



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME XVI

NUMBER 2

FEBRUARY 1971

EVENTS CALENDAR

February 18th -- Thursday Evening - VMSC - Regular monthly meeting at the Branch House, Monument and Davis Avenues, at 8:00 PM. Social hour afterwards at Richie's, across Monument Ave. from the Branch House at 706 N. Robinson St.

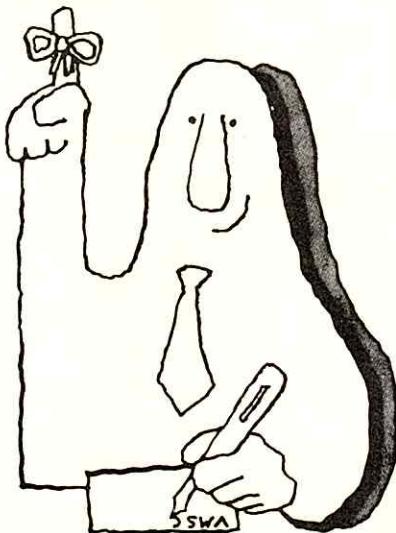
February 21st -- Sunday - VMSC - The "Mini-Massacre" Rally. Fast, demanding event, requiring the full attention of driver and navigator. "Fail-safe" instructions for some of the difficult portions to keep the errant contestant from completely blowing it! From the Meadowdale Shopping Center, Hopkins Rd. and Chippenham Pkwy. Prior sign-up -- call Len or Toni Wells - 231-3656. \$3.00/4.50. Registration at 11:30, first car off at 12:30. Approx. 125 miles, in less than 4 hours!

March 7th -- Sunday - PTSCC - (Jacksonville, N. C) Council Rally For details contact - Dan Benham, Box 497, Salma, N. C.

March 18th -- Thursday - VMSC - Regular monthly meeting at the Branch House.

March 21st -- Sunday - VMSC - The "Azalea 8 Hour" Rally. One of the OD's has stated to your editor that this is going to be a "Tuff Muther"!! Starts at the Westland Shopping Center, with a check-in time of 8:00 AM, and first car at 9:01. Prior registration ONLY. See entry blank elsewhere in this issue for details.

March 27th & 28th -- Sat. & Sun - WRC - The B.R.M. Rally. A fast event, starting at Harper's Ferry, W. Va. \$49.00 per car includes meals, room, cocktail party, and rally entry fee. Contact Wilt Greenwood, 282-1493, for entry forms.



R*E*M*E*M*B*E*R

DIES ARE DUE !

EDITORIAL

If you read nothing else in this issue of Checkpoints, please read and heed John Kessler's letter on the facing page. And write that letter! The "Write Hanoi" campaign has proven that if enough people care and act, those acted upon will respond. Let us as a Club and as driving enthusiasts show our distain for this proposed regulation.

Chuck Edwards continues his "How to Rally" article(s) in this issue. If you intend to run the 8 Hour in March, it might be well to examine his reasoning and methods closely, since he is one of the OD's for that event.

While picking on Chuck, I might add that the Second National Bank and your editors went into partnership last week and bought a new 1200 Datsun sedan, thereby giving the aforementioned Mr. Edwards a little competition for the Datsun Marque Award! It certainly is nice to once again have an autocross machine!

Once again this month, we would like to request that those members who do not plan to enter the current Club activity, please volunteer as helpers and workers. The need is most critical for the 8 Hour, as this is a long rally, with numerous controls. And open controls require a minimum of 3 people per control, and 5 or 6 are easily kept busy.

This is the last issue of your magazine you will receive this year, if you haven't paid your 1971 dues. If you have just been putting it off, send Bob Purgason a check.

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Ass't Sec'y	Barbara Greenwood	282-1493
Checkpoints Editors	Len & Toni Wells	231-3656

AN OPEN LETTER TO ALL V.M.S.C. MEMBERS:

Here goes another freedom. We find ourselves so caught up in the crises of everyday life - annexation, deannexation, busing and tax assessments - that many haven't noticed what is happening in Washington to yet another freedom.

How many of you are aware that the National Highway Safety Bureau has proposed the following regulation?

"New cars built on or after Oct. 1, 1972 would be limited to a top speed of 95 mph. In addition, beginning at 81-85 mph, the car's horn would sound continuously and the emergency system would activate the taillights and turn signals."

Immediately some will argue that no one should drive that fast anyway...and in most cases they would be correct. But this is not the point. We already have laws that prohibit driving at these speeds, and with proper enforcement, that should be sufficient. The point is that speed is being singled out as the culprit when only 4% of all traffic fatalities occur at speeds above 79 mph.

We certainly have no argument with seat belts. Many of us have used them for years before the government said we must have them. We do argue with the law that says they MUST be on the car whether you use them or not. On the horizon is the mandatory air bag installation, designed to further protect us by suddenly inflating in our faces in a collision. An now enter speed control devices, horns and flashing lights.

Those who enjoy the finer points of well-built European cars will likely find this a thing of the past, as foreign manufacturers will soon be discouraged from adding all the junk necessary to sell a car in this country.

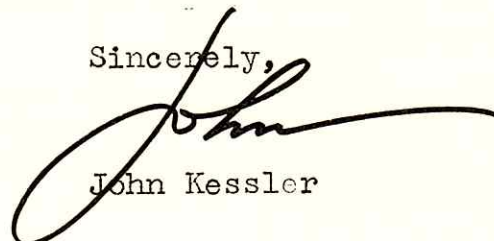
As a former president of VMSC, and an automobile enthusiast with 26 years driving experience, I certainly am for highway safety and strong traffic law enforcement. I'm for cars with safe handling and safe tires, brakes and suspension...and most of all, safe, competent drivers.

May I suggest to the NHTSB, if they're determined to go this far, then let's go all the way. Let's have horns and flashing lights when our tires wear thin. Let's have horns and flashing lights when our brakes are about to go. Or when a drinking driver or a drug addict gets behind the wheel.

You just might be able to retain the freedom of choosing your next car with the equipment you desire...if you write your congressman and the NHTSB voicing your objection to this proposal. This must be done before February 26. I urge all club members to do this!

Or you can ignore the whole thing and watch one more freedom go down the drain.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read "John Kessler".

John Kessler

HOW TO RALLY - Cont'd.
By Chuck Edwards

2) Objects: Most rallies will make use of objects or "things" along or visible from the rally route. Although objects called by their generic name are generally easy to recognize, the rallyist must not assume that he possesses prior knowledge of what the rallymaster intended. An instruction requiring the rallyist to turn after a "fencer" may seem innocent. However, what is meant by "fencer"? Is it a man putting up a fence or someone brandishing a foil? Either would satisfy the instruction and the rallymaster would undoubtedly make certain that only one landmark satisfying the instruction would be visible prior to the execution point. However, the point is that the rallyist must not assume that he knows what he is seeking. Empirical knowledge must be used in rallying. Immediate knowledge is useful only to the extent that it limits the frame of reference.

The rallyist should be aware that landmarks are not always, and often are not, in a "logical" place. Landmarks may be constructed by the rallymaster and located anywhere along the rally route. A sign may be nailed high (or low) in a tree; a brick may be part of a brick house; a number (such as "4") may be anywhere. Any assumption as to sign or landmark location on the part of the rallyist is error-prone and such assumptions should be alertly avoided.

Landmarks need not be difficult to see for a rally to be challenging. However, rallymasters, for a lack of personal resources or other good reasons, sometimes endeavor to make landmarks obscure, illegible, or deliberately confusing and undefined. Although such things are universally discouraged, the rallyist should be aware of the possibility of obscure landmarks.

Execution (Action) Points Examined:

Every non-passive rally instruction requires some type of action when all the requirements of the instruction are met. In most cases all the requirements of an instruction will be met at one point and in these cases the action point is a true geographic point. Some instructions require action over a given distance beginning at a true point and ending at a true point. For example, an instruction to change route requires that a change be made when it is possible to begin traveling on a new route. An instruction to lose (or gain) time over a given distance measured between two geographic points requires (technically) that the rallyist lose (or gain) an equal amount of time at every point between the two reference points, the sum of the equal amounts being exactly equal to the amount of time instructed to be lost (or gained). As a practical matter, most rallyists adjust their running time over the specified distance at the terminal point given in the route instructions. When this method is used it is important to note that the rallyist is not to proceed beyond the terminal point until the appropriate adjustments have been fully made.

It is interesting to note that an instruction to change speed requires both action at one point and action over definite (but normally unknown) distance. The speed is changed at one geographic point, but the speed to which one has changed is maintained over distance.

THE NEW YEAR'S PROSPECTUS RALLY

VMSC's first rally of the year, staged by Bruce and Harriet James, was a toughie. Bruce's idea was to try to equalize the difference between the equipped and unequipped rallyists through the use of difficult course following. By referencing contestants to a variety of signs, the rallymaster was able to make virtually every intersection a potential trap.

Many people seemed to have trouble with "R at 'No Trespassing'" which was a small sign approximately two inches by six inches located to the left of and back from the rally route. Also, many people including us, had trouble with "R after RIP 'Peter's'" which was a large sign, parallel to the highway in front of St. Peter's Methodist Church. The sign was so big most people didn't see it. We didn't see RIP "Trucks" which, as almost everyone but us seemed to know, was part of a sign in plain view reading "SPEED LIMIT 55 - TRUCKS 45". We saw that blankety-blank sign, but didn't read it.

The rally course was interesting; roads were good; controls operated well. Congratulations to Bruce and Harriet on a successful rally. By the way, where was that hidden control?

Chuck and Kathleen Edwards

Saab

Sonett III



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Could be, a car that does this well for drivers on a track could do well for you on the street.

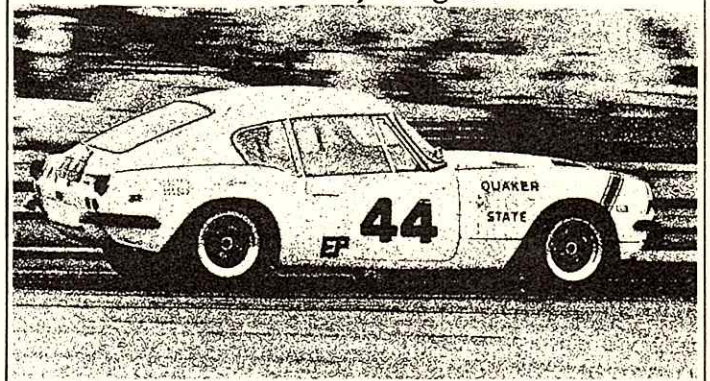
At any rate, it's easily worth a trip to our showrooms to find out.



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NEW YEAR'S PROSPECTUS RALLYE
January 23, 1971

PLACE OVER	CLASS	PLACE CLASS	DRIVER/NAVIGATOR	CAR #	CHECKPOINT ERROR					HIDDEN	FALSE		TOTAL ERROR
					#1	#2	#3	#4	#5		#1	#2	
1	E	1	*K. Edwards/C. Edwards	1	3	20	10	4	600	5	0	0	642
2	E	2	*B. Peasley/H. Grundy	26	2	45	3	1	600	17	0	0	668
3	U	1	*G. Winfree/N. Winfree	21	19	17	6	92	600	26	0	0	760
4	E	3	*W. Greenwood/B. Greenwood	10	1	600	0	300	31	3	0	0	935
5	U	2	*N. Dickinson/C. Blot	12	10	300	213	52	600	27	0	0	1202
6	U	3	*C. Young/T. Blot	14	247	28	113	261	600	13	0	0	1262
7	U	4	J. Kahn/A. Kalen	15	53	600	600	0	177	115	0	0	1545
8	U	5	*W. Myers/B. Lyell	27	118	106	158	600	600	15	0	0	1597
9	E	4	*C. Hoelzel/C. Hoelzel	5	52	600	0	600	600	35	0	0	1887
10	U	6	*B. Britton/L. Parsley	24	8	193	29	600	600	600	0	0	2030
11	U	7	*R. Hager/R. Bryan	8	235	600	0	600	600	35	150	0	2220
12	U	8	*B. Westbrook/K. Westbrook	4	1	231	43	600	600	600	150	0	2225
13	E	5	*D. Hatch/C. Hatch	13	32	246	600	600	600	15	150	0	2243
14	U	9	*J. Bergeron/R. Williams	22 9	600	0	600	600	0	600	0	0	2400
15	U	10	°R. Mason/R&F. Ritzman/S. Coggins	95	300	600	600	600	600	600	0	0	2795
16	U	11	+L. Scott/J. Jenkins	17	237	273	600	600	600	600	0	0	2910
17	U	12	S. Turner/S. Edwards	2	600	600	0	600	600	300	150	150	3000
18	E	6	*J. Purgason/B. Purgason	7	1	600	600	600	600	600	0	0	3001
19	U	13	*R. Jones/D. Woodard	20	4	600	600	600	600	600	0	0	3004
20	E	7	*D. Taylor/J. Jordan	23	36	600	600	600	600	600	0	0	3036
21	U	14	D. Glenn/B. Edwards	3	72	600	600	600	600	600	0	0	3072
22	E	8	E. Wilson/C. Wilson	6	215	600	600	600	600	600	0	0	3215
23	U	15	R. Middleton/C. Baker	16	115	600	600	600	600	600	150	0	3265
24	U	16	T. Wells/L. Wells	28	125	600	600	600	600	600	150	0	3275
25	U	17	L. LaMoreux/W. Rakes	25	300	600	600	600	600	600	0	0	3300

* denotes VMSC member.

° denotes car not competing for trophies or points.

+ denotes winners of novice trophy.

OD'S - Harriet & Bruce James.

HELPERS - Pat Kelly, Judy Kelly, Ron Daniel, Joan Daniel, Mike Castleberry, Beth Beveridge, Miles Turner, Brenda Turner, Carter Peasley, Billy Morgan, Gene Harris, Susan Williams, Bill Whitehead, John Chehaske, Kathy Chehaske, Lisa Rose, George Fields, Dick Byrd, and Woody Northington.

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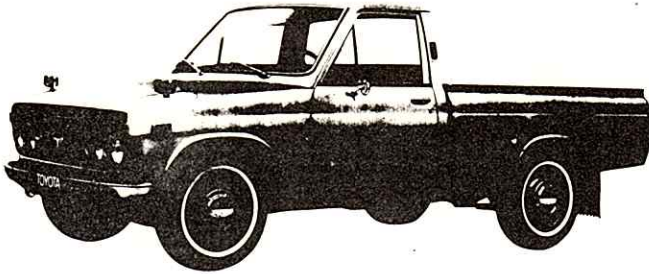
New Member

Richard Edward Jones

2820 Kenmore Road

Richmond, Va 23228

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The "Azalea 8 Hour" Rally

- WHEN? - Sunday, March 21st; check-in at 8:00 AM, First car at 9:01
- WHERE? - Starts at the Westland Shopping Center, on W. Broad Street
- WHAT? - A straight forward event of approx. 200 miles, including a buffet supper at the Howard Johnson's at Fredericksburg, Va.
- AWARDS? - 1st, 2nd, & 3rd, equipped and unequipped. Also, Best Novice Award. In addition, best Morning, and best Afternoon awards. Awards to be presented at the supper following the event.
- PRICE? - \$10.00 per car, which covers supper.

Yes, we would like to run the "Azalea 8 Hour". Enclosed please find a check/money order for \$10.00.

_____ Driver _____ Club _____ Novice?
_____ Navigator _____ Club _____ Novice?
_____ Make of Car _____ Starting number requested

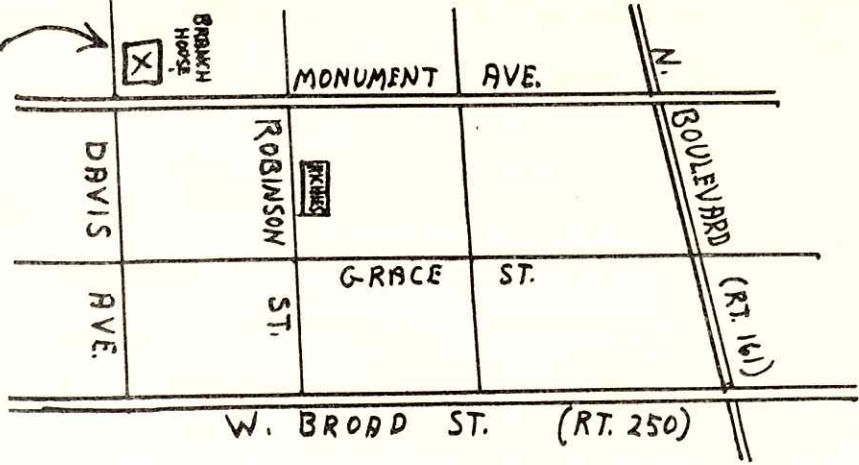
Mail to: Bob Purgason
1725 Leicester Road
Richmond, Va

or

Chuck Edwards
3312 W. Franklin Street
Richmond, Va 23221

PS. If you are unable to enter, please volunteer to help. We need ya!

V.M.S.C. MONTHLY MEETING

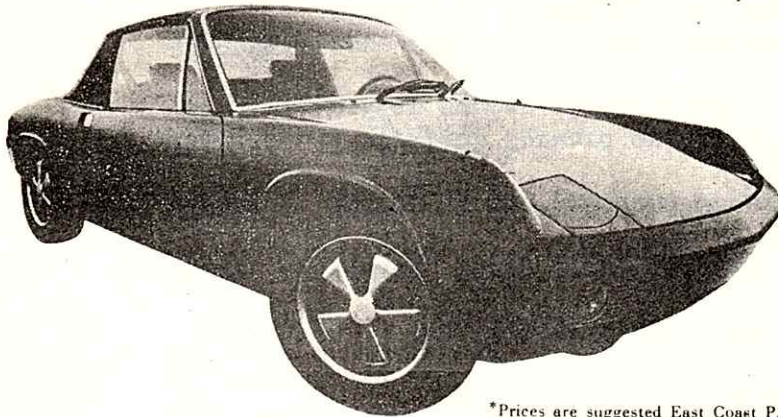


3RD THURSDAY - 8:00 PM

FEBRUARY 18TH, 1971

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