

1981...

Announcing
The 30th Anniversary Awards Banquet
of the Virginia Motor Sport Club
January 17, 1981
at the Westwood Racquet Club
at a cost of \$17.50 per person
6:00 P.M. - Cocktail hour
7:00 P.M. - Dinner
8:00 P.M. - Awards presentation
9:15 - 12:15 - Dancing
All past and present members
and friends of the Club
are cordially invited to attend.

Cost includes set-ups, dinner, awards presentation
followed by dancing to the "Second Chance"
B.Y.O.L. (No beer or wine) Reservations by
prepayment only. Send checks made payable
to V.M.S.C. to:

Barbara Porsley
7807 Dalmain Drive
Richmond, Virginia 23228





1980 POINT STANDINGS

OVERALL POINTS STANDINGS FOR 1980

1. Gary Stout	14,850	55. Dave McCall	2,600
2. Tom Blot	14,250	56. Bill Whitehead	2,350
3. Wilt Greenwood	13,700	57. Warren Doub	2,300
4. Len Wells	13,200	58. Bill Britton	2,250
5. Bill Hunter	13,150	59. Jenny White	2,100
6. Shelia Hunter	12,950	60. Tracy Greenwood	2,050
7. Scott Powell	12,900	61. Alan Armentrout	2,000
8. Dick Jones	12,650	61. Chuck Edwards	2,000
9. Chris Young	12,250	63. Vicki Armentrout	1,800
10. Lewis Parsley	12,150	63. Bill Gronning	1,800
11. Barbara Stout	11,650	63. Beverly Robinson	1,800
12. Gerry Eberhard	11,150	66. Kathleen Edwards	1,700
13. Floyd Mills	10,550	66. Gordon Paterson	1,700
14. Libby Wells	10,150	68. Bill Smith	1,550
15. Bill Chvala	10,050	69. Chris Blot	1,300
16. Lil Young	9,650	70. Sue Adams	1,000
16. Richard West	9,650	70. Charlie Hoelzel	1,000
18. Bill Armstrong	9,500	72. John McClure	950
18. David Milligan	9,500	73. Alice Jones	900
20. Barbara Greenwood	9,450	73. Toni Wells	900
20. Bookie Westbrook	9,450	75. Jack East	650
		76. Mike Castleberry	550
22. Shirley Zonner	9,150	76. Keith Hunter	550
23. Bay Milligan	8,950	76. Ralph Vawter	550
24. Marvin Mills	8,100	79. John Donegan	500
25. Peter Wilson	8,000	79. Bob Foley	500
26. John Bergeron	7,700	79. Art Wingo	500
27. Neale Dickinson	7,400	79. Diane Wingo	500
28. Alan Armstrong	6,750	83. Cory Brown	450
29. Lindsay Wilson	6,450	83. Katy Wells	450
30. Chuck Hoelzel	6,400	85. Louis Hiltz	400
31. Mike Newsome	6,300	85. Milly Hoelzel	400
31. Barbara Parsley	6,300	85. Mark Kavitt	400
33. Bill McAllister	6,200	85. Judy McGowan	400
34. Gary Simmons	5,850	89. Charlotte Hoelzel	250
35. David Armentrout	5,800	90. Harold Adams	200
36. Ellis Wimmer	5,750	90. Theresa Spaulding	200
37. Bill Blevins	5,450	90. Ruth Williams	200
38. Beth Mills	5,250	93. Steve Greenwood	100
39. Chuck Dabney	5,150	93. Ken Koalow	100
40. Fred DeBardleben	5,100	93. Kevin LaRue	100
41. Bill Enos	4,950	93. Baxter Phillips	100
42. Marian DeBardleben	4,600	93. Martha Dickinson	100
43. John Adams	4,450	98. Paye Adcock	50
44. John DeBardleben	4,300	98. Jim Adcock	50
45. Mill Hunter	4,150	98. Allen Brown	50
46. Doug Burton	3,950	98. John Chehaske	50
47. Judy Chvala	3,900	98. Kathy Chehaske	50
48. Rocky Bowman	3,800	98. Richard Chvala	50
49. Toby Williams	3,650	98. Butch Cobb	50
50. Bill Lloyd	3,550	98. Ellen Hamilton	50
51. Jeff Wright	3,450	98. Brad Peasely	50
52. Janice Wimmer	3,100	98. Sharon Phillips	50
53. Guy Spaulding	2,700	98. Janet Rowe	50
54. Kay Enos	2,650	98. Jim Rowe	50
		98. Kitty Westbrook	50



**THE
GLASS
JAW**

February 22, 1981

A TSD Trap Rally of Moderate Difficulty
by Rallymasters Chris and Lil Young
for the Virginia Motor Sport Club.
Official Pre-check by Scott Powell and
Neale Dickinson.

Starts at Miller and Rhoads in Southside Plaza
in Richmond, Virginia (Int. Rtes 360 & 161).
Registration from 10:00 to 10:45 AM.
FCO at 11:01 AM. Entry Fee \$6.00.
Trophy Presentation at Finish.

For Information or Pre-registration contact:
Chris & Lil Young
1915 Belt Boulevard
Richmond, Va. 23224
(804)233-6132

1





Newsbreak: The gas shortage has hit extremely hard in Richmond this summer with hundreds of cars lined up for gasoline...



Presents...

WINTER CLOSE-OUT

March 15, 1981

Thalhimers Westmoreland
2000 Westmoreland St.
Richmond, Va.

Close-out winter with a fast and challenging autocross Oded by Bill Hunter and Ellis Wimmer. FUN RUNS FIRST to stretch your winter muscles and break the hibernation habit! \$1.00 each. Three Fun Runs allowed for each regular paid number registered, time permitting.

Registration and tech open at 9:00 a.m., first walk-thru at 9:15 a.m. First Fun Run at 9:30 a.m. Fun Runs without interruption until 11:45 a.m., then another walk-thru. First heat begins at 12:00 p.m. You'll be guaranteed at least one Fun Run but only if you register by 11:00 a.m.

Entry fee: \$5.00 for 3 runs. 1980 MWCSCC classes, modified to include camber compensation on swing-axle cars, and 1.75" minimum ground clearance. Exhaust suppression required.

8 For more info call Bill at (804) 883-6557.

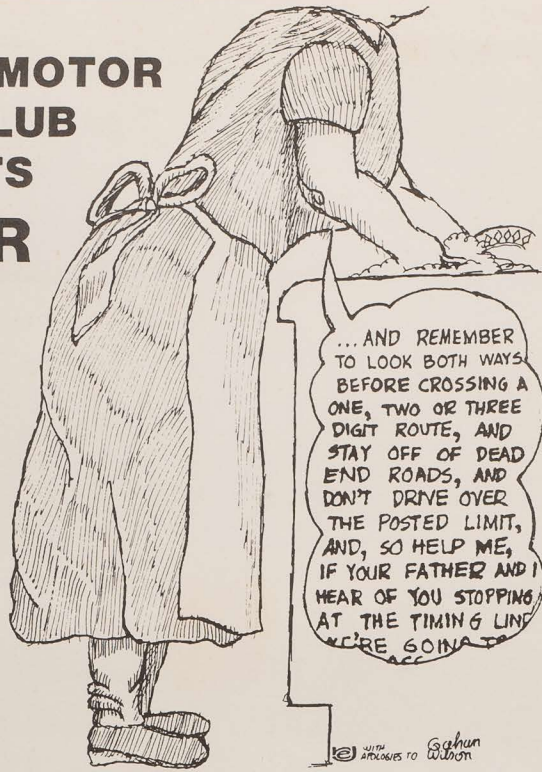




**VIRGINIA MOTOR
SPORT CLUB
PRESENTS**

**YOUR MOTHER
WOULD LIKE
THIS
RALLY**

**SUNDAY
MARCH 29,
1981**



... AND REMEMBER
TO LOOK BOTH WAYS
BEFORE CROSSING A
ONE, TWO OR THREE
DIGIT ROUTE, AND
STAY OFF OF DEAD
END ROADS, AND
DON'T DRIVE OVER
THE POSTED LIMIT,
AND, SO HELP ME,
IF YOUR FATHER AND I
HEAR OF YOU STOPPING
AT THE TIMING LINE
WE'RE GOING TO
ACC

WITH APPROVES TO *Graham Wilson*

A very simple rally for beginners!

Starts and ends at Tuckernuck Shopping Center on Rt. 250 (Broad Street) west of Parham Road. Total length is approximately 75 miles. No dirt.

Registration opens at 11:00 a.m. First car off at 12:31.

Cost - \$6.00 per team -- entries limited to unequipped and rookie classes only (no computers permitted).

Expanded Trophy Positions -- one trophy and/or dash plaque awarded for every five cars in a class.

For pre-registration call 804-288-0174.

A drawing for starting numbers will be held on Friday, March 13 for those who have registered prior to that date. (After March 13, you will be assigned the earliest available number upon pre-registering)

All equipped teams are invited to the gala \$2.00 per-team-winner-take-all-official-pre-check-challenge run to be held on Sunday, March 8 (Snow date March 22). Contact either rallymaster for details (or just show up on March 8 at 11:30 with your computer and \$2.00).

Novice crews requiring additional information or advice may contact the Rallymaster by calling:

Dick Jones -- 804-784-4373

Gary Stout -- 804-288-0174



PRESENTS

**BUT PARKING LOTS ARE
NOT FOR PARKING, HONEY!**

April 5, 1981

Chesterfield Mall
(Intersection of Rts. 60 & 147
in Chesterfield County)

-- OD's --

Registration & Tech -- 10:00 a.m.

Libby Wells -- (804) 275-8772

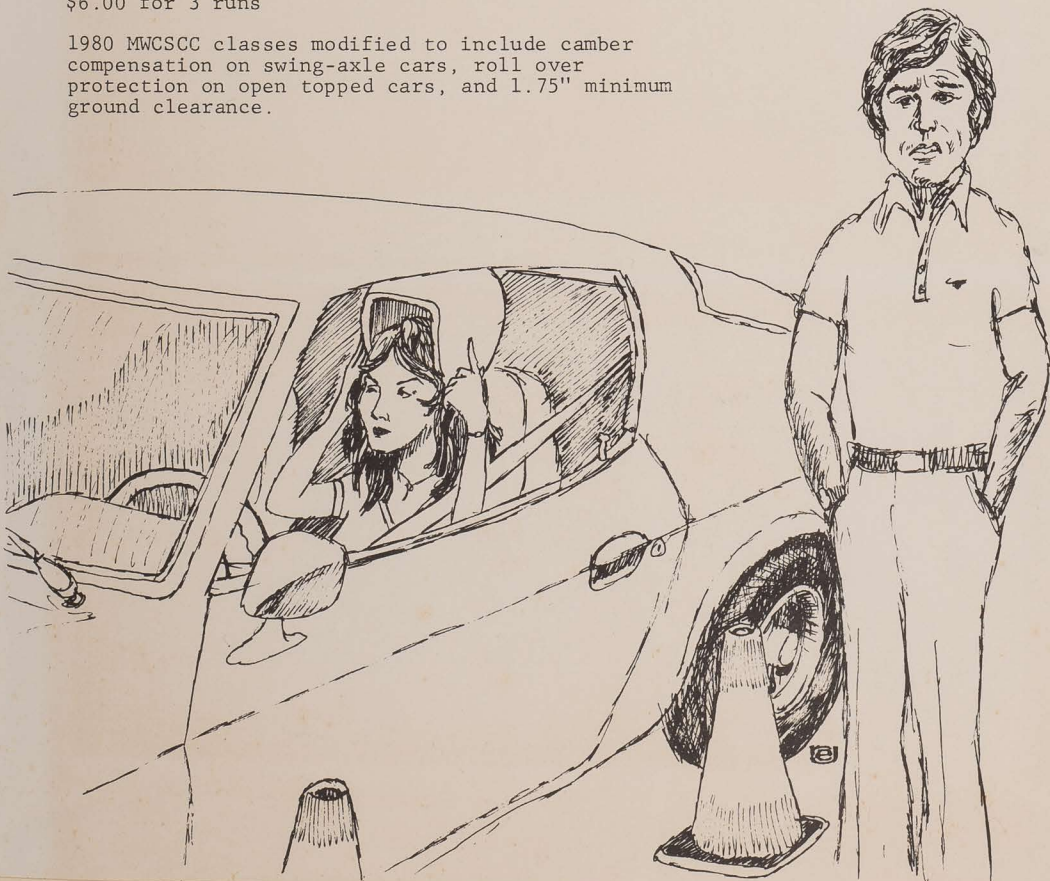
First Car Off -- 11:00 a.m.

Barbara Stout -- (804) 288-0174

Shelia Hunter -- (804) 883-6557

\$6.00 for 3 runs

1980 MWCSCC classes modified to include camber compensation on swing-axle cars, roll over protection on open topped cars, and 1.75" minimum ground clearance.





Powhatan Pro-Am Road Rally



Unequipped classes, or simple straight forward instructions with educational comments designed to help the novice rallyist for the Rookie class.

A TSD rally of approximately 100 brisk competitive miles. The Pro-Am offers two different sets of instructions for the same event; challenging course following instructions of moderate difficulty for Equipped and

Sunday - May 3, 1981

Start Point:

Chesterfield Mall, Rt. 147 & Rt. 60 South of Richmond, Virginia

Registration:

10:00-10:45 a.m. First Car Out 11:00 a.m. + car no.

For more information, contact the Rallymaster:

Bill Chvala
2900 Vistapoint Road
Middleton, Va. 23113
Home Phone: 804/794-4813
Office Phone: 804/598-2078

Limited Field:

Total number of entrants will be limited to sixty (60) cars so pre-registration is recommended. (See other side.)

Cost:

\$6.00 — Both VMSC members and non-members.

Awards:

Dash plaques for all cars. Trophies will be awarded per class for each five entrants or fraction thereof.

Before the Start, We Had Signed Away Our Rights

By Bonnie V. Winston
Times-Dispatch Staff Writer

It certainly was no ordinary Sunday drive. There were times when I thought we had "cashed it in," as the photographer so graphically put it.

We spent about seven hours careening through 100 miles of Powhatan, Chesterfield and Amelia counties in the Powhatan Pro-Am Road Rally. It was sponsored by the Virginia Motor Sport Club and drew about 60 entrants, many of whom came equipped with Porsches and rally computers to run the course.

I came with a Honda and a stopwatch, which I had no idea how to use to help us. I mean, when they talked about the "Am" in Pro-Am, they were talking about us. I can't read a map, and I was supposed to navigate us through this scavenger hunt on wheels.

There was my brother, Leslie, the driver, who mistook the event for a grand prix speed rally. He thought he should keep the pedal to the metal until we screamed for him to turn.

AND THEN THERE was Clement, the photographer dispatched to record the story. He said he couldn't help navigate because he would be too busy laughing.

None of us had ever rallied before. The finer points of trying to follow obscure directions and find rural routes and rally checkpoints by a certain time were lost on us.

It was a scream.

Really. "Never assume anything," said Bill Chvala, executive vice president of Swan Inc., makers of gooseneck beverage trailers, and Sunday's rallymaster.

"All you need to compete is an ability to maintain an average speed and some intelligence."

Frankly, I wondered about both. Of course, all the advice Chvala gave was cheap. He is a self-proclaimed "bona fide car freak," who keeps a Porsche 928 with an \$800 Zeron 770 computer for rallying and a modified Corvette for auto crossing.

As a senior in high school, he built a sports car from a kit. And his wife, his usual navigator, was a college-math major who graduated No. 1 in a class of about 4,000.

THIS WAS the man who made up the route. And he said not to panic.

"Just try to stay on course. If you see bright-colored pie plates, that means you are headed in the wrong direction. Just turn around and go back to where you know you were right," he said.

The advice we took was to "run by the seat of your pants." By the end, we were flying by less than that. But we discovered why those little pie plates were called "YFU" plates. The rally glossary said it meant "You Fouled Up."

"Stop!" I screamed at Les when we rounded a bend and suddenly came upon a Day-Glo pylon and a sign with a big check mark.

This was the first checkpoint, the outpost in the wilderness to let us know we were on course. We were supposed to stop here and get our time marked and any special instructions for the next leg of the course.

Les slammed on the brakes to try to stop beside the check mark sign, which the instructions said don't do because of other cars coming into the checkpoint.

"Not here!" I screamed, thinking we would be rammed from behind by another bumbling rallyist.

He hit the accelerator. We flew past the men in a Honda who were there to take our time card.



AS TIME GOES BY — Staff photographer Clement Britt stopped laughing at his two rally cohorts long enough to hold his motor-driven, fisheye lens-equipped camera out

the window and snap this shot of the puzzled Leslie and Bonnie Winston. Whereabouts — unknown.

"Stop!" I yelled again.

TURNING AROUND, I could see little arms frantically waving from each side of their car. Les hit the brakes, threw the car into reverse and floored it. We made it back.

Before the start of the rally, we had signed away our rights "with respect to . . . bodily injury or death, loss or damage to property." We had even promised not to sue and waived our right to a jury trial.

The men said we were doing well. They knew we were novices running on rookie instructions. I think they were happy that they didn't have to send a search party for us by the first checkpoint.

Our instructions had said to look for an "Exxon" sign. For all we knew, it could have been a gas station sign or one that was handpainted by the rallymaster. The instructions said be alert, assume nothing.

We never saw the sign, but had managed anyway to find our way to the checkpoint.

THIS WAS an example of a sign trap, something to trick the drivers and navigators in hopes that they would "bite the trap" and take a wrong turn.

Other types of traps, and yes, we fell for them, were Special Instructions, which like those stupid high school multiple choice tests, were good (A) Sometimes (B) Once (C) Never or (D) Every once in awhile. But they had to be executed at each "valid opportunity."

We were about five miles off course when we realized it. Even after seeing a maroon Datsun 280ZX do a 180-degree bat turn in front of us, we continued on past Palmer's Store on Route 522 until it crossed Route 60 in the hinterland and became Route 1002.

We thought then that we were off course and swung around and doubled back, trying to figure where we went wrong.

We went about five miles back down 522, trying to hash the

situation out. Following the Datsun, I thought, would have put two cars off course. There was no guarantee they were right, I told Les.

SO, CONVINCED that we were headed right the first time, we turned around and started back toward 1002. It was then that we saw the pie plates right where the Datsun had spun around.

We made another "U" and returned to Palmer's Store. It hit me then that we should have used Special Instruction No. 3 that said turn right on Route 615. We'd passed that route at least three times now.

Of course, that was the answer. The next checkpoint was just down the road. We got 200 points for being more than 20 minutes late.

The object of the rally is to come out with no points. Oh, well. We thought we could make it up by doing well on the next leg. But we got another 200 points for reaching the next checkpoint about 11 minutes early. Seeing a sign with a big check mark, we turned off the route and into the checkpoint lane where we were promptly penalized for skipping about 12 miles of the course.

By the lunch break and the fourth checkpoint, we had about 720 points and a couple of minor heart attacks.

IT WAS after a roadside lunch somewhere in Powhatan that we cruised into Amelia and headed for trouble. I guided us past a church and into a trap that led us past cows and silos and into a woods.

"Gosh, a bear might jump out and get us," Les said as he steered us through a road that was a classic for a four-wheel-drive pickup commercial. Weeds and dirt were clanging along the underside of the car.

"Are you sure we're going the right way?" Clement asked. He had taken his second allergy tablet during the lunch break to drug him up for the second half of the trip. He said it was pretty bumpy in the back seat.

"Yeah," I said. "We crossed the railroad tracks like the instructions said." But part of what we hadn't done was turn onto a route having a last digit equal to the sum of its first two digits. I thought they had put that in to throw us.

But it didn't look right for us to be traveling along this hunting path. I checked the general directions and this path didn't really constitute a "road" under the definitions.

We turned around. We stopped.

CLEMENT DECIDED he wanted to get out and take pictures.

There were no directing signs or pie plates, and the only thing we saw leaving the area was a pickup truck heading back into the woods.

We made it back to the church, which was just up the road from the last checkpoint, and we sat there for a bit trying to figure out which way to go. By that time, our trip odometer was nowhere near the mileage figures given with the course instructions, so we had no help.

We flew by the seat of our pants back up and down that road a couple of times until we figured out our mistake. We had taken a right instead of a left at a "T" intersection.

We found the way and the next checkpoint, where we collected another 200 points.

The points were racking up. If this had been gin rummy, we might have been winning.

Getting lost alone wasn't so bad. It was at a later point when we took about five cars with us that I felt a little guilty.

We suddenly pulled over to hang a "U," and they all followed

Continued on Page 9, Col. 3

Trio Drove 100 Country Miles, But It Was No Ordinary Outing

Continued From First Page

us like little lemmings into a weed-filled ditch. An unsuspecting motorist pulled around the line, wondering what was going on.

WE ALL MADE IT back on course and eventually to Rosa's Pizza in the Huguenot Village Shopping Center, where the rally ended. We had a couple of drinks and said we'd forget about completely missing the last checkpoint. Most of the rookies did. That was the beauty of the course, Mrs. Chvala said. It was designed so that if you got lost, you wouldn't remain out "in the wild, blue yonder," she said. "Taking the wrong turn would bring you back to the checkpoint eventually."

Ending up with 1,973 points, we did rather well for our first rally. Other friends, also in their first rally, finished with 3,100 points.

"Wasn't the scenery beautiful?" asked Tina Heller, the navigator of the Mazda RX-7 that garnered the 3,000-plus points.

"Tina, I was so busy concentrating on the directions that I really didn't see that much," I told her. Mark Kavitt, her driver, glared.

"She was so busy watching the scenery that we missed two checkpoints," he said. He threatened to get another navigator. She laughed.

I THINK Leslie had been ready to dump me at points. He kept asking me why I couldn't figure out our time.

"Because I'm dumb," I told him.

"But you've got a calculator," he countered.

"But I don't know what to put into it to figure anything out." Nor did the stopwatch help much.

I didn't feel so bad when Chuck Hoelzel, an intelligent-looking man who said he'd been rallying on and off since 1959, said he got 1,113 points. And he had a computer.

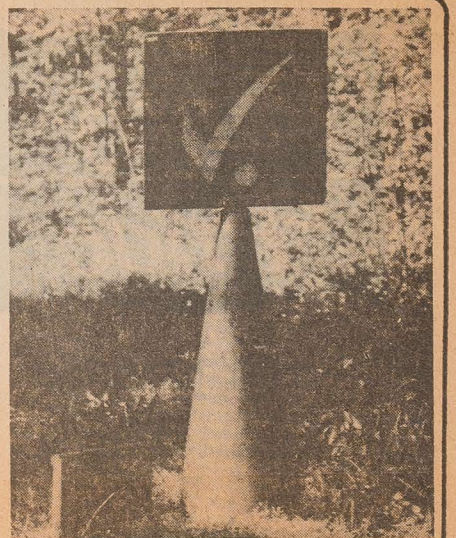
He also had for a navigator his 16-year-old son, who had cut his teeth on road rallies and helped navigate his father to a win at some tender age.

Stories about the day's hits and misses were flowing with the beer.

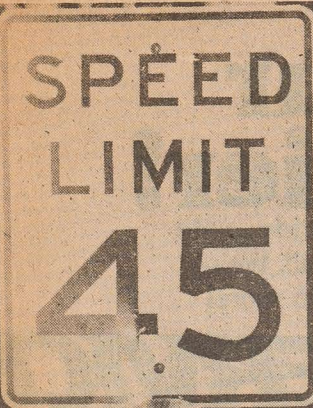
Six cars were still out as darkness drew near and people were consuming still more pizza and beer.

No search party was sent. I remember being glad I told my boss to dispatch police units and a rescue squad to Powhatan if Clement and I didn't show up for work Monday.

If there was a saving grace to our first attempt at rallying, it was Leslie. For once I was grateful for all the high school and college weekends he spent drinking till the wee hours and then had to drive home. I didn't realize how well he can drive and how valuable those past experiences could turn out to be. Onward, to the next checkpoint.



A Check and a Point Is a Checkpoint Don't Be Early; Don't Be Late



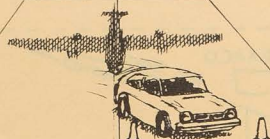
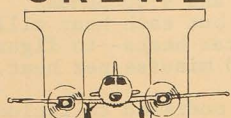
Pie Plate Under Sign Is a Signal Instructions Say 'You Fouled Up'

Staff Photos by Clement Britt



MAY 16,17
1981
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CREWE
CREWE
AIRFIELD
O

CREWE



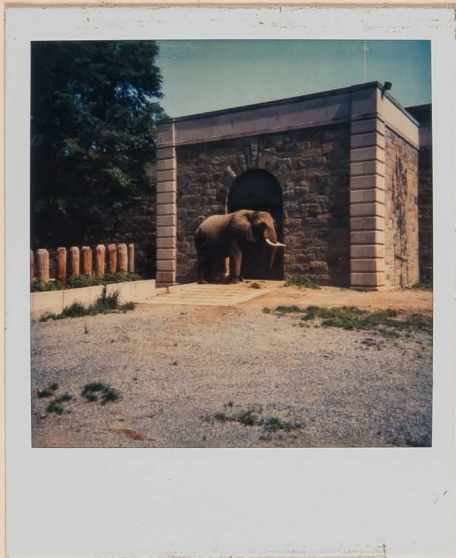
**OD'S - BILL & SHELIA HUNTER
GARY & BARBARA STOUT**

FOR INFORMATION CALL
GARY AT (804)288-0174





"They went that a way!!"



THE
GASOLINE
ALLEY RALLY
SUNDAY,
JUNE 14,
1981

VMSC The Virginia Motor Sport Club Presents

GUEST RALLYMASTERS: T. C. GORDON & RITA WAGNER

Starts and ends at Spotsylvania Mall on Route 3 in Fredericksburg, Virginia, about one-half mile west of I-95. Length is about 100 miles, with no dirt.

Registration opens at 10:00 AM, first car off at 11:01 AM. Cost: \$6.00 per car. Equipped, unequipped, and rookie classes. Trophies (powter for 1st, dash plaques for 2nd & 3rd if entries warrant) in all classes that have entrants. For pre-registration: Richmond: 804-288-0174 (Gary) Washington: 301-762-3756 (Doc and Rita)

A drawing for numbers will be held Saturday, May 30 for all who have registered prior to that date. General instructions will be mailed May 31 to all prior registrants. After May 30, entrants will be assigned the earliest available number.

VMSC coordinators and official prechecks: Gary Stout and Dick Jones.

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Stowe, Vt. 05672
June 1, 1981

Dear Doc and Rita,

It's been a long time since we were in the D.C. area and running local rallies there.

Here are a few questions regarding the Generals for the Gasoline Alley Rally before we decide to come down to Fredericksburg .

1. Can we refuel the TR-8 in Louisa since we only get 5 mpg ? **YES**
2. Are there trophies for professionals ? **NO**
3. Will "etc." be used as a course following verb ? **DOES NOT OCCUR**
4. Can we expect to see the off-course scenes on-course ? **NO**
5. We would like to stop off at Kings Dominion . Can we make up the time during the lunch break ? **DOES NOT APPLY**
6. Will any instruction refer to Uncle Walt or Skeezix ? **DOES NOT OCCUR**

Thanks for all the information . Hope to see you Sunday .

Vicki
Vicki and John Buffum
Car 54 .



PRESENTS

∞

the "UCALDISA" ? autocross

JUNE 28, 1981

THALHIMERS WESTMORELAND
(OFF OF BROAD ST. ON WESTMORELAND ST.)

REGISTRATION AND TECH. 10:00 A.M.

OD'S

FIRST CAR OFF 11:00 A.M.

FLOYD MILLS 798-5536
MARVIN MILLS 798-3989

\$6.00 FOR THREE RUNS

1980 MWCSCC CLASSES. CAMBER COMPENSATION ON SWING AXLE CARS,
ROLL OVER PROTECTION ON OPEN TOPPED CARS, 1.75" MINIMUM
GROUND CLEARANCE, AND EXHAUST SUPPRESSION ARE REQUIRED.



"OK Neale, one last time. First, there was nothing, then God said "Let there be light, and there was..."





Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 26 NUMBER 7 JULY 1981

YOU ARE CORDIALLY
INVITED TO ATTEND
THE SECOND ANNUAL



AT



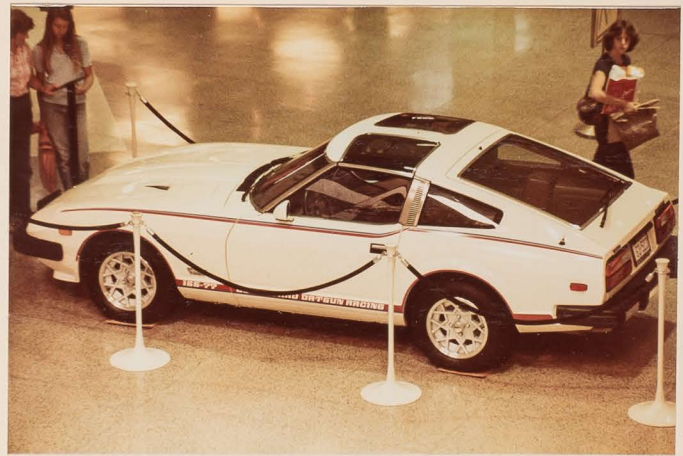
JULY 17 & 18, 1981

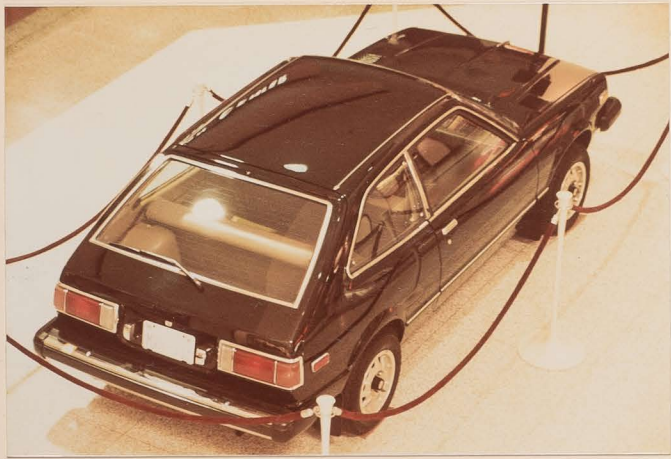
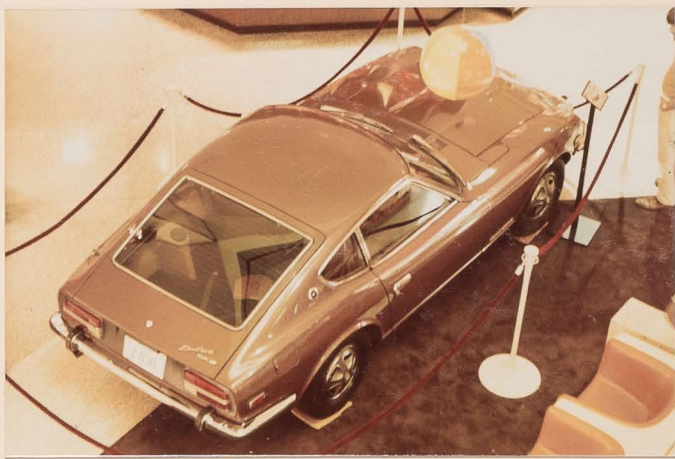
A SHOW FEATURING THE
CARS AND ACTIVITIES
OF THE MEMBERS OF THE
VIRGINIA MOTOR SPORT CLUB

WITH DISPLAYS AND INFORMATION ON
RALLYING, AUTOCROSSING AND SOCIAL EVENTS
—AND A MINIATURE AUTOCROSS COURSE
WITH RADIO CONTROLLED CARS
WHERE YOU CAN COMPETE FOR
SPECIAL TROPHIES.

FROM 10AM TO 9:30 PM FRIDAY AND SATURDAY,
JULY 17 & 18, IN THE MALL AT REGENCY SQUARE.

MINI-AUTOCROSS ENTRANTS ARE RESTRICTED TO
LICENSED DRIVERS ONLY.







Ok Barbara, you sneak around back while Jessica and I divert them here



V.M.S.C. PRESENTS

SOUTHSIDE X-CROSS

AT

SOUTHSIDE
SPEEDWAY

USING PART OR ALL OF THE NEW INFIELD COURSE
JULY 12, 1981

MWCSCC CLASSES AS MODIFIED BY VMSC
ALL OPEN TOP CARS MUST HAVE SOME TYPE
OF ROLL OVER PROTECTION ~ CAMBER
COMPENSATION FOR SWING AXLE CARS ~
1 3/4" GROUND CLEARANCE FOR ALL CARS.

PRICE \$7.00

REGISTRATION 9 A.M. FIRST HEAT STARTS 10 A.M.

DIRECTIONS: FROM RICHMOND TAKE RT 360 WEST TURN
RIGHT ON TO GENITO RD. FOLLOW TO SPEEDWAY.
FOR INFORMATION CALL

LEN WELLS 275-8772 or LEWIS PARSLEY 262-1360

15





These are the voyages of the YFU Enterprise, its 2 day mission: to explore new worlds, to seek out new civilizations, to encounter bizarre life forms, all this while trying to boldly go to the restroom at Westmoreland State Park at 3 in the morning without a flashlight.



CAR TREK
THE RALLY

SATURDAY, JULY 25, 1981

Car Trek, The Rally starts at the Ashland-Hanover Shopping Center located at the intersection of Rts. 1 and 54 in Ashland, Va., about 3/4 mile west of I-95. It is about 95 miles long, low key, with very little dirt. The rally will end about 3:00 p.m. at Westmoreland State Park on the Potomac River. Campsites have been reserved at the Park for those wishing to camp Saturday night and are available through the rallymasters at \$4.00 each. Mike Castleberry has promised to bring his 36' sailboat and will take any or all rally participants out for a ride. Seafood lovers will find a very good restaurant in nearby Colonial Beach, Va.

Registration will be open from 9:00--9:45 a.m., with first car off at 10:00 a.m. plus your car number in minutes. Cost for the rally is \$6.00 per car. Equipped, Unequipped, and Rookie classes. Trophies (pewter for 1st, dash plaques for 2nd and 3rd if entries warrant) in all classes that have entrants. Rallymasters are Bill Hunter and Gerry Eberhard. Pre-register for car numbers, generals, and campsites to:

Bill Hunter
Rt. 1, Box 280
Montpelier, Va. 23192
(804) 883-6557

5



"If I've told you once I've told you a thousand times, Rita. Don't leave the iron on on a rally day!!"



JULY RALLY REPORT By Gary Stout

For years now I've been hearing the same thing over and over-- "Dick's such a talented artist, why aren't you? Doesn't any of his ability rub off on you?" I've always answered these bigoted racial slurs by stating that I'm just smarter than he is. What a chump! The guy will spend eight hours creating a work of art that will be (1) ignored by most; (2) unappreciated by most of the others (3) forgotten in a week by the rest. However, for this month's rally report I've decided to use my long undiscovered and little used talents with pen and paper to create a mosaic that will be talked about for years. The time spent was considerable, but I believe that you will see that it was worth the effort. On the following page you will find my rendering of "Car Trek"--if you wish to distribute them to friends--copies are available for \$75.00 (plus \$10.00 to cover postage and handling) at your local Checkpoints business office.

7





These are the voyages of the YFU Enterprise, its 2 day mission: to explore new worlds, to seek out new civilizations, to encounter bizarre life forms, all this while trying to boldly go to the restroom at Westmoreland State Park at 3 in the morning without a flashlight.



CAR TREK
THE RALLY

SATURDAY, JULY 25, 1981

Car Trek, The Rally starts at the Ashland-Hanover Shopping Center located at the intersection of Rts. 1 and 54 in Ashland, Va., about 3/4 mile west of I-95. It is about 95 miles long, low key, with very little dirt. The rally will end about 3:00 p.m. at Westmoreland State Park on the Potomac River. Campsites have been reserved at the Park for those wishing to camp Saturday night and are available through the rallymasters at \$4.00 each. Mike Castleberry has promised to bring his 36' sailboat and will take any or all rally participants out for a ride. Seafood lovers will find a very good restaurant in nearby Colonial Beach, Va.

Registration will be open from 9:00--9:45 a.m., with first car off at 10:00 a.m. plus your car number in minutes. Cost for the rally is \$6.00 per car. Equipped, Unequipped, and Rookie classes. Trophies (pewter for 1st, dash plaques for 2nd and 3rd if entries warrant) in all classes that have entrants. Rallymasters are Bill Hunter and Gerry Eberhard. Pre-register for car numbers, generals, and campsites to:

Bill Hunter
Rt. 1, Box 280
Montpelier, Va. 23192
(804) 883-6557

5



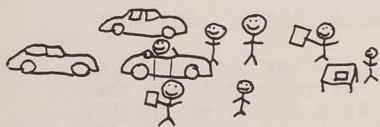
"If I've told you once I've told you a thousand times, Rita. Don't leave the iron on on a rally day!!"



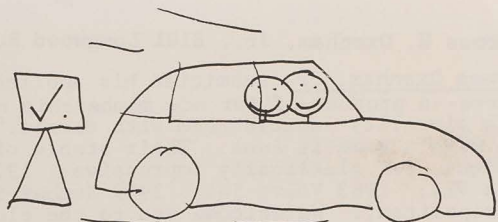
Sail

CAMPING

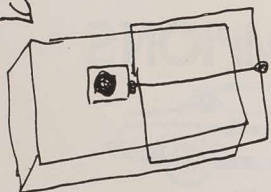
out



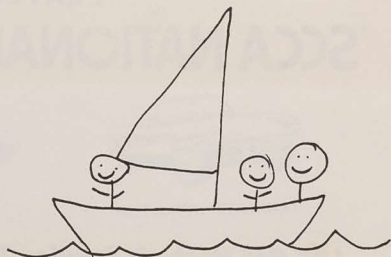
THE START



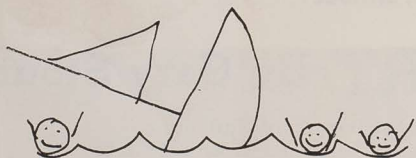
RALLY TEAM ENTERING
A CHECKPOINT



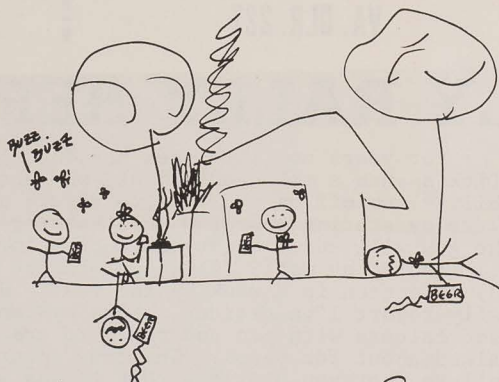
A TRAP



MIKE CASTLEBERRY
teaches VMSC How To SAIL

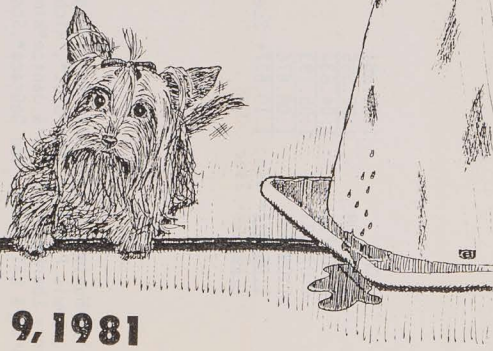


MIKE CASTLEBERRY
teaches VMSC How
to SWIM



THE JOYS OF CAMPING

the dog days of august autocross



august 9, 1981

AT ZATRE DEPARTMENT STORES
MECHANICSVILLE TPK.
RICHMOND, VIRGINIA

MWSCC CLASS SYSTEM AS MODIFIED BY VMSC, INCLUDING SCCA APPROVED ROLL OVER PROTECTION FOR OPEN TOP CARS; CAMBER COMPENSATION ON SWING AXLE CARS; 1-3/4" MINIMUM GROUND CLEARANCE. EXHAUST SUPPRESSION REQUIRED IN ALL CLASSES.

TEN CAR HEATS. \$6.00 FOR THREE RUNS. (FUN RUNS \$1.00 EACH, TIME PERMITTING).

REGISTRATION AND TECH INSPECTION OPENS AT 11:00 AM EDT; FIRST HEAT RUNS AT 12:00 AM.

OFFICERS OF THE DAY:
ALAN ARMSTRONG
BILL ARMSTRONG

FOR MORE INFORMATION, CALL BILL OR ALAN AT
(804) 232-8252



Lebanese Villagers Crouch Near Rubble of Their Bomed House Near Zahran.

Détente!

8-Hour Rally Set For August 23

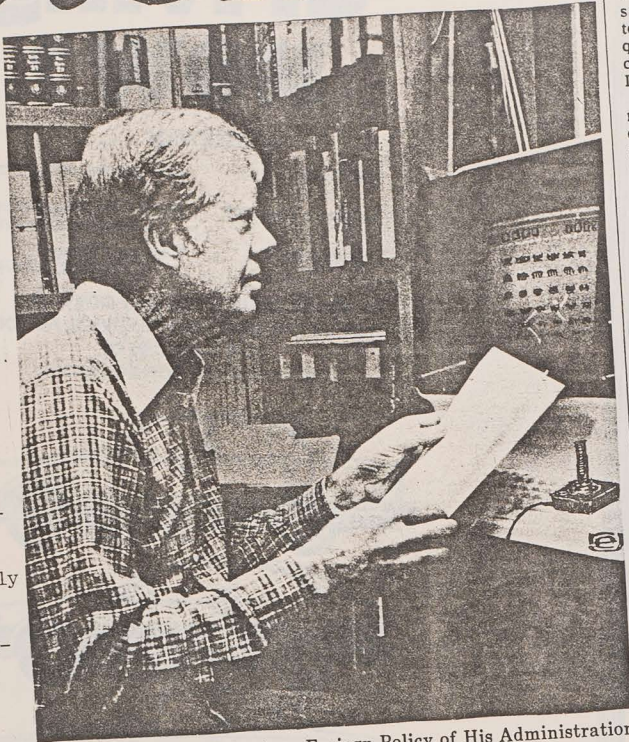
Richmond, Va.--The Virginia Motor Sport Club announced a major rally event on its schedule today with the "Detente 8-Hour Rally".

What makes this rally so unique is that the talents of Rallymasters Fred and Marian DeBardeleben and Wilt and Barbara Greenwood have been combined for the first time. Individually, both have offered up the most challenging, technically precise events the club has presented; together, you can expect a supremely challenging, well-looped, well-paced TSD rally of National caliber.

The "Detente 8-Hour" starts at the Tuckahoe Village Shopping Center on Patterson Avenue, 3 miles west of its intersection with Parham Road. Registration is open from 8:00 AM until 8:45 with the 1st car off at 9:01 AM.

The \$10.00 entry fee includes dash plaques to all entrants.

The rally is about 175 miles long with less than 20% dirt. There are morning and afternoon breaks, plus a lunch break in Fork Union, Virginia. The rally will end at House of China Restaurant in the Beverly Hills Shopping Center at the intersection of Parham and



Citizen Jimmy Carter Reviews Foreign Policy of His Administration
Former president had nothing to do with getting the rallymasters together

Patterson. Further information, generals and pre-registration may be obtained by calling Fred, the registrar, at (804) 784-3746.

Prechecks Recovering

A spokesman for Central State Hospital said that rally prechecks Bill and Judy Chvala and Len Wells

and Tom Blot were responding well to treatment, and within the next several months may once again be able to speak in complete sentences. Spokesmen for the immediate families of the prechecks were quoted in a news conference held yesterday as saying, "Bull-

Continued on Page 5, Col. 1

Horrico Supervisors. Assured





ZAYRE
AUTOCROSSES



September 20, 1981

AT ZAYRE DEPARTMENT STORES

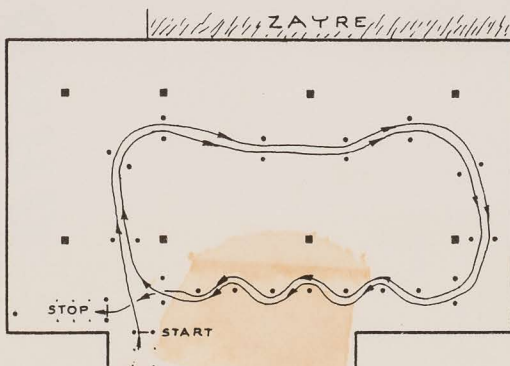
MECHANICSVILLE TPK.
RICHMOND, VIRGINIA

TEN CAR HEATS. \$6.00 FOR THREE RUNS.
(FUN RUNS \$1.00 EACH, TIME PERMITTING)

REGISTRATION AND TECH INSPECTION OPENS AT
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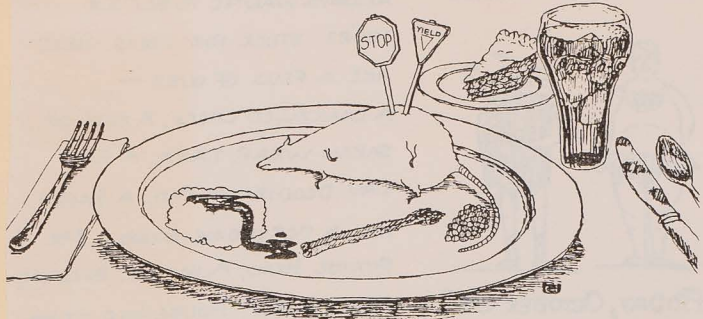
MWSCC CLASS SYSTEM AS MODIFIED BY VMSC, INCLUDING: SCCA APPROVED
ROLL OVER PROTECTION FOR OPEN TOP CARS; CAMBER COMPENSATION ON
SWING AXLE CARS; 1-3/4" MINIMUM GROUND CLEARANCE.
EXHAUST SUPPRESSION REQUIRED IN ALL CLASSES.

OFFICERS OF THE DAY: ALAN ARMSTRONG AND BARBARA STOUT
FOR MORE INFORMATION, CALL BARBARA AT: (804) 288-0174



VMSC SAYS "EAT A WELL-BALANCED RALLY!"
WITH

The Main Course



Menu

Possum à la Michelin X	Choka-cola or Tea
Smashed Potatoes	Rare Traps of Our Choice
Radial Asparagus Spares	Course Following Delite
Carsick-green Peas	Ample Humble Pie

THE MAIN COURSE: A sports car rally using a main road rule.
WHEN: September 27th, 1981. Registration will be from 11:00 A.M. until 11:45 A.M.. First Car Leaves the start at 12:01 P. M.
HOW MUCH: \$6.00 per car. The rally is about 120 miles long, with approx. 87 miles in the competitive portion.
WHERE: Start and finish at the Staples Mill Shopping Center at the intersection of Staples Mill Road (Route 33, West) and Glenside Drive. The finish will be at the Greek Circus.
CLASSES: Regular VMSC classes - Equipped; Unequipped; & Rookie.
RALLYMASTERS: Len Wells (804) 275-8772 - Lewis Parsley (804)262-1350.

MY MAMA DIDN'T RAISE NO RALLYIST AUTOCROSS OCTOBER 11, 1981



The last scheduled autocross on the VMSC calendar for this year, at a new site, the old Giant Open Air lot at 5607 Midlothian Turnpike. OD'ed by Scott Powell and Dick Jones.

This event will feature Fun Runs
First: for each regular paid number you register, you are entitled to up to three fun runs at \$1 each, time permitting.

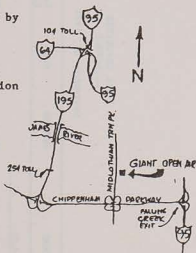
Registration will open at 9 AM walk-thru at 9:30, first fun run at 9:45; fun runs continue without interruption until 11:45 another walk-thru, and the 1st heat runs at noon. Fun runs will be on a first come, first served basis.




You'll be guaranteed at least one fun run, but only if you register by 11:00 AM. **EARLY BIRD SPECIAL:** Register by 10:00 AM and get your regular run, dash plaque and three fun runs for only \$9.00.

Entry fee is \$7.00 for 3 regular runs, and includes dash plaques to all entrants. VMSCC classes, modified to include rollover protection for open top cars, camber compensation on swing axle cars, 1-3/4" minimum ground clearance, and exhaust suppression required.

For more information, call Scott at (804) 784-5180 or Dick at (804) 784-4373. Use the location map at right to find Giant Open Air. See you there!





DO I STILL GET 400 POINTS?

I THINK I CHELL A RALLY AROUND HERE.

TURN ON THE DIALS LIKE SO I CAN READ THE GENERAL.

THE LAND OF THE LOST

OCTOBER 18, 1981

RALLYMASTERS: Peter Wilson and John DeBardeleben

PRECHECKERS: Lewis and Barbara Parsley

THE RALLY: A moderately difficult, well fail-safed T-S-D event of approx. 135 miles run in the counties of Chesterfield, Amelia, and Powhatan. There will be a lunch break/time-of-day restart approx. halfway through the rally. The lunch break location will be the Amelia Drive-in on Route 360 near the town of Amelia. The rally will end at Colosseo Pizza in the Meadowdale Shopping Center.

START/FINISH LOCATION: Meadowdale Shopping Center, located south of the Hopkins Road exit of Chippenham Parkway.

REGISTRATION: 10:00 AM to 10:45 AM

ECO: 11:01 AM

CLASSES: Equipped, Unequipped, and Rookie

COST: \$6.00 per car

PREREGISTRATION: To preregister for car number and Generals or for more information, call Peter at 271-0005 after 5 PM.

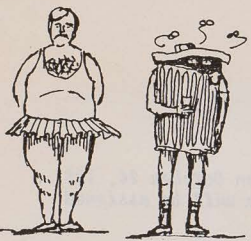
9



THE MILLS & HUNTERS
PRESENT:

VMSC'S
FIRST EVER
HALLOWEEN

COSTUME PARTY



FRIDAY, OCTOBER 30TH
8:00 P.M. BYOB
798-5536

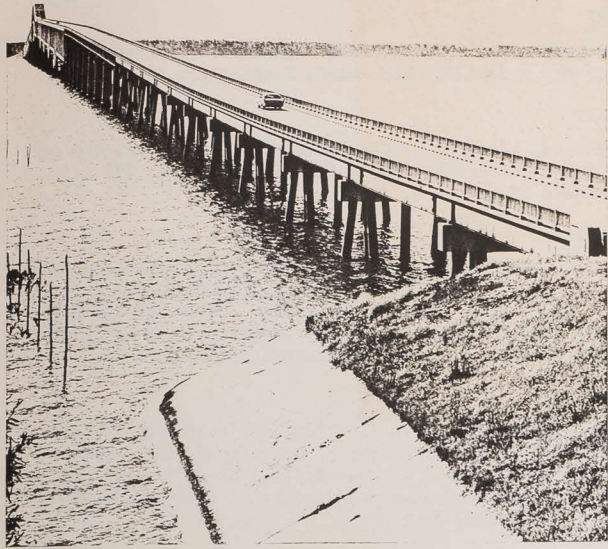
MUST BE IN COSTUME!

THIS IS YOUR CHANCE TO BECOME THE PERSON OR THING YOU'VE ALWAYS WANTED TO BE! IF YOU'RE STUCK FOR IDEAS, HERE ARE A FEW OF OURS — A CANCELLED CHECK, A ROLL OF SARAN WRAP, TARA, A FIVE DAY DEODORANT PAD, A BACK-HOE, A SCRUBBING BUBBLE, MR POTATOE HEAD, A HOT AIR BALLOON MANY MORE! HOUSEHOLD ITEMS SUCH AS, DUST, BREADCRUMBS..





**23rd
Old Dominion
Rally**
November 21 & 22, 1981



The 12/6/81 Rally

A SHORT (60-70 COMPETITIVE MILES), SLIGHTLY DIFFICULT RALLY WITH NO DIRT.

OD'S: NEALE DICKINSON & SCOTT POWELL
8532 ELM ROAD 108 WILLWAY DRIVE
RICHMOND, VA 23235 MANAKIN-SABOT, VA 23103
(804) 272-7610 (804) 784-5180

PRECHECKED BY: DAVID & BAY MILLIGAN
LEWIS & BARBARA PARSLEY

START & FINISH: 108 WILLWAY DR. (Rte 662), MANAKIN-SABOT.
WILLWAY DRIVE IS LOCATED OFF ROUTE 6 IN GOOCHLAND CO.
APPROX. 5 MILES WEST OF THE TUCKAHOE VILLAGE SHOPPING
CENTER. (SEE MAP BELOW)

REGISTRATION: 11:00 AM EST TO 11:15 AM EST

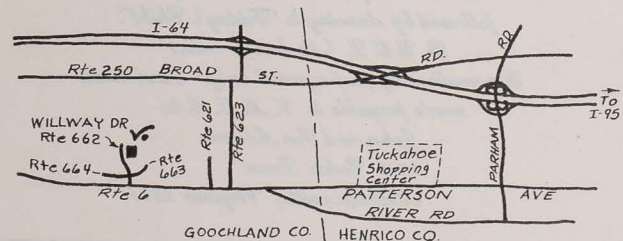
FIRST CAR OFF: 12:01 PM EST

PRICE: \$12.00 PER CAR. INCLUDES PIZZA AT FINISH.

CLASSES: EQUIPPED, UNEQUIPPED, AND ROOKIE

PREREGISTRATION: YOU ARE ENCOURAGED TO PREREGISTER BY
CALLING ONE OF THE OD'S. PREREGISTRATION WILL HELP
THE OD'S TO INSURE THAT SUFFICIENT PIZZA IS
AVAILABLE AT THE FINISH TO FEED ALL CONTESTANTS.
CAR NUMBERS WILL BE ASSIGNED ON A FIRST COME BASIS.

FOR MORE INFORMATION OR TO REGISTER CALL THE OD'S.



2

A motorist was once driving in the country when suddenly his car stopped. He got out of the car and was checking the spark plugs when an old horse trotted up the road. The horse said, "Better check the gas line," and trotted on. The motorist was so frightened that he ran to the nearest farm house and told the farmer what had happened. "Was it an old horse with a flopping car?" asked the farmer. "Yes! Yes!" cried the frightened man. "Well, don't pay any attention to him," said the farmer, "he doesn't know anything about cars."



THE END