

1978



*The
Virginia Motor Sport Club*

*27th Anniversary
Awards Banquet*

January 14, 1978





Hello, Friends and Neighbors!



1st Overall
Wilt Greenwood



2nd Overall
Fred DeBardeleben



3rd Overall
Baxter Phillips



4th Overall
Peter Wilson



5th Overall
Lewis Parsley



6th Overall
Barbara Greenwood



7th Overall
Bill Hunter



8th Overall
Dick Jones



9th Overall
Barbara Stout



10th Overall
Gary Stout



11th Overall
Scott Powell



11th Overall
Bill Britton



13th Overall
Marian DeBardeleben



14th Overall
David Armentrout



14th Overall
Shelia Hunter



16th Overall
Neale Dickinson



17th Overall
Mike Castleberry



18th Overall
Pete Winters



19th Overall
Chuck Hoelzel



Dave McCall (pictured)
wins 20th overall
(not pictured)

1978 OVERALL CHAMPIONSHIP

1	W. GREENWOOD	13 050
2	F. DEBARDELEBEN	11 900
3	B. PHILLIPS	11 650
4	P. WILSON	11 450
5	L. PARSLEY	10 950
6	B. GREENWOOD	10 850
7	B. HUNTER	10 750
8	D. JONES	10 300
9	B. STOUT	10 050
10	G. STOUT	9 950
11	S. POWELL	9 350
11	B. BRITTON	9 350
13	M. DEBARDELEBEN	9 250
14	D. ARMENTROUT	9 100
14	S. HUNTER	9 100
16	N. DICKINSON	9 000
17	M. CASTLEBERRY	8 300
18	P. WINTERS	8 000
19	CHUCK HOELZEL	7 900
20	D. McCALL	7 850
21	A. WINGO	7 800
22	R. DEBARDELEBEN	7 550
23	L. WILSON	7 150
24	BILL ARMSTRONG	7 100
24	J. BERGERON	7 100
24	R. WEST	7 100
27	L. WELLS	7 000
27	T. BLOT	7 000
29	B. ENOS	6 600
30	G. PATERSON	6 550
31	B. WESTBROOK	6 200
32	B. GRONNING	5 850
33	D. WINGO	5 600
34	J. MCGOWAN	5 550
35	B. LLOYD	5 450
36	M. DICKINSON	5 350
37	G. EBERHARD	5 150
38	M. WILLIAMS	4 900
39	J. BLANCHARD	4 750
40	BETH ARMSTRONG	4 650

41	F. KEYSER	4 550
42	D. BIRD	4 000
42	F. SHERWOOD	4 000
44	R. VAWTER	3 850
45	C. EDWARDS	3 800
46	B. BARTELS	3 650
47	E. HAMILTON	3 400
48	J. DEBARDELEBEN	3 350
48	CHARLIE HOELZEL	3 350
50	A. JONES	3 250
50	S. ZONNER	3 250
52	S. MCCARTHY	2 950
53	F. MILLS	2 900
54	B. GLOTFELTY	2 800
54	T. WELLS	2 800
56	M. NEWSOME	2 550
57	M. BARTELS	2 450
57	J. EAST	2 450
57	K. JENKINS	2 450
60	JIM ROWE	2 250
61	L. PATERSON	2 150
61	J. WHITE	2 150
63	B. MILLS	2 100
64	J. JENKINS	1 950
65	K. WESTBROOK	1 850
66	S. GREENWOOD	1 800
67	G. SIMMONS	1 650
68	T. WILLIAMS	1 450
69	T. GREENWOOD	1 400
69	JANET ROWE	1 400
71	M. MILLS	1 350
71	B. WHITEHEAD	1 350
73	LINDSAY WILSON	1 250
74	J. KNIGHT	1 200
74	V. WINTERS	1 200
76	B. BRECKENRIDGE	1 100
76	CHARLOTTE HOELZEL	1 100
78	M. HOELZEL	800
78	A. WINTERS	800
80	V. ARMENTROUT	750

80	G. WALSH	750
82	T. ROBINSON	600
83	R. GRIERSON	500
83	J. McCLURE	500
83	W. WITSCHY	500
86	P. THOMPSON	250
87	D. MYERS	200
88	D. GROTH	150
89	B. COBB	100
89	D. GRIERSON	100
89	F. HUMPHRIES	100
89	J. HUMPHRIES	100
89	S. PHILLIPS	100
94	D. BRECKENRIDGE	50
94	B. CASTLEBERRY	50
94	J. CHEHASKE	50
94	K. CHEHASKE	50
94	B. DIXON	50
94	L. DIXON	50
94	C. HARRIS	50
94	DANNY HARRIS	50
94	DAWN HARRIS	50
94	T. HARRIS	50
94	C. HATCH	50
94	D. HATCH	50
94	B. JAMES	50
94	H. JAMES	50
94	P. JONES	50
94	J. KESSLER	50
94	D. LAKEY	50
94	P. LEMACKS	50
94	B. PEASELEY	50
94	B. STANLEY	50
94	D. STANLEY	50
94	J. WHITEHEAD	50
94	C. YOUNG	50
94	L. YOUNG	50
94	S. YOUNGS	50

RALLYING : UNEQUIPPED

53	J. JENKINS	1 250
54	M. NEWSOME	1 200
55	K. JENKINS	1 100
55	M. MILLS	1 100
55	R. WEST	1 100
58	A. WINTERS	1 050
59	M. DEBARDELEBEN	1 000
59	CHARLOTTE HOELZEL	1 000
61	B. BARTELS	800
61	M. BARTELS	800
61	T. GREENWOOD	800
61	T. WILLIAMS	800
61	LINDSAY WILSON	800
66	J. McCLURE	600
67	V. ARMENTROUT	400
67	J. BLANCHARD	400
67	M. HOELZEL	400
67	P. THOMPSON	400
71	B. GLOTFELTY	350
72	D. MYERS	300
73	D. HARRIS	200
73	D. HARRIS	200
75	D. GROTH	150
76	S. YOUNGS	100
77	B. BRECKENRIDGE	50
77	C. HARRIS	50
77	T. HARRIS	50
77	F. HUMPHRIES	50
77	J. HUMPHRIES	50
77	D. LAKEY	50
77	JIM ROWE	50
77	JANET ROWE	50
77	G. WALSH	50

RALLYING : EQUIPPED

1	W. GREENWOOD	7 600	38	T. BLOT	1 200
2	F. DEBARDELEBEN	7 500	38	G. EBERHARD	1 200
2	M. DEBARDELEBEN	7 500	38	L. WELLS	1 200
2	B. GREENWOOD	7 500	38	P. WINTERS	1 200
5	L. PARSLEY	7 200	42	CHARLOTTE HOELZEL	1 000
6	B. BRITTON	7 000	42	B. PHILLIPS	1 000
7	D. McCALL	6 700	44	N. DICKINSON	800
8	CHUCK HOELZEL	6 000	44	K. JENKINS	800
9	C. EDWARDS	4 700	44	B. MILLS	800
10	B. GRONNING	3 600	44	F. MILLS	800
10	J. MCGOWAN	3 600	44	S. POWELL	800
10	P. WILSON	3 600	44	T. WILLIAMS	800
13	G. STOUT	2 800	44	LINDSAY WILSON	800
13	R. VAWTER	2 800	44	V. WINTERS	800
15	L. WILSON	2 600	52	G. PATERSON	600
16	M. CASTLEBERRY	2 400	53	B. JAMES	500
16	E. HAMILTON	2 400	53	H. JAMES	500
16	A. WINGO	2 400	55	D. ARMENTROUT	400
19	CHARLIE HOELZEL	2 300	55	V. ARMENTROUT	400
20	B. ENOS	2 200	55	B. BARTELS	400
20	D. JONES	2 200	55	M. BARTELS	400
20	B. WESTBROOK	2 200	55	J. BLANCHARD	400
23	T. WELLS	2 000	55	J. DEBARDELEBEN	400
24	J. EAST	1 800	55	M. HOELZEL	400
24	B. STOUT	1 800	55	J. JENKINS	400
24	K. WESTBROOK	1 800	55	J. McCLURE	400
27	R. DEBARDELEBEN	1 600	55	M. MILLS	400
27	B. HUNTER	1 600	55	M. NEWSOME	400
27	S. HUNTER	1 600	55	F. SHERWOOD	400
27	A. JONES	1 600	55	R. WEST	400
27	J. WHITE	1 600	55	A. WINTERS	400
27	D. WINGO	1 600			
33	BETH ARMSTRONG	1 400			
33	BILL ARMSTRONG	1 400			
33	M. DICKINSON	1 400			
33	S. GREENWOOD	1 400			
37	T. GREENWOOD	1 300			

1	N. DICKINSON	6 600
1	D. JONES	6 600
1	S. POWELL	6 600
1	P. WILSON	6 600
5	B. WESTBROOK	6 500
6	B. PHILLIPS	6 100
7	R. DEBARDELEBEN	5 800
8	B. STOUT	5 500
9	P. WINTERS	5 400
10	M. CASTLEBERRY	5 300
11	L. WELLS	4 900
12	BETH ARMSTRONG	4 700
12	BILL ARMSTRONG	4 700
12	G. STOUT	4 700
12	L. WILSON	4 700
16	S. HUNTER	4 400
17	T. BLOT	4 000
18	A. WINGO	3 900
19	B. HUNTER	3 550
20	R. VAWTER	3 500
21	E. HAMILTON	3 450
22	J. MCGOWAN	3 400
23	D. WINGO	3 150
24	G. PATERSON	3 050
25	M. DICKINSON	2 900

26	B. MILLS	2 800
26	F. MILLS	2 800
28	W. GREENWOOD	2 700
29	B. GRONNING	2 600
30	J. DEBARDELEBEN	2 400
30	J. KNIGHT	2 400
30	S. ZONNER	2 400
33	B. GREENWOOD	2 200
34	D. ARMENTROUT	2 000
34	F. DEBARDELEBEN	2 000
34	T. WELLS	2 000
37	G. EBERHARD	1 950
38	A. JONES	1 900
39	F. SHERWOOD	1 850
40	J. EAST	1 800
40	CHUCK HOELZEL	1 800
40	D. McCALL	1 800
40	L. PARSLEY	1 800
40	K. WESTBROOK	1 800
45	L. PATERSON	1 650
46	CHARLIE HOELZEL	1 600
46	J. WHITE	1 600
46	M. WILLIAMS	1 600
49	V. WINTERS	1 450
50	B. BRITTON	1 400
50	B. ENOS	1 400
52	S. GREENWOOD	1 300

RALLY OF THE YEAR

THE DASTARDLY DIGIT₂ RALLY


Wilt & Barbara Greenwood

OUTSTANDING CLUB MEMBER OF THE YEAR

Dick Jones

Audi

1	W. GREENWOOD	10 300
2	B. GREENWOOD	6 400
3	M. CASTLEBERRY	1 000
4	T. GREENWOOD	900
5	S. GREENWOOD	700
5	B. GRONNING	700
7	D. McCALL	600


Jaguar

1	P. WILSON	5 900
2	W. WITSCHY	500
3	N. DICKINSON	400
4	E. HAMILTON	50
4	S. YOUNGS	50


Triumph

1	J. BERGERON	7 100
2	BILL ARMSTRONG	2 900
2	S. MCCARTHY	2 900
4	J. BLANCHARD	2 400
5	BETH ARMSTRONG	600
6	M. CASTLEBERRY	100
6	B. PHILLIPS	100
6	P. THOMPSON	100
9	D. LAKEY	50


Chevrolet

1	B. LLOYD	5 300
2	JIM ROWE	1 750
3	F. KEYSER	800
4	E. HAMILTON	700
5	J. JENKINS	100
6	JANET ROWE	50
6	C. HARRIS	50
6	T. HARRIS	50

DATSUN

1	F. DeBARDELEBEN	9 850
2	M. DeBARDELEBEN	9 600
3	S. POWELL	7 400
4	B. PHILLIPS	7 300
5	L. PARSLEY	7 250
6	B. BRITTON	6 950
7	R. WEST	6 100
8	N. DICKINSON	5 300
9	D. McCALL	4 550
10	F. KEYSER	4 400
11	D. BIRD	4 100
12	R. DeBARDELEBEN	2 700
13	S. ZONNER	2 250
14	P. WINTERS	2 100
15	B. STOUT	1 700
16	J. DeBARDELEBEN	1 500
17	J. KNIGHT	1 150
18	P. WILSON	900
19	A. WINGO	800
20	T. ROBINSON	600
20	G. WALSH	600
22	E. ENOS	300
23	M. DICKINSON	150
24	T. BLOT	100
24	L. WELLS	100
24	D. WINGO	100

Dodge

1	J. DeBARDELEBEN	900
1	S. HUNTER	900
1	L. WILSON	900
1	P. WILSON	900
5	R. DeBARDELEBEN	800
5	L. WELLS	800
7	C. EDWARDS	500
8	M. CASTLEBERRY	50

Fiat

1	B. BARTELS	2 650
2	M. BARTELS	2 050

MAZDA

1	B. PHILLIPS	3 150
1	B. WESTBROOK	3 150

MERCURY

1	G. EBERHARD	700
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Oldsmobile

1	T. BLOT	500
1	L. WELLS	500

OPEL

1	BILL ARMSTRONG	1 400
2	BETH ARMSTRONG	800
3	D. WINGO	500

Pontiac

1	M. NEWSOME	1 250
2	M. MILLS	100


Ford

1	G. PATERSON	3 600
2	G. EBERHARD	2 750
3	F. KEYSER	800
4	R. VAWTER	400
5	A. WINTERS	350
5	V. WINTERS	350
7	M. MILLS	150
8	M. NEWSOME	100


Jeep

1	J. BLANCHARD	900
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HONDA

1	B. HUNTER	8 600
2	B. STOUT	6 900
3	S. HUNTER	6 600
4	G. STOUT	6 550
5	D. JONES	4 250
6	P. WINTERS	4 200
7	M. CASTLEBERRY	3 450
8	A. WINGO	2 300
9	W. GREENWOOD	1 500
10	B. GREENWOOD	1 000
11	P. WILSON	800
12	B. BARTELS	600
13	J. JENKINS	550
13	D. WINGO	550
15	F. SHERWOOD	400
16	T. GREENWOOD	300
16	K. JENKINS	300
16	L. WILSON	300
19	M. DICKINSON	100

Jeep

1	M. CASTLEBERRY	600
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HERO DRIVERS

1	B. HUNTER	6 000	34	D. WINGO	2 500
2	J. BERGERON	5 900	34	B. GREENWOOD	2 500
2	B. PHILLIPS	5 900	34	B. GLOTFELTY	2 500
4	D. ARMENTROUT	5 800	37	M. DICKINSON	2 400
5	W. GREENWOOD	5 100	37	L. WILSON	2 400
6	R. WEST	4 900	39	M. DeBARDELEBEN	2 200
6	B. LLOYD	4 900	40	M. BARTELS	2 000
6	B. STOUT	4 900	40	B. BRITTON	2 000
6	S. HUNTER	4 900	40	CHUCK HOELZEL	2 000
10	G. STOUT	4 600	40	JIM ROWE	2 000
10	P. WILSON	4 600	44	B. GRONNING	1 900
12	F. KEYSER	4 400	44	D. McCALL	1 900
13	D. JONES	4 300	44	S. ZONNER	1 900
14	J. BLANCHARD	4 200	47	M. NEWSOME	1 700
15	M. CASTLEBERRY	4 100	48	G. SIMMONS	1 600
16	F. DeBARDELEBEN	4 000	49	CHARLIE HOELZEL	1 200
16	D. BIRD	4 000	49	J. JENKINS	1 200
16	M. WILLIAMS	4 000	49	K. JENKINS	1 200
16	G. PATERSON	4 000	49	A. JONES	1 200
20	T. BLOT	3 700	49	L. PATERSON	1 200
21	A. WINGO	3 600	49	JANET ROWE	1 200
21	B. ENOS	3 600	49	B. WHITEHEAD	1 200
21	P. WINTERS	3 600	56	B. BRECKENRIDGE	1 000
24	S. POWELL	3 300	56	J. DeBARDELEBEN	1 000
25	BILL ARMSTRONG	3 200	56	J. MCGOWAN	1 000
25	B. BARTELS	3 200	59	BETH ARMSTRONG	800
27	L. PARSLEY	3 100	59	F. MILLS	800
27	G. EBERHARD	3 100	61	T. ROBINSON	600
29	N. DICKINSON	3 000	61	G. WALSH	600
30	S. MCCARTHY	2 900	63	W. WITSCHY	500
31	L. WELLS	2 800	64	J. EAST	400
32	R. DeBARDELEBEN	2 700	64	R. GRIERSON	400
32	F. SHERWOOD	2 700	64	M. HOELZEL	400
			64	M. MILLS	400
			64	R. VAWTER	400
			64	T. WELLS	400
			64	B. WESTBROOK	400
			64	J. WHITE	400
			64	LINDSAY WILSON	400

YOU WERE WHAT YOU DROVE

Subaru

1	D. ARMENTROUT	8 250
2	B. GLOTFELTY	2 600
3	M. WILLIAMS	2 400
4	F. SHERWOOD	1 950
5	G. SIMMONS	1 600
6	J. MCGOWAN	1 500
7	T. BLOT	1 100
7	L. WELLS	1 100
9	B. GRONNING	1 000
10	M. NEWSOME	600
11	P. WILSON	500
12	D. MYERS	200
13	B. JAMES	50
13	H. JAMES	50
13	G. WALSH	50

SUBARU

1	W. GREENWOOD	700
1	B. GREENWOOD	700

TOYOTA

1	F. MILLS	1 400
2	B. MILLS	1 000


VW

1	CHUCK HOELZEL	3 950
2	D. JONES	2 700
3	C. EDWARDS	2 400
4	R. DeBARDELEBEN	2 000
5	M. WILLIAMS	1 850
6	F. SHERWOOD	1 000
7	G. PATERSON	850
7	L. PATERSON	850
9	A. WINGO	600
10	CHARLIE HOELZEL	300
11	G. STOUT	250
12	M. DICKINSON	200
12	A. JONES	200
14	B. HUNTER	150
15	B. BRECKENRIDGE	50
15	D. BRECKENRIDGE	50
15	D. HARRIS	50
15	D. HARRIS	50
15	F. HUMPHREYS	50
15	J. HUMPHREYS	50
15	J. McCLURE	50

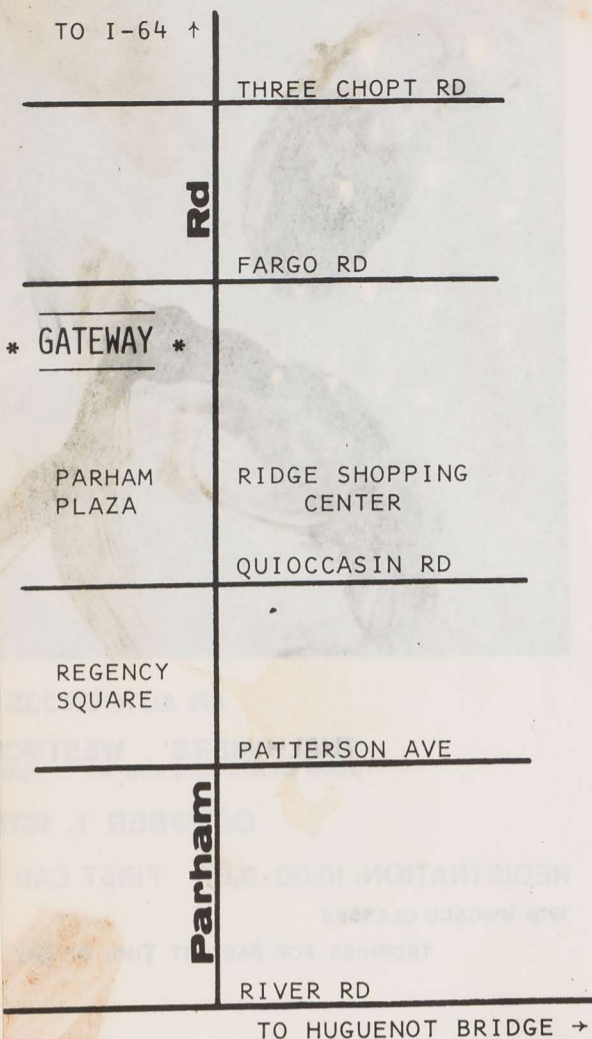

RENAULT

1	T. BLOT	3 200
2	L. WELLS	2 800
3	B. ENOS	2 650
4	L. PARSLEY	2 150
5	N. DICKINSON	1 900
6	A. WINGO	300

SAAB

1	D. GROTH	50
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To GATEWAY



1978 VMSC Board Members

President

Barbara Greenwood
1006 Sharon Lane
Richmond, Va. 23229
282-1493

Competition Committee Chairman

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Immediate Past President & Registered Agent

Art Wingo
2421 Bransford Dr.
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Members At Large

Wilt Greenwood
1006 Sharon Lane
Richmond, Va. 23229
282-1493

Treasurer

Pete Winters
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Richmond, Va. 23225
233-5748

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288-0174

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AN INFORMATIVE PAMPHLET ABOUT

**VIRGINIA
MOTOR SPORT
CLUB
INCORPORATED
RICHMOND, VIRGINIA**

Virginia Motor Sport Club



The Virginia Motor Sport Club, organized in the fall of 1950 and incorporated in 1954, is one of the oldest motor sports organizations on the East Coast, and offers a wide variety of both competitive and social activities each month. Membership is open to anyone whose interest in cars goes beyond driving them back and forth to work and shop.

VIRGINIA MOTOR SPORT CLUB PRESENTS

THE HANOVER FITS RALLY

(WITH APOLOGIES TO WALT KELLY)

RALLYMASTERS: DAVID AND KATHI MCCALL

OFFICIAL CHECKERS: BARBARA AND WILT GREENWOOD

DATE: JANUARY 22, 1978

STARTS: DUMBARTON SQUARE SHOPPING CENTER (STAPLES MILL & GLENSIDE)

TIME: REGISTRATION - 10:00 AM FIRST CAR OFF - 11:01 AM

COST: \$5.00

CALL: 262-7950 FOR INFORMATION OR TO PREREGISTER



A RALLY OF ABOVE AVERAGE DIFFICULTY
WITH A NEW AND DIABOLICAL CONCEPT

ABOUT 100 MILES WITH TORTUOUS COURSE
FOLLOWING BALANCED BY SLOW SPEEDS

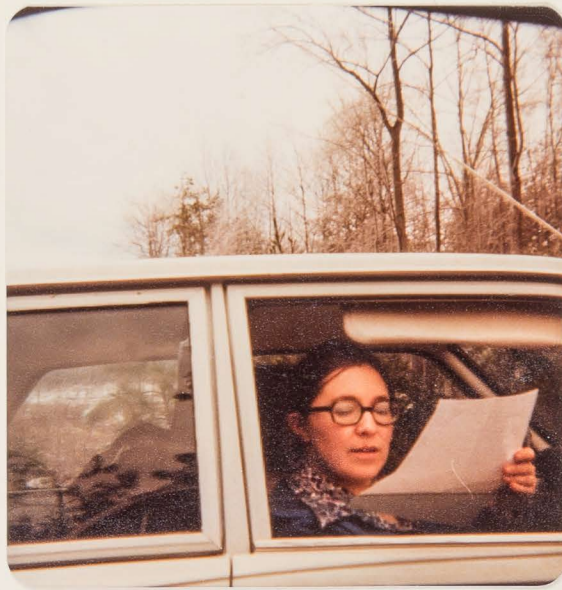
HEAR WHAT PROMINENT LOCAL RALLYISTS HAVE TO SAY ABOUT THE EVENT:

B. GREENWOOD: "EVEN WORSE THAN ONE OF WILT'S"

W. GREENWOOD: "EVEN WORSE THAN ONE OF BARB'S"

B. EDWARDS: "NOT FOR THE FAINT-HEARTED"

F. GREENWOOD MCCALL: "ROADS TOO NARROW & SPEEDS TOO HIGH"



HANOVER FITS

O/A	Class Pos'n	Car #	Make	Driver	Navigator								TOT.
						1	2	3	4	5	6	7	
1	1 U *	7	Mazda	B Westbrook	M Castleberry	1	0	19	200	200	10	26	456
2	2 U *	3	Honda	G Stout	D Jones	38	16	33	143	61	185	21	497
3	1 E *	11	VW	C Hoelzel	C Hoelzel	2	10	200	200	67	200	16	695
4	2 E	1	DatsunZ	M/F DeBardleben		5	0	350	2	200	4	200	761
5	3 U *	4	DatsunZ	P Winters	B Stout	3	131	36	200	51	200	200	821
6	4 U	14	DatsunZ	S Powell	G Eberhard	12	27	200	3	200	188	200	839
7	5 U	2	Dodge	L Wells	T Blot	25	10	13	200	200	200	200	848
8	6 U	9	DatsunZ	S Zonner	J Wimmer	8	18	350	67	200	162	96	901
9	7 U	8	BMW	D/V Armentrout		8	142	20	200	200	200	200	970
10	8 U	15	Rambler	C Young	L Young	22	70	80	200	200	200	200	972
11	3 E	6	Datsun5	L Parsley	B Britton	0	192	1	200	200	186	200	979
12	9 U	13	Ford	E Wimmer	M Mills	82	97	16	200	200	200	200	995
13	10 U	10	Toyota	F Mills	B Mills	80	117	27	200	197	200	200	1021
14	11 U	5	Honda	L Wilson	S Hunter	59	175	350	350	200	200	147	1481
			*-trophy position										

RALLYMASTERS: DAVID & KATHI MC CALL

OFFICIAL PRECHECKERS: WILT & BARBARA GREENWOOD

UNOFFICIAL PRECHECKER: ART WINGO

CONTROL WORKERS: WILT & BARBARA GREENWOOD, BILL HUNTER, JUDY MC GOWAN, BAXTER & SHARON PHILLIPS, PETER WILSON, ART & DIANE WINGO, J. WHITE, LINDSAY WILSON, KAY WINGO

IT WAS A COLD, CLEAR, JANUARY DAY. IDEAL WEATHER FOR BEGINNING THE FIRST VMSC RALLY OF 1978; IDEAL FOR BEGINNING A NEW RALLY TEAM; IDEAL FOR WESTBROOK AND CASTLEBERRY TO BEGIN THEIR SECOND DECADE IN THE SPORT.

THE TEAM MEMBERS SPENT WILDLY DIFFERENT SATURDAY NIGHTS PREPARING FOR THE RALLY. I WAITED QUIETLY AT HOME ADJUSTING THE HALDA, MOUNTING THE STOPWATCHES, AND GENERALLY BEHAVING MYSELF. MIKE, ON THE OTHER HAND, HAD DISCOVERED A NEW NIGHT SPOT THAT DOESN'T OPEN TILL 1:00 AM. WITHOUT A CARE IN THE WORLD, HE PROCEEDED TO DANCE THE NIGHT AWAY, FINALLY GETTING TO SLEEP AT 6:00 AM. I THOUGHT TO CALL AT 9:30 JUST TO CHECK, YOU SEE, AND FOUND HIM STILL ASLEEP AND MOANING SOMETHING ABOUT FOOLS WHO RIDE AROUND IN SPORTY CARS LOOKING FOR CHECKPOINTS. THE RESULTS ARE POSTED ELSEWHERE IN THIS ISSUE AND, FOR MY PART, ONLY ATTEST TO CLEAN LIVING.

AND NOW, THE RALLY. WE FOUND THE RALLY TO BE INTERESTING WITH SOME DIABOLICAL TWISTS TO IT. THE MOST DIFFICULT ASPECT OF THE RALLY FOR ME WAS THAT IT APPEARED TO BE A NORMAL RALLY. THE ROUTE INSTRUCTIONS LOOKED JUST LIKE ANY OTHERS, THE RE-EXECUTION POSSIBILITY DIDN'T JUMP OUT — I FORGOT ABOUT IT MORE THAN ONCE!

AS SOMETIMES HAPPENS, THE TRIED-AND-TRUE TRAPS WORKED BEST. TWO TRAPS, BOTH BASED ON THE LACK OF "NRC," COLLECTED MOST OF THE FIELD. AT THE RESTART, EVERYONE WAS FRANTICALLY TRYING TO FIGURE OUT WHAT CLEVER NEW TRAP DAVE AND KATHI HAD COME UP WITH. WE LOOKED EVERYWHERE AND STILL DIDN'T PICK UP THE MISSING NRC.

HOW HARD IS IT TO AVOID GOING INTO A CHECKPOINT WHEN YOU'RE GIVEN THE MILEAGE AND "✓."? PRETTY DARN HARD. WE DID IT CORRECTLY, BUT I'LL NEVER TELL ABOUT IT IN WRITING. SUFFICE IT TO SAY CLEAN LIVING MUST HAVE PAID OFF AGAIN.

SOMEHOW, WE TOOK FIRST OVERALL, WHICH IS NOT TOO AMAZING BECAUSE AN UNEQUIPPED CAR WILL OCCASIONALLY WIN OVERALL. WHAT WAS AMAZING WAS STOUT AND JONES ONLY 40 POINTS BACK IN SECOND OVERALL. IT LOOKS LIKE A GOOD YEAR. MY THANKS TO DAVE AND KATHI.

- BOOKIE, FOR ME AND MIKE.

P.S. DID ANYONE NOTICE "CLAY SPRINGS" RIGHT AFTER CHECKPOINT 5? NOW THAT IS A REAL BOOKIESIGN — GREY ON WHITE, ON THE OUTSIDE OF A TURN, AT THE TOP OF A HILL, AND OBSTRUCTED BY AN OVERHANGING ROSE BUSH. GOOD GOING, GUYS!



Because we couldn't think of anything better,
we decided to call this . . .

THE NO NAME RALLY



February 19

START: Memco Store on Midlothian Turnpike
1.5 miles east of Chippenham
Parkway.

FINISH: Pizza Hut. .5 miles east of
Chippenham Parkway.

REGISTRATION: 9:00 a.m. to 9:45 a.m.
First Car Off 10:00.

REGISTRATION FEE: A Fistful of Dollars
(\$5.00)

PROTEST FEE: A Few Dollars More

The rally is a relatively easy, scenic
tour of Chesterfield and Powhatan Counties
and is open to everyone -- The Good,
The Bad, and The Ugly.

O/A	Class Pos'n	Make	Driver	Navigator	CONTROLS									
					1	2	3	4	5	6	7	8	DIY	TOT.
1	1E+	Datsun	L.Parsley	B.Britton	2	300	1	5	1	0	10	6	0	325
2	2E	Datsun	B.White- head	F.Debarde- leben	4	300	2	5	1	27	43	1	15	398
3	3E	Audi	B.Greenwood	T.Greenwood	5	300	32	7	3	59	109	2	37	554
4	1U+	Datsun	S.Powel	C. Dabney*	40	300	56	13	23	1	48	92	25	598
5	2U+	Datsun	L.Wells	T.Blot	5	300	75	2	15	105	34	83	0	619
6	4E	Honda	S.Greenwood	W.Greenwood	47	300	9	43	9	86	118	24	4	640
7	3U+	Honda	L.Wilson	S.Hunter	68	300	195	88	1	12	29	49	17	759
8	4U	Mazda	B.Westbrook	M.Castleberry	1	300	11	2	35	9	300	65	300	1023
9	5U	Triumph	R.West	S.Zonner	14	300	248	300	45	64	159	16	188	1334
10	6U	Porsche	C.Clough	B.Glotfelty	34	300	221	152	12	60	222	156	300	1457
11	7U	Rambler	C.Young	L.Young	53	300	11	4	300	32	300	300	196	1496
12	8U	Datsun	S.Phillips	B.Phillips	44	300	289	300	69	157	76	300	300	1835
12	8U	Ford	E.Wimmer	M.Mills	81	300	154	300	146	174	133	300	247	1835
14	10U	VW	D.Harris	D.Harris	12	300	252	300	300	48	86	300	300	1898
15	11U/1N+	Fiat	M.Lord*	B.Mikulay*	8	300	120	300	300	35	48	700	300	2111
16	12U/2N	VW	J.McClure	J.McDonough*	300	300	91	300	300	300	244	51	295	2181
17	13U	Honda	A.Wingo	D.Wingo	80	300	134	300	300	300	225	300	300	2239
18	14U/3N	VW	J.Humphreys	F.Humphreys	70	300	209	300	300	254	89	700	25	2247
19	15U/4N	Buick	F.Bennett*	J.Bennett*	158	300	300	300	74	300	300	300	300	2332
20	16U/5N	Datsun	D.Dillard*	M.Casey*	198	300	203	700	258	257	252	300	300	2768
				N = novice										
				+ = trophy position										
				* = Non VMSC Member										

RALLYMASTERS: GARY STOUT & BILL ARMSTRONG

OFFICIAL PRECHECKERS: DAVE MC CALL & DICK JONES

UNOFFICIAL PRECHECKERS: BARBARA STOUT & PETE WINTERS

CONTROL WORKERS: GERRY EVERHARD, JOHN JENKINS, DICK & ALICE JONES, JUDY
MC GOWAN, FLOYD MILLS, BARBARA STOUT, PETER & LINDSAY WILSON, PETE WINTERS

... THEN AGAIN
YOU MIGHT BE THE ONLY ONE

CLOSE INSTRUCTIONS

OF THE THIRD KIND

MARCH 12, 1978

REGISTRATION 12:00 NOON
FIRST CAR OFF 1:01 PM



RALLYMASTERS: LEN WELLS & TOM BLOT

OFFICIAL PRECHECKERS: BARBARA & WILT GREENWOOD

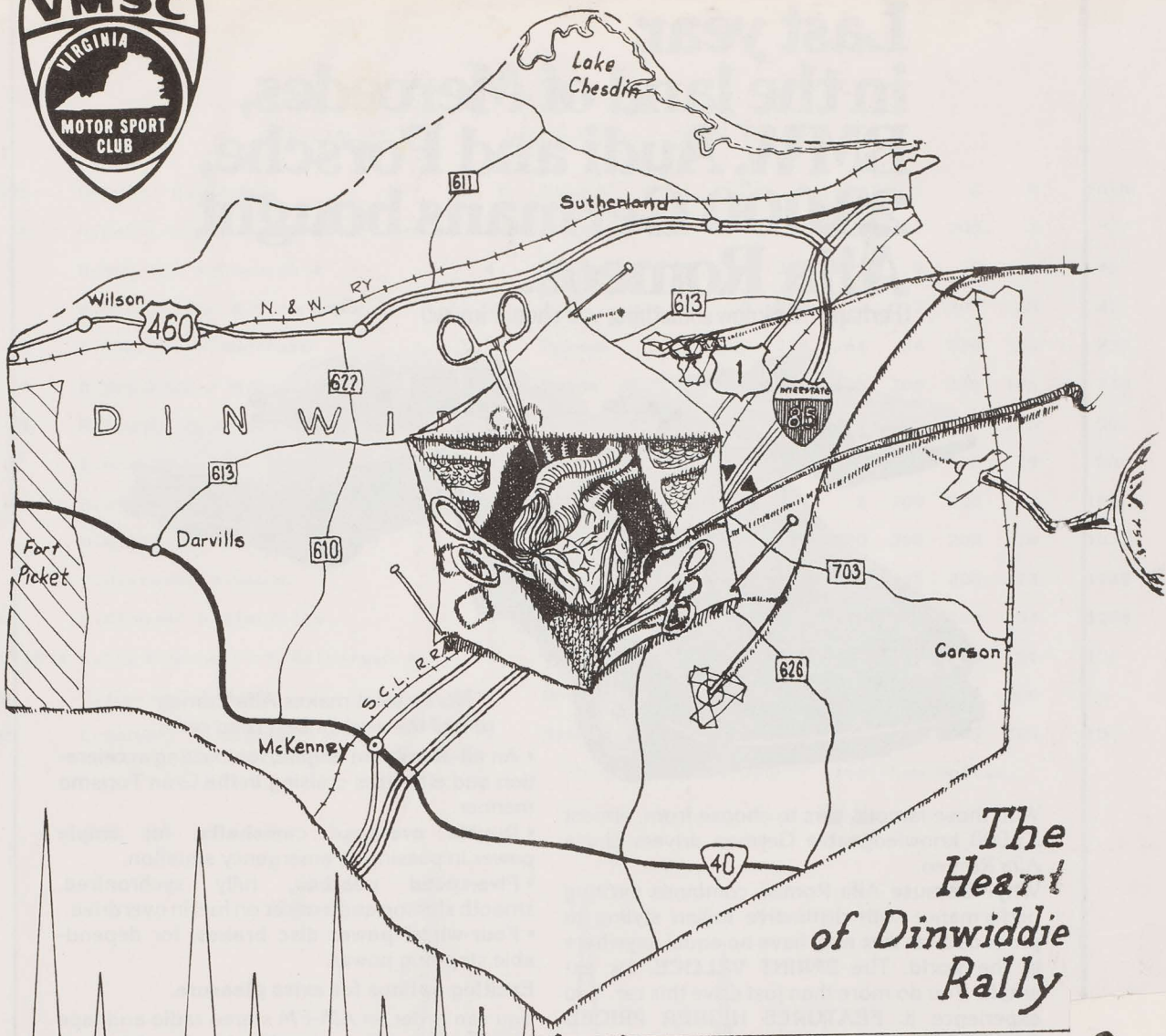
UNOFFICIAL PRECHECKERS: MARTHA & NEALE DICKINSON, SHELIA HUNTER & LIBBY WILSON

CONTROL WORKERS: MARTHA & NEALE DICKINSON, BARBARA & WILT GREENWOOD, BILL & SHELIA HUNTER, LIBBY & LINDSAY WILSON

O/A	CLASS POS'N	DRIVER	NAVIGATOR	√.1	√.2	√.3	√.4	√.5	√.6	√.7	√.8	√.9	TOTAL
1	+ 1-E	L.PARSLEY	B.BRITTON	3	46	2	2	4	1	0	4	3	65
2	+ 1-U	G.STOUT	D.JONES	6	1	0	2	0	1	6	5	94	115
3	2-E	D.MC CALL	B.EDWARDS**	1	0	0	0	201	1	9	10	2	224
4	3-E	M. & F. DEBARDELEBEN		4	4	9	4	9	201	0	2	3	236
5	+ 2-U	B.WESTBROOK	M.CASTLEBERRY	24	201	73	3	4	2	9	57	19	392
6	+ 3-U	S.POWELL	D.STANLEY	4	0	148	4	2	7	26	17	201	409
7	4-U	P.WINTERS	B.STOUT	5	160	26	17	11	201	15	3	25	463
8	5-U	S.PHILLIPS	B.PHILLIPS	16	103	1	7	201	201	49	0	28	606
9	6-U	C.CLOUGH	B.GLOTFELTY	201	0	201	13	201	1	14	13	33	677
10	7-U	C.DABNEY**	C.DABNEY**	9	201	117	136	7	3	39	11	201	724
11	8-U	R.WEST	S.ZONNER	34	80	201	49	77	75	43	27	201	787
12	9-U	K.CRIST**	L.CORSA**	24	70	201	201	201	201	5	8	15	926
13	+ 1-N	M.BUHRMAN**	B.WHITEHURST**	36	201	201	57	201	201	1	66	63	1027
14	11-U	K.JENKINS	J.JENKINS	53	139	177	23	201	201	201	201	32	1228
15	12-U	J.MC CLURE	J.MC DONOUGH**	36	52	201	154	201	201	83	201	117	1246
16	13-U	C.YOUNG	L.YOUNG	24	38	201	201	201	201	201	5	201	1273
17	14-U	C.LUCK	J.BOLLING**	201	39	201	201	201	56	201	201	201	1502
18	15-U	P.CLAMANN**	B.STEIN**	130	201	201	145	201	201	201	201	201	1682

* NON-VMSC + TROPHY

N.B. THE CLOSING TIME FOR THE LAST CONTROL AS GIVEN IN THE GENERALS WAS IN ERROR. CONTROL #9 WAS CLOSED AT 5:56.47, AFTER ALL CARS WERE TIMED.



The Heart of Dinwiddie Rally

The Heart of Dinwiddie Coroner's Report

April 23, 1978

STARTS @ MEADOWDALE SHOPPING CENTER - CHIPPENHAM & HOPKINS ROAD
 REGISTRATION: 8:45 TO 9:45 A.M. \$6.00 PER CAR FIRST CAR OFF: 10:01
 120-MILE MEDIUM DIFFICULTY 7SD RALLY
 OD'S: PETER WILSON & JUDY MCGOWAN
 FOR INFORMATION & PRE-REGISTRATION, CALL JUDY @ 355-5629

YOU SEE, YOU ONLY EXECUTED AN INSTRUCTION WHEN IT CAUSED AN ACTION DIFFERENT FROM A PRIORITY...

OH, NOW I UNDERSTAND... WELL I'M ALL READY FOR NEXT MONTH'S RALLY, ANYWAY...

NO, NEXT MONTH'S RALLY WILL HAVE A TOTALLY DIFFERENT CONCEPT ALTOGETHER...

GEE, AND YOU GUYS ACTUALLY ENJOY THIS?

I COULDN'T BELIEVE THE FRENCH FRIES AT THE LUNCH BREAK...

NEITHER COULD MY STOMACH

I THINK THEY USED A QUART OF CRISCO... AND ONLY A TABLESPOON CAME BACK...

OH, IT ALL CAME BACK... BUT IT WAS ON THE WAY TO FIVE...

DO WE HAVE TO DRIVE ALL THE WAY BACK OUT THERE TO SEE IF THERE'S A DRIVEWAY AT THAT INTERSECTION?

.. YOU RAN OUT THE FREE ZONE, PAUSED, THEN CAS 28...

ALL THAT CALCULATING FOR A MAX...

I KNEW IT WAS GOING TO BE A BAD DAY WHEN WE WENT TO MEADOWBROOK PLAZA INSTEAD OF MEADOWDALE THIS MORNING...

WHERE WE FOULED UP WAS LEAVING MEADOWBROOK PLAZA TO COME OVER HERE!

YOU HAVE A POINT...

ANYBODY GOT A CHECKPOINT SLIP FOR SEVEN?

DON'T LOOK AT ME... I NEVER SAW THE SUCKER...

PROTEST! PROTEST!

WELL... MAYBE

... ANYTHING CAN BE A NON-EXISTANT ROAD... A FIELD, A DRIVE WAY, A TREE... ANYTHING...

IN THAT CASE, YOU COULD NEVER GET PAST THE ODO CHECK, 'CAUSE YOU'D ALWAYS EXECUTE PRIORITY ONE...

AS FAR AS I'M CONCERNED, PETER AND JUDY CAN KISS MY NON-EXISTANT ROAD...

DID YOU DRINK MY BEER?

YOU'RE KIDDING!... WE GOT A 28 ON EIGHT!!!

DON'T LOOK AT ME... I NEVER SAW THE SUCKER

THE TEE TRAP ON LEG THREE REALLY SUCKED US DOWN THE TUBES

OUR PROBLEM WAS WE WERE OPERATING ON A HIGHER LEVEL OF LOGIC THAN THAT PARTICULAR TRAP

THEN HOW DO YOU EXPLAIN...

OH, SHUT UP!!

THE GOOD TRAPS ARE ALWAYS IN POOR TASTE!

AS FAR AS I'M CONCERNED, PETER AND JUDY CAN KISS A LARGE, ROUND AREA OF MY ANATOMY HIGHER THAN MY THIGHS...

WATCH OUT FOR THAT GUY, HE'S GOT A FETISH...

THAT'S WHAT RALLYING IS ALL ABOUT...

THIS MUST BE YOUR CHECK, SIR... THAT'LL BE \$17.56!

DON'T LOOK AT ME... I NEVER SAW THE SUCKER

"DID YOU ENJOY YOURSELF?" SINCE I ENJOY CLOWNS, AND I MADE ONE OUT OF MYSELF AT LEAST HALF THE DAY, I MUST HAVE ENJOYED MYSELF...

PROTEST! PROTEST!

YOU CAN'T PROTEST... YOU WERE THE OFFICIAL CHECK...

JUST KEEPING IN PRACTICE...

WHAT'S THE COMBINED O.E.T. FOR SEVEN AND EIGHT?

SURE IS NICE WEATHER FOR A DECEMBER RALLY...

A PRIME CANDIDATE FOR RALLY OF THE YEAR... IF ANYONE REMEMBERS IT

THAT'S LIKE REMEMBERING YOUR LAST FUN TRIP TO THE DENTIST...

PROTEST! PROTEST!

HELL, WE NEVER SAW SEVEN, MUCH LESS EXECUTED THAT PAUSE INSTRUCTION...

THREE OF US HAD THE SAME OUT TIME FROM ONE, AND SEVEN OF US ROLLED INTO TWO WITHIN THE SAME MINUTE

I'M GLAD HOELZEL WAS ON THAT CONTROL

MEADOWDALE SHOPPING CENTER

Yech NATIVE FOOD CENTER

NUNZIO'S

OUTRAGEOUS FRANCE CHARBIS CORP.

JOSEPH MARCO Floral

S&O C&K CLOTHES

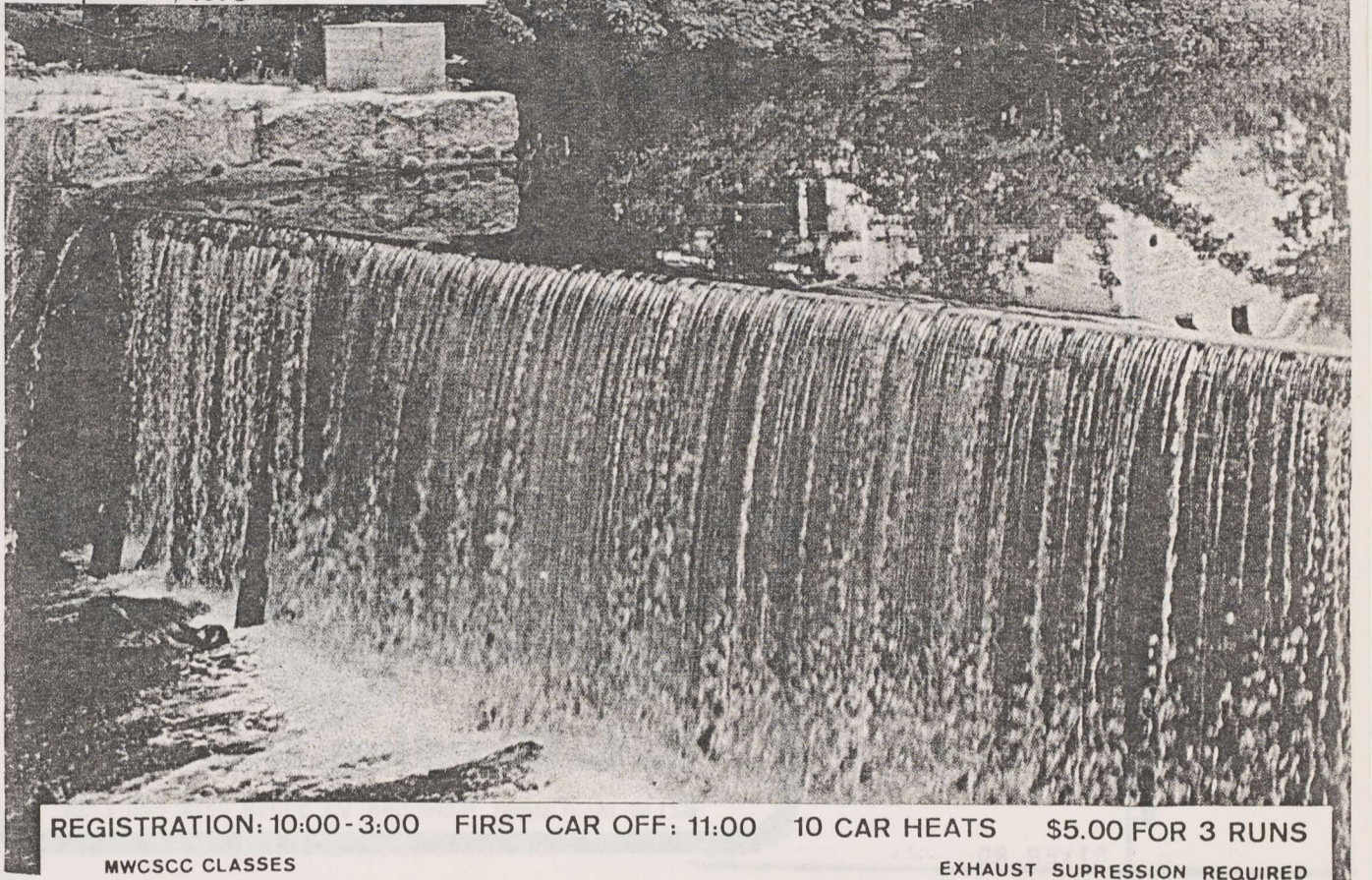
POP GARY & M'SELF



THE **SPRING FEVER**
AUTOCROSS

OD'ed by Bill Hunter & Gary Stout

THALHIMERS' WESTMORELAND
2000 WESTMORELAND ST. RICHMOND, VA.
April 30, 1978



REGISTRATION: 10:00 - 3:00 FIRST CAR OFF: 11:00 10 CAR HEATS \$5.00 FOR 3 RUNS
MWCSCC CLASSES EXHAUST SUPPRESSION REQUIRED





BETWEEN THE LINES RALLY

MAY 21, 1978

Rallymasters: Dave & Vicki Armentrout

Official Precheck: Fred & Marion DeBardeleben

A stick-map Rally about 90 miles long (no dirt roads), easy enough for the novice to get through with speeds brisk enough to keep the pros happy.

Starts at the Hanover House Motor Lodge, I-95 at the Atlee-Elmont exit. Registration opens 10 AM, FCO at 11.

\$6.00 per car.

Call 798-6628 for info or to pre-register.



O/A	CLASS POS'N	CAR MAKE	DRIVER	NAVIGATOR	CONTROLS					TOTAL
					1	2	3	5	6	
1	1E*	AUDI	W.GREENWOOD	S.GREENWOOD	7	1	0	1	5	14
2	2E	DATS	L.PARSLEY	B.BRITTON	3	4	5	9	1	22
3	1U*	MAZD	M.CASTLEBERRY	B.WESTBROOK*	28	3	5	5	1	42
4	2U*	HOND	G.STOUT	D.JONES	35	11	4	1	0	51
5	3U*	DATS	B.PHILLIPS	V.REYNOLDS	10	11	30	3	16	70
6	4U	DATS	T.BLOT	L.WELLS	8	17	30	17	14	86
7	5U	JENS	B.ARMSTRONG	K.JENKINS	28	3	28	40	1	100
8	6U	HOND	L.WILSON	S.HUNTER	53	119	4	36	29	241
9	7U	TOYO	D.MILLIGAN	B.MILLIGAN	10	135	87	78	29	339
10	8U	DATS	S.POWELL	B.STOUT	27	300	28	29	2	386
11	9U	MGB	E.HAMILTON	B.FOLEY	276	168	49	1	39	533
12	1N*	PLYM	J.CRIST	S.WILLINGHAM	43	73	300	181	84	681
13	11U	PORS	F.SHERWOOD	S.CORNWALL	14	300	300	61	32	707
14	12U	TOYO	F.MILLS	B.MILLS	144	175	300	82	51	752
15	13U	MGB	K.CRIST	L.CORSA	59	750	0	52	41	902
16	14U	HOND	G.EBERHARD	M.NEWSOME	169	20	750	25	41	1005
17	15U	DATS	S.ZONNER	K.SANDY	165	300	300	272	9	1046
18	16U	DATS	B.STANLEY	G.KEVORKIAN	141	750	300	46	43	1280
19	17U	VOLV	D.KJELLEN	C.KJELLEN	6	300	300	750	750	2106
20	18U	PONT	L.ST.JEAN	T.ST.JEAN	112	750	0	750	750	2362
21	19U	HOND	B.HUNTER	F.NICHOLAS	300	750	750	750	750	3300

RALLYMASTERS: DAVID & VICKI ARMENTROUT

OFFICIAL PRECHECKERS: FRED & MARIAN DEBARDELEBEN

UNOFFICIAL PRECHECKERS: DAWN & DANNY HARRIS

CONTROL WORKERS: BOB GLOTFELTY, KAREN WORMLED, CLAY & WANDA ROWE, FRED & MARIAN & NATHAN DEBARDELEBEN, DAWN & DANNY HARRIS, CHUCK & CHARLIE HOELZEL, BARBARA & TRACEY GREENWOOD, JENNY WHITE, CORY BROWN, JOHN SCOTT, NANCY VAUGHAN, LINDSAY WILSON

✓. BETWEEN THE LINES ✓.

ALAS, BACK TO THE RALLY TRAIL. HAVING BEEN AWAY FROM RALLIES FOR A WHILE, WE DIDN'T KNOW WHAT TO EXPECT. WE CHOSE THIS RALLY TO RE-START, AND WE WERE PLEASED.

DAVE AND VICKI ARMENTROUT PUT ON THIS LOW DIFFICULTY EVENT IN HANOVER COUNTRY AND AS PROMISED THE ROADS WERE NOT THE REGULAR RALLY ROADS. WE SAW SOME PLACES WE HAD NO IDEA EXISTED, AND IN SPITE OF THE EASY COURSE FOLLOWING, WE STILL HAD OUR SHARE OF "DO IT YOURSELF" MISTAKES AND TRAPS, ALLOWING US TO VENTURE FURTHER INTO THE LAND OF OBLIVION THAN MOST.

ALL IN ALL WE HAD A VERY NICE SUNDAY IN THE COUNTRY AND WE DON'T THINK WE ARE IN A MINORITY. THANKS, DAVE AND VICKI; WE LOOK FORWARD TO MORE OF YOUR RALLIES IN THE FUTURE.



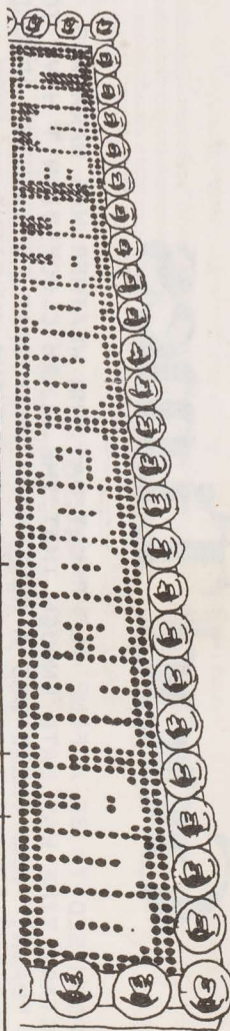
JUNE 24, 1978

OD'ed by the Not Ready for the December Rally Rallymasters-Barbara Stout & Pete Winters

Official Pre-check: Baxter and Sharon Phillips

Dash Plaques will be awarded.

Over All	Class Position	Car	Driver/Navigator	1	4	5	6	DIY	Total
1	1E+	Datsun	L. Parsley/B. Britton	7	1	3	1	1	13
2	2E	Porsche	T.C.G. Wagner*/R. Wagner*	9	3	1	1	0	14
3	1U+	Honda	G. Stout/D. Jones	5	4	6	2	3	20
3	3E	Datsun	D. McCall/B. Edwards*	5	11	0	3	1	20
5	2U+	Ford	B. Westbrook/M. Castleberry	20	5	25	25	2	77
6	3U+	Datsun	L. Wells/T. Blot	13	37	3	48	0	101
7	4U	Datsun	S. Powell/B. Stanley	39	1	123	39	1	203
8	5U	Audi	S.Greenwood/W.Greenwood	2	4	3	9	200	218
9	6U	Triumph	R. West/ J. Eberhard	14	73	200	47	2	336
10	7U	Honda	L. Wilson/S. Hunter	38	72	66	27	199	402
11	8U	Honda	B. Hunter/G. Pistolis*	27	450	0	21	20	518
12	4E	Honda	B.Greenwood/T.Greenwood	3	29	8	350	200	590
13	9U	Datsun	C. Dabney†/C. Dabney*	16	66	192	127	199	600
14	10U/1N+	Volvo	D. Kjellsen*/C. Kjellsen*	32	450	0	450	0	932
15	---	Plymouth	J. Crist†/K. Crist*	DNF---	---	---	---	---	---



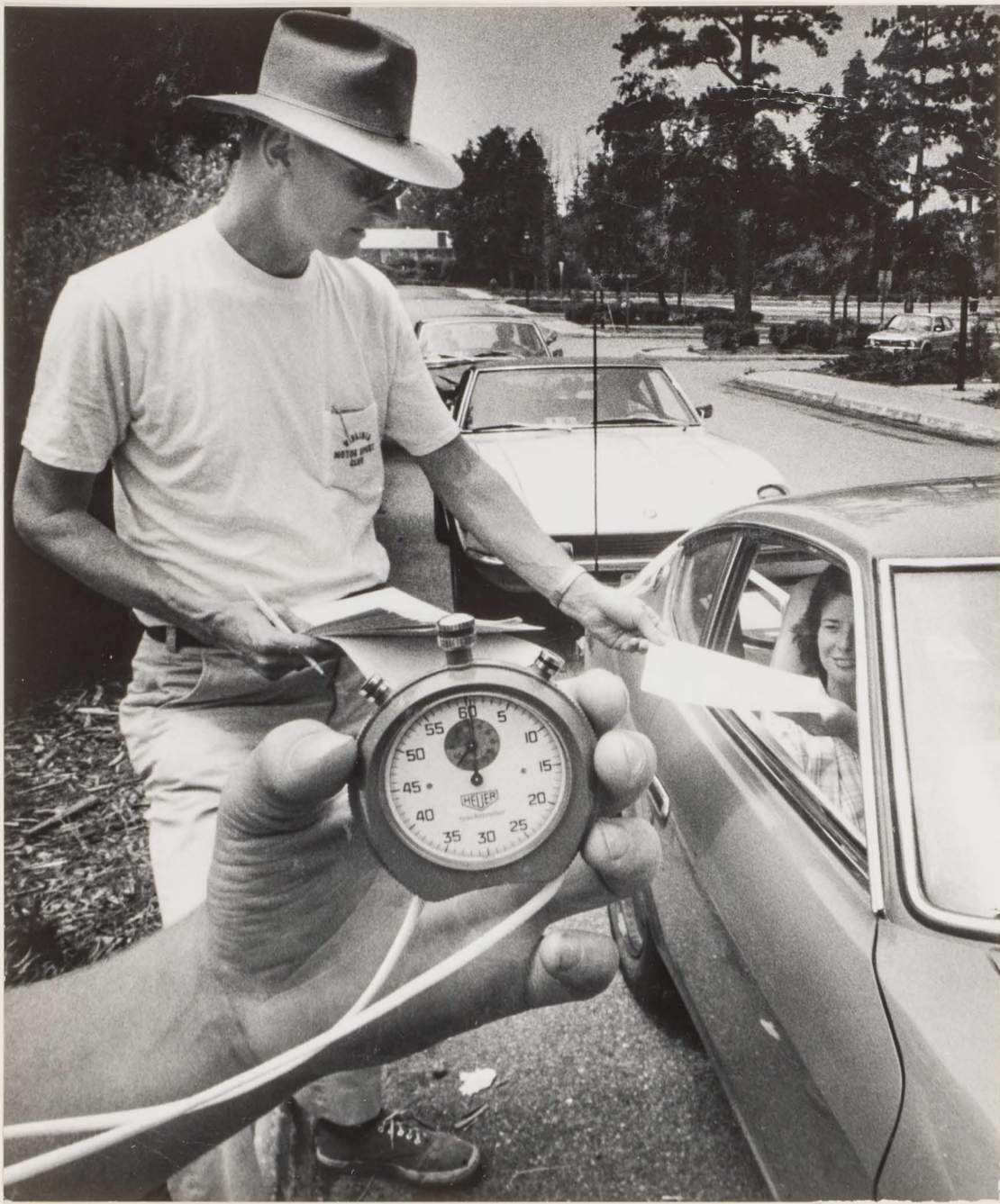
RALLYMASTERS: Barbara Stout & Pete Winters OFFICIAL PRECHECKERS: Sharon & Baxter Phillips

UNOFFICIAL PRECHECKERS: Shirley Zonner & Bill Armstrong

WORKERS: Kathy McCall, Kristi Rosseau, Cory Brown, Baxter Phillips, Shirley Zonner, Alice Jones, Kay Jenkins, Sharon & Trip Phillips, Charlotte, Chuck & Charlie Hoelzel, and John Jenkins.

+ = trophy N = Novice * = Non VMSC







LIBBY W. LOOKS ON AS Kay J. adjusts her VMSC underwear.



Wilt G. pulls down his T-shirt and exposes his left tit. Son Steve looks on in amazement! Gary S. indicates, "Yes I see just one!!" Dick J. gives Greenie the Bronx cheer! President Barbara G. stamps her foot, grits her teeth... "Is this really necessary?"



Dick Kvellsen pretending he knows what he's doing!?

Shirley Z. & Baxter P. hand out the



news.

People picnicing



VMSC relay won by team with "tall man" Chuck H. He cheats; can touch both sides of pool at the same time.



Drinking and conversing







Rally Competition

Drive Is More Than a Lark

By DAVID MCCALL

What a lovely day for a rally! I've installed the computer, checked out the car, read over the general instructions. What else? Call my partner and make sure he's not still asleep.

Bill (Bill Edwards) is a fine navigator once he wakes up. The problem is getting him awake and keeping him that way. Read over the instructions again, then go pick up Bill.

On the way to the start of the rally, Bill checks out the computer, and we talk over the general instructions. These are the ground rules for a rally. They give you all the background knowledge necessary to run a particular event: where and when the rally starts, timing control procedure, definitions of terms, the order in which you have to do things on the course and

Your Column

"Your Column" offers readers of The News Leader an opportunity to share their favorite pastimes with others. Contributions should be sent to: Spare Times, The Richmond News Leader, 333 E. Grace St., Richmond, Va. 23219.

other items of special information.

Hidden in all this useful information are the "gotchas," the things the rally master puts in thinking that maybe you won't notice. We try to be sure that we have found all of them.

This day's rally is to go from a parking lot at Parham and Fordson roads in Henrico County into Goochland County.

ARRIVE AT START

We arrive at the start. I pick up the registration materials as Bill gets the exact correct time from a broadcast on a shortwave radio. Rallies are usually timed to the nearest one-hundredth of a minute, so a precise synchronization for all contestants and controls is necessary.

I go to technical inspection, have the car lights, tires, seat belts and brakes checked. The sponsoring organizations try to make sure that everyone is going out safely.

The technical inspector also checks for rally equipment. Since we have a computer, we run in what is called the equipped class. As usual, unequipped cars far outnumber the equipped. With the formalities out of the way, Bill and I wander around and chat with the competition. This rally is being put on by the Virginia

See CAR RALLY, Page 2-A



A Checkpoint Is Marked

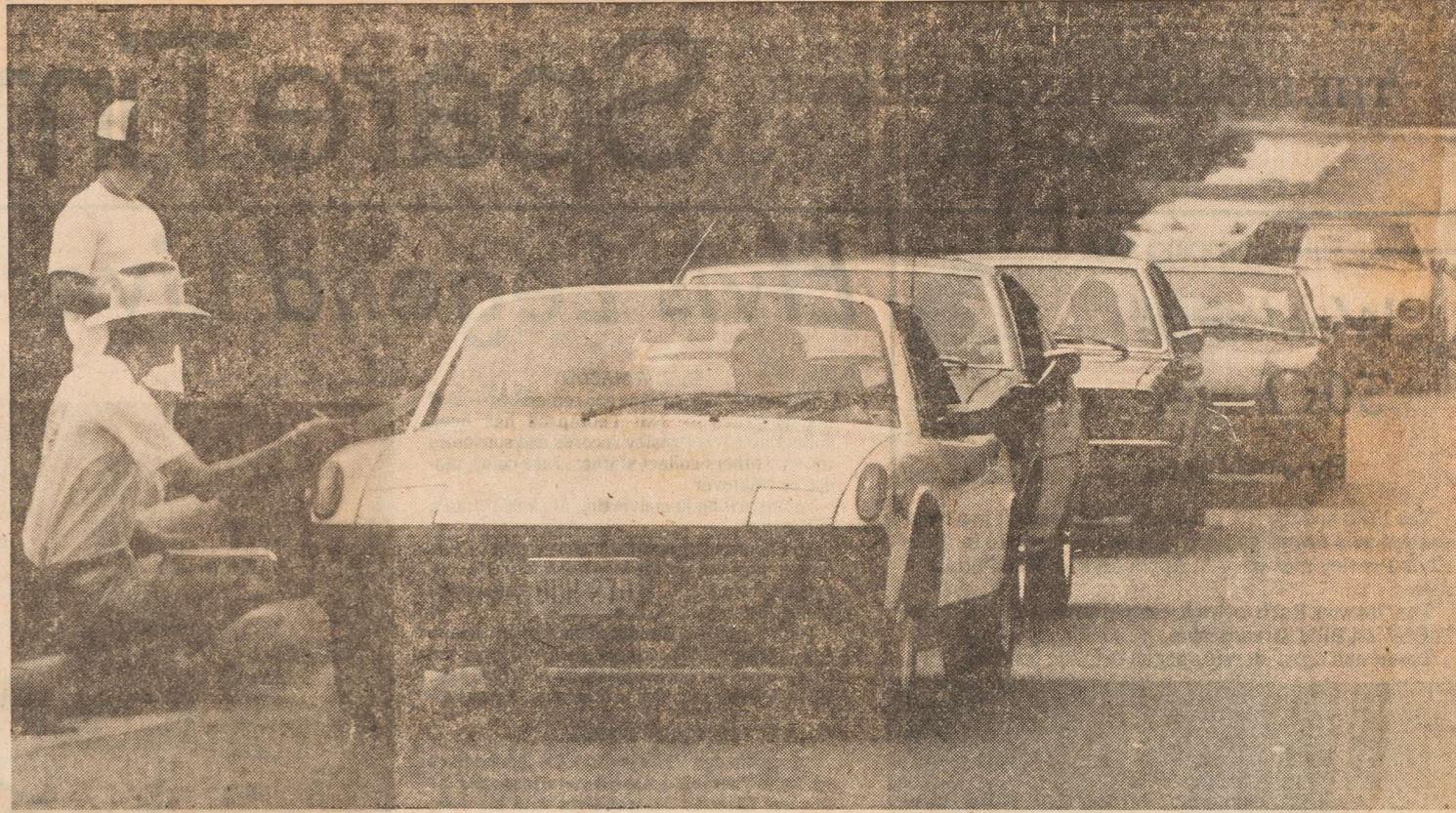


Staff Photos by Masaki Oka

Starter Chuck Haelzel Sends Another Rally Driver and Navigator on Their Way



David McCall (right) and Bill Edwards Prepare for Rally



Cars Poised at the Starting Line Receive Their Go Ahead From Chuck Haelzel and Charlie Haelzel (standing)

Staff Photos by Masaaki Okada

Car Rally Tests Skill and Technique of Driver and Partner

Continued From First Page

Motor Sport Club, so we know almost everybody. And everybody has a different idea about the rally.

After listening to several obviously wild notions, we hear someone spouting an idea that makes us trot quickly back to the car to check out the general instructions again. Whew! Nothing to it. Just another weird concept.

OUT TIME ARRIVES

Finally our out time arrives. Each car is sent out a minute apart so that we won't try to all come into the timing controls checkpoints together.

We receive our route instructions. These specific directions will guide us around the rally course. If we read them exactly and with the general instructions interpret them properly, we won't make any mistakes.

Sure, we won't! Route instructions very often sound quite innocent, such as: Turn left after red barn; go straight onto state Route 634 and change average speed to 35; turn right at "No Trespassing."

Sounds simple, doesn't it? However, we know the general instructions say that signs on the left-hand side of the road cannot be considered. Thus, only at a "no trespassing" sign on the right side of the road can we execute the instruction. "Make a note of that, Bill," I say. That's exactly what Bill is doing as we go down the road. I am following the very simple instructions to get to the odometer check and Bill is reading over the rest of the instructions, looking for traps.

ODOMETER CHECK

The end of the odometer check is in sight. Bill stops what he is doing and we get an exact measurement of the mileage at the marker. Because all odometers don't read the same, an odometer check leg is put into each rally. This is a measured distance for which the contestants are given an exact mileage.

We compare this official mileage with our car's odometer and determine the difference. Using this, we can get an odometer correction factor which will enable us to adjust our mileages to corre-

pond with the official mileage in the route instructions.

After correcting our mileage, we have a few more minutes, so we go over the instructions together. Ahead and behind us, other cars are coming in or going out. We have a mixed bag of vehicles. A friend named Mike has showed up in an old pickup truck!

Hondas, Datsuns, Fords — including a truck — Porsches, Plymouths and another friend in his company Buick are there.

It's time to go. The first leg is always the worst. Bill is concerned until we see the first control. The instructions are very straightforward so far.

A TEAM SPORT

Whoop! That was a very interesting corner, even at 35 miles an hour. Lovely day for rallying. Thank heavens, it isn't raining. Still, a little weather can make things more interesting sometimes. I remember one rally that would have been very easy except with an inch of snow on the road it wasn't so easy.

Rallying is a team sport. The driver keeps the car on the road. The navigator is expected to keep the car on time. Both must keep the car on the correct rally route. Of course, if it comes down to a disagreement, the driver has the wheel.

Okay, we turn left here. No. Wait a minute, how about priority two, and there's the control! Turn Right! Turn Right! Oh, we should have turned left. "Don't look at me, you didn't say not to turn right," I tell Bill.

So much for the first leg. The next couple of legs are very straightforward and don't give any problem. The fourth leg has us come to an intersection and stare straight ahead at a checkpoint.

We're certain that we should turn left here, but we wonder what the checkpoint station is doing there. We turn away from the checkpoint. Looking in the rear-view mirror, I see that Al and Babs went into the checkpoint. Hope we're right.

A while later, we come back to the same intersection and go on into the checkpoint station. We pull past the timing line and stop at the timing station.

The control worker takes our card, enters our "in" and "out" times and gives it back, along with a checkpoint slip. We look at the slip to see if we did anything wrong. Everything looks all right. We got a zero! (which means a perfect score in this case). Right on! We head for the lunch break. We give Al a hard time about the last leg. We are tied because Bill and I bought the trap on the first checkpoint and they didn't.

The afternoon goes quickly. We remember that all signs must be on the right side of the road, but we forgot the "zero trap." According to the general instructions zero is not a digit. But on an instruction that reads "turn onto a route whose number is evenly divisible by two," we come to state Route 630. "That's evenly divisible," we say, and turn down it.

Wrong! Since zero is not a digit according to these general instructions, that road became state Route 63 which is not evenly divisible by two. We should have gone on down the road and turned onto state Route 622. Bill and I chant in unison. "We like to rally, we like to rally."

We get to the end and turn in our scorecards. Well, we didn't win this one either. We decide to get a beer and have a good time. We'll be back next month!

About The Author

David McCall is an avid rallyist and member of the board of directors of the Virginia Motor Sport Club.

After a number of years in the automotive trade as parts clerk, mechanic and garage owner, McCall decided to return to what he calls his first love, the theater. He is vice president and production manager for Stage Center and worked the last season at the Virginia Museum Theatre as assistant technical director.

Bill Edwards, David's rally partner, is an organic chemist in the research department at Philip Morris Inc.

Besides rallying, the two have common interests in fishing and war gaming.

4TH ANNUAL

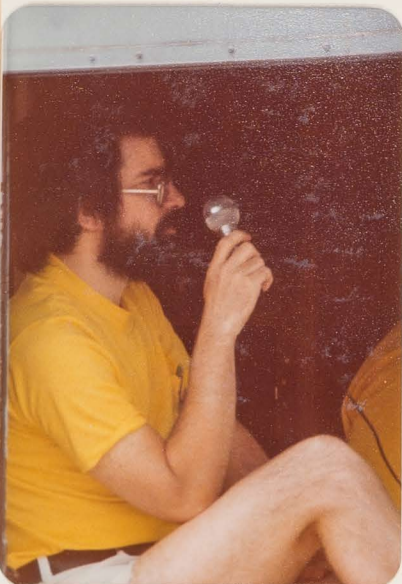
SUPER SERIES

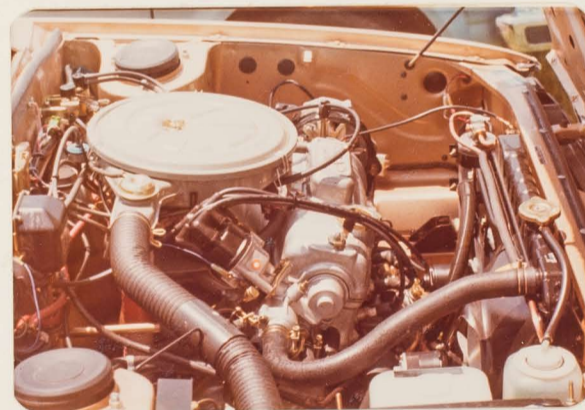
33 ROADCROSS

SERIES 3 O.D.'S:
LEWIS PARSLEY
BILL ENOS
SCOTT POWELL
KAY JENKINS
GARY STOUT

FOR INFORMATION, CALL:
GARY (804) 288-0174
LEWIS (804) 285-4301

JUNE 11
JULY 9
JULY 23
1978





COURSE RECORDS:

A/M 1977	Wayne Walker, Corvette	0:51.955
B/M 1978	Bob Matthews, Corvette	0:52.229
C/M 1978	Doug Wolfe, Corvair	0:53.856
A/P 1978	Lloyd Cayes, Lotus	0:55.151
B/P 1978	Ernie Sims, Corvette	0:54.052
C/P 1977	DeWitt Boyd, Datsun	0:56.742
D/P 1977	Steve Volk, Porsche	0:59.091
E/P 1978	Mike Jones, Capri	1:00.403
F/P 1978	DeWitt Boyd, Saab	0:59.180
A/S 1978	Rhett Riddle, Corvette	0:57.533
B/S 1978	Charlie Alligrant, Datsun	1:00.762
C/S 1978	Pete Winters, Honda	1:01.565
D/S 1978	Michael Kubulak, Saab	1:00.754

RALLYMASTERS: MIKE CASTLEBERRY & BAXTER PHILLIPS

OFFICIAL PRECHECKERS: BOOKIE & LAURIE WESTBROOK

UNOFFICIAL PRECHECKER: SHARON PHILLIPS

WORKERS: SHARON PHILLIPS, BOOKIE & LAURIE WESTBROOK, DEBBIE JONES, GORDON PATERSON, RICHARD WEST, SCOTT POWELL, DOUG WYLIE, KITTY WESTBROOK, MILES & BRENDA TURNER, DAWN & DANNY HARRIS, BUTCH COBB, TONI WELLS

O/A	CLASS POS'N	CAR	DRIVER	NAVIGATOR	1	2	3	4	5	**	TOTAL
1	1E	HON	C.CLOUGH	W.GREENWOOD	19	10	68	11	13		121
-	FUN	VW	C.HOELZEL	C.HOELZEL	11	18	76	5	86		196
2	1U	DAT	L.WELLS	T.BLOT	200	4	5	6	6		221
3	2E	VW	B.BRITTON	L.PARSLEY	200	4	4	10	6		224
4	2U	HON	G.EBERHARD	R.DEBARDELEBEN	5	200	1	200	16		422
5	3U	MGB	M.SPEEGLE	B.FOLEY	50	28	58	128	200		464
6	4U	HON	G.STOUT	D.JONES	23	11	200	72	200		506
7	3E	TR4	C.EDWARDS	G.NUTALL	48	200	200	26	55		529
8	5U	DAT	J.DEBARDELEBEN	D.NEAL	94	24	200	200	200		718
9	6U	DAT	S.POWELL	? .BOWMAN	17	200	200	200	197		814
10	7U	VW	J.HUMPHREYS	F.HUMPHREYS	200	65	200	200	200		865
11	8U	TOY	D.MILLIGAN	B.MILLIGAN	200	93	200	200	200		893
12	9U	POR	F.SHERWOOD	S.CORNWALL	200	140	172	200	183		895
13	10U	MGB	J.ADOLF	B.HUNTER	200	200	200	200	115		915
14	11U	CHE	B.BRECKENRIDGE	C.BROWN	200	200	200	200	200		1000

WORD IS THAT BEFORE MY TIME THERE WERE NIGHT RALLIES AFTER THE CLUB MEETING. SINCE CASTLEBERRY AND PHILLIPS ARE WAY BEFORE MY TIME, THEY REMEMBERED SUCH RALLIES OF OLD AND ATTEMPTED THEIR OWN VERSION.

WHETHER OR NOT THESE EARLY RALLIES WERE RUN IN LOCAL SUBDIVISIONS IS UNKNOWN TO ME, BUT MIKE & BAXTER'S CERTAINLY WAS, WITH AN INTERESTING CONCEPT: ALL CONTROLS WERE UNTIMED DO-IT-YOURSELFERS WITH ONLY THE CAR'S STOCK ODO CHECKED AT CONTROLS TO DETERMINE ANY OFF-COURSE EXCURSIONS.

TO GO OVER THIS CONCEPT AND OTHER ESSENTIAL INFORMATION, THEY HELD A BRIEF MEETING BEFORE THE START, WITH MIKE PUTTING EMPHASIS ON PROPER CONTROL PROCEDURE AND THE NO-BACKING RULE. TO PREVENT UNSAFE MANEUVERS, A 100-POINT PENALTY WAS ASSESSED FOR BACKING ANYWHERE OTHER THAN INTO A DRIVEWAY. AFTER SCHOOL AND A FEW QUESTIONS (RALLYISTS DON'T ASK MANY QUESTIONS UNTIL AFTER THEY BITE A TRAP), WE WERE UNDER WAY.

ON THE ODO LEG, WE SOON DISCOVERED THAT WE COULD FORCE A TURN TO KEEP FROM GOING STRAIGHT ONTO A DEAD END ROAD. OTHERS FOUND THIS OUT ONLY AFTER BACKTRACKING THROUGH THE ODO LEG!

3.09 MILES. LET'S SEE . . . 6 MONTHS SINCE USING A STEVENS. E FOR ERROR AND M FOR MASTER . . . OR WAS IT E FOR EXPERT AND M FOR MORON?

THE FIRST LEG WAS LARGELY UNEVENTFUL. TOO EASY. SUPPOSED TO BE HARD. OH, WELL, I DIDN'T COMPLAIN. OUR MILEAGE AT THE FIRST CONTROL: 7.60, NI #28. OH **\$#! WHAT'D WE DO WRONG? CONTROL SLIP READS NI #10 AND 4.45 MILES! MIKE, I KNOW YOU TOLD US TO ZERO IF WE WANT, BUT AT LEAST YOU TWO COULD HAVE TOLD US WHEN YOU ZEROED AND — OH, YES, TYPED THE PROPER NI NUMBER ONTO THE SLIP. BUT THEN, WE DIDN'T KNOW OF THIS MISTAKE AND COULD ONLY ASSUME WE FLUBBED UP.

OKAY, SO WE'RE WORKING ON NI #10 AGAIN. STRANGE THAT IT'S THE FIRST NI AFTER THE ODO LEG, READING, "LEFT OUT OF LOT," OR SOMETHING. YES, YOU GUESSED IT! IT CAUSED US TO RUN THE ENTIRE FIRST LEG AGAIN. BUT THEN, WE WERE ALLOWED AN EXTRA 15 MINUTES TO CALCULATE TIMES.

THERE WAS A TOTAL OF 2 HOURS (+ 15 MINUTES) FROM OUR START TIME TO COMPLETE ALL FIVE CALCULATIONS AND TURN IN THE SCORECARD. THE RALLY TOOK 1 HOUR AND 45 MINUTES TO COMPLETE, LEAVING NO TIME TO GATHER THOUGHTS AT THE END OF THE ODO LEG OR AT EACH CONTROL. YES, I DID HAVE TIME (30 MINUTES) FOR THE FIVE CALCULATIONS, BUT ONLY THROUGH EXPERIENCED USE OF THE STEVENS. I FEEL SORRY FOR THOSE WHO DID IT LONG HAND. I DID NOT, HOWEVER, HAVE TIME TO CHECK MY CALCULATIONS. AS IT TURNED OUT, LEG 2 HAD AN OET OF 8 MINUTES WHILE I CALCULATED 13 MINUTES; OBVIOUSLY A CALCULATION ERROR SINCE OUR MILEAGE WAS CORRECT (AN EASY 200-POINT ERROR). THE SOUND OF RUNNING FEET BY THE CAR AS I SPUN THE STEVENS PROVED THAT OTHERS WERE HAVING TROUBLE RETURNING THE SCORE CARD ON TIME AS WELL.

BUT LOOK ON THE BRIGHT SIDE. IT WASN'T IN THE HEAT OF THE DAY. DESPITE THE GRIPES, GERRY AND I HAD A GOOD TIME RUNNING, SINCE IT WAS A WELCOMED CHANGE OF PACE. AND THAT'S WHAT THIS CLUB REALLY NEEDS. — ROB.

FOR THE THIRD SUCCESSIVE YEAR, DICK JONES AND ROB DEBARDELEBEN SUCCEEDED IN COMING UP WITH A SET OF ENTIRELY NEW CONCEPTS IN TRAPS, GOOD ROADS, GOOD SPEEDS, AND A GENERALLY ENJOYABLE EVENT. THERE'S NOT MUCH ONE CAN SAY ABOUT THE ROADS AND THE SPEEDS, BUT CONCERNING THE TRAPS:

CONTROL #1 — THE FACT THAT THE GENERALS STATED THAT "NVN" IN AN INSTRUCTION YOU WERE WORKING ON ARMED "NVN" FOR ALL POSSIBLE ACTIONS AT THAT TIME SHOULD HAVE ALLOWED THE RALLYIST TO TURN ONTO AN UNNUMBERED ROAD USING A SPECIAL THAT DID NOT CONTAIN "NVN." IF YOU INSISTED ON "NVN" IN THE SPECIAL, YOU TOOK A MAX.

CONTROL #2 — SPECIAL INSTRUCTION #3 SAID, "CANCEL THIS INSTRUCTION AT '✓.'" IF YOU FAILED TO NOTE THAT YOU HADN'T COMPLETELY EXECUTED THE INSTRUCTION UNTIL YOU HAD CANCELLED IT, YOU TOOK ANOTHER MAX. A BEAUTIFUL TRAP.

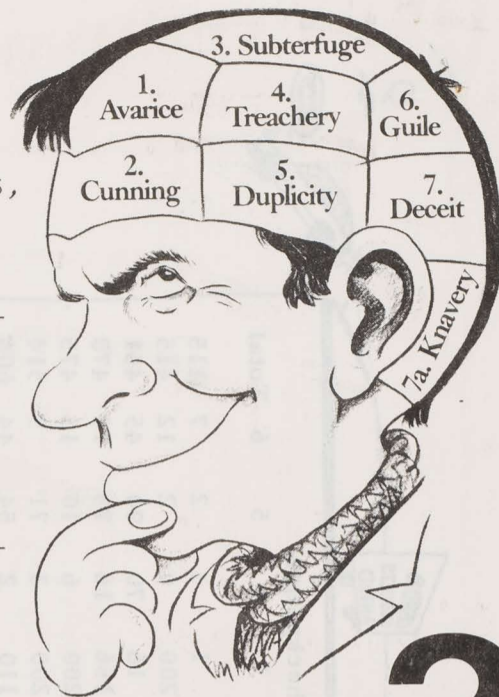
CONTROL #3 — "DIGIT" WAS DEFINED AS "ONE OF THE INTEGERS. . .USED IN ROUTE NUMBERS." IF YOU REMEMBERED ABOUT "USED IN ROUTE NUMBERS," AND ALSO REMEMBERED THE PRIORITY LIST, YOU DID OKAY. OTHERWISE, ANOTHER MAX.

AND SO ON, FOR THREE MORE CONTROLS. JONES/DEBARDELEBEN IDEAS ALWAYS MEET WHAT WE FEEL TO BE THE THREE CRITERIA FOR A REALLY GOOD RALLY TRAP: THEY LOOP YOU INTO THE CONTROL; THEY DON'T USE MEMORY OVERLOAD TO MAKE YOU FORGET THINGS; AND, MOST IMPORTANT, YOU UNDERSTAND HOW YOU'VE BEEN HAD ALMOST, BUT NOT QUITE, BEFORE IT HAPPENS.

THIS YEAR'S EVENT WAS NOT ALL GRAVY — THE LAST LEG HAD TO BE DISCARDED AND THERE WAS SOME FUZZINESS AROUND THE MIDDLE. ALTHOUGH ROB AND DICK RECEIVED AN EXCELLENT CHECK FROM GARY STOUT AND KATHI MC CALL, WE FEEL THAT AN EVENT WHICH SPRINGS FROM MINDS AS DEVIIOUS AS THESE DESERVES AS MANY EXPERIENCED CHECKS AS POSSIBLE. IT'S A SHAME TO LOSE A LEG, OR HAVE A PROTEST, WHEN A MINOR WORDING CHANGE WOULD PREVENT IT.

BUT ENOUGH NITPICKING — IT WAS NEVERTHELESS A SUPER EVENT. WE'RE ALREADY PLANNING STRATEGIES TO PREVENT BEING SUCKED IN AS BADLY IN EDGE 4.

-WILT & BARBARA



THIS IS AN ARTICLE FROM "CHECKPOINTS". LET'S CALL IT RALLY REPORT. THIS OCCURS WHEN SOMEBODY NEAR THE TOP OF THE LIST (SEE PAGE 1) EXPLAINS HOW HE MADE AN ASS OF HIMSELF ON THE RALLY.

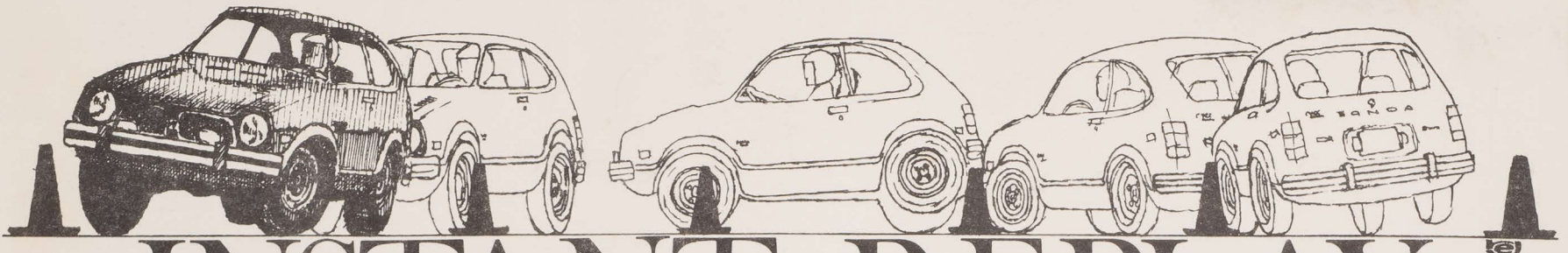
REVIEW: ANSWER THE FOLLOWING QUESTIONS:

- 1) HOW MANY WAYS ARE THERE TO DO ANYTHING?
- 2) LIST THE ADVANTAGES OF EACH.
- 3) ON WHAT TYPE OF RALLY ROAD DO YOU WATCH THE FLOORBOARD? (TRICK QUESTION!)
- 4) WHAT TYPE OF PEOPLE FINISH NEAR THE BOTTOM OF THE LIST? THE TOP?

YOUR MID-TERM EXAMS WILL BE NEXT WEEK.

CLASS DISMISSED.





INSTANT REPLAY AUTOCROSS AUGUST 13, 1978

 THE INSTANT REPLAY AUTOCROSS
 August 13, 1978
 OD's - Bill Hunter & Dave McCall

T = trophy
 * = VMSC

Position	Name	Car	1	2	3
<u>A Modified</u>					
T1	Bob Metz	Lotus	56.435	56.213	56.679
2	Gene Cooley	Abarth	1:10.337	1:09.386	DNF
<u>B Modified</u>					
*T1	Richard West	Datsun	59.573	59.706	58.858
2	Bob Keith	Datsun	1:12.258	1:07.038	DNF
3	John Demitri	Pontiac	DNF	1:09.346	1:09.657
<u>C Modified</u>					
T1	James Moore	Pinto	1:02.506	1:08.186	1:04.464
*T2	Bill Lloyd	Vega	1:08.818	1:04.476	1:03.171
*T3	Tom Blot	Renault	DNF	DNF	1:03.699
* 4	Lewis Parsley	Renault	1:09.713	1:06.389	1:04.709
5	Robert Wylie	VW	DNF	DNF	1:05.478
6	George terHorst	VW	1:05.713	1:05.489	1:05.922
7	Mark Goyne	Vega	DNF	1:07.175	1:05.745
* 8	Bill Enos	Renault	1:06.076	1:05.785	1:15.809
9	Bob Harrison	VW	DNF	1:09.410	1:07.242
10	Steve Ferrell	Sprite	1:09.936	1:09.107	1:15.131
<u>B Prepared</u>					
T1	Aubrey DesPortes	Corvette	1:04.349	1:04.028	1:03.090
2	Ben Fortner	Camaro	1:05.720	1:09.377	1:06.268
3	James Clapp	Corvette	DNF	1:09.270	1:07.366
4	Michael Tarantino	Corvette	DNF	DNF	DNF
<u>C Prepared</u>					
*T1	Baxter Phillips	Datsun	1:01.470	1:02.358	DNF
* Fun	Richard West	Datsun	1:03.461	1:01.482	1:03.859
T2	Richard Phillips	Datsun	1:05.800	1:03.809	1:05.160
3	James Barker	Datsun	1:07.892	1:05.275	1:03.924
* 4	Gary Simmons	Porsche	1:05.766	1:05.719	1:04.149
* 5	Bob Glotfelty	Porsche	DNF	1:04.693	1:04.205
6	Robert McGann	Datsun	1:12.214	1:10.127	1:16.326
<u>D Prepared</u>					
*T1	Bill Hunter	Honda	1:03.258	1:02.918	1:04.438
*T2	Wilt Greenwood	Honda	1:08.447	1:03.938	1:04.612
* 3	Dick Jones	Honda	1:07.870	1:09.222	1:05.181
* 4	Shelia Hunter	Honda	1:05.594	1:06.849	DNF
* 5	Libby Wilson	Honda	1:08.716	1:06.231	DNF
6	Patrick McAllister	Datsun	1:07.178	1:07.152	1:06.297
<u>E Prepared</u>					
T1	Mike Jones	Capri	1:03.640	1:04.457	1:04.541
2	Jay Dorsk	Morgan	1:04.408	1:03.925	1:04.197
<u>F Prepared</u>					
*T1	Len Wells	Datsun	1:05.947	1:05.605	1:05.953
* 2	Shirley Zonner	Datsun	1:18.084	1:15.344	1:12.962
<u>B Stock</u>					
T1	Charlie Seal	Datsun	1:05.291	1:04.153	1:06.288
T2	Chris Hoppe	Datsun	1:06.963	1:16.207	1:04.789
* 3	Scott Powell	Datsun	1:07.328	1:07.102	1:07.352
Fun	Harold Kipreos	Datsun	DNF	1:07.382	1:07.556
4	Bert Duval	Spitfire	1:08.169	1:08.728	1:07.525
5	Harold Kipreos	Datsun	1:11.506	1:09.433	1:09.290
6	Jimmy Terrell	Triumph	DNF	DNF	DNF
6	Robert Moss	Datsun	DNF	DNF	DNF
<u>C Stock</u>					
*T1	Gary Stout	Honda	1:04.266	1:03.126	1:07.364
*T2	Pete Winters	Honda	DNF	1:04.132	1:03.824
* 3	Barbara Stout	Honda	1:05.226	1:04.256	1:05.528
* 4	Cory Brown	VW	1:06.588	1:07.588	1:06.537
* 5	Gordon Paterson	Ford	1:10.374	1:08.946	1:09.599
* 6	Charles Luck	BMW	1:09.826	1:10.236	1:09.680
7	Rusty Rosner	Toyota	1:18.200	DNF	DNF
<u>D Stock</u>					
*T1	Bill Breckenridge	VW	DNF	1:06.270	1:05.872
* 2	Bill Whitehead	Pinto	1:09.561	DNF	1:08.778

The OD's would like to thank all the workers who helped during the event: Shirley Zonner, Gordon Paterson, Dick Jones, Kay Jenkins, Lindsay Wilson, Shelia Hunter, Lewis Parsley, Gary Stout, Rob DeBardleben, Baxter Phillips, Ed Jenkins, Peter Wilson, Sharon Phillips, John Jenkins, Barbara Greenwood, Scott Powell, Bill Gilchrist, Wilt Greenwood, Cory Brown, and Libby Wilson. If we've forgotten anyone, please contact us. Also, special thanks to Thalhimers for the use of their lot.

THE MID RALLY II

SEPTEMBER 24, 1978

REG: 8:00 to 8:45am

F.C.O: 9:01am

PRICE: \$7.00

STARTS:
Bank of Goochland
Rt 250 and Rt 623

TROPHIES:
Equipped
Unequipped
and Others

Dash Plaques To All Contestants

For Information Call

Lewis Parsley
285-4301

Bill Britton
264-8480

A "BRM" Style Rally - Fast and Easy

O.D.'s: Morning - Lewis Parsley
Afternoon - Bill Britton

Official Precheckers: Neale Dickinson
Scott Powell

Workers: Bill Enos, Bill Hunter,
Chris & Lil Young, Peter Wilson,
Judy McGowan, Toby Williams, Butch
Cobb, Lindsey Wilson, John McCure,
Dawn Harris, and Scott Powell.

T - Trophied
MLT - Morning Leg Trophy

ALT - Afternoon Leg Trophy N - Novice
* - Non-VMSC Member

Position	Class	Car #	Car	Driver	Navigator	CHECKPOINTS									Total
						2	3	4	5	6	8	9	AM Tol.	15	
1T	1E	5	Honda	W. Greenwood	B. Greenwood	5	0	1	0	0	2	1	1	13	22
2T	2E	19	Datsun	M. Himes*	J. Mann*	4	0	0	5	1	0	1	11	24	
3MLT	3E	1	Datsun	L. Wells	T. Blot	1	4	1	4	2	1	0	13	28	
4T	1U	13	Honda	B. Westbrook	M. Castleberry	20	0	1	1	1	4	1	22	50	
5ALT	4E	11	Datsun	M. DeBardleben	F. DeBardleben	2	3	4	2	2	6	3	6	88	
6T	2U	4	Honda	G. Stout	D. Jones	28	5	19	12	16	2	6	1	28	
7	5E	6	VW	C. Hoelzel	J. Knight	3	1	4	17	1	1	1	28	116	
8	6E	17	Fiat	G. Moser*	M. Moser*	6	4	3	1	6	39	3	62	128	
9T	3U	8	Datsun	B. Phillips	V. Reynolds*	1	3	3	3	0	0	56	66	132	
10MLT	4U	15	Honda	B. Stout	A. Jones	2	5	66	6	4	28	5	116	132	
11ALT	5U	2	Honda	L. Wilson	S. Hunter	3	1	3	1	2	1	5	16	132	
12	6U	10	Toyota	F. Mills	B. Mills	7	1	4	2	4	55	6	79	135	
13	7U	12	Opel	R. Gillett	S. Gillett	3	1	4	9	0	1	38	56	135	
14	8U	7	Datsun	S. Zonner	R. Zonner	11	6	49	3	25	84	3	181	250	
15	9U	3	Honda	K. Jenkins	J. Jenkins	27	9	5	1	4	11	12	69	250	
16	10U	18	MGB	B. Foley	A. Case-Gant	29	7	41	37	22	109	47	292	339	
17	11U	9	Honda	G. Fberhard	M. Newsome*	0	7	16	9	2	11	2	47	339	
18T	12UN	22	VW	C. Brown	G. Edwards*	43	23	56	11	32	163	26	354	436	
19	13UN	14	Fiat	B. Davis*	B. Bernordini*	29	4	12	10	3	16	8	82	436	
20	14UN	16	MGC	J. Stenger*	G. Kirtland*	26	72	135	25	2	271	54	585	726	
21	15UN	21	MG	J. Gahan*	C. Newman*	12	9	7	81	17	9	6	141	726	
22	16UN	20	Ford	C. Woolson*	C. Woolson*	17	22	111	326	281	31	14	802	919	
23	17UN	23	Morgan	S. Terrell*	J. Crane*	23	29	27	1	9	11	17	117	919	
						124	16	69	100	1	240	13	563	931	
						29	147	125	5	29	2	31	368	931	
						135	114	129	47	2	355	208	990	1249	
						23	64	49	54	38	5	26	259	1249	
						128	60	137	77	51	223	500	1176	1547	
						115	106	24	21	38	28	39	371	1547	
						112	19	20	19	25	1050	491	1736	1865	
						0	31	20	9	8	3	58	129	1865	
						550	500	1000	211	61	500	345	3167	3453	
						30	29	38	70	71	17	31	286	3453	
						500	140	162	191	183	1000	1000	3676	4411	
						47	9	158	91	122	157	151	735	4411	
						1000	500	1000	500	11	1000	1000	5011	5642	
						67	77	103	74	104	99	107	631	5642	
						1000	13	261	500	500	1000	1000	4274	11274	
						1000	1000	1000	1000	1000	1000	1000	7000	11274	
						1000	60	500	500	278	1000	1000	4338	11274	
						1000	1000	1000	1000	1000	1000	1000	7000	11338	
						1000	1000	1000	1000	1000	1000	1000	7000	11338	
						500	1000	1000	1000	1000	1000	1000	6500	13500	
						1000	1000	1000	1000	1000	1000	1000	7000	13500	
						1000	1000	1000	1000	1000	1000	1000	7000	13500	
						1000	1000	1000	1000	1000	1000	1000	7000	14000	

A long time ago on a parking lot far, far away...



AN AUTOCROSS

THALHIMERS' WESTMORELAND
2000 WESTMORELAND ST. RICHMOND, VA.

OCTOBER 1, 1978

**MORE
CAR
WARS**

OD'ed by
SHELIA HUNTER: 804-288-0188
BARBARA STOUT: 804-288-0174

REGISTRATION: 10:00-3:00 FIRST CAR OFF: 11:00 10 CAR HEATS \$5.00 FOR 3 RUNS

1978 MWCSCC CLASSES

EXHAUST SUPPRESSION REQUIRED

TROPHIES FOR FASTEST TIME OF DAY, FASTEST DAME OF DAY AND CLASS POSITIONS

MORE CAR WARS # * vmsc member

October 1, 1978 # T trophy position

OD's - Shelia Hunter & Barbara Stout #
#####

POSITION	NAME	CAR	1	2	3
A/Modified					
FTD T 1	Steven Gibbs	Austin Cooper	DNF	57.238	56.396
T 2	Jeff Chasen	Corvair	1:02.288	59.316	59.351
3	Gene Cooley	Fiat	1:07.237	1:03.597	1:02.380
4	Tom Alley	VW	1:07.792	1:06.964	DNF
5	Tom Alley	VW	DNF	DNF	DNF
B/Modified					
FDD T 1	Joy Cox	Austin Cooper	DNF	1:04.114	1:02.649
* 2	Richard West	Triumph	1:07.980	1:06.941	1:07.045
3	Bob Keith	Datsun	DNF	DNF	1:14.688
C/Modified					
T 1	Paul Moore	Pinto	1:02.290	58.538	1:00.139
T 2	James Moore	Pinto	1:08.517	1:00.767	59.475
3	Tom Heath	Pinto	1:02.643	1:00.399	59.559
* 4	Bill Lloyd	Vega	DNF	DNF	1:04.186
5	Bob Harrison	VW	1:11.378	DNF	1:05.852
6	Wesley Jones	Formula V	1:10.025	1:08.667	1:05.945
7	Martin Puckett	Formula V	DNF	1:09.001	1:06.673
8	Don Pippins	Formula V	DNF	DNF	DNF
A/Prepared					
* 1	Bill McAllister	Porsche	1:37.559	1:03.966	1:04.913
* 2	Delane McAllister	Porsche	DNF	DNF	DNF
B/Prepared					
T 1	Mark Goyme	Corvette	1:07.341	1:06.728	1:05.448
T 2	Jim Clapp	Corvette	1:07.098	1:07.048	1:05.911
3	Bert Duval	Camaro	1:07.443	1:07.995	1:07.732
4	Mike Tarantino	Corvette	DNF	1:11.150	1:08.120
5	Robert Vermillera	Camaro	1:11.724	1:09.388	1:10.859
6	Tim Lloyd	Corvette	1:11.752	1:12.348	DNF
7	Mike Morris	Camaro	1:12.541	1:12.077	DNF
C/Prepared					
T 1	Delphino Cavazos	Porsche	1:04.290	1:03.609	1:02.703
* 2	Baxter Phillips	Datsun	1:04.894	1:03.222	1:02.793
3	Dan Peer	Porsche	1:09.390	1:07.124	1:07.581

D/Prepared					
T* 1	Shelia Hunter	Honda	1:05.946	1:04.498	1:04.065
T* 2	Gerry Eberhard	Honda	1:08.267	1:08.287	DNF
* 3	Shirley Zonner	Honda	DNF	1:11.037	1:08.400
4	Charles Madison	Datsun	1:17.748	1:13.491	1:11.901
* 5	Dick Jones	MGB	1:12.489	1:13.147	1:12.912
* 6	Bill Hunter	Honda	DNF	DNF	DNF
E/Prepared					
T 1	Mike Jones	Capri	1:04.779	1:04.606	1:03.854
* 2	Dave Armentrout	BMW	DNF	DNF	DNF
F/Prepared					
T 1	Jeffrey Guerdat	Fiat	1:04.452	1:04.341	1:03.385
2	W.G. Michael	Vega	DNF	1:12.122	1:11.446
3	Robert Stowers	Vega	DNF	1:16.754	1:14.999
4	Steve Walters	Vega	1:18.997	1:17.321	1:22.860
A/Stock					
T 1	Denise Cole	Porsche	DNF	DNF	1:13.533
2	Ben Fortner	Corvette	DNF	DNF	DNF
B/Stock					
T 1	Pete Massengill	Mazda	1:10.006	1:07.861	1:05.775
* T 2	Scott Powell	Datsun	1:07.043	1:05.832	1:06.119
3	Harold Kipreos	Datsun	1:13.210	1:11.638	1:08.890
4	W. J. Townsend	Porsche	DNF	1:09.231	DNF
5	Charlie Alligrant	Datsun	DNF	DNF	1:12.254
6	Michael Begole	MGB	DNF	DNF	DNF
C/Stock					
* T 1	Gary Stout	Honda	59.977	1:04.183	1:04.553
* T 2	Wilt Greenwood	Honda	DNF	1:03.909	1:02.790
* 3	Barbara Stout	Honda	1:16.282	1:04.788	1:03.608
4	Brian Cooley	Opel	1:11.231	DNF	1:09.944
5	David Ross	Mazda	1:21.203	1:26.015	1:14.880
6	Kenneth White	Fiat	DNF	DNF	DNF

The OD's would like to thank the faithful few who braved the rain and made this autocross possible:
Gerry Eberhard, Gary Stout, Bill Hunter, Dick Jones, Scott Powell, Richard West, Shirley Zonner, Dave Armentrout, Barbara Greenwood, Tracy Greenwood, Mike Castleberry, Chuck Hoelzel, Delphino Cavazos, Steven Gibbs, and Greg Wolford. Special thanks to Dave McCall for the use of Fletcher and to Thalhimers for the use of their Westmoreland lot. If we've missed anyone, please let us know.

MAD DOGS AND ENGLISHMEN GO OUT IN THE MID-DAY SUN;
THE JAPANESE DON'T CARE TO, THE CHINESE WOULDN'T DARE TO...

CHINAMAN'S CHANCE

Virginia Motor Sport Club

15 OCTOBER 1978

A TSD RALLY USING A GRID. APPROXIMATELY 80 COMPETITIVE MILES, WITH BRISK SPEEDS AND VERY LITTLE DIRT. HEAVILY FAILSAFED. AND THERE IS A MARGIN MILEAGE WITH EVERY TURN — ON COURSE, OFF COURSE, AND IN BETWEEN!

O/A	CLASS POS'N	CAR	DRIVER	NAVIGATOR	1	2	3	4	5	6	7	TOT
1	*1-E	DAT	L.WELLS	T.BLOT	1	15	1	0	4	4	1	26
2	*2-E	POR	T.WAGNER+	R.WAGNER+	1	2	12	3	1	5	5	29
3	3-E	DAT	L.PARSLEY	B.BRITTON	3	11	3	4	6	8	2	37
4	4-E	BMW	B.IRBER+	J.VON KAENEL+	1	14	6	14	4	7	4	50
5	5-E	VW	C.HOELZEL	C.HOELZEL	0	36	3	2	0	6	5	52
6	6-E	DAT	S.POWELL	N.DICKINSON	2	5	5	12	9	22	2	57
7	7-E	HON	W.GREENWOOD	B.GREENWOOD	1	13	46	1	2	3	7	73
8	*1-U	FOR	B.WESTBROOK	M.CASTLEBERRY	7	15	11	14	3	76	10	136
9	*2-U	DAT	B.PHILLIPS	M.GABEL+	7	200	23	21	13	122	19	405
10	*3-U	TOY	B.MILLIGAN	D.MILLIGAN	4	200	26	3	7	98	81	419
11	4-U	MGB	E.HAMILTON	B.FOLEY	200	129	12	26	2	73	1	443
12	5-U	HON	G.STOUT	D.JONES	46	200	8	9	200	27	2	492
13	6-U	VW	K.CRIST+	L.CORSA+	34	200	72	103	98	62	200	769
14	7-U	HON	L.WILSON	S.HUNTER	2	200	59	110	184	118	119	792
15	8-U	HON	J.GAHAN+	G.EBERHARD	200	200	127	114	17	62	200	930
16	9-U	TOY	H.ADAMS+	D.BEAUCHAMP+	31	131	87	107	450	19	180	1005
17	10-U	DAT	P.WINTERS	B.STOUT	0	450	40	48	200	118	450	1306
18	*1-N	MG	J.STENGER+	R.STENGER+	73	200	200	200	450	450	450	2023
19	2-N	DAT	P.FERRARA+	R.FORTUNE+	200	450	33	106	450	450	450	2139
20	*13-U	FOR	C.HYATT+	J.JENKINS	450	450	450	450	450	450	450	3150
21	DNF	FIA	S.WOODS+	B.WOODS+								DNF
21	DNF	TAMS	J.DELATORRE+	J.CRIST+								DNF

RALLYMASTERS: FRED & MARIAN DEBARDELEBEN

OFFICIAL PRECHECKERS: FLOYD & BETH MILLS

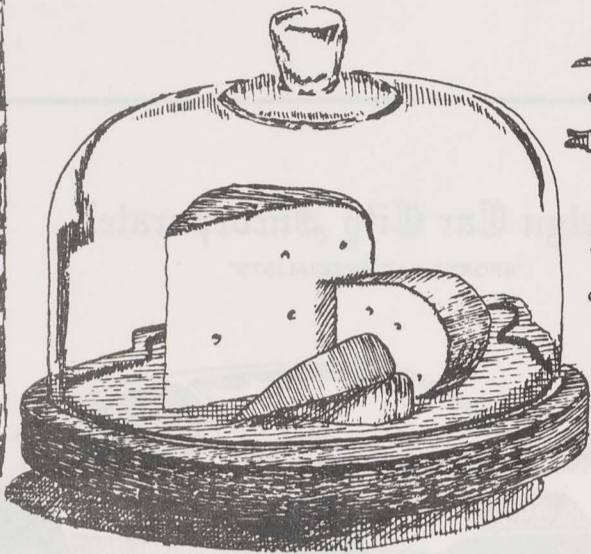
WORKERS: NATHAN DEBARDELEBEN+; FLOYD, BETH, & JESSICA+ MILLS; TONI WELLS; ALICE JONES+; KAY JENKINS; BILL & WILL HUNTER; VICKI & AIMEE+ ARMENTROUT; TRACEY GREENWOOD; LINDSAY WILSON; JOHN & AYLENE+ MC CLURE.

The Virginia Motor Sport Club presents a



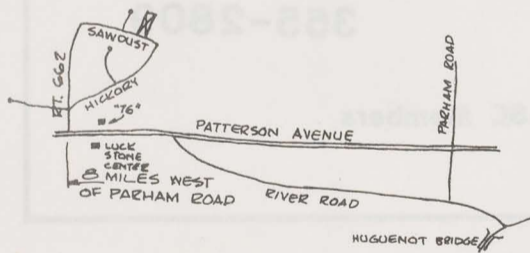
Wine and Cheese Sing-along

PREREGISTRATION REQUIRED. CALL GARY STOUT AT 288-0174.



Saturday, October 21, 1978

At the home of Dick & Alice Jones
Sawdust Drive, Manakin Farms, 8:00 til ?



\$1.50 + 1 bottle of wine
per person.
Bring a musical instrument
and a guest.



Len Wells samples the cheeses



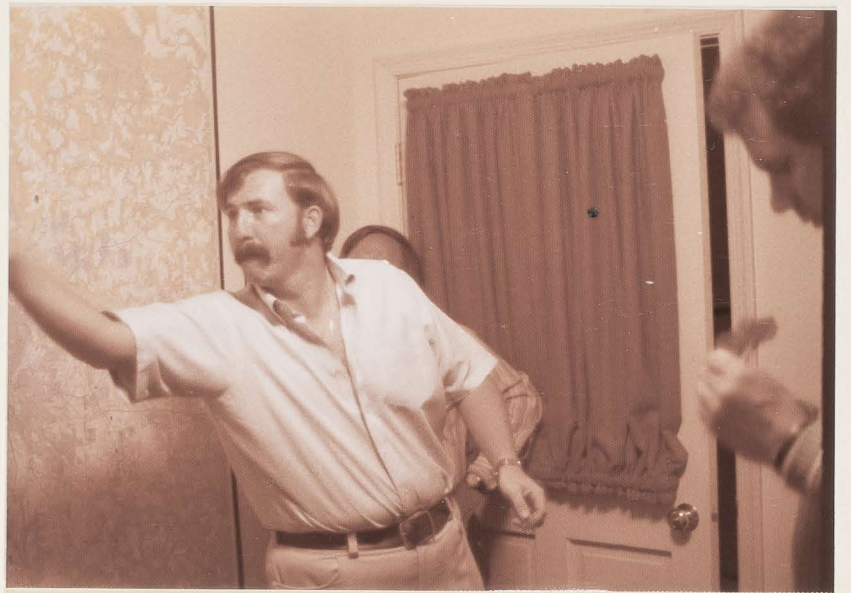
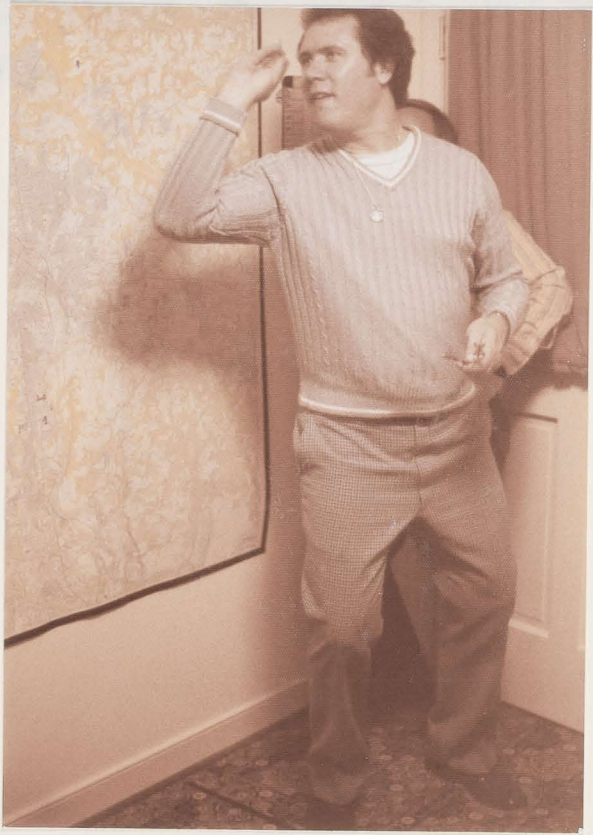
Kay Jenkins and Lewis Parsley

Bill Miller makes sure
have to go back for refills:



The Coon Holler -
Tom, Dick, and John-Boy







Libby Wilson, Annie Wilson, and Jenny White woman control



cars approach checkpoint

1978 OLD DOMINION RALLY - FINAL RESULTS

PLACE	DRIVER	CLUB	CAR	SCORE																			SUN	BOTH						
				1	2	3	4	5	6	7	8	9	10	12	SAT	1	2	3	4	5	6	7			8	9	10	11	12	13
1	Von Kaenel	-																												
1-E	W Edwards	BMW	0	1	1	3	2	4	73	20	1	10	1	116	5	1	1	2	0	1	2	2	8	105	3	4	3	137	253*	
2	S Powell	VMSC																												
2-E	Dickenson	DAT	0	9	1	200	4	2	5	3	4	16	31	275	0	1	1	3	4	0	5	4	5	3	3	2	2	33	308*	
3	Castleberry	VMSC																												
3-E	M Leeper	HONDA	2	1	1	200	1	1	2	4	1	1	193	407	3	2	23	6	4	2	9	0	3	117	1	5	1	176	583*	
4	TCG Wagner																													
4-E	Rita Wagner	POR	200	18	1	0	2	4	1	1	1	12	2	242	200	2	0	5	1	1	16	3	1	183	0	9	0	421	663	
5	Gary Stout	VMSC																												
1-U	Dick Jones	HON	102	157	3	199	6	63	9	12	2	107	8	668	26	12	2	41	2	0	8	1	34	2	12	16	14	170	838*	
6	Len Wells	VMSC																												
5-E	Tom Blot	DAT	2	1	198	200	4	2	6	17	0	2	200	632	28	18	1	0	6	22	4	1	2	187	78	4	1	352	984	
7	Gary Bell	CRM																												
2-U	Jackameit	DAT	14	14	200	200	7	200	57	12	23	31	12	770	4	32	24	1	22	34	14	27	3	196	11	15	5	388	1158*	
8	J Chehaske	VMSC																												
6-E	K Chehaske	AMX	1	6	197	33	4	1	200	1	200	45	50	738	13	16	33	12	0	3	65	50	3	200	19	9	65	488	1226	
9	C Stanley	AAAC																												
3-U	R Stanley	HON	200	11	200	1	15	185	22	200	36	46	7	923	9	4	46	6	15	24	15	44	37	200	11	3	24	438	1361*	
10	B Armstrong	VMSC																												
4-U	A Armstrong	DAT	13	29	200	154	17	200	6	14	54	38	97	822	50	9	47	32	9	27	200	27	49	129	52	30	2	663	1485	
11	C Young	VMSC																												
5-U	L Young	FORD	6	200	13	200	43	31	153	1	26	26	200	899	12	61	4	30	200	3	72	54	14	124	19	6	17	616	1515	
12	W Peters	PSCC																												
6-U	R Saille	FIAT	8	9	200	200	21	200	200	19	23	65	43	988	41	18	60	11	15	11	48	11	5	161	73	5	148	607	1595	
13	Fawsett	SESCA																												
7-E	Fawsett	COR	2	19	198	200	1	199	200	200	2	28	200	1249	4	12	7	195	6	24	83	6	4	69	0	6	76	492	1741	
14	D Milligan	VMSC																												
7-U	B Milligan	MER	9	200	38	200	13	95	32	200	23	25	200	1035	54	54	23	82	26	27	51	23	11	189	129	67	19	755	1790	
15	Armentrout	VMSC																												
8-U	Armentrout	BMW	43	45	200	175	40	200	54	43	89	127	200	1216	17	26	25	43	3	30	64	31	56	95	52	121	43	606	1822	
16	B Phillips	VMSC																												
9-U	S Phillips	DAT	4	200	200	181	34	200	139	117	88	1	200	1364	46	63	18	100	18	36	51	32	27	169	97	98	183	938	2302	
17	C Hoelzel	VMSC																												
8-E	C Hoelzel	VW	2	200	200	4	6	200	200	200	6	3	103	1124	0	600	600	0	6	13	3	5	7	200	6	10	15	1465	2589	
18	B Gomberg	SESCA																												
10-U	D Gomberg	M-B	5	36	200	200	600	600	0	600	8	1	118	2368	46	200	22	67	19	55	200	20	27	85	9	35	600	1385	3753	
19	J Bailey	-																												
11-U	G Webb	TOY	200	132	200	162	200	200	179	200	66	129	125	1793	53	44	200	600	600	600	0	3	200	200	102	108	600	3310	5103	
20	R Lawrence	-																												
12-U	B Blanton	COR	200	600	600	600	600	600	0	200	87	200	400	4087	51	200	17	600	600	600	0	65	60	175	38	56	200	2662	6749	
21	W Rothfuss	SESCA																												
9-E	P Hudkins	SAAB200	9	200	4	9	200	200	200	1	4	53	1080	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	7800	8880

O.D.s - Bookie Westbrook, Kitty Westbrook, Wilt Greenwood, Barbara Greenwood

TROPHIES - Dick Jones

OFFICIAL PRECHECK - Lewis Parsley, Bill Britton

UNOFFICIAL - Fred & Marian DeBardeleben, Jack East, Eleanor East

CONTROL WORKERS - Bill Britton, Jack East, Gerry Eberhardt, Dave Erhardt, Tracy Greenwood, Charlotte Hoelzel, John Jenkins, Kay Jenkins, Alice Jones, Kathi McCall, Lewis Parsley, Barbara Stout, Jenny White, Bill Whitehead, Annie, Libby & Lindsay Wilson, Shirley Zonner



①

THE OLD DOMINION CHRONICLES

by Gary Stout

DEDICATION

To Dick's Honda, for absorbing all the abuse and degradation involved in compiling this report. A staunch and reliable ally at all times- though it may never be the same car, ever again.

PREFACE

"Dick, I've never run a two day rally. I mean, you've been in the club eight years, how do you approach it? Does it hurt? Tell me, wise one, pearls of wisdom from years of experience."

"This'll be my first two day rally."

"Oh."

Thus drawing upon our vast and extensive background, we set about making preparations for the 20th Old Dominion Rally. Everything ready two days in advance: box installed, map box ready, windex and towels (they said there would be a lot of dirt), wake-up calls arranged (early start), rides for wives and luggage lined up. After all, the Greenwoods and Westbrooks wouldn't be caught dead putting on a slapdash event, so why shouldn't our preparation be of the same caliber?

Satiating our mutual fetish for early arrivals, we're the first car at the start- a fine thing too, Bookie looked so lonely sitting there all by himself. Henrico's finest continually drive past, casting dour looks upon our assemblage- perhaps expecting us to storm the laundramat, or pillage the bank and rape the tellers. To their great disappointment, it was just a group of pseudo-masochists about to embark into that never-never land where there is no scenery, just route signs and speed changes. The Old Dominion was about to begin.

CHAPTER I The Greenwoods vs. Us

Saturday's run pitted the rallyists against Wilt and Barbara Greenwood, long reknowned slight-of-hand, read-between-the-lines, what-they-don't-say-is-more-important-than-what-they-do-say artists. The first trap occurred at the ODO check and involved a long winded discourse on what to do at the intersection where the ODO check ended. Conspicuous only by its absence was the magic abbreviation NRC, so change route- and shake the cobwebs off early.

And so the traps began to unfold: a level of priority trap; an NVN trap; a trap based on the fact that an official mileage was any mileage given to the hundredth of a mile, not just a marginal mileage, and thus had the highest priority; a crossroads trap- a crossroads being defined as the crossing of two- and

②

only two-roads; an instruction which told you to "subtract one from the number of your current Rt.", which had absolutely no effect on the rest of the instruction and its execution; an instruction that said 'L at T.....this instruction must be executed at a real "T".'- simple, right? So simple that only six cars did it correctly.

The remainder of the Saturday legs were a melange of drivers/ confidence legs run over some of the nastiest roads (i.e. logging trails with route numbers) in the east coast. The scenery, if you could grab a chance to look at it, must have been magnificent. Personally I was too busy keeping the car pointed between the cliffs and the edge of the world.

CHAPTER II The Westbrooks vs. Us (or know and understand your Rallymasters)

Bookie and Kitty Westbrook were leg OD's for Sunday's segment. Bookie and Kitty, especially Bookie, approach a rally in a different manner than do the Greenwoods. This became abundantly clear to us in last years December rally when we finished about a half-inch from last. Their traps have been termed outdated and archaic, but they are nonetheless enjoyable- and effective. They are there for the taking and gave us a refreshing change from the pummelling we all took on Saturday.

They chose to use the same official mileage trap as used on Saturday. It didn't catch as many the second time around but catch a few it did. If you weren't watching your mileage, you probably turned at the wrong intersection- outdated? it still gets people a max. Another leg featured the most complex Special Instruction seen in a long, long time- nothing hard, just complicated.

At lunch it occurred to us that we hadn't seen a "BOOKIESIGN" all day. It was fall so bronze on brown would seem appropriate (in the spring he leans toward olive on green). He would never use an "at" sign so it must be one of the "after" signs- only three, "Breezy Hill", "Episcopal Church", "Jonesboro". We proceeded to mark all those signs with our biggest magic marker. "Breezy Hill" was easy and quick, but "Episcopal Church" was another matter. Dick and I dammed near herniated ourselves looking for that sign. After what seemed like four hours, we finally saw it, but we were sure it wasn't the right one. Bookie had to have found a small church, a half-mile from the road, buried in a grove of trees- wrong, so it was on to 'R after "Jonesboro"'. And "Jonesboro" it was, check the intersection, turn left, read the first two words of the rather verbose Special that followed- and you would have missed the sign- your classic quickie.

One of the highlights (emphasis on high) of the day was a climb up the Shenandoah (or was it Blue Ridge) Mountains with a checkpoint at the bottom to catch the unwary who decided to get an early start.

③

It was a totally different rally than the day before, one which restored a sense of confidence in the minds of the people who ran the event.

CHAPTER III Us vs. Us

No self-respecting rally report would be complete without a discussion of the insipid and banal mistakes perpetrated by the author and his partner. Not being one to break with tradition, I will offer the following account.

Observing our rally techniques on Saturday was more like watching a time bomb without a clockface- you didn't know when it would explode, only that it, in fact, would. We were to leave the ODO check at 9:30 plus our car number in minutes. We ran out the free zone, Dick calculated the time we were to leave, and we were off. A lesson to novices in how to easily and quickly add points to your score-- don't add your car number to your out time!!

Later in the day, Dick (probably after being jostled about for five hours) looked at 10.90 miles on his Stevens and saw 10.09- that was good for another hundred points.

Not wanting to be upstaged by Dick, I felt obliged to reciprocate. Of course I freely admit that Dick has more creativity in his little finger than I have in my whole body, but then I have a surefire way to pick up a max, and when something works, you stick with it. I took my time and finally got my chance- Dick had his head buried in calculations- " R onto 522"- no, I think I'll go left. Scenic tour of greater downtown Goochland, ten miles off course- oops, that did say R, didn't it? While we endeavored to make up all the lost time, we decided that perhaps hypnosis might cure dyslexia. It sure wouldn't make matters any worse. As if to magnify the point on the return leg on Sunday, instead of turning right onto 340, I went left. Dick and I would still be knocking around in West Virginia if Dick hadn't observed that we appeared to be travelling on the wrong side of the road if we were to be headed toward Waynesboro.

CHAPTER IV The Roads vs. Us

I have previously made mention of the nastiness of some of the roads. Well, Dick's digital clock was knocked out of its socket, and you can't imagine the sensation, as you're driving down the road, of being pelted by debris and discovering that it's cigarette butts being knocked out of the ashtray. But our problems were minimal compared to others: reports of broken boxes, cracked wheels, flat tires, and mufflers and exhaust manifolds being strewn willy-nilly about the countryside. This didn't characterize all of the roads, only a small portion- it's just that these were the roads everyone remembered. The drivers felt like they had been working jackhammers for a week and a half. The navigators eyes hurt from writing the calculations,

④

and ached from trying to read them. Fortunately for all, the speeds were not oppressively high, and the actual complaints were few.

CHAPTER V The Food vs. Us

Happily no surprises occurred here. The lunch breaks (the Wheelhouse on Saturday and Pappy's Moun ain Fried hicken- the food was better than the sign- on Sunday) were good selections. Though the service was, at times, slow (but when has it ever been fast for a rally), the food was quite good and the prices not overbearing. We did not attend the buffet Saturday night at the General Wayne, at \$8.50 per person the tariff seemed a bit high and we were too tired to sufficiently engorge ourselves to get our money's worth. The Apple Crate, though, served as a reasonable alternative. The cuisine at the banquet was not exactly four-star but it was in keeping with all the other eating establishments- a good selection. The ODs deserve high marks for their choices in this regard.

EPILOGUE

It is hard, sometimes, to be objective about a rally- your overall outlook on it can be tainted by your position in the final standings. But the view I have seems to be compounded by the views of most everyone else who ran the event- it was first-rate in every sense. People seemed to take a certain masochistic delight in recounting incidents that happened during the event- a sure sign that, above all, people had a good time.

Thanks should be offered to those who supported the Old Dominion Rally: all the workers; those who donated the marque awards- Richmond Honda, Boulevard Datsun, Foreign Car City, and David R. McGeorge; Boulevard Datsun for donating the liquor and mixer for the Sunday cocktail party; the General Wayne for tolerating us. And special thanks to Bookie and Kitty and Wilt and Barbara for having the perseverance to stage such an outstanding event.



O.D. Bookie Westbrook



Baxter and Sharon Phillips



Von Kaenel and Bill Edwards



Doc and Rita Wagner



Dick and Gary — or is it Gary and Dick?



Tom Blot and Len Wells



Bill Jackameit and Gary Bell



Courtney and Dick Stanley



THE VIRGINIA MOTOR SPORT CLUB
and
THE OLD DOMINION Z CAR CLUB
present



1-864 RALLY

DATE 12-10-78 PRICE \$6.00

PREREGISTRATION PLEASE!!!

PLACE

BANK OF GOOCHLAND Rts. 250 & 623 west of richmond

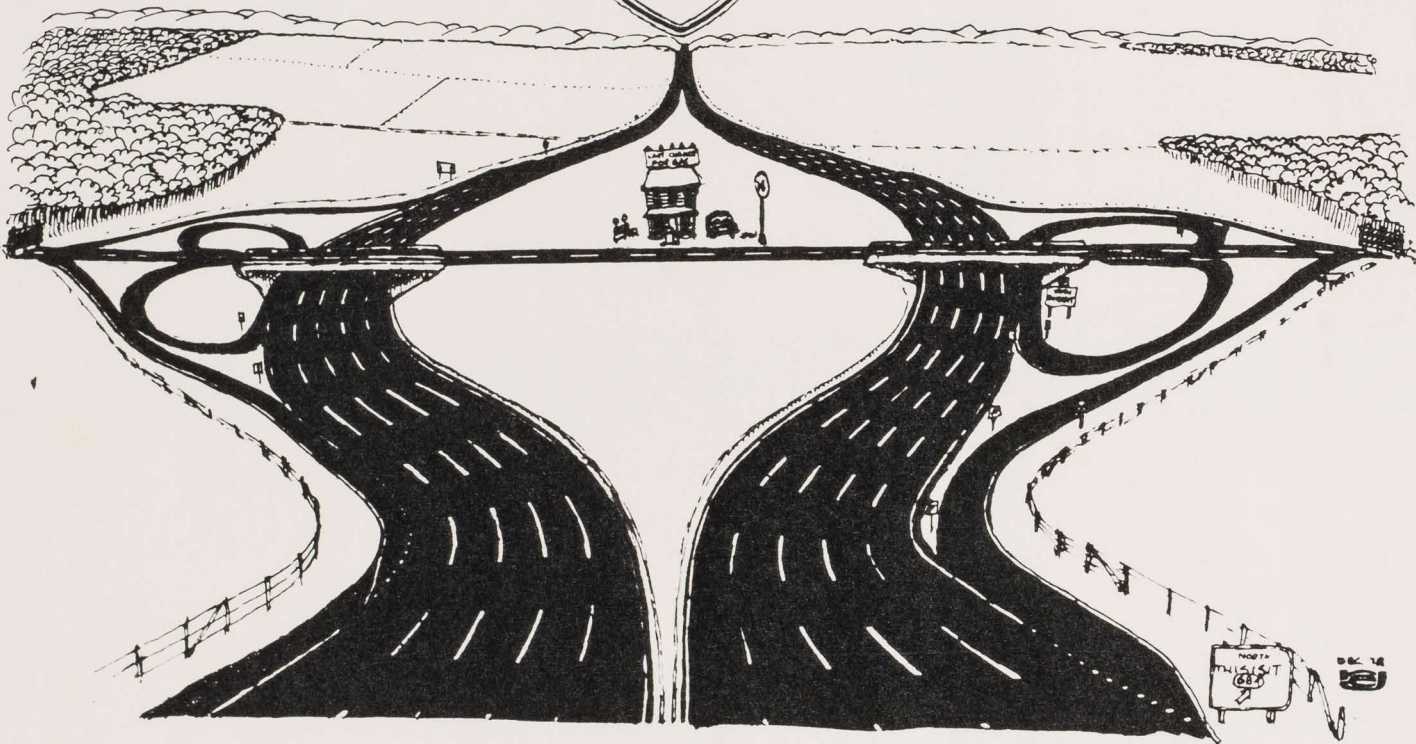
TIMES

REGISTRATION OPENS: 10:00

FIRST CAR OFF: 11:01

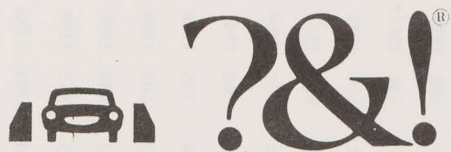
O.D.

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approx 150 miles of FAST STRAIGHTFOWARD AND EASY RALLYING



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EVERY POT
A SLOT CAR IN
EVERY GARAGE**



YES FRIENDS, YOU TOO CAN JOIN THE EXOTIC
WORLD OF SLOT CARS. CONQUER THE "HO HUMS,"
COME RACE IN MINIATURE.
TIME: 9:00 PM THURSDAYS (NON VMSC)
PLACE: VARIOUS COURSES
COST: 1.00
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A GOOD TIME GUARANTEED

**SERIES 3 ROADCROSS
T-SHIRTS**



ONLY
\$5 EACH

SIZES S-M-L-XL
ROYAL BLUE W/YELLOW
WHITE W/BLUE
YELLOW W/BLUE
LT. BLUE W/BLUE

100% COTTON, HI-CREW NECK, POCKET FRONT
WITH DISTINCTIVE "SERIES 3" LOGO
PRINTED ON BACK.

AVAILABLE AT VMSC CLUB MEETINGS,
AT THE SERIES, OR BY MAIL FROM:

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MAIL ORDERS, ADD \$1.00 TO COVER
EXHIBITANT POSTAGE. INCLUDE CHECK
MADE PAYABLE TO VMSC.



**DON'T
FORGET...**

VMSC T-SHIRTS
ARE AVAILABLE
AT EVERY CLUB
MEETING. LONG
SLEEVE, 50% COTTON
50% POLYESTER
WITH 2 COLOR
VMSC LOGO ON
FRONT, S-M-L-XL
YELLOW OR TAN.
\$6.00 EA.

LIMITED QUANTITY OF 100% COTTON SHORT
SLEEVE SHIRTS AVAILABLE, LOGO ON BACK
POCKET ON FRONT. L-XL. \$5.00
AVAILABLE FROM DICK JONES,
EXECUTIVE DIRECTOR OF THE OFFICE FOR THE
PROCUREMENT AND SALE OF CLUB UNDERWEAR.

YOU ASKED FOR IT... YOU GOT IT...

VMSC SWEAT SHIRTS

100% COTTON, LONG SLEEVE
SWEAT SHIRTS WITH THE VMSC
LOGO ON IT IN SILVER. SIZES
S-M-L-XL. A REAL STEAL AT
\$7.50 EACH

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UNDERWEAR SALESMAN, DICK JONES

