

1980

The  
Virginia Motor Sport Club

29<sup>th</sup> Anniversary  
Awards Banquet



January 12, 1980



#1 OVERALL  
Gary Stout















# 1980 BOARD

PRESIDENT Lewis Parsley

VICE PRESIDENT Libby Wells

2nd VICE PRESIDENT Gary Stout

TREASURER Shelia Hunter

SECRETARY Vicki Armentrout

ASSISTANT SECRETARY Beth Mills

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Rally Competition - Len Wells                      Membership - Scott Powell

Autocross Competition - Bill Hunter              Publicity - Shirley Zonner

Indoor Activities - Barbara Broughton Interclub - David Milligan  
Gerry Eberhard Bay Milligan

Historian & Photographer - Ellis Wimmer Trophy - Floyd Mills

Members at Large - Wilt Greenwood Media - Dick Jones  
Barbara Greenwood

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Rally Competition  
Bill Britton  
Dick Jones  
Barbara Greenwood  
Shelia Hunter

Autocross Competition  
Dave Armentrout  
Chris Smith  
Tom Blot  
Bill Enos  
Richard West

CHECKPOINTS Editors  
Chris Young & Bill Armstrong

CHECKPOINTS Business Manager  
Bill Enos

\* \* \*

## NOTICE

VMSC Membership Dues and Publication Fees for life members are due and payable now. After January 31, 1980, an extra fee will be required for renewing membership.





1979

OVERALL CHAMPIONSHIP

1.	Gary Stout	13450	50.	Charlie Hoelzel	3300
2.	Dick Jones	13150	51.	Dave McCall	3100
3.	Scott Powell	12450	51.	Marvin Mills	3100
4.	Wilt Greenwood	11600	53.	Tracy Greenwood	3050
5.	Len Wells	11500	54.	Alan Armentrout	2800
6.	Lewis Parsley	11200	55.	Alice Jones	2600
7.	Dave Armentrout	10850	56.	Fred DeBardleben	2550
8.	Barbara Stout	10750	57.	Janice Wimmer	2500
9.	Shelia Hunter	10550	58.	Marian DeBardleben	2450
10.	Tom Blot	10150	59.	Rocky Bowman	2300
11.	Bill Hunter	10000	60.	Richard Zonner	2250
12.	Libby Wells	9500	61.	Marshall Campbell	2150
13.	Neale Dickinson	8950	62.	Ralph Vawter	1800
14.	Gerry Eberhard	8400	63.	Toby Williams	1700
15.	Bill Armstrong	8200	64.	David Bird	1600
16.	Barbara Greenwood	8100	65.	Diane Wingo	1500
17.	Bill Chvala	7950	66.	John Jenkins	1300
17.	Shirley Zonner	7950	66.	Michael McKinley	1300
19.	Bookie Westbrook	7650	66.	Art Wingo	1300
20.	Richard West	7200	69.	Bill Blevins	1200
21.	Chris Young	7100	70.	Bob Foley	900
22.	Chuck Hoelzel	6950	70.	Bill Gilchrist	900
23.	Lil Young	6800	72.	Jim Rowe	850
24.	Kay Jenkins	6750	73.	Bill Gronning	800
25.	Cory Brown	6050	74.	John McClure	700
26.	Mike Newsome	5950	75.	Ellen Hamilton	600
27.	Lindsay Wilson	5400	76.	Martha Dickinson	500
28.	Mike Castleberry	5150	77.	Butch Cobb	450
29.	David Milligan	5100	77.	Fred Sherwood	450
30.	Floyd Mills	5050	79.	John Donegan	400
31.	Bill Britton	4950	79.	Milly Hoelzel	400
32.	Bill McAllister	4500	79.	Toni Wells	400
32.	Chris Smith	4500	82.	Aimee Armentrout	200
34.	Peter Wilson	4450	82.	Steve Greenwood	200
35.	Bay Milligan	4300	82.	Judy McGowan	200
36.	Vicki Armentrout	4250	85.	Baxter Phillips	100
36.	Bill Enos	4250	86.	Jerry Adolf	50
36.	Will Hunter	4250	86.	Barbara Broughton	50
39.	John Bergeron	4200	86.	Bill Dixon	50
40.	Judy Chvala	4150	86.	Lauretta Dixon	50
41.	Beth Mills	4000	86.	Caryl Hatch	50
42.	Pete Massengill	3700	86.	Dick Hatch	50
43.	Bill Breckenridge	3650	86.	Charlotte Hoelzel	50
43.	Jim Davis	3650	86.	Sharon Phillips	50
45.	Gary Simmons	3600	86.	Kitty Westbrook	50
46.	Bill Lloyd	3500	86.	Bill Whitehead	50
47.	Jenny White	3450	86.	Jackie Whitehead	50
47.	Ellis Wimmer	3450	86.	Sally Youngs	50
49.	Gordon Paterson	3350			

RALLY OF THE YEAR: The 21st Old Dominion Rally (Nov. 79)

ODs: Dick Jones and Gary & Barbara Stout

CER AVERAGE: 89.827%



# RICHMOND

L I F E S T Y L E

## At Play

### Driving 'Em Crazy at the Edge of the World

BY BRETT AVERILL

**T**here was this one fellow," Mike Castleberry was explaining. "There was this one fellow who was in surgery until Friday night at 8, and a rally started at 7 Saturday morning. He had his wife drive the car down with a friend. And he drove in the rally."

Castleberry, an 11-year veteran of the Virginia Motor Sport Club, was explaining the peculiar form of craziness that road rallying devotees often find themselves nudged into. They know several paychecks in advance which new rallying accessory is going to be theirs; they design their whole social life to fit around a handful of rally dates. The fellow in surgery lost that Saturday rally, but he won an awful lot of wondering admirers.

For the most part, time-speed-distance rallyists become obsessed. They sink thousands on Mazdas and Saab Turbos and other powerful, expensive cars. They invest hundreds

in in-car computers, dashboard ornaments that become obsolete in months but still sell for nearly their full purchase price. They space their conversations with mysterious acronyms and mental abbreviations, such as, "I had to clear some noise out of my box and CAS 35 at the beginning of the DIY leg." ("I fixed a malfunction in my computer and reprogrammed it to an average speed of 35 mph at the start of the rally's final section.") Says Dick Jones, president of VMSC, "It's an entirely different world, the world of the rallyist."

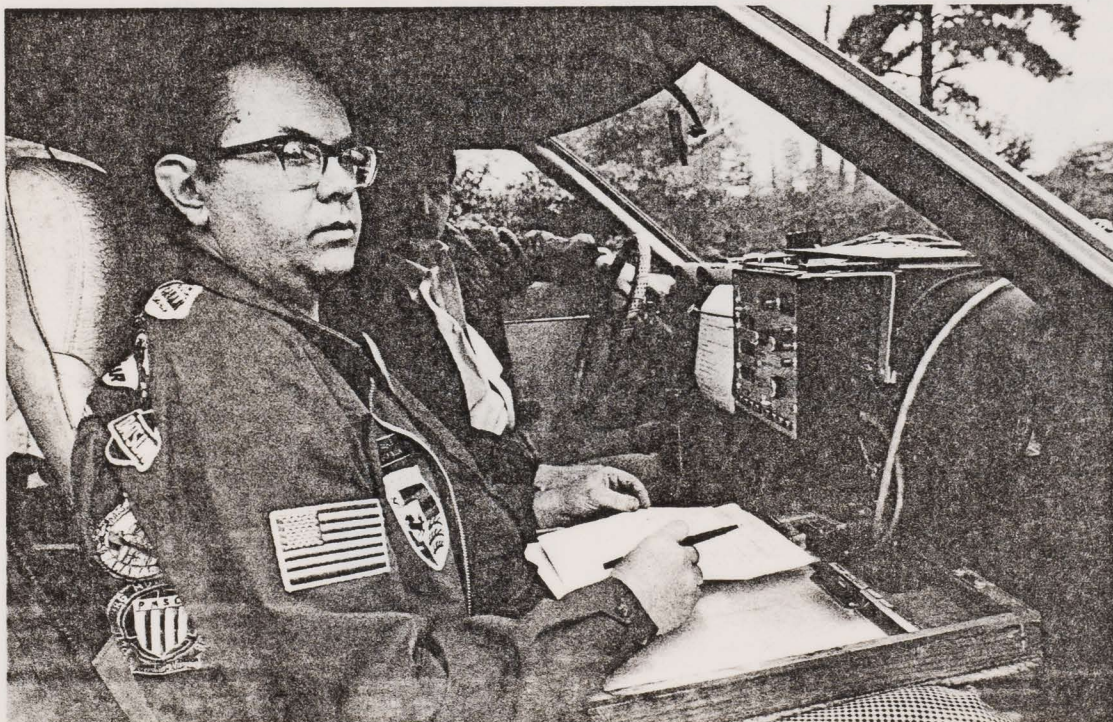
To understand the select, yet intense, appeal of the sport, it's important to know that road rallying is not just road racing. The object is not to beat everyone else to the rally's checkpoints, but to arrive at them precisely on time (to the hundredths of a minute), per a schedule known as the route instructions. While the navigator reads the car's computer or makes his

own calculations to keep the car on schedule, the driver interprets the route instructions, which sometimes take the form of enigmatic riddles. ("Jog left. 17.14. Right to decrease your route number.") The sport demands a careful combination of informal logic and common sense with a bit of calculation thrown in on the side; as such, it appeals especially to people who depend on precision of thought in their professions: lots of computer specialists run in rallies, as do some lawyers, accountants, and businessmen.

In order to follow the route instructions, a driver must be able to (at least partially) match his thinking to that of the rallymaster. One instruction can infer another; at a recent VMSC night rally, the purposeful omission of the direction "No Route Change" tricked the entire field of rallyists into missing the final checkpoint. Everyone got docked 600 points.

Neale Dickinson (front) and Scott Powell, both members of VMSC, wait for the start of a time-speed-distance road rally.

Photo by Taylor Dabney



## AT PLAY

Rallies can last from a couple of hours to a couple of days; from a few miles to several hundred. Most are run on the curving, twisting cowpaths that the highway department paved and called roads. It's hard to speed on these roads, and rallyists usually don't: points are awarded in a way that discourages drivers from trying to make up too much lost time.

A good rallymaster will design one of these winding courses to be difficult, filled with traps of logic and observation. A "bad taste" trap is one that relies on a lame, not very thoughtful clue (like a direction change at a mailbox that's half obscured by weeds); a well designed trap can catch novices on one level of reasoning and confuse experts with logic that's two or three levels deeper.

The rallymaster runs the course himself a few minutes ahead of the contestants, just to make sure all the necessary signs and landmarks are still in place. If the course is complicated, he may have built loops into it—so rallyists who take a wrong turn and continue following the route instructions will still get to the next checkpoint, albeit too early or late to keep them in serious contention. Or he may have erected YFU—You Fouled Up—signs, generally florescent-painted pie tins stapled to off-course telephone poles.

"We try to set it up so if you bite the trap, you don't end up way off at the edge of the world," Jones says. Often a sweep car will follow the contestants to round up stragglers, because on the road, barbarity prevails: a close friend in a stalled car is usually left to his own devices.

Rallyists can run either unequipped—they're allowed paper, pencil, slide rule, and a timing device—or equipped, with a computer that, depending on its sophistication, can resemble a taxicab meter or a dive-bomber's instrument panel.

Driven off the car's speedometer cable, the "box" tells a driver how far he's been and the fractions of a second he's off-schedule. By itself, it's enough to let a team compete seriously, but accessories might include a backup calculator, a center-mount clipboard (so both the driver and the navigator can easily read the route instructions), and myriad lamps and dome lights. CB radios are disallowed.

"People put a lot of money into their cars to run equipped," says Jones. That's just another way of stating what rallyists are all about: obsession with the sport. There's little point in running, they feel, if you're not going to win, and there's not much point in winning unless you plan to do it with a splash. □

# RICHMOND

JANUARY 1980

THE NEW GUYS ARE NOTHING LIKE THE NETWORKS

WINTER AT KINGS DOMINION

THIRTY STEPS TO DEATH: VIRGINIA'S DEATH ROW

JAY SHROPSHIRE: THE HUSHING CLERIC OF THESE TIMES

TRACING JACK ALLEN'S ROCKS BY THE ROOTS



Should You Let Your Daughter Grow Up To Be

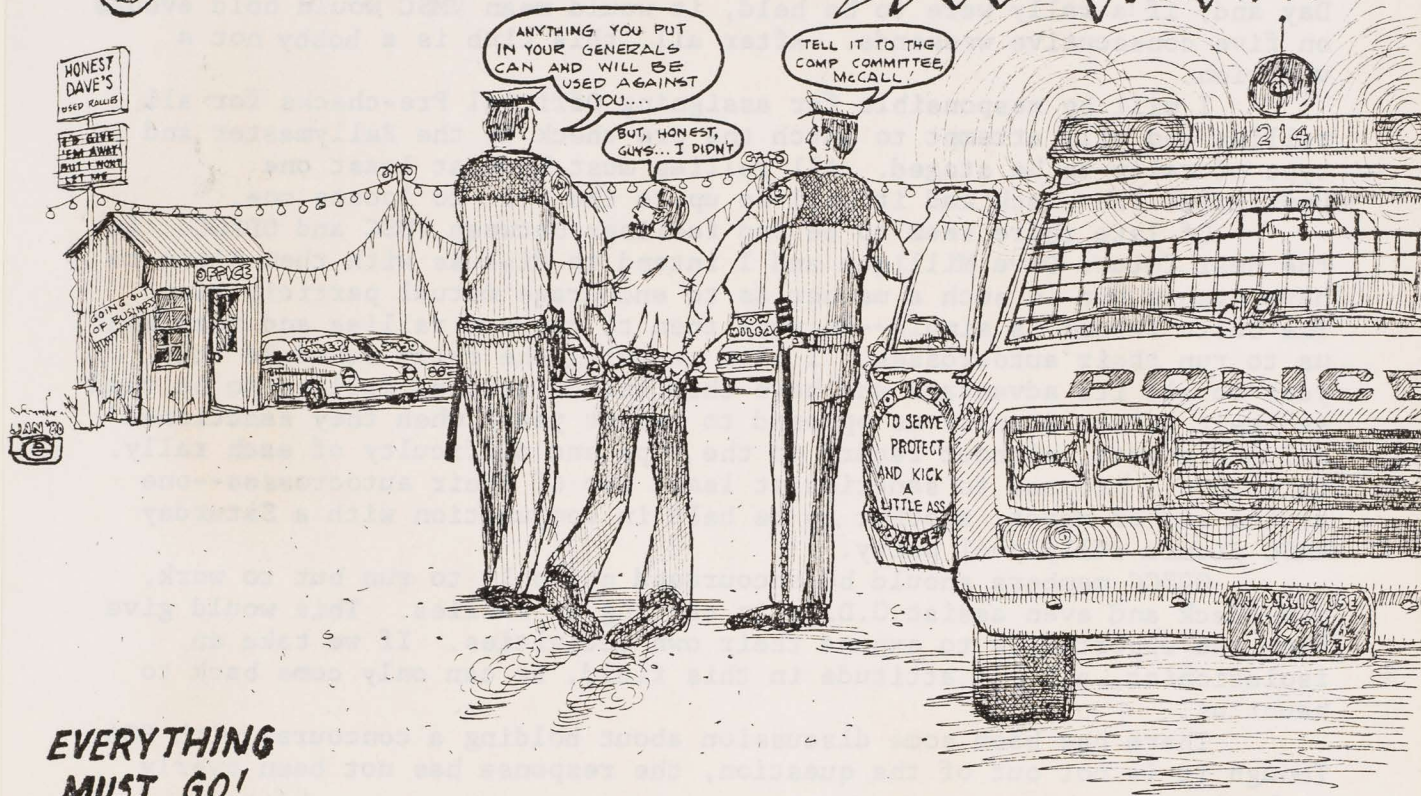




Presents

# HONEST DAVE'S

## GOING OUT OF BUSINESS RALLY!



**EVERYTHING  
MUST GO!**

**TOTAL INVENTORY  
SELL-OUT**

**ALL TRAPS  
ONLY \$6.00  
OVER INVOICE!**

**TENS OF GOOD, CLEAN  
LOW-MILEAGE TRAPS  
TO CHOOSE FROM!**

**YES, HONEST  
DAVE, YOUR  
USED RALLY  
DEALER, WILL  
LET YOU BITE  
ONE OF THESE  
BEAUTIES ON  
JANUARY 27,  
1980.**

JANUARY 27, 1980

About 100 miles total, very difficult course following logic (a redundancy concept) but lower-than-normal speeds.

Rallymaster: "Honest Dave" McCall

Official Pre-check: "Mad Man" Wilt & Barbara Greenwood

Cost: \$6.00 per car

Starts at the Ridge Shopping Center on Parham Road, approximately 3 miles south of the Parham Road exit from I-64.

Registration: 10:00 AM to 10:45 AM

First car off at 11:01 AM.

For pre-registration and generals, call or write:  
Dave McCall, 2109 Barclay Road, Richmond, Va. 23228;  
(804) 262-7950.



beware of the

*I D E I O F M A R C H*



*RALLY*

*march 16, 1980*



A sportscar rally for beginners and novices.

Start: Ridge Shopping Center at Parham and Quioccasin Roads.  
Registration 11:30 to 12:45.  
First car starts at 1:01 PM.

Entry Fee: \$5.00

Teams: Two persons per team, pre-school passengers allowed.

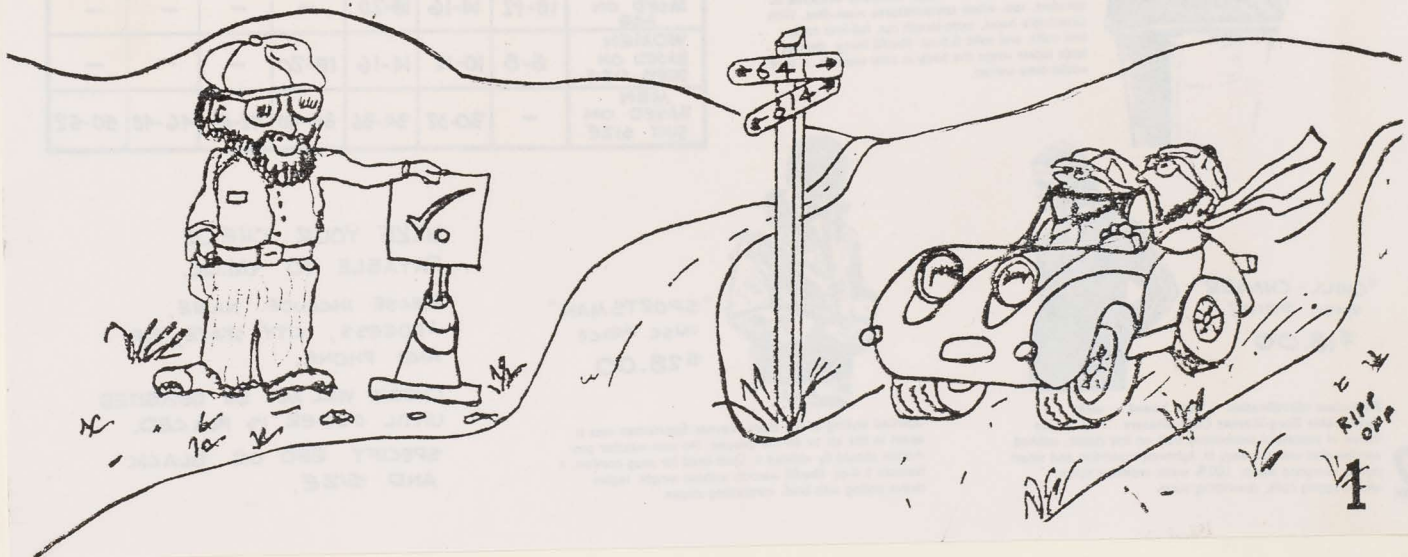
Equipment: Car with working odometer, watch, paper, pencils, and clipboard. Hand held calculators allowed.

Preregistration: Call rallymasters Bookie Westbrook (741-1528) or Bill Armstrong (232-8252).

Pre Rally School and Party: BYOL, March 15, 1980 at the home of Bill Armstrong, 2818 New Kent Ave., Richmond. School 8-9 PM, party 9 PM until. Call for directions.

Classes: Rookie and Unequipped. No Equipped cars will be allowed to run.

**Car numbers will be drawn at the party!**



*Do Good Tomorrow  
This could be a picture  
of you in 1st place*



"IDES OF MARCH"  
Rally School + Party



Bill + Bookie don't care

WHAT  
↓

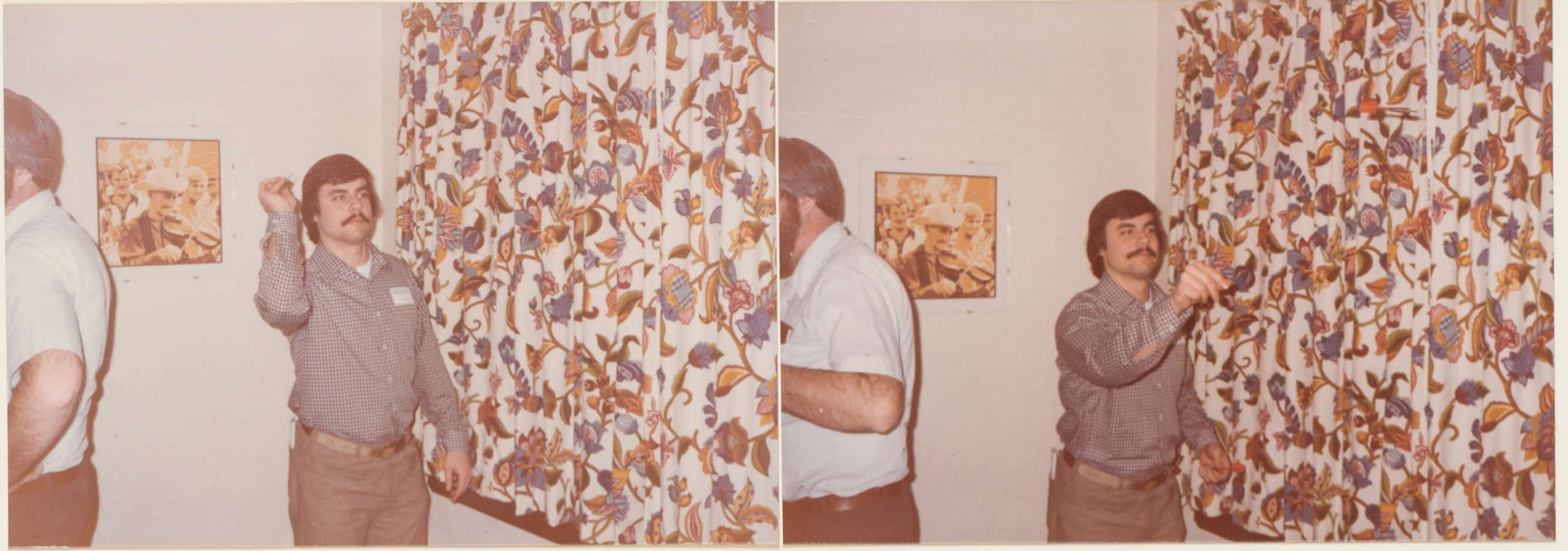
or  
they invite

WHO  
↓





Bill + Bookie taught rallying  
John taught dart throwing



you rally with him then!

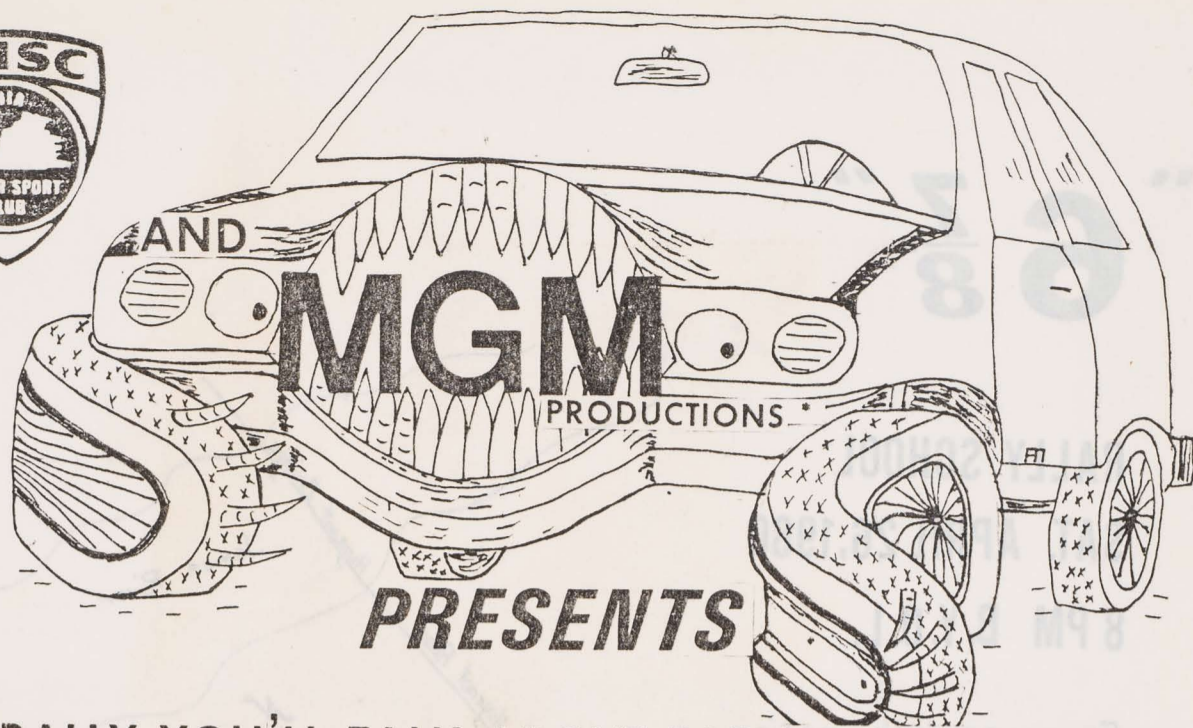
Hmm! they call this a  
rally school!



Practicing for Sunday's Rally







A RALLY YOU'LL TALK ABOUT FOR YEARS TO COME...  
A RALLY BIGGER THAN "BO" HERSELF...  
A RALLY THAT WILL CONVINCe YOU THAT  
ON A SCALE OF 1-10 YOU'VE JUST MET YOUR...

"6 <sup>7</sup>/<sub>8</sub>"

DATE: APRIL 27

COST: 6.00 PER CAR

BEG. AT THE CELEBRITY ROOM ON US RTE. 1 NORTH  
APPROX. 1 MI. SOUTH OF PARHAM RD.

REG. 10:00-10:45 AM FCO 11:00 AM + CAR NO.

FOR MORE INFO CONTACT THE RALLYMASTERS:

GERRY EBERHARD 272-6690  
MARVIN MILLS 798-6116  
FLOYD MILLS 798-5536

\* NO CONNECTION TO METRO GOLDWYN ETC. }







# Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 25 NUMBER 5 MAY 1980

## VMSC SWEEPS BRM

The 1980 Bob Ridges Memorial Rally started and ended at the Mimslyn Hotel, Luray, Va. The Saturday run set the pace in the morning that would be followed for the next two days. The event was made up of long straightforward sections with brisque speeds on both the paved and dirt. Course following was easy so staying on time all the time became the #1 objective. All controls were closed and hidden ( Mike Leeper won for the best hidden controls).

Saturday afternoon was the Monte Carlo section in which you were given the perfect mileage and time to each control and simply had to be there

\* \* \* \* \*

Bill Gronning & Lynne Mauney  
Best Sat. AM, Best Sunday,  
Best BRM minus 1

at the perfect time for your car. After a well deserved cocktail party Saturday night, Sunday's morning run began with an ODO check to the top of the nearest mountain. Lunch found us at Lost River State Park in West Virginia. After lunch we travelled farther into W.Va. via unpaved. The Sunday afternoon section had the hardest test of driver skill and navigator courage in what came to be known as the "blue gravel road". In the final standings VMSC was the best.

- 1 E Bill & Judy Chvala
  - 2 E Bill Britton & Lewis Parsley
  - 3 E Bill Armstrong & Bookie Westbrook
- Other Awards
- 1 Datsun Britton & Parsley
  - 2 Datsun Westbrook & Armstrong
  - 1 Porsche Chvala's .
  - 1 Mazda Dabney & Armstrong





# UNCLE CHARLIE'S



## JUNE 29, 1980

A simple novice-type TSD event, easy and enjoyable.

Rallymaster: Chuck Hoelzel  
Official Precheck: Lewis Parsley & Bill Britton

Starts at Chesterfield Mall at the corner of Midlothian Turnpike and Huguenot Road. Registration opens at 10:45 a.m. until 11:45 a.m., first car off at 12:01 p.m. E.D.T.

Cost: \$5.00. For more information, preregistration or generals, call or write:

Dr. C.B. Hoelzel  
430 Saybrook Drive  
Richmond, Virginia 23235  
(804) 272-8520



VMSC  
PRESENTS THE

# THINK OR THWIM

RALLY &  
POOL PARTY

SATURDAY,  
JULY 26, 1980

A VERY EASY RALLY, EXCELLENT FOR NOVICES, THAT ENDS WITH A POOL PARTY AND PICNIC AT CAMP HILBERT IN GOODCHLAND COUNTY.

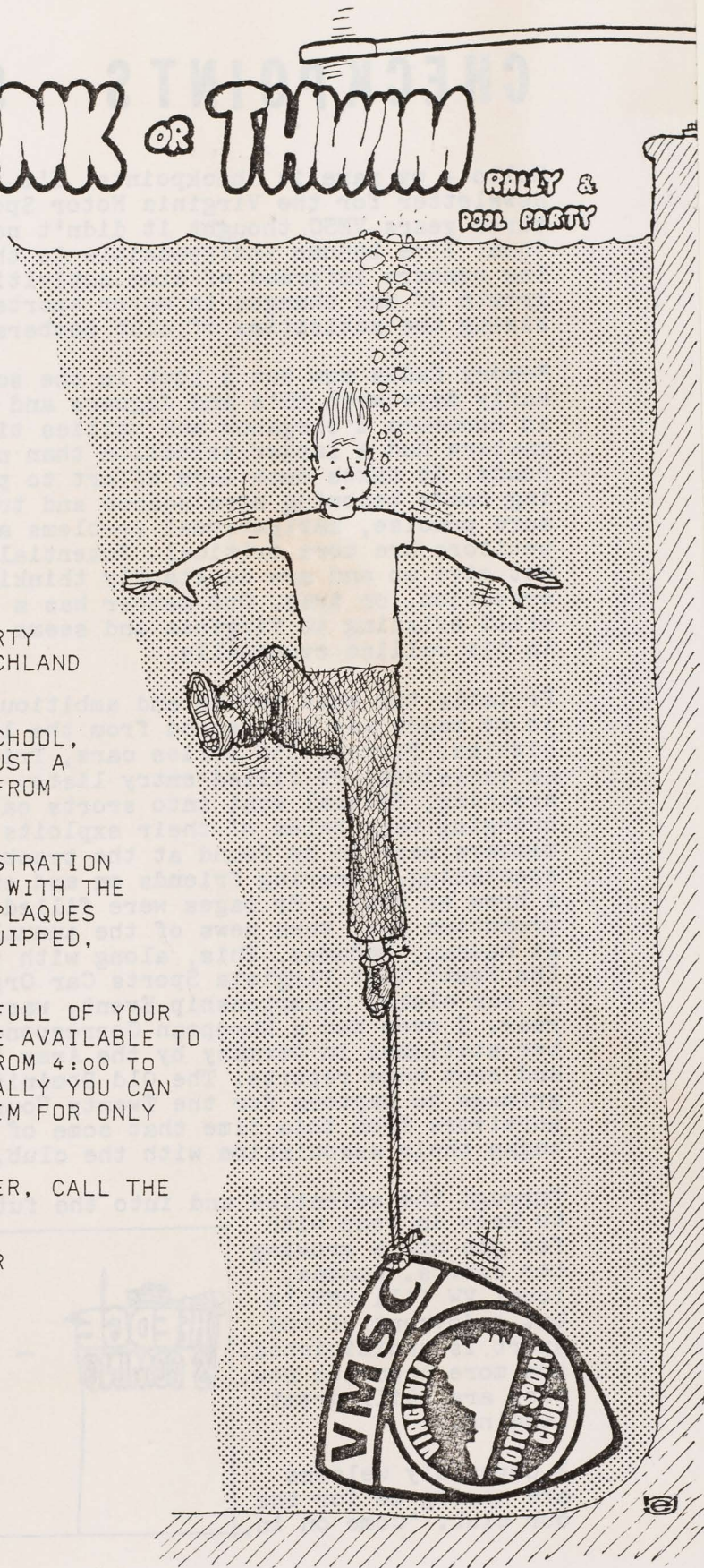
STARTS AT SHORT PUMP ELEMENTARY SCHOOL, PUMP ROAD AT BROAD STREET ROAD, JUST A MILE WEST OF THE SHORT PUMP EXIT FROM I-64.

COST WILL BE \$7.00 PER CAR. REGISTRATION OPENS AT 10:00 AM EDT UNTIL 10:45 WITH THE FIRST CAR OFF AT 11:01 AM. DASH PLAQUES WILL BE AWARDED AS TROPHIES IN EQUIPPED, UNEQUIPPED AND ROOKIE CLASSES.

BRING YOUR OWN FOOD AND A COOLER FULL OF YOUR FAVORITE BEVERAGE. GRILLS WILL BE AVAILABLE TO COOK ON. THE POOL WILL BE OURS FROM 4:00 TO 10:00 PM. IF YOU DON'T RUN THE RALLY YOU CAN STILL COME TO THE COOK-OUT AND SWIM FOR ONLY \$1.50 PER PERSON.

FOR MORE INFORMATION OR TO REGISTER, CALL THE RALLYMASTERS:

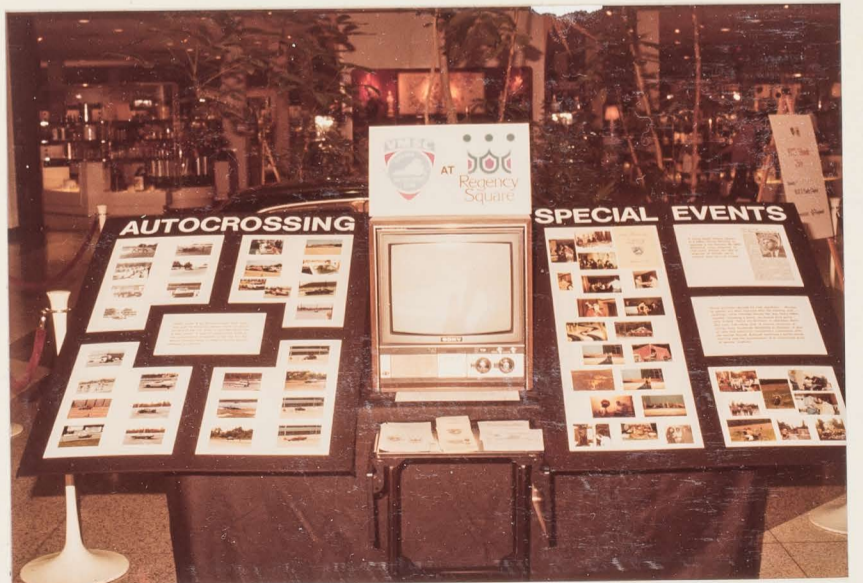
BILL AND SHELIA HUNTER  
RT. 1, BOX 280  
MONTPELIER, VA 23192  
(804) 883-6557







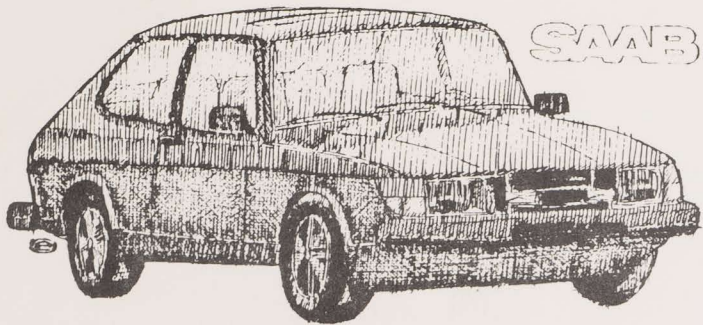
AT



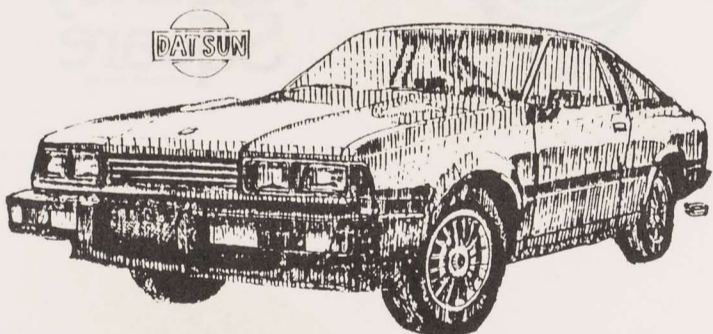
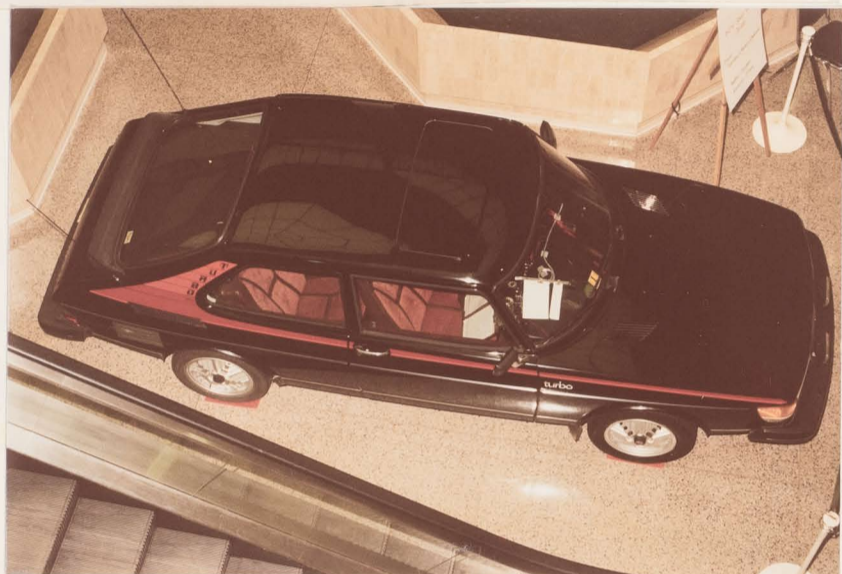
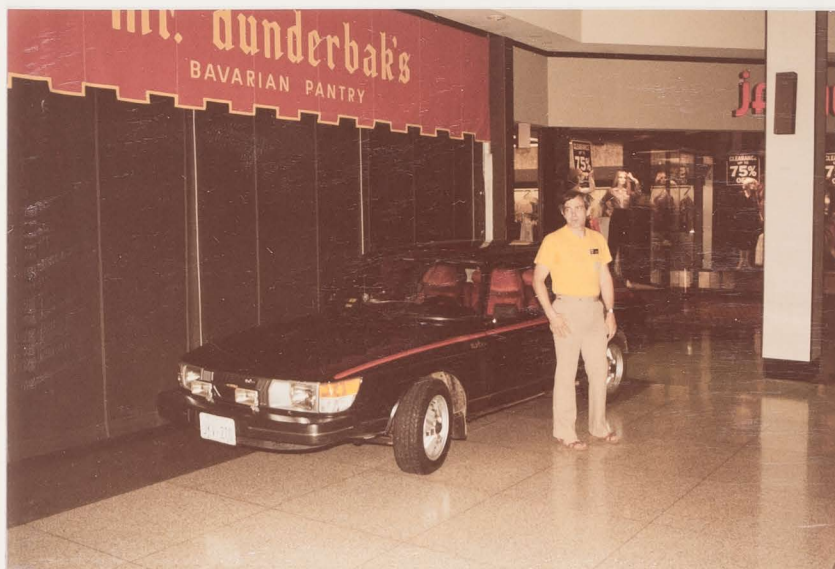








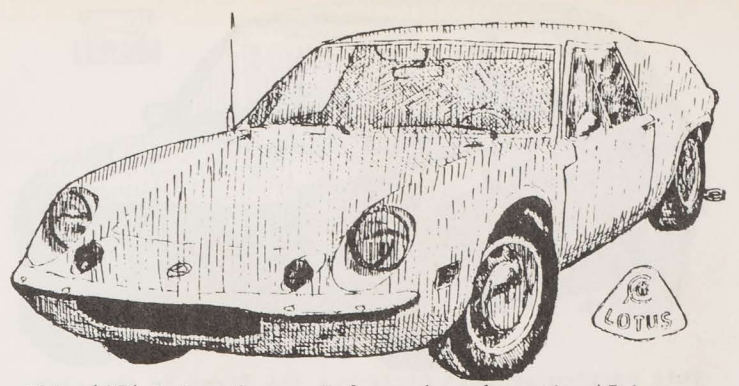
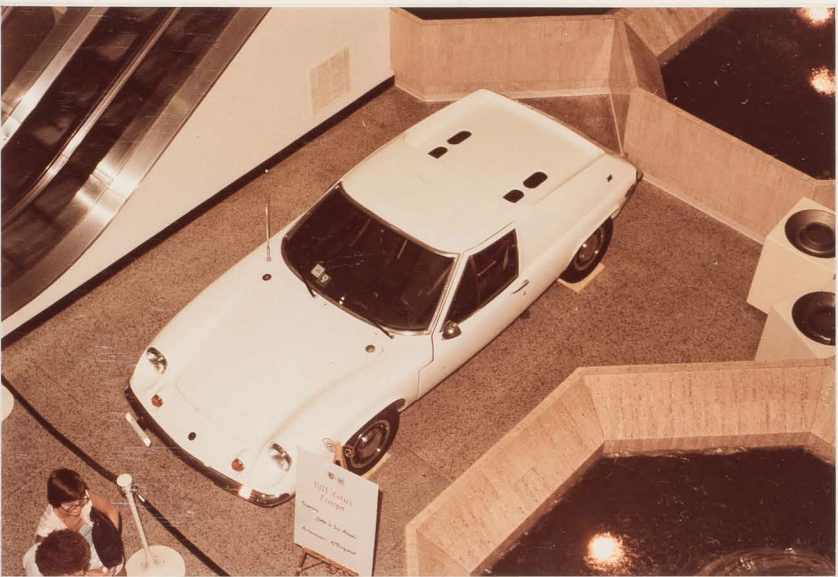
Turbo-charging boosts the power of this 1979 Saab 900 Turbo beyond what you would expect of a 4 cylinder engine in this spacious automobile. When coupled with front-wheel drive's responsiveness and impressive braking, Turbo Saabs are a power to be reckoned with in VMSC's C/Stock autocross class. Likewise, its owners, Wiltshire and Barbara Greenwood, have been a power to be reckoned with in the Equipped Rally class for more than a decade. They are rallymasters of the most challenging and technically accurate events the club offers, and have won innumerable trophies. They have both finished 1st Overall in the club, Wilt in 1966, 1977 and Barbara in 1972. They have been involved in SCCA Divisional and National Rallies, both as entrants and administrators, and knowledge of their expertise is widespread throughout the Mid-Atlantic States.



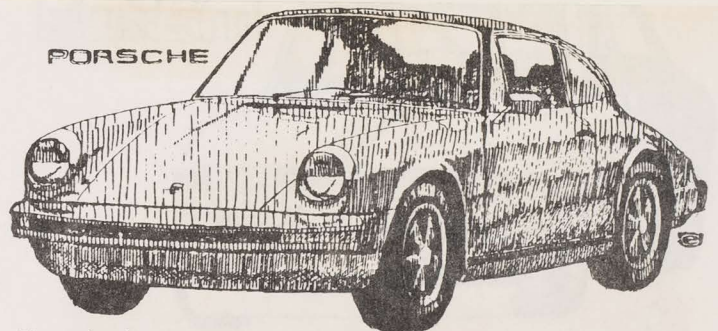
This visually striking entry from Datsun is a 1980 200 SX owned by Ellis and Janice Wimmer. Features include warning bells instead of the normally annoying buzzers and a driver's seat that has adjustable leg and lumbar support usually found only in cars costing thousands more. The Wimmers rally in VMSC's Rookie Class, where they were the first winners of Boulevard Import's Merchandise Certificate, given to the highest placed Datsun or Saab in each VMSC Rally. Ellis serves as Club Historian this year, as well as being official photographer for the club.







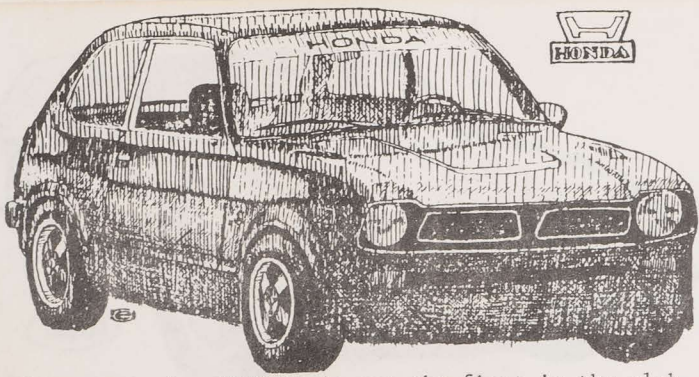
This 1971 Lotus Europa S-2 was based on the 47th racing model produced by Colin-Chapman's famous company. Weighing in at only 1566 lbs., its extremely low profile and handmade fiberglass body, coupled with its mid-engine design, makes an extremely quick car with exceptional handling characteristics. This particular Lotus was totaled in 1975 and restored to its present condition, when acquired by John Adams. John has driven the car in many autocrosses and rallies in the Shenandoah Valley, Michigan, the D.C. area and in Richmond. The dirt roads sometimes found on rallies do not favor the Europa's low ground clearance, so John confines the Europa's competition to autocrosses, where he runs in the A/Prepared class, and rallies with his wife, Sue, in her Olds Omega.



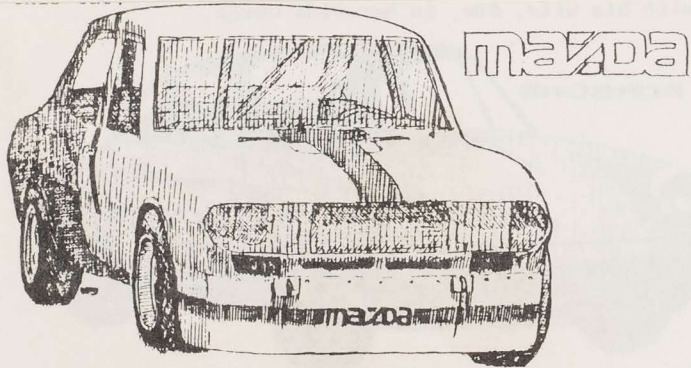
The timeless nature of classic sports car design shows well in this Porsche. The first 911 appeared in 1966 as a replacement for Porsche's 356 series and survives to this day with only minor cosmetic changes. Owner Dave Armentrout has rallied and autocrossed extensively in this 1974 911; this is the second time Dave has owned this particular automobile. Many VMSC members also belong to other car clubs; Dave has been active in the Porsche Club of America, where he served as Vice President of PCA's First Settlers Region. He has organized and competed in many PCA Regional and National events and garnered numerous trophies, including concourse awards. Dave is currently a member of the Autocross Competition Committee and his wife, Vicki, serves as VMSC's secretary.







This particular 1973 Civic was the first in the club, preceding a great rush to Honda's front-wheel-drive offerings. There are now 17 Hondas owned by VMSC members, and while this one, owned by Bill and Shelia Hunter, is now exclusively entered in autocrosses, it has seen its share of rallies. As Bill went in pursuit of VMSC's Annual Speed Championship, some of his modifications (such as lowering the car 3 inches, adding headers and a competition exhaust) caused Shelia ground clearance problems on more than one rally road. This car has taken Bill to the top 5 of the Speed Championship every year since 1975 and to first place in 1977 and 1978. If you watch the video tape at the autocross display table, you'll take a ride around the 1978 Series 3 Roadcross course in this car.



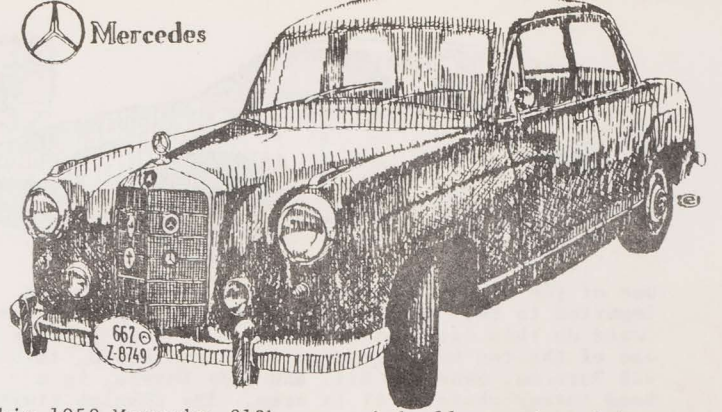
If you come to a VMSC autocross, you may think this 1971 Mazda RX2 runs in every heat. You would be right; with no less than 5 drivers running during an event, it becomes something of a fixture by the late afternoon. The combined resources of four VMSC members have put together this very competitive C/Modified Mazda, doing business as the "This Side Down Autocross Team." The limited interior appointments and exterior trim are the result of eliminating unnecessary weight: the car only weighs 1768 pounds, some 450 pounds lighter than its stock weight. Horsepower has been boosted 15% to 125 bhp, and its handling is enhanced by the racing tires and lowering the car 3 inches.



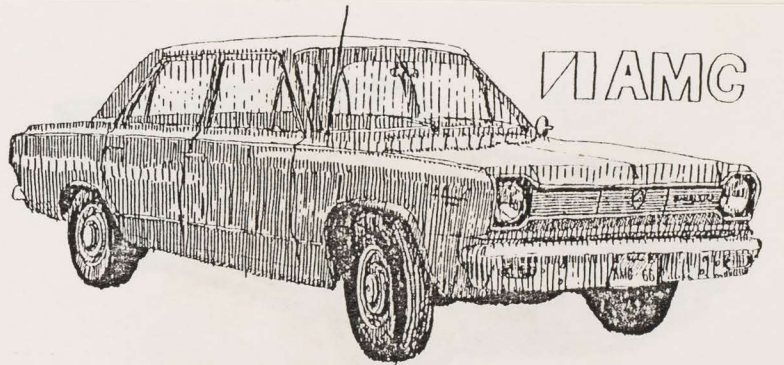




Mercedes



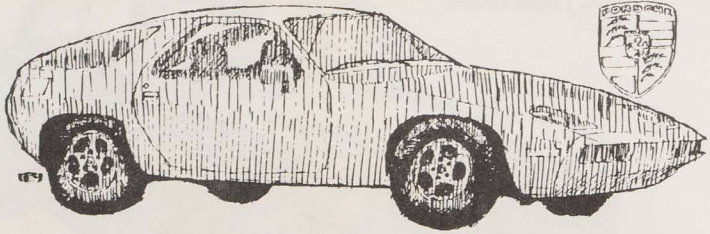
This 1959 Mercedes 219b was originally purchased in Germany and shipped to the U.S. in March of 1959. Chuck and Kathleen Edwards purchased the car (over the phone, no less) in November of 1966. Certainly the 219b must be among the first efforts at mid-size autos, since it was dimensionally identical to the larger 220-S from the center pillar forward, and was identical to the smaller 190 Mercedes from the pillar to the back bumper. The 2195cc engine operates through a 4-speed manual transmission that is so closely tolerated that automatic transmission fluid is the specified lubricant rather than the more normally used gear lubricant. Kathleen has been a member of VMSC since 1963 and Chuck since 1964. The Mercedes has been used for general transportation, while the Edwards competed in Kathleen's TR4.



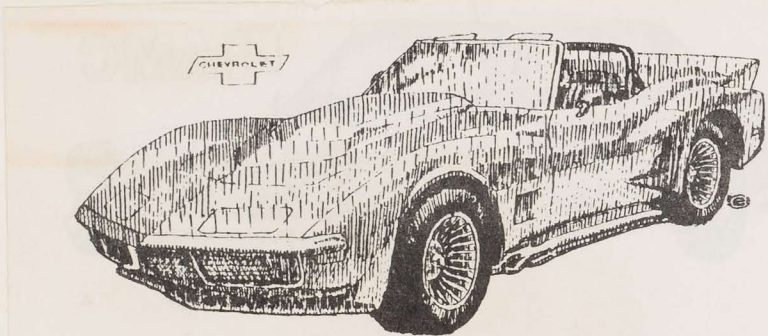
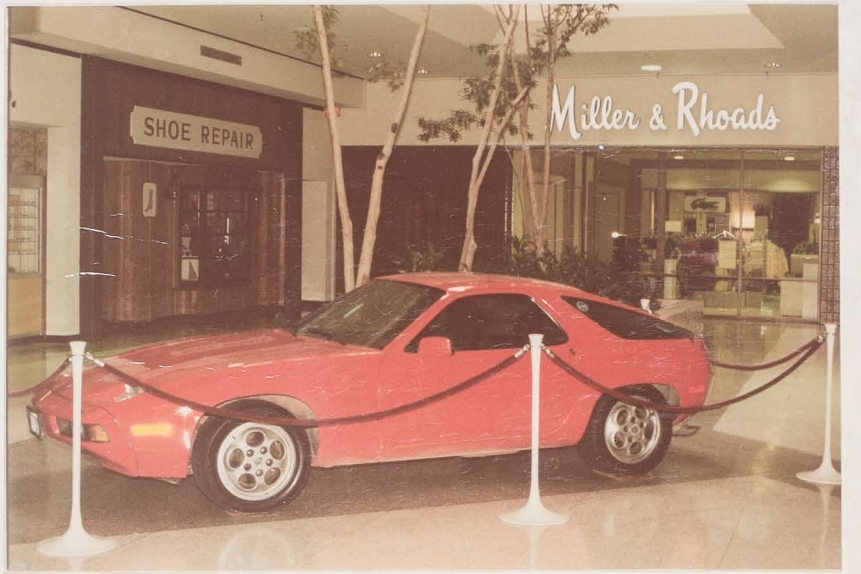
You might think Chris and Lil Young's 1966 AMC Ambassador seems slightly out of place, but it is as representative of the cars owned by VMSC members as any of the others here in Regency Square. It also shows that anyone can compete (and compete successfully) in any car. Chris and Lil have autocrossed and rallied in this car; their rallying participation is not only with VMSC but in SCCA Divisional and National Rallies all along the East Coast. Lil has been a member of VMSC since 1971, and Chris a member since 1965. Chris is one of this year's editors of Checkpoints, the club newsletter.







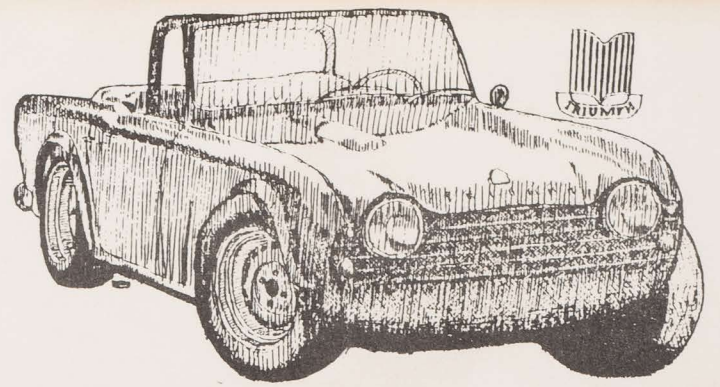
One of the dwindling numbers of truly exotic cars imported to this country, no number of superlatives could do this car justice. Chosen by Road & Track as one of the ten best cars for a changed world, this 1980 928 Porsche, owned by Bill and Judy Chvala, is a head turner wherever it is seen. The Chvalas started rallying about 9 years ago in the Atlanta, Georgia area, running and winning SCCA Divisional and National Rallies in the unequipped class. After a few years away from the sport, Bill and Judy moved to Richmond and joined VMSC. Not long thereafter, they made the move to the equipped class where they have been strong competitors, including a first place overall in the prestigious Bob Ridges Memorial Rally this year.



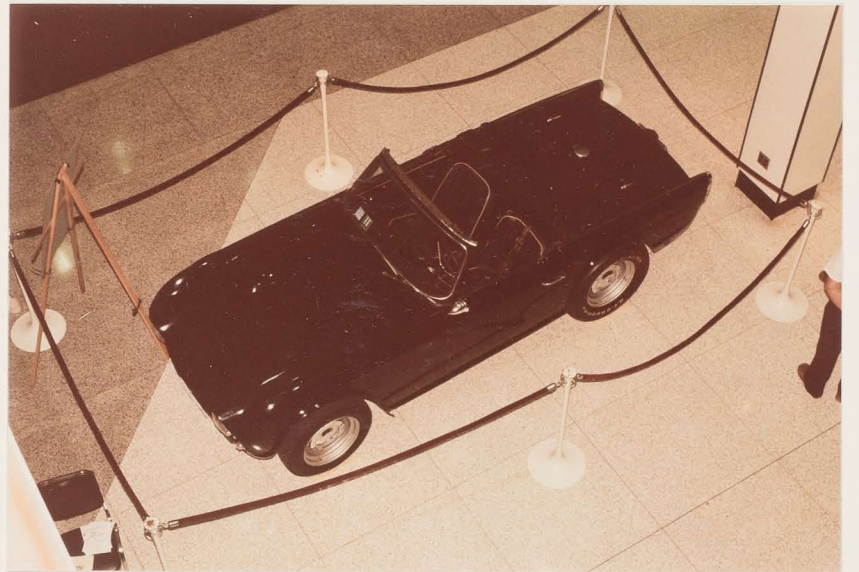
One thing for sure, Bill Chvala really knows how to pick cars. Bill has had extensive customizing work done to this 1972 Corvette and the end result is a truly handsome automobile. Bill also reworked the engine from the ground up, so the car goes as well as it looks. The roll bar is the most recent addition to the 'Vette', a competition regulation requirement for any convertible running a VMSC sanctioned autocross. This car is one of the loudest entrants in the B/Modified class.







This classic 1962 Triumph TR-4 has run in almost every VMSC autocross since 1962 (that's over 100 events) showing owner John Bergeron's loyalty to the sport. John rallied in the car the first few years, finishing 1st in almost every event, but eventually narrowed the TR's stints to the autocross. John has added competition suspension, front and rear sway bars, lowered the car 2", and runs 6" wide rims. The 70,000 miles on the odometer is the original mileage, and John figures that since he's stopped driving the car to work, he only puts about 300 miles a year on it. With this type of car and John's skill as a driver, there's little wonder that he consistently finishes in the top 5 of the Speed Championship.







**THE EDGE**  
 (THE RALLY)  
 August 24, 1980

*Handwritten:*  
 1980  
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They'll never get caught.  
 God was their unofficial precheck.

# THE **IMD** RALLY III 1/2

**SEPTEMBER 21, 1980**  
**REG: 8:00 to 8:45am**  
**F.C.O: 9:01am**  
**PRICE: \$6.00**

**STARTS:**  
 Bank of Goochland  
 Rt 250 and Rt 623

**TROPHIES:**  
 Equipped  
 Unequipped  
 and Others

For Information Call:  
**TOM BLOT** 1-883-6587  
**Bill Britton** 264-8480

**"BRM" Style Rally - Fast and Easy**



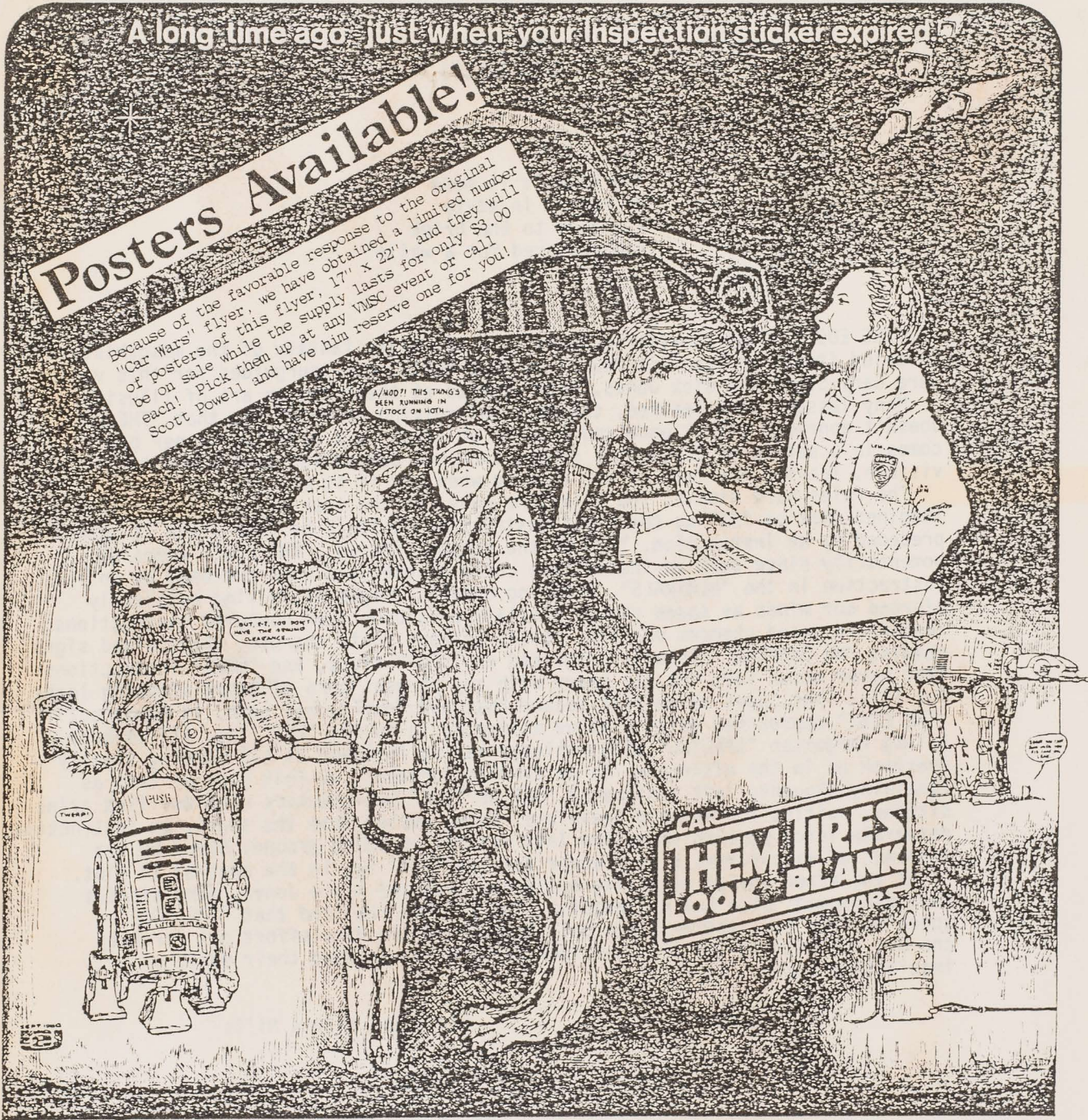


The Virginia Motor Sport Club Presents

A long time ago, just when your inspection sticker expired!

**Posters Available!**

Because of the favorable response to the original "Car Wars" flyer, we have obtained a limited number of posters of this flyer, 17" x 22", and they will be on sale while the supply lasts for only \$3.00 each! Pick them up at any VMSC event or call Scott Powell and have him reserve one for you!



OCTOBER 5, 1980











# COB WEBS

A TSD rally. About 100 brisk miles. The rally relies on a new concept that will be explained in the generals. It is expected to be a moderately difficult event. The Official Pre-checkers are Bookie Westbrook and Bill Armstrong.

SUNDAY, 14 DECEMBER 1980

Starts at the Bank of Goochland on Route 6 (Patterson Avenue) in Goochland County, just west of the Henrico County line.

Registration 9:00-9:45 AM

Ends at the home of the Rallymasters in Goochland County with a pizza buffet. Please bring your own beverages.

Price: \$10.00 includes the rally plus pizza

Preregistration requested: Fred & Marian DeBardleben  
Rte.1, Box 419-X, Manakin-Sabot, Virginia 23103  
804-784-3746

*Virginia Motor Sport Club*

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