



Checkpoints

VIRGINIA MOTOR SPORT CLUB
SINCE 1950

Volume 38, No. 12

EVENTS CALENDAR

December, 1993



12/5

VMSC Rally, "The Journey of Gammons Rally", OD's Neale Dickinson and Dick Boogher. Party at Dick's at the end. See flyer.



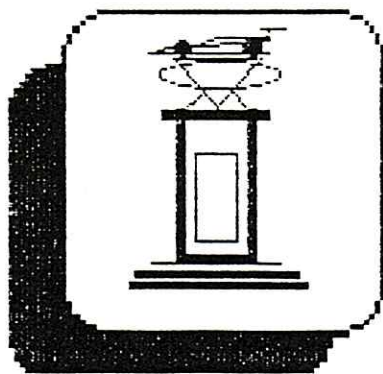
12/16

1993 ANNUAL MEETING. 1994 officers will be elected. Forest View Rescue Squad, Forest Hill Ave, 8:00 p.m.



1/6

VMSC Board of Directors meeting at a place of the 1994 President's choosing. Board members from both '93 and '94 should plan to attend. 8:00 p.m.



January 15, 1994

Don't miss VMSC's 43rd Anniversary Awards Banquet at Westwood Raquet Club! See flyer inside!



*The Virginia Motor Sport Club
presents...*



*the 43rd Anniversary
Awards Banquet
January 15, 1994
at the
Westwood Racquet Club*

*Cocktails at 6:00 pm - Dinner served at 7:00 pm
Awards presented at 8:00 pm - Dancing 9:00 pm to Midnight
Music will be provided by "B.L.T." Buffet selections:
Roast Round of Beef, Seafood Newburg, Roasted Herb Chicken*

*\$20.00 per person/\$30.00 per couple
Price includes dinner and live music*

Cash Bar

(This is a change from the traditional BYOL)

This extremely low price is made possible only through the generosity of Mike Weedon and Datura Corp. Don't pass up this rare opportunity to enjoy the Banquet at a fraction of the usual cost. Admission by prior reservation only - contact Wilt Greenwood at 282-1493, or mail reservation and check payable to VMSC to 1006 Sharon Lane, Richmond, VA 23229-6529



LET THE GOOD TIMES ROLL RALLY

NOVEMBER 14, 1993

RESULTS

| OA | CLUB | CL | PO | DRIVER | NAVIGATOR | MARQUE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | TOT |
|----|------|----|----|------------------|-----------------|------------|-----|-----|-----|-----|-----|-----|-----|------|
| 1 | None | E | T1 | Gordon Wagner | Rita Wagner | Honda | 1 | 1 | 41 | 4 | 13 | 38 | 53 | 151 |
| 2 | VMSC | E | 2 | Gerry Eberhard | Neale Dickinson | Mitsubishi | 4 | 2 | 0 | 1 | 1 | 138 | 51 | 197 |
| 3 | VMSC | E | 3 | Wilt Greenwood | Barb Greenwood | Saab | 0 | 1 | 2 | 1 | 1 | 200 | 53 | 258 |
| 4 | VMSC | E | 4 | Doug Burton | Mike Weedon | Honda | 52 | 81 | 200 | 1 | 53 | 1 | 6 | 394 |
| 5 | VMSC | E | 5 | Scott Powell | Pat Concodora | Chevy | 34 | 5 | 97 | 200 | 13 | 200 | 62 | 611 |
| 6 | None | U | T1 | Terry McManaway | Candy McManaway | Ford | 106 | 62 | 200 | 67 | 6 | 200 | 118 | 759 |
| 7 | None | R | T1 | Clay Holcomb | Greg Seagraves | Honda | 200 | 107 | 200 | 46 | 4 | 200 | 14 | 771 |
| 8 | None | R | T2 | Tommy Strickland | Melvin Woodcock | Chevy | 200 | 9 | 42 | 200 | 39 | 300 | 110 | 900 |
| 9 | None | R | T3 | Joe Condon | Michael Condon | Mitsubishi | 200 | 45 | 200 | 56 | 200 | 200 | 1 | 902 |
| 10 | VMSC | R | 4 | Charlie Passut | Mark Passut | Shelby | 41 | 200 | 16 | 300 | 25 | 200 | 300 | 1082 |
| 11 | None | R | 5 | Peter Zubof | Chris Zubof | Honda | 200 | 107 | 159 | 200 | 144 | 200 | 84 | 1094 |
| 12 | None | R | 6 | Beth Angell | Joel Klein | Mercury | 149 | 163 | 200 | 2 | 200 | 200 | 300 | 1214 |
| 13 | None | R | 7 | Mike Greenberg | Art McKinney | Porsche | 300 | 300 | 300 | 200 | 26 | 195 | 21 | 1342 |
| 14 | None | R | 8 | Ginger Gibson | Sabra Harris | Jeep | 200 | 50 | 200 | 200 | 200 | 300 | 300 | 1450 |
| 15 | None | R | 9 | Tom Bucher | Bobby Aspinall | Chevy | 200 | 200 | 200 | 200 | 79 | 300 | 300 | 1479 |
| 16 | None | R | 10 | Gail Robertson | Phyllis Dawson | Daihatsu | 200 | 200 | 300 | 200 | 34 | 300 | 300 | 1534 |
| 17 | None | R | 11 | Oscar Blayton | Bonnie Winston | BMW | 200 | 200 | 200 | 182 | 200 | 300 | 300 | 1582 |
| 18 | None | R | 12 | Steve Lowery | Vincent Revere | Toyota | 200 | 300 | 300 | 300 | 300 | 300 | 300 | 2000 |
| 19 | None | R | 13 | Vince Donlon | Erin Donlon | Jaguar | 200 | 200 | 200 | --- | --- | --- | --- | DNF |

RALLYMASTERS: Andy Siff, Bill & Shelia Hunter

OFFICIAL PRECHECK: Floyd & Beth Mills

DAY-OF-EVENT WORKERS: Floyd & Beth Mills, Marvin & Jan Mills, Joe Creery, Charlene Johnson, and jet Burton

The ODS would like to thank everyone who participated in this rally--the precheckers, workers, & contestants. We hope everyone enjoyed the event--we enjoyed putting it on and the weather was perfect (Thanks, Floyd!). Hope to see you all at the next rally on December 5th!

AS, Bill & Shelia

"Let The Good Times Roll" - Good Turnout, Good Event

The next-to-last event in the 1993 Rally Season, the Hunter/Siff "Let The Good Times Roll", definitely proved that rumors of the death of trap rallying in the Mid-Atlantic area have been greatly exaggerated. The combination of an excellent event, good (if somewhat serendipitous) pre-event publicity, fine weather, and an advertised post-event party resulted in an entry of nineteen cars, thirteen of which were enthusiastic rookies. While this number doesn't look all that large compared to, say, some of the DC clubs' average entry of a few years ago, it is a record high for Richmond this year, and, indeed, for the last several years. Following as it does the turnout of seventeen cars for the "Deja Vu V" rally in September, perhaps we can hope for a trend.

While the overall entry, and especially the number of new contestants, was extremely gratifying, the number of out-of-town cars that managed to get down for the event was somewhat disappointing - only one car! Admittedly, the Washington area made up in quality for what it failed to supply in quantity, since Gordon and Rita Wagner handily walked away with first overall, but most of the Richmond equipped crews would much prefer that DC send several teams of good losers - it would make us feel much less inadequate.

As to the Rally itself, we felt it to be an exceptionally clean, interesting and well balanced event, and fun for both experienced and absolute neophyte teams. The fact that it was hard enough to interest the best teams was proven by the Wagners' winning score of 151 over seven controls (obviously not a zero battle), while only one DNF out of the thirteen rookie cars certainly indicates attention to well looped or fail-safed traps. The Rallymasters are to be congratulated. Also, the chili feast at the Ironhorse Restaurant, where the rally ended, was as usual good enough to be worth the price of entry even if the rally had been a bummer. (The original Rallymasters were Bill Hunter and Andy Siff, Proprietor of the Ironhorse. As work on the rally progressed, Shelia Hunter was also drafted as a Rallymaster, which meant that Floyd and Beth Mills had to be called upon to precheck. This arrangement probably cost the event at least two possible entrants, but it was certainly justified by the final product.)

The rally format was the relatively standard VMSC approach of Special Instructions taking priority over Numbered Instructions, with Route following being the last resort if neither could be executed. The event started off with a simple trap on Leg 1, just an SI that required the contestant to pause 0.50 minute at Route 777. Route 777 was, of course, indicated as Dead End and so, according to the General Instructions, did not exist. Those that paused were 50 hundredths late at the control, which turned out to be a typical penalty throughout the rally for biting an intended trap.

Leg 2 featured the ubiquitous "lack of NRC" trap. The Generals stated that Instructions not containing the abbreviation NRC (No Route Change) required a change in Route. NI 20 simply quoted a sign and called for a 0.25 minute pause. The lack of NRC, however, meant that the contestant had to change Route at the first opportunity after seeing this sign. Those who failed to do so saw another sign which armed the usual 0.50 minute pause, and making them late.

There were two separate traps on Leg 3. The first was a nasty little hooker having to do with a Generals prohibition - contestants were told that wording would not be quoted from road surfaces, cemeteries, or portable real estate signs. If you took "cemeteries" to mean "tombstones", you had a problem. SI 4 required a pause (would you believe 0.50 minute?) at "Second Mount". The sign turned out to read in full "Second Mount Zion Cemetery" and was in fact located within that cemetery, making it ineligible. If you did that correctly, you were given another opportunity to make a mistake by SI 5, which told you to take an action "where Route ends.". Failing to notice that this did not necessarily refer to the Route on which you were traveling resulted in another late penalty.

Legs 4 and 5 were relatively simple "just stay alert, dummy" traps, both based on similar traps in Clint Goss's "Road Rally Handbook". Leg 4 featured a 20% speed reduction followed by a 20% speed increase, which a little quick math will tell you does not take you back to your original speed. Leg 5 contained SI 7, which directed a pause of "...0.50 minute .05 mile from Route 1.", This SI should of course have been executed both .05 mile before Route 1 and .05 mile after Route 1 - if you did it only once, guess how early you were.

Leg 6 contained one of the trickier traps of the day. SI 1, which had been in effect since just after the execution of NI 14, told you to pause 0.50 minute at "Mill Swamp". When the sign finally appeared, the contestants had been looking for it so long that the natural tendency was to check it off and pause the half minute in sheer relief. They should have noted, however, that the sign occurred in the middle of NI 58, a jog instruction, where the rules against overlap prevented you from executing another instruction. Zap! - for another 0.50 late. (Unfortunately, a very attractive although clearly marked dead-end road lured almost all of the contestants a good way off course later on this leg, negating to some extent the impact of an excellent trap. Still, that's rallying - we all should have seen the sign.)

Leg 7 provided the only touch of effusion of domestic fowl, and even this could not be considered dirty pool - you just had to be very observant. SI 8 required the usual 0.50 minute pause at "R F & P". Now, it's not that the letters weren't on a railroad associated object - they were on a very appropriate boxcar. And it's not that they were too small to read - each letter was at least six feet tall. No, the only possible objection to this quote was that the boxcar itself was fully five miles from any railroad line, a minimum of 100 yards off the road, and completely hidden by trees except for a window of approximately two seconds (and that's if you were traveling at the average speed of 40 - many weren't.) Nothing your average fighter pilot wouldn't notice every time, right? As far as we could tell, the only car that saw it still didn't pause because they couldn't decide whether or not it was on a motorized vehicle - they identified the lettering but missed the boxcar!

All in all, a great rally and a great party. The Hunters have consented to do another event early in the VMSC 1994 schedule, so keep an eye on the Checkpoints Coming Events schedule around February or March. In fact, keep an eye there all year, and come out and run. 1993 has been a very good year, comparatively speaking, for rallying in the Richmond area - 1994, with your participation, can be even better.

Wilt and Barbara Greenwood

AUTOCROSS at SOUTHSIDE SPEEDWAY
NOVEMBER 21, 1993

| | | | CODES | MARQUE | 1ST | 2ND | 3RD | BEST |
|------|---|-------------------|-------|---------|------------------|---------|------------------|---------|
| S/S | 1 | ROBERT CACCIOTTI | t | CHEVY | 1:23.00 <i>p</i> | 1:09.83 | 1:08.99 | 1:08.99 |
| S/S | 2 | STEPHEN DARRAH | | ACURA | 1:11.99 | 1:09.83 | 1:09.58 | 1:09.58 |
| A/S | 1 | JOHN SHEELY | t | MORGAN | 1:03.96 | 1:03.57 | 1:02.79 | 1:02.79 |
| B/S | 1 | RICHARD WEST | v t | TOYOTA | 1:03.86 | 1:03.28 | 1:03.09 | 1:03.09 |
| B/S | 2 | CHARLIE PASSUT | v | DODGE | 1:11.58 | 1:11.47 | 1:10.03 | 1:10.03 |
| B/S | 3 | GARY BOHON | v | TOYOTA | 1:16.26 | 1:14.84 | 1:14.36 | 1:14.36 |
| C/S | 1 | GEORGE FERRELL | v t | MAZDA | 1:09.58 | 1:07.47 | 1:08.43 <i>p</i> | 1:07.47 |
| C/S | 2 | EDWARD DUNN | | MAZDA | 1:14.98 | 1:14.88 | 1:14.25 | 1:14.25 |
| C/S | 3 | RANDY AGEE | | PONTIAC | DNF | 1:14.61 | 1:14.57 | 1:14.57 |
| D/S | 1 | DANA COLE | v t | NISSAN | DNF | 1:15.02 | 1:15.19 | 1:15.02 |
| E/S | 1 | TYLER HANCOCK | v t | TRIUMPH | 1:07.59 | 1:07.78 | 1:08.13 | 1:07.59 |
| E/S | 2 | KERRY FLYNN | | TRIUMPH | 1:16.67 | 1:16.69 | 1:15.43 | 1:15.43 |
| F/S | 1 | DAVID VAN GOETHEM | t | FORD | 1:12.07 | 1:10.73 | 1:10.11 | 1:10.11 |
| F/S | 2 | DAVID DIAZ | | FORD | 1:11.03 | 1:16.94 | 1:11.20 | 1:11.03 |
| F/S | 3 | DAVID ENGLAND | | FORD | 1:12.74 | 1:11.29 | 1:14.83 <i>p</i> | 1:11.29 |
| F/S | 4 | BILL GILLCHRIST | v | CHEVY | 1:14.70 | 1:14.52 | 1:14.13 | 1:14.13 |
| H/S | 1 | JEFF HOLMES | t | BMW | 1:16.24 | 1:14.68 | 1:13.30 | 1:13.30 |
| A/SP | 1 | ROGER GARRETT | t | CHEVY | 1:03.93 | 1:02.46 | 1:37.87 <i>p</i> | 1:02.46 |
| A/SP | 2 | JOHN KESSLER | | PORSCHE | 1:07.95 | 1:05.24 | 1:04.91 | 1:04.91 |
| A/SP | 3 | JOHN HARTKA | v | DATSUN | 1:11.75 | 1:10.78 | 1:12.26 | 1:10.78 |
| C/SP | 1 | CHIP WILLIAMS | v t | HONDA | 1:06.63 | 1:05.86 | 1:04.73 | 1:04.73 |
| C/SP | 2 | JOHN HOPE | | HONDA | 1:12.53 <i>p</i> | 1:09.48 | 1:08.34 | 1:08.34 |
| C/SP | 3 | JESSE MIDGETT | | DODGE | 1:10.89 | 1:09.67 | 1:09.62 | 1:09.62 |
| C/SP | 4 | BOB BUERLEIN | v | MINI | 1:21.29 <i>p</i> | 1:13.07 | 1:12.25 <i>n</i> | 1:13.07 |
| D/SP | 1 | JOHN MAGLIERI | t | VW | 1:05.78 | 1:04.03 | 1:04.16 | 1:04.03 |
| D/SP | 2 | BRUCE THOMPSON | t | VW | 1:06.97 | DNF | DNF | 1:06.97 |
| D/SP | 3 | LARRY ALLAMONG | | MG | 1:10.49 | 1:08.97 | 1:08.53 | 1:08.53 |
| D/SP | 4 | BRIAN HENNE | v | VW | 1:12.40 | 1:11.01 | 1:09.83 | 1:09.83 |
| D/SP | 5 | CHIP ELLIS | | VW | 1:13.87 | 1:11.53 | 1:11.44 <i>n</i> | 1:11.53 |
| D/SP | 6 | RANDY AGEE II | | PONTIAC | 1:16.94 | 1:14.47 | 1:12.62 | 1:12.62 |
| D/SP | 7 | RAY ELLIOTT | | SUZUKI | 1:14.28 | 1:15.38 | 1:13.61 | 1:13.61 |
| E/SP | 1 | BARRY BRICKNER | t | FORD | 1:13.49 | 1:12.13 | 1:11.43 | 1:11.43 |
| C/P | 1 | SEAN FINNEGAN | t | FORD | 1:06.93 | 1:06.92 | 1:05.69 | 1:05.69 |
| D/P | 1 | BILL HUNTER | v | HONDA | 1:07.26 | 1:06.07 | 1:06.10 | 1:06.07 |
| D/P | 2 | SHELIA HUNTER | v | HONDA | 1:14.79 | 1:14.31 | 1:15.83 | 1:14.31 |
| E/P | 1 | GREG MILLER | v t | MORGAN | 1:05.58 | 1:03.82 | 1:04.36 <i>p</i> | 1:03.82 |
| E/P | 2 | ROBIE ROBINSON | v | VW | 1:13.26 | 1:10.13 | 1:09.66 | 1:09.66 |
| E/P | 3 | MIKE STEVENSON | | BMW | 1:14.70 | 1:16.90 | 1:13.73 | 1:13.73 |
| E/P | 4 | NAT ROBINSON | | VW | 1:20.81 | 1:15.37 | 1:11.73 <i>n</i> | 1:15.37 |
| E/P | 5 | ROY STEVENSON | | BMW | 1:18.70 | 1:17.06 | 1:16.71 | 1:16.71 |
| F/P | 1 | ANDY SIFF | v t | MAZDA | 1:13.17 | 1:11.17 | 1:14.33 | 1:11.17 |
| F/P | 2 | MIKE KELLY | | DATSUN | 1:16.83 | 1:12.60 | 1:11.81 | 1:11.81 |
| A/M | 1 | ALLEN GOODE | f t | VW | 1:04.01 | 1:01.47 | DNS | 1:01.47 |
| D/M | 1 | KEN VAN HORN | v t | | DNF | DNF | 1:08.17 | 1:08.17 |

v - VMSC MEMBER

n - NON-WORKER

t - TROPHY WINNER

p - TIME INCLUDES PENALTY

f - FASTEST TIME OF DAY

OD'S - KEN VAN HORN AND SCOTT POWELL

THERE WERE NO WORKERS (WHO SIGNED THE WORKERS LIST) WHO WERE NOT CONTESTANTS AS WELL.

THE JOURNEY OF GAMMONS RALLY
December 5, 1993
OFFICIAL RESULTS

| Pos'n O'all | Class | | DRIVER / NAVIGATOR | Marque | Control | | | | | DIY | Total Score |
|----------------|-------|----|-------------------------------|--------|---------|-----|-----|-----|-----|-----|----------------|
| | Pos'n | | | | 1 | 2 | 3 | 4 | 5 | | |
| 1 | T | 1E | Doug Sheatsley / Robyn Seaton | Nissan | 0 | 200 | 2 | 6 | 200 | 0 | 408 |
| 2 | T | 1U | Bill Hunter* / Shelia Hunter* | Honda | 28 | 7 | 44 | 200 | 200 | 0 | 479 |
| 3 | | 2E | T.C.G. Wagner / Rita Wagner | Honda | 1 | 3 | 200 | 200 | 200 | 0 | 604 |
| 4 | | 3E | Scott Powell* / Pat Concodora | Chevy | 200 | 5 | 2 | 200 | 200 | 0 | 607 |
| 5 | T | 1R | Clay Holcomb / Greg Seagraves | Jeep | 200 | 2 | 24 | 200 | 200 | 0 | 626 |
| 6 | | 4E | Bix Goodwin / Marty Sullivan | Toyota | 3 | 200 | 200 | 200 | 200 | 0 | 803 |
| 7 | T | 2R | Sue Howells / Mary Isemann | Suzuki | 200 | 200 | 7 | 200 | 200 | 0 | 807 |
| 8 | | 3R | Craig Gardner / Tom Spevak | Ford | 200 | 177 | 177 | 200 | 200 | 0 | 954 |
| 9 | | 4R | Andy Siff* / Ian Kirkland | Eagle | 200 | 400 | 150 | 200 | 200 | 0 | 1150 |
| 10 | | 5R | Jim Spevak / Karen Spevak | Ford | 200 | 63 | 200 | 139 | 400 | 150 | 1152 |
| 11 | | 6R | Peter Zubof* / Chris Zubof* | Honda | 400 | 400 | 150 | 200 | 20 | 30 | 1200 |
| 12 | | 7R | Jane McDorman / Sharon Payne | Isuzu | - | - | - | - | - | - | DNF |

Rallymasters : Neale Dickinson* & Dick Boogher*
 Official Checkers: Barbara Greenwood* & Wilt Greenwood*
 Workers : Bobby Dickinson*, Gerry Eberhard*, Chuck Hoezel*, Barbara Greenwood*,
 Wilt Greenwood*, & Phil Webster*

T = Trophy position
 * = VMSC member

Thanks to all competitors for braving the weather and a special thanks to all the workers.
 We hope everyone had a good time. Have a wonderful Holiday Season and we hope to see you all
 next year.

Thanks again,
 Neale & Dick

NEW MEMBERS

Mike Kelly, of 1408 Brimstone Drive, Fredricksburg, Va, is a video production engineer for the C.I.A. He drives a 1974 Datsun 260Z. He is interested in all our activities, his primary interest being autocrossing. He is also into surfing and music.

John Robert Kessler, of 303 Carson Street in Richmond, is a sales representative for Dillard Paper Company. His mother is a life member of VMSC. John has a 1971 Porsche 911 and a 1984 Honda Nighthawk motorcycle. His primary interest is autocrossing, and he also enjoys outdoor sports such as boating and tennis.

Joseph A. Condon, of 2021 Chepstow Court in Midlothian, is an accountant for Philip Morris. He owns a 1993 Mitsubishi Eclipse GSX, a 1986 Olds Cutlass Ciera, and a 1990 Olds Silhouette Van. His primary interests are rallying and racing; he is also a golfer.

Michael J. Condon is Joseph's son and his rally navigator. Michael handles the front line for a McDonald's. He lists his primary interest as rallying, and is 16 years old. He is also into models and computers.

Chris Zubof, of 12308 Lullington Drive in Richmond, is Vice President of Human Resources for Richfood, Inc. He drives a 1993 Honda Prelude Coupe. His primary interest is also rallying, although he is interested in all of our activities.

Peter Zubof is Chris' son and is a student at Mills Godwin High School. He lists as his primary interest rallying, but he is also a student pilot.

WELCOME TO VMSC!

Way to go, Wilt! More rallyists than autocrossers this time! The Club owes big thanks to Bill Hunter for snaring so many new members this year.

Thanks, Folks!

Ukrop's Golden Gift Program

Ukrop's 2% cash-back donation program
to help our customers and our community
raise money for their non-profit organizations.

**Save your Ukrop's receipts dated beginning
September 27 through December 4, 1993.**

List each receipt separately on the lines to the
right, and after you collect 25 receipts, total
them and turn them in to your contact person.

_____ please print all information _____

| |
|--------------------------------------|
| Your Name _____ |
| Your Group's Contact: _____ |
| Contact Person's Telephone: _____ |

Organization Number

Your Total Receipts \$ _____

Thanks for participating in

Ukrop's Golden Gift Program

If you see an envelope like this one,
fill it up with Ukrops' Golden Receipts
and give it to Shelia Hunter for the
Will Hunter Memorial Scholarship
Fund. The program ends SOON!

Your Total Receipts

\$ _____



Checkpoints

VIRGINIA MOTOR SPORT CLUB
SINCE 1950

Checkpoints is the exclusive monthly publication of the VIRGINIA MOTOR SPORT CLUB, INC. Subscriptions are mailed free to all dues paying members. Subscriptions are available to non-dues paying parties at the nominal cost of \$12.00 per calendar year. Contact the editors to subscribe. Contributions for publication must be in the hands of the Editors by the first Thursday of each month.

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| | | | |
|-------------------|-------------|---------------------------------------|----------|
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Checkpoints

VIRGINIA MOTOR SPORT CLUB
SINCE 1950

FIRST CLASS MAIL

COMPLIMENTARY COPY
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FOR ANYONE INTERESTED IN
RICHMOND AREA MOTORSPORTS

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