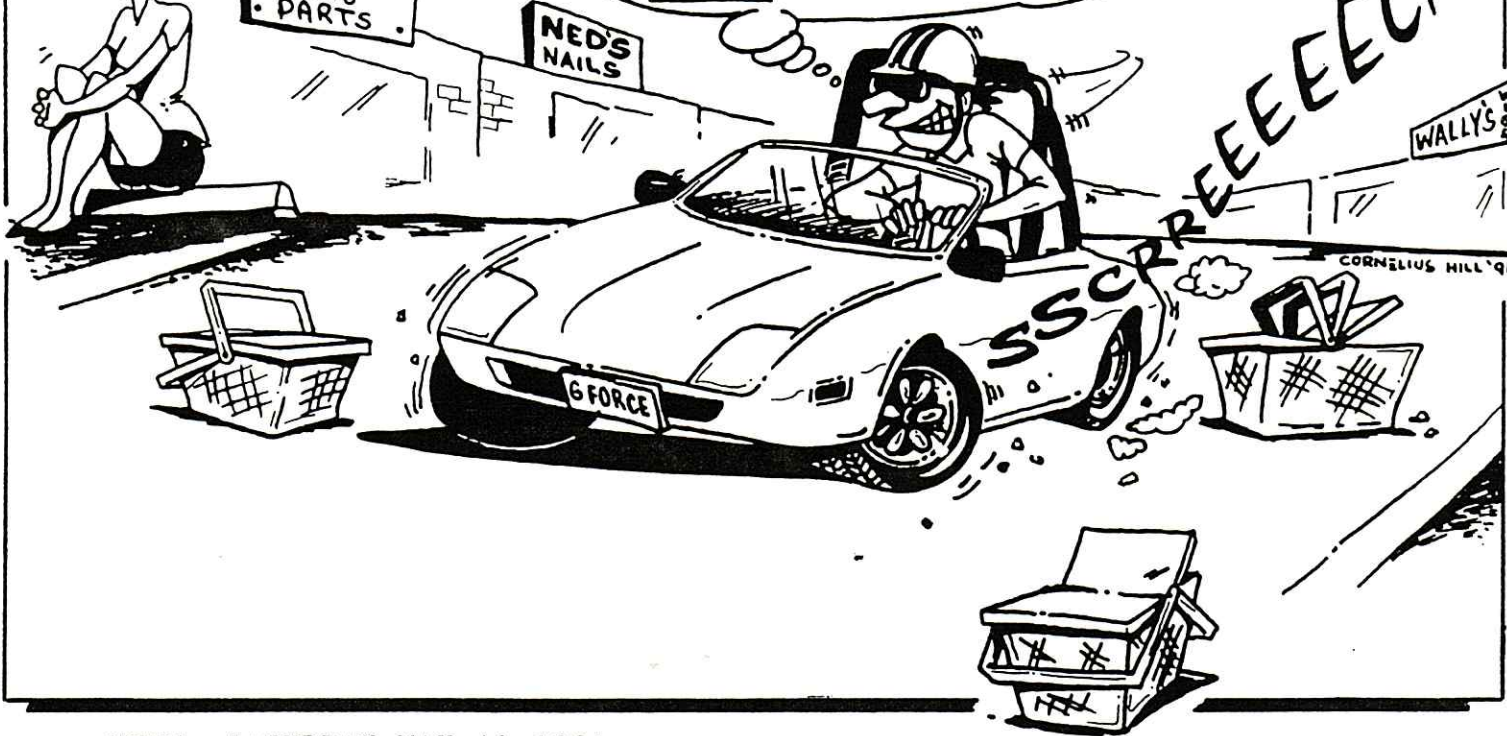
HERBERT—I THOUGHT YOU SAID A PICNIC IN THE PARK—NOT PARKING LOT!

NOW THAT I'VE SWITCHED "THROTTLE BODIES", THIS RUN WILL BE A PICNIC!



ARNIE'S
AUTO
PARTS

NED'S
NAILS



WHEN: SATURDAY, MAY 11, 1991

WHERE: FOOD CARNIVAL ON

MIDLOTHIAN TURNPIKE

ODs: BILL LLOYD @ 796-6836

RICHARD WEST @ 271-8424 (7:00-10:00 PM)

COST: \$12.00 for members \$15.00 for non-members.

REGISTRATION AND TECH. OPEN AT 9:00, FCO AT 10:00

NO ALCOHOLIC BEVERAGES ALLOWED!!

SCCA SOLO II CLASS SYSTEM
WITH THESE VMSC MODIFICATIONS:
NO LADIES CLASS, EXHAUST SUPPRESSION
REQUIRED, CAMBER COMPENSATION REQUIRED
ON ALL SWING AXLE CARS, ROLL OVER
PROTECTION REQUIRED ON ALL OPEN TOP
CARS ON RACE TIRES, MINIMUM 1 3/4 INCH
GROUND CLEARANCE REQUIRED.

**Buy 'em books, send 'em to school,
and all they wanna do is...**

UMSC opened its 1991 autocross season Saturday, March 9th, with its first club-sponsored autocross school. Bitter cold and a steady wind failed to cool the enthusiasm of 16 students (mostly first-timers) who came to absorb the collective wisdom (opinions? suppositions? effluvium?) of some of UMSC's most experienced (well worn? thread-bare?) autocrossers. The organizational efficiency of John Wilton and Dick Boogher combined with the insightful guidance of chief instructor John Ashford allowed the students to move from one area of instruction to the next without a wasted step, steepening the learning curve.

The school consisted of four areas of concentration: skidpad training, slalom practice, a small autocross to teach braking and apexing, and a session on car preparation. Students were split into three groups, rotating through the training areas in such a way as to constantly change the instructor-student mix as the day progressed.

Judging by the level of participation and performance at the season's first autocross the next day, the school was an unqualified success. An encore during the 1991 season would be welcome. Kudos to Messers Ashford, Boogher and Wilton!

Doug Burton



CLASSIFIED

FOR SALE by owner:

1984 Honda CRX 1.5 with only 54,000 miles. Hunter/Phase One engine work performed in September of 1989. Accessories include: alloy wheels with Yokohama (185/60/13) 8 RTu tires, Tokico adjustable shocks, more. Car is dirty inside and out but is in excellent mechanical condition. Vehicle is a proven winner.

Priced at a low \$2,600.00

Extra wheels and tires are also available.

Call Richard West at 271-8424.

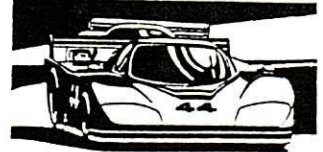
Also for sale:

A variety of 195/60/14 R and S compound tires.

Call Richard West at 271-8424.

Drivers

How many of the following current drivers can you identify using the "answers" provided?



<u>STOCK CARS</u>	<u>DRAG RACING</u>	<u>FORMULA ONE</u>	<u>INDY CARS</u>	<u>ROAD RACING</u>	<u>OTHER MOTOR SPORTS</u>
"King"	9 time NHRA Pro-Stock Champ	anagram of SPORT	think blimp	Juan's grandson	"Hotrod"
anagram of TANG	"Snake"	gin and vermouth	peaked after dad	she's a saint	88 & 89 world rally Champ
she's a newlywed	Bud's man	"Saki"	the flying Dutchman	think motor oil	"Ironman"
the man in black	Ersie's hubby	antonym of ladybuy	"Emmo"	88 thru '90 IMSA Camel GTP Champ	anagram of VANES
awesome	blond lady Texan	the Brazilian madman	former taxi driver	the ebony knight	"RV"

The answer in the other motor sports column to the clue "RV" is Rich Vogler.

Regrettably, Rich died from injuries suffered in a crash during a sprint car race earlier this year.

Rich will be missed.

answers next month

DIFFERENT STUFF

Old Home Logic

A series of Gymkhanas to raise money for the Old Autocrossers Home is winding down. The competitors are awarded points based on their performance, as follows: + 10 for a clean fast run; - 5 for being disqualified; and 0 points for hitting a pylon, missing a gate, and for recording the slowest time of the day.

Five competitors are tied with 95 points each, so a one lap run-off is about to begin. The O.D.s have lost the registration cards and can only remember that the entrants first names were: Beth, John, Debby, Andy, and Shelia while their last names were: Mills, Hartka, Weir, Seward, and Hunter.

Using the clues provided, please help the O.D.s correctly identify the five finalists and determine the overall results.

1. Each finalist turned in a different performance. One hit a pylon, one had a clean fast run, one missed a gate, one was disqualified, and one recorded the slowest time of the day.
2. Neither John nor Hartka gained any series points nor lost any. Mrs. Seward did not gain any points.
3. Andy did not hit a pylon nor get disqualified.
4. Debby did better than Weir but not as well as Mills in the series.
5. Shelia and Hunter hit no pylon, missed no gate, and were not disqualified.

solution next month

PARTY NOTES: The St. Patrick's party hosted by the O'Weirs was enjoyed by all who attended. In addition to the usual gab sessions; we were treated to a video tape of the March autocross, ESPN coverage of the last laps of the Sebring 12 hour race, some good natured ribbing of each other, and a lot of terrific food. Those of you who did not attend missed a really good time. Many thanks to Dennis and Debbie.

PROTECT YOUR HONDA

with an ALL-NEW, dealer-installed SECURITY DEVICE

IN A MATTER OF MINUTES, YOUR FRIENDLY LOCAL HONDA DEALER CAN
INSTALL AN ELECTRONIC ACTUATOR ON YOUR HONDA'S STEERING
COLUMN THAT WILL ARM 500 POUNDS OF PLASTIC EXPLOSIVE
(CLEVERLY DISGUISED AS UNDERCOATING)

This device will reduce the offending party to a thin film
that will wash away easily.

If you can't drive your car, neither will they!!!!

from The Doomsday Corporation
"Better living through retaliation"



Not long ago, the Weir's attended a wedding with Patrick and Ian in tow. During the wedding Ian kept staring at the bride (takes after Dennis) and finally asked Debbie, "Why is the bride wearing white?" Debbie thought and replied, "Because white is the color of happiness and this is the happiest day of the brides life". After a moment Ian asked, "Then why is the groom wearing black?"

Some of our favorite jokes from the Iraq war.

K
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M
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D
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K
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R
N
E
R

The new Iraqi flag: White stars and white stripes on a background of white.

Nintendo considered marketing a new game based on the Iraq war but decided it was not challenging enough for the kids.

Iraq is planning to market a car in the U.S. called the Scud. It will only cost \$250.00 but it self-destructs on the way home.

Burton's first law of liquidity: The farther your theater seat is from the aisle, the greater your chance of having to go to the bathroom.

Shelia's second rule of sagacity: People will believe anything, if you whisper it to them.

Rallyists think differently from the rest of the world. Everytime I see one of those public maps that state, "You are here", I always wonder, where else would I be?

My eleven year old son told me that he wants to be a Census taker when he grows up. He says he really likes the idea of working three months every ten years.

Overheard at the last autocross: _____ is so aggravating, he'd give an aspirin a headache.

If the opposite of pro is con, what's the opposite of progress?

DEFINITION: GARAGE (GE-RAJ'), N.

"A STRUCTURE THAT CAN BE ERECTED FOR A **PENNY** PER MINUTE"

WILTON CONSTRUCTION SERVICES IS A VIRGINIA BASED CORPORATION WHICH SPECIALIZES IN REMODELING, ADDITIONS AND NEW HOME CONSTRUCTION. OUR NATIONAL RECOGNITION WAS ACHIEVED BY OUR CAPABILITY TO CUSTOM DESIGN GARAGES, WORK SPACE, STUDIOS, AND ADDITIONS. OTHER ACHIEVEMENTS AND SERVICES INCLUDE:

IN HOUSE ARCHITECT AND DESIGN SERVICES

FOLLOW UP BY CUSTOMER SERVICE REPRESENTATIVE TO ENSURE CUSTOMER SATISFACTION

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FIRST CENTRAL VIRGINIA RESTORATION COMPANY TO OFFER FIVE YEAR HOMEOWNERS WARRANTY



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A MEMBER OF THE WILTON GROUP

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Answers to March Different Stuff

- 1 = Getting under way
- 2 = Three square meals
- 3 = A period in history
- 4 = Rally around the flag
- 5 = Sunrise
- 6 = Backwards glance
- 7 = A friend in need
- 8 = Turned the corner
- 9 = Downtown
- 10 = A double take
- 11 = Waterfall
- 12 = An error in judgment
- 13 = Head over heels in love
- 14 = The missing link
- 15 = Scenic overlook
- 16 = Work before pleasure
- 17 = Fold on the dotted line
- 18 = A classic mistake
- 19 = Stretching the truth
- 20 = Going backwards in time
- 21 = Hour after hour, day after day
- 22 = Misprint
- 23 = Split decision
- 24 = A balanced diet
- 25 = Turned the world upside down

Solution to March Motoring Mania

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

Amateur, Autocross, Can Am, Concours de Elegance, Closed Course, Cross Country, Dirt Track, Drag, Endurance, Formula, Grand Prix, Gymkhana, Hillclimb, Ice, Mud, Off Road, Oval, Race, Rally, Road, Speed Trial, Stadium, Stock Car, Street, Trans Am.

The Official Precheck of the VMSC / IBD rally for the Big Brothers/Big Sisters of Richmond will be held on Sunday the 14th of April. We would like at least one equipped team and two unequipped teams to run this check. We also need five workers for the check. Anyone who can run or work should call Mike Weedon at 226-8387. We will meet at the Mills E. Godwin High School, 2101 Pump Road, at noon. We should be done by 4:00 p.m. Please plan to attend. Thank you.



Reminder

 The following people, according to our records, have not paid their 1991 dues or subscription fee as of March 15. If you have not paid and would like to renew, please mail the appropriate amount to: Wilt Greenwood - Treasurer VMSC, 1006 Sharon Lane, Richmond, VA. 23229. If you are on the list and have already paid, call Wilt at 282-1493. This will be the last issue of Checkpoints mailed to those who have not renewed. Thank you.

Alan Armstrong, Butch Cobb, S.R. & Jeanne Cofer, Greg Crabtree, Jay Dorsk, Jack & Nita Enoch, Jim Fry, Carla Gilchrist, Bill Ingram, Doug Jamerson, Sam Jessee, David McCall, Marvin Mills, Cortes Pauls, Guy Spiller, Larry Thomas, Wayne Tilley, Wes Tutwiler, Stan Vann, Alice Wells, and Chip Williams/Karen Knapp.

Chatter

Those of you who might like to attend some sports car races without having to travel half-way across the country, may want to attend the MARRS Regionals at Summit Point, W.VA. on May 18th & 19th. There usually is a contingent of VMSC members who go to watch, work, and even race. If you are interested, call Shelia Hunter at 883-6557 for more details. This is a fun weekend and a good chance for some of you new members to mix with the old timers while you enjoy some great racing.

 Those of you who can not attend (heavens forbid) the Precheck on April 14th, may be interested in the following. The Virginia Beach Center for the Arts is hosting a Concours d' Elegance for vintage automobiles on April 13th & 14th at 2200 Park Avenue in Virginia Beach. There will be a 1931 Bugatti, a 1934 Dusenbergs, some 50 other such classics and other types of automobile exhibits. Tickets are \$10.00 for Saturday only, \$15.00 for Sunday only, or \$20.00 for both days. For additional information, call 1-425-0000.



ROADS SCHOLAR

In road rally competitions, it's not how fast you drive,
it's how fast you think.

by MICHAEL BETZOLD

I DON'T CARE ABOUT YOUR damn road rally, you can't walk down these train tracks. This here is private property."

The policeman stood his ground. He saw it as his duty this Halloween night to protect the railroad from an invasion of pirates, clowns, and witches who had driven to this spot on a desolate country road looking for a clue taped to a railroad tie.

If we didn't find it, we were sunk. My sister Peggy, defiant in her punk costume, started to walk past the cop. "Hold it," the cop ordered. "There ain't nothin' down there anyway. I threw that piece of paper away."

"Why did you do that?" she shrieked. "What was it?"

"A drawing of a snake," he said.

A few minutes later down the road, as we worked on the clue for our next destination, a car pulled up. A harem girl leaned out the window and begged, "The cop back there said he

traveling from one destination to the next as difficult as driving blindfolded at rush hour, in amateur rallies the emphasis is on fun. Token cash prizes are awarded out of entry fees, or the proceeds are donated to charity.

More is at stake in the road rallies sanctioned by the Sports Car Club of America (see box, page 17). Mentally as well as physically challenging, these events have been described by participants as "chess games on wheels." They require precision driving, expert navigation, logic, whimsy, a knowledge of math, and painstaking analysis of highly technical rules and instructions. Ralliers compete in local and national events for trophies and sponsor money.

As a resident of the Motor City, where life can be described as one big road rally, and an inveterate games player, I decided to take up the SCCA challenge. But before hitting the road, it seemed like a good idea to start in

first gear—with a gimmick road rally, which often resembles a hi-octane treasure hunt.



PROCEED TO INFANT WIENER

Last summer, on a warm evening in a Detroit suburb, my wife and I and two friends showed up at a school parking lot for a road rally organized by friends. Before the race began, we were joined by more than 20 other cars, mostly filled with yuppies in their 30s and 40s. As instructed, we had brought along specified maps and phone books, a dictionary, a flashlight, a cassette player, scissors and tape, pencils and paper.

The object of the game was to reach 11 destinations as quickly as possible. Clues to destinations were in envelopes that could be opened on any of their four sides. Which side to open was determined at each location by answering the question on the instruction sheet. Opening the wrong side cost you points.

The first envelope contained a cassette that played theme songs to old TV shows. The correct show titles, placed in a double-croctic, provided the clue: "Clark's." With the aid of the phone book, we determined that the destination was Clark's TV Repair Shop—but not until we had wasted precious time traveling to a couple of Clark gas stations.

The next envelope was another disaster. It contained a logic puzzle whose correct answer directed us to search for a place called The Corn Popper. Unable to find the store in the phone book listings, I looked for a store with a similar name, The Popcorn Works. After a 10-mile drive and a frantic search, we found that The Popcorn Works was closed. To my embarrassment, a more careful perusal of the phone book turned up a listing for The Corn Popper.

Hopelessly behind, we arrived at The Corn Popper to get our designated bag of popcorn. The question sheet asked us to identify the flavor. We each took a nibble and gagged. It was watermelon.

Having spent more than an hour of the three-hour time limit on the first

two destinations, all the time yelling and arguing and racking our brains, we realized we were out of the running. With the pressure off we could enjoy making fools of ourselves in public. At a mall, we didn't mind stares from shoppers as we scurried from restaurant to restaurant to get menu prices of egg rolls, burritos, ice cream, and other items, so we could add them up and match the correct number to the next envelope. At a fast-food restaurant, we ignored the gasps from McNuggets eaters when we climbed onto a table to get the brand name of a ceiling fan.

We figured out that the instruction "Drive and drive until you arrive where you can drive" meant to look for a golf driving range. Another envelope contained a baby bottle with a small hot dog inside it, and the four of us played word association for less than a minute before figuring out that the destination was Frank's Nursery.

As the clock ran out, we opened the last envelope. The clue said only "Picture where you're going next." I recalled that rally organizers had taken a Polaroid of me when I entered a bookstore on a previous stop. So I pulled out the photo and spotted on a bulletin board behind me an advertisement for a local restaurant. We sped to the eatery, where the post-rally party was in full swing.

As it turned out, many of our competitors had skipped some stops or blown some answers, and a few had given up and opened the "panic envelope," which gave away the final destination at the price of a big penalty. When the points were totaled, we ended up eighth—not bad for rookies. And even better, the post-game meal was pizza, not watermelon popcorn.



TOMBSTONE TERRITORY

While no one knows how many amateur road rallies take place every year, perhaps the most popular night to hold one is Halloween. Several years ago, the Chicago chapter of the American Society of Electrical Engineers sponsored a doozy. One stop was a room in an empty farmhouse that contained an open casket. Unin-

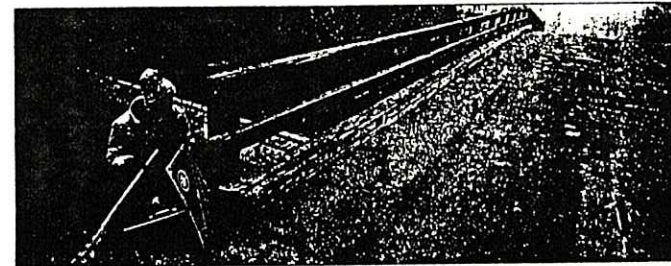
structed, ralliers had to figure out they were supposed to climb into the casket and shut the lid. The closing of the lid triggered a recording that provided the next instructions.

The Halloween rally I participated in last October was not as sophisticated, but nearly as ghoulish. It started on a rainy night in the Detroit area when 19 costumed drivers assembled in a backyard, each carrying, as in-

shoe stores. Finally, we spotted a woman wearing one red shoe. She gave us a cassette.

The tape directed us to the St. Clair Shores Sportmen's Club, located off an eerie rural dirt road. Already, ralliers with flashlights were searching the building and grounds in the pouring rain. At each location, the organizers had hidden a sign bearing a cartoon that matched a cartoon on a

At one Halloween rally, ralliers had to climb into an open casket and shut the lid. The closing of the lid triggered a recording that provided the next instructions.



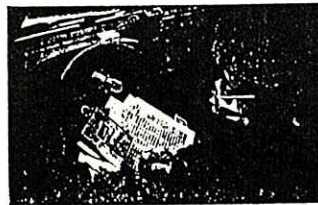
Mentally as well as physically challenging, road rallies have been described by participants as "chess games on wheels."

threw away the clue. Do you know what it was?"

I shook my head no, rolled up the window, and floored it. No sense helping the enemy.

As long as there have been cars, people have been playing games with them. Most car competitions place a premium on speed, whether it be drag racing down country roads or the Indy 500. But there is an auto event that tickles the brain and downplays the lead foot: road rallying.

Road rallies come in a variety of forms, from semi-professional races to informal amateur rallies that rely heavily on gimmicks. These gimmicks are limited only by the imaginations of the organizers, and almost any method of tricking the driver is fair game, including the use of puzzles, logic traps, map teasers, music, word games, and complicated routes. Though a good rally tries to make

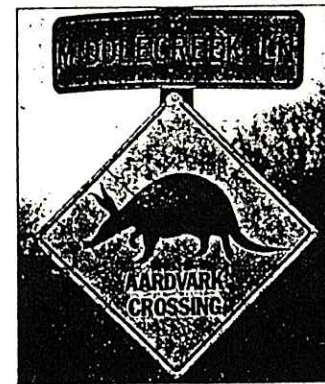


(Top) Ralliers in Class A cars use computers. (Bottom) Class B drivers employ digital chronometers and odometers.

structed, their car keys and a raw egg. In the gloom, a priestlike figure stood beside an open "grave," while his assistant collected the keys and eggs and tossed them into a mass of cooked macaroni that nearly filled the pit. The priest shouted "Go!" and the drivers dove into the gruesome omelette to retrieve them. I made only one swipe, but when someone plucked out a clump of keys, I spotted mine, grabbed them, ran back into the house and out the front door, where I was handed the instructions and envelopes.

The first puzzle, a cryptogram, was a cinch to decipher; decoded, it told of "an old woman who wore one red shoe" who "was last seen window-shopping" at a nearby shopping center. "She has your next clue."

My team sped to the shopping center and joined other ralliers checking



(Top) When drivers reach hidden checkpoints, officials note the time. (Bottom) The armadillo sign was an example of Prairie Grass trickery.

clue envelope; inside was the clue to the next destination. Some envelopes were dummies, and ralliers were penalized for opening them. At the Sportmen's Club, a cartoon was taped to the underside of the roof's overhang.

Inside the matching envelope were 16 segments of a message. Pasting them together in the right order revealed cryptic instructions: We were directed to a railroad crossing a few miles away, where the uncooperative cop was waiting.

At the crossing, the snake clue eventually directed us to a cemetery

For the next seven hours we had little time for idle chatter, as we played a game whose "board" covered 125 miles of rural country northwest of Chicago.

we never did find. We had to phone the "panic number" (and incur a 15-point penalty) to find our next destination. Dejected, wet, and again hopelessly behind, we quit for good several stops later, after spending about 20 minutes tramping through another cemetery, looking in vain for a cartoon on every tombstone, tree, or fence post.

In this rally, the clues were easy, but the hunting was hard. Still, we missed some fun by dropping out, especially at the next-to-last stop—a tavern where ralliers had to drink a "Bloody Brain" before the bartender would give them the clue to the location of the rally-ending party. A Bloody Brain is a combination of Peppermint Schnapps and Bailey's Irish Cream, a mixture that congeals into something that looks like a brain in a jar of formaldehyde. On second thought, I'm just as glad we missed it.



CAUTION: AARDVARK CROSSING
After two sorry performances at the gimmick rallies, I didn't feel ready for prime time. But I couldn't refuse an offer from road-rally ace Kim Joiner to be his driver in the Prairie Grass road rally in Elgin, Illinois, held in late November. There are 22 SCCA road rallies each year that determine the national championship, and this was the last stop on the circuit.

Since Kim and his usual partner, Richard Kamo, had already sewn up the 1986 SCCA Class C championship,

Kim offered to put me behind the wheel of his new Mustang, while Kamo teamed up with veteran driver Ed Davis.

"We'll just do our best and have a good time," Kim told me as we attached a clipboard holding the route instructions to the dash. That sounded reasonable to me. Despite my diligent study of the SCCA's hefty regulations manual, I was not at all sure what was about to transpire. The thick fog clinging to the brown fields and gray roads mirrored my mental state.

At a get-together for ralliers the night before, rally master Pete Matus-

less image-conscious wore scruffy blue jeans and flannel shirts. Though some ralliers are sports car buffs, the cars they compete in are often their everyday vehicles. Perennial champion Bob Radford, of Conifer, Colorado, a retired newspaper editor, spends 40 weekends a year rallying. According to him, the best rally vehicles are "docile cars that are not fussy about performance."

Kim and I, in car 46, were issued our route instructions at 9:06 AM, and headed north on highway 25. The easy first leg, primarily an odometer check, gave us time to talk.

Kim, 33, an electrical engineer from Palatine, Illinois, started out seven years ago competing in local rallies that attract scores of novices in dozens of cities across the country. In 1985 he won Rookie of the Year honors on the SCCA's national circuit, where about 60 semi-professionals compete. The SCCA awards no cash prizes, but several manufacturers, including Toyota, Mazda, and Chrysler, give small amounts of money to winners who use their products. Kim said his winnings in 1986 would barely cover his expenses.

For the next seven hours our task allowed little time for idle chatter, as we played a game whose "board" covered 125 miles of rural country northwest of Chicago. Minutes were spent continuously calibrating the time elapsed and distance traveled, reworking the equation "time multiplied by speed equals distance" (TSD). It took practice to maintain a uniform speed, especially when both the route and the speed frequently changed.

Competing in Class C, Kim had to do the math with paper and pencil and a set of printed speed tables. (Not all cars give identical odometer readings. For example, the official mileage given for a particular leg may be 3 miles, but our odometer may register that distance as 2.9 miles, fouling our calculations. The speed tables adjust this difference between official mileage and our odometer readings.) In Class A, in-car computers handle all the calculations at the flick of a switch, enabling the best rally teams to complete some legs with perfect scores (the best score is 0; in Class C, anything under 10 is great). Class B teams use either an odometer accurate to hundredths of a mile or a calculator. Clocks and stopwatches are allowed in all classes, as long as they can't be varied in rate.

Even trickier than staying on time is staying on course. Rally masters devise ingenious traps to send ralliers

on wild goose chases. These traps often exploit the fact that, while rally rules are unambiguous, knowing how to apply them to the real world isn't always clear-cut. Early on, for example, the instructions told us to "TURN AT SECOND OPPORTUNITY ONTO McCORNACK." The next three intersections were Prairie Lane, McCornack, and McCornack again. Kim correctly decided the instruction meant to turn at the first McCornack. Those who turned at the second McCornack ended up on an off-course loop that took them to the next checkpoint more than two minutes later, earning them 200 points, the worst possible score.

Despite these loops, people still get lost. It happened to us on the third leg. At an intersection, we found ourselves behind a Toyota truck that held Bob Radford and John Claassen, the top rally team in the nation. When they turned right, we blindly followed, and soon lost them in the fog. A half-hour—and many miles—later we finally found our way back to the course and the checkpoint.

At each checkpoint is a written "critique" that explains the trap on the leg just completed. We found out that the first five route instructions on the third leg all should have been executed immediately at the triangular intersection. Such traps are possible because most route instructions say such things as "LEFT AT T" or "TURN ONTO SMITH," but not how far you have to travel before arriving at "T" or "Smith." It can be several feet or several miles.

Some rallies have "sweat legs" that test your convictions. After completing a complex set of instructions, drivers may have to go 20 or 30 miles before executing the next instruction—time enough to grow anxious about whether they should have taken a different route.

For ralliers, many instructions are puzzles that must be solved at top mental speed. For example, instructed to "TURN LEFT AFTER A REDGATE," we passed a farm that had a fence with a red gate. But landmarks must be defined in the instructions or designated with a sign, so we pressed on until we found a street named "Redgate."

Rally masters aren't above putting up their own road signs. Instructed to pause 60 seconds at "AARDVARK," we passed a large warning sign by the side of the road that read "AARDVARK CROSSING." The sign is an annual piece of Prairie Grass tomfoolery. Kim noted the discrepancy in

spellings so we didn't pause and didn't lose any time.

Before the rally, Matuszak told me that "I like to make contestants feel there's an obvious trap coming and then hit them with something else." I should have kept that in mind. As we set out on the aardvark leg, we read this instruction: "LEAVE THIS POINT AT THE OVERTIME ASSIGNED AT CONTROL." We, and most everyone else, turned our odometers to zero and began timing from the starting point of the leg. But a few minutes later we ran into another sign on the road that read "THIS POINT 4.81 O.M." (Official Mileage). We were so busy congratulating our-

selves for figuring out the aardvark trap, we didn't realize we had fallen into another trap. The mileage sign, not the starting point, was the "this point" referred to in the previous instruction. We had begun timing the leg 4.81 miles too early, and cost ourselves valuable points.

On the next leg, I spotted the trap right away. The instruction said to divide our average speed "by one-half." Our designated speed at that point was 25 m.p.h., and I realized we should change it to 50, not to 12 1/2 (which would have meant dividing our speed by two). Besides not cracking up by Kim's car, this was my significant contribution to the day.

The trap on the next leg was designed to snare the experts. We passed a car with a sign attached to it that said "OBS," meaning, apparently, "observer car." Each rally must provide an observer car to monitor entrants' on-road behavior. Kim knew that the OBS constituted a "control," and the presence of a control negated any upcoming instruction—in this case, to turn right on Water Road. However, the OBS sign was attached to the car, and the rules state that no sign attached to a car counts as a sign. Thus, it wasn't a control, and we should have turned right.

Knowledge of the rule books is essential. Approaching a railroad crossing on the next leg, Kim said "I see a trap." Our instruction told us to "TURN LEFT AT BLINKER." Kim remembered that a railroad crossing signal was defined as a blinker. We turned and didn't end up driving wasted miles to the next blinker.

Thanks to Kim's other hobby, we dodged yet another bullet. Instructed to turn at "Golf Course," Kim spotted a nearly hidden sign designating a golf course. Fortunately for us, Kim had played that course, but many others hadn't, and they ended up missing the sign and mistakenly turning on Golf Course Road.

Despite avoiding some traps, we were pessimistic about our chances for winning when we arrived at the finish line banquet hall, where a meal and a season-ending awards ceremony awaited. But it had been a rough day for a lot of people. When the scores were finally posted, we found we'd finished second out of 20 Class C cars, behind only Kamo and Davis. I got a handsome plaque. But better than that, it had been a gas.

Michael Betzold is a freelance writer living in Detroit whose last article for GAMES was on shadow baseball. He claims he has never once gotten lost driving home from work.

RALLY 'ROUND THE SCCA FLAG

The Sports Car Club of America, 35,000 members strong, does more than just sponsor the (TSD) Road Rally circuit. It also runs the Pro Rally circuit, of which the most rigorous event is the Press On Regardless, 300 miles of hell-bent dashes, mostly at night, down logging roads deep in the woods of northern Michigan. Pro rallies are races that don't use tricky instructions, but alternate on-road legs, in which drivers go the speed limit, with speed legs on roads closed to the public.

The SCCA also runs programs in amateur road racing, trans-am pro racing, and Solo I (timed competitions by race cars on tracks) and Solo II (street cars racing in parking lots around courses marked by pylons).

The SCCA (TSD) Road Rally championship is composed of 12 national and 10 divisional races. Nationals are longer races (200 or more miles) and supposedly more difficult. In addition to the national crown, each of seven geographical divisions of the SCCA has divisional championships for people who just race in that category.

There are about 90 regions in the SCCA that run regional rally programs, which include rallies for novices. Moreover, most major cities have one or more rally clubs, independent of the SCCA, that conduct rallies; many of these programs are co-sponsored by the SCCA.

To get more information about SCCA rallying, contact Sports Car Club of America, Inc., 7300 South Alton Way, Englewood, CO 80112, or call (303) 694-7222. —M. B.

This story compliments of a 1987 issue of GAMES magazine. We enjoyed it and hope you did too.

Attention, Drivers

YOUR CAR MAY HAVE BEEN RECLASSIFIED

The following cars were reclassified by SCCA to the indicated classes for 1991. VMSC will adopt these class changes effective with the first 1991 autocross.

SUPER STOCK

Acura NSX
Corvette 68-83
Stealth Turbo
3000 GT Turbo

A-STOCK

BMW M-3
Porsche 911 Club Sport

B-STOCK

Stealth non-turbo
3000 GT non-turbo
MR2 Turbo

C-STOCK

Nissan 240SX 16V

D-STOCK

Isuzu Impulse 4WD Turbo
Nissan Sentra SE-R

E-STOCK

Isuzu Stylus 16V
Saturn 16V

G-STOCK

Dodge Spirit R/T
GM A-Body V6
Mitsubishi Galant VR4

H-STOCK

Audi 80 Quattro
Audi 90 Quattro
GM A-Body 4 Cyl.
Hyundai Scoupe
Isuzu Stylus 12V
Saturn 8V
Rabbit Pickup Truck

A-ST. PREPARED

Porsche 911 Club Sport
Porsche Carrera 4WD
MR2 Turbo

C-ST. PREPARED

Geo Storm 16V
Mazda Protege
Mini-Cooper 1275 GT
MR2 non-turbo '91 on

D-ST. PREPARED

Beretta Quad4
Civic 1300 '84-'87
Midget 1275 & 1500



Who? What? When? Where? Why?

All VMSC members and guests are hereby invited to attend our regular monthly meetings. It is more than mildly aggravating for all those members who work hard, both in the forefront and behind the scenes, to keep the Club running smoothly to come to the meetings to explain and discuss what they have been doing, only to find a sparse attendance. No event would take place nor would the Club even exist if it were not for the efforts of these dedicated members. Come on folks, this is your Club --- and participation includes more than just running the events. Please show your support and appreciation by attending more meetings. Thanks.

VMSC name badges should be worn at all meetings and events. While you know who you are, guests and even some other members may not. If you do not have a name badge, please advise the Secretary and one will be ordered for you.

VMSC bestows Life Membership status upon all members who have paid dues for only eight years. Life members do not pay dues. All new members are urged to take advantage of this opportunity.

At the April regular meeting, the Secretary will have new membership cards for everyone who renewed for 1991. Please plan to attend to get yours. Life members will be issued new cards upon request.

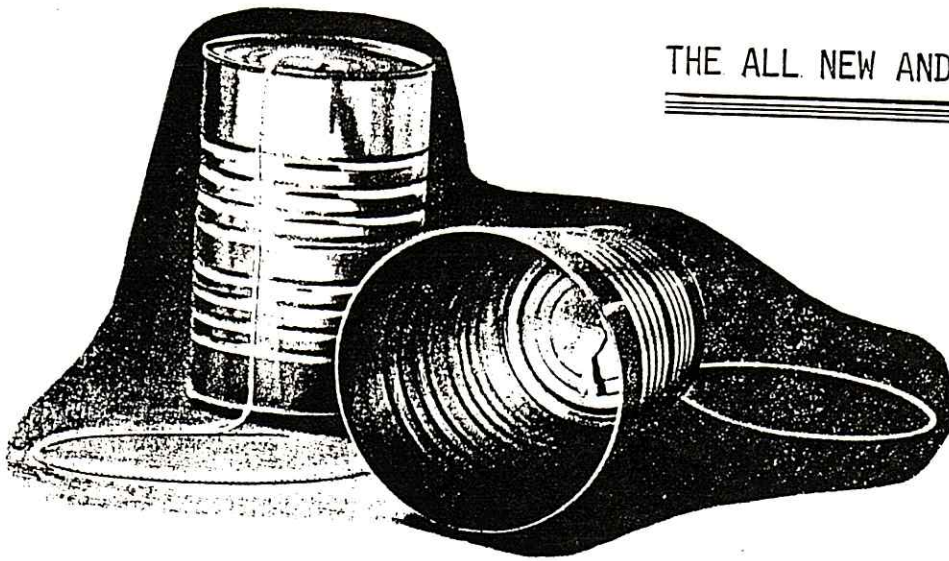
Sebring, Florida recently saw a contingent of VMSC members in attendance for the 12 hour endurance race. They enjoyed a great weekend of watching highly competitive racing, observing some of the worlds best drivers in action, and getting slightly damp. OK, they got drenched in some of the usual Florida monsoon rains, but still claim it was worth it. They said it was incredible that the drivers could even see at times much less maintain racing speeds and dice with other cars while hydroplaning. The rooster tails were neat. The race ended early do to some dense fog that totally obscured the drivers vision with the Nissan team claiming both first and second overall. A good time was had by all and plans are in the works for a return to Sebring.

Do TV advertisers seem compelled to outrageously ridiculous commercials or is it just our imagination? How's that for a lead-in?

The one thing we have always wished for, is to have our car yanked off the road while at speed by a helicopter equipped with an electromagnet. Then to have four highly trained but totally insane people leap from said copter, and while suspended on ropes proceed to change all four of our tires. When finished, they gently drop our car about three feet back onto a twisting county road at about one hundred miles per hour and fly off into the sunset with a hardy hi-ho silver. Somehow we feel that we always miss out on lifes little pleasures. Our only question concerning this whole procedure is, "who's going to pay for cleaning out the inside of our car?"

VMSC wants new members. We want to grow and see local motorsports prosper. We want others to have the opportunity to enjoy the sport we have enjoyed. Most of all, we want the fellowship of people who realize that their automobile is more than just a machine to get them to and from work, etc. If each member brings in one new member we will all be able to enjoy the sport for as long as we desire. Please bring a friend or acquaintance to an event or meeting and introduce them to the thrill of competitive motoring.

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 - line tension springs \$ 0.75 ea.
 - replacement cylinder \$ 1.50 ea.
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 - fur lined ear/mouth piece \$ 9.95 ea.
 - leather belt strap \$ 12.80 ea.
 - headset for hands free use \$ 49.65 ea.
 - privacy switch \$ 273.10 ea.
 - multiple party calling and receiving package \$ 538.35 ea.
 - automatic cord rewriter \$6,251.00 ea.
 - full service contract \$ 63.25 mo.
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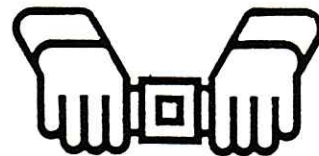
Checkpoints

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**LIFE'S A SNAP
PLEASE BUCKLE UP!!**

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