



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME VII

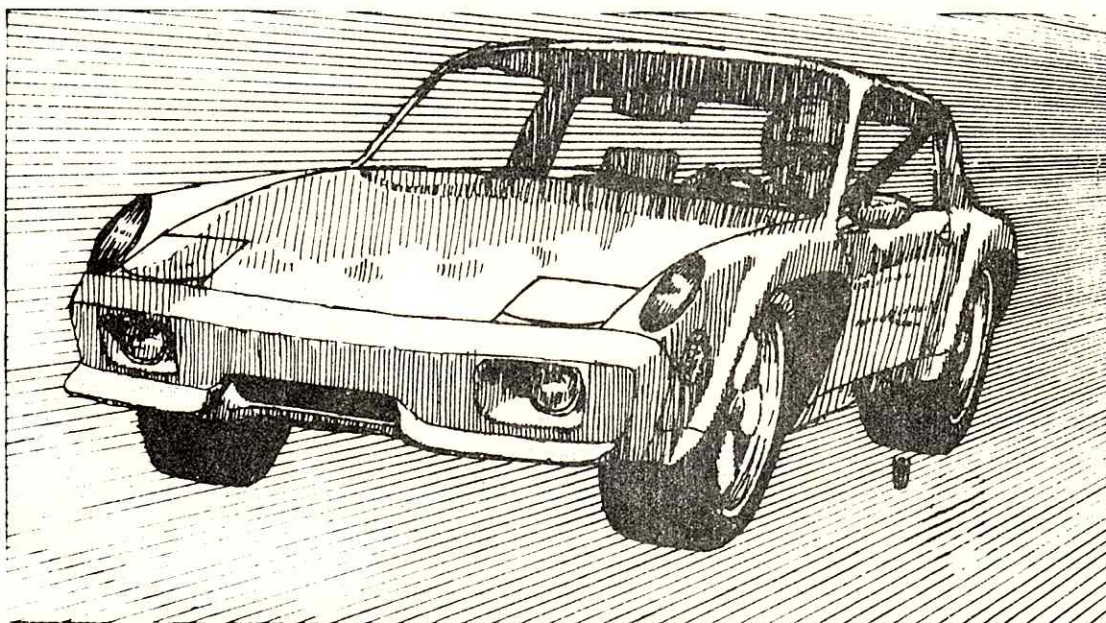
NUMBER 6

JUNE 1972

COLANDER *

- JUNE 15 VMSC regular monthly meeting, 8:00 p. m., back room of the Hickory Hearth Restaurant at the Holiday Inn North. Slide rally by Mike Leeper. Film. Refreshments available after meeting.
- JUNE 16 BRANDED (DC) "Outlaw II" navigational rally. Starts Pike 7 Plaza west of Tysons Corner, VA. Reg. 7:00 p. m., FCO 7:30. \$3.50. O.D. Bob Vostreys. Pre-reg. Margo Summers 301-593-5395.
- JUNE 17,18 Trans-Am, Watkins Glen, New York.
- JUNE 25 Corvette Club autocross. Friedman Marks parking lot. Reg. and tech, 10:30 a. m., FCO 12:00. MWCSCC classes. 10-car heats. VMSC points event.
- JULY 8 VMSC autocross, probably at Jarrel's Truck Plaza. O.D. Dick Jones, 262-4508. More details at June meeting.

*(This time of year it's full of holes.)



"The Lay of the Land" Rally

The return to the VMSC Events Calendar of the previously annual Ladies Rally was welcomed very enthusiastically by the 32 cars that turned out for the event. This was probably the largest turnout of contestants (and workers!) the gals have ever had for this rally.

After showing up almost too late to enter the rally and having only limited time to read the general instructions, I urged Bob to put first things first and let me eat lunch! Fortunately this break from the confusion surrounding all rally starting points gave us an opportunity to study the generals more closely. This promptly brought about a decision to rely on Bob's trusty foot for timing while we both concentrated on course following.

As the rally progressed we felt assured that we had made an excellent decision as the gals really put on quite a tough rally. One of the hardest traps occurred during the first leg when the contestants were instructed to turn left after the fourth bridge. The natural reaction is to go on looking for four bridges and overlook the lettering from two "Narrow Bridge" signs that also could be counted, resulting in many lost cars very early in the rally.

In addition to traps like the one above, Barbara and Beth also used rather tough priorities with the contestants working on up to seven special instructions simultaneously.

In summary, if you weren't there (or didn't see most of it!) you missed an excellent rally (over very interesting routes) that was handled very well by Barbara and Beth and all of their attractive helpers.

George Winfree
for
Bob Hollinger and myself

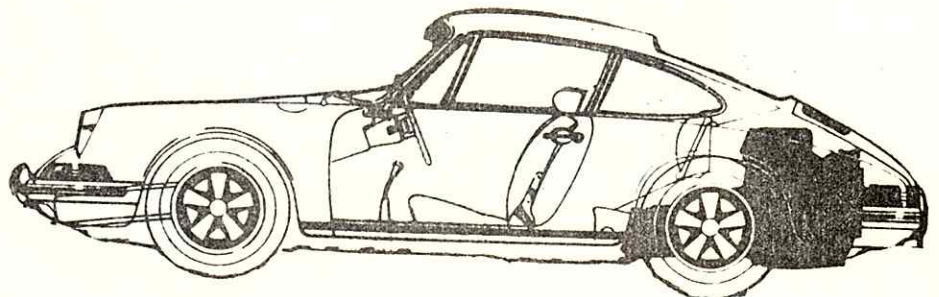
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Place Over.	Class	Place Class	Driver/ Navigator	Car #	3	6	7	8	9	TOTAL
18th	U	10	Alan Weinstein David O'Brien	26	600	600	600	600	600	3000
18th	U	10	H. Scott Powell Neale Dickenson	27	600	600	600	600	600	3000
18th	U	10	Jerry Gross Sylvia Gross	28	600	600	600	600	600	3000
18th	U	10	Bob Mason Warren Stansbury	30	600	600	600	600	600	3000
18th	U	10	Bert Winer Diane Winer	31	600	600	600	600	600	3000

Checkpoints 1 and 2 were discarded due to a route sign down which made it impossible to follow the rallye instructions.

Checkpoints 4 and 5 were discarded due to a protest concerning course following priorities, honored by the O. D.'s at the end of the event.

Checkpoint 10 was discarded because the timing slip out of checkpoint 9 gave the rallyist the wrong numbered route instruction.

Official precheckers: Kathy Chehaske, Charlotte Hoelzel

Workers: Lisa Rose, Chris Blot, Janet Koontz, Pat Martin, Marge Hambright, Lilian Young, Marian Zalis, Anne Williams, Anne Jones, Nancy Van Auken, Martha Moessinger, Shirley Mason, Linda Stansbury, Judy Buck, Kathi McCall, Kitty Westbrook, Lois DuRant, Harriet James, Betty Johnson, Toni Wells, Nancy Winfree, Pat Hollinger, Millie Carlisle, Joan Daniels, Kathleen Edwards.

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Pre-Ramble

We the Rallyists in the Japanese Pumpkin, in Order to follow a Rallye Course, to stay on Time, to prevent damage to Snowplows and loss of Wheel Covers, and to find our way to the Revel Area, do ordain and establish this checklist to be consulted for future BMW gatherings.

ARTICLE. I. We shall not, as Contestants, spend the evening preceding a Rallye at the House of the O.D. Such action will work to the Detriment of our Performance, as can be testified to by Representatives Castleberry and Beverage.

ARTICLE. II. We shall not entertain over-Confidence upon receipt of clear and to-the-point General Instructions. Special attention must also be given to distributed Addenda. Said action should be noted by us Representatives all arriving at Checkpoint #2 at times varying in Earliness from two to twenty minutes and with incorrect Mileages ranging from three to seventeen.

ARTICLE. III. It has been so agreed that when Course Following Action is dependent upon sight and recognition of a Telephone Booth and a Stone Lion on the Right or on a Sign on the Left or on neither on either side, and when the Average Speed exceeds four miles per hour, the Navigator will immediately drop Pencil and Stevens and stare bug-eyed through the right Window. In relation to said agreement, all Celebrations at finding said Landmarks will be dispensed with.

ARTICLE. IV. It has been suggested that the Navigator take note of the number of passes of his Car through a single Loop, Ten being a reasonable number to cause application of Brakes and unveiling of county Maps.

ARTICLE. V. Raucus behavior on the part of the Navigator will cease. "That's it, baby! Blow right through!" can be unnerving to the Driver who is Fishtailing and Coughing through three feet of Fresh Mud.

ARTICLE. VI. We have found it necessary to be wary of Big Apples and instructions falling within 0.2 miles of said Fruit. Lack of Caution and sight of an Exposed Out-marker may sucker panicked Contestants into incorrect Checkpoints.

ARTICLE. VII. It has been agreed that prior to contemplation of a Protest against the O.D., attempt for explanation from the accused Party must be made. Such action will serve to prevent one dumb Maneuver costing \$5.00 on top of another dumb Maneuver costing a Rallye.

ARTICLE. VIII. When participating in a Rallye in the Commonwealth of Virginia, it has been decided that all Roads in surrounding States shall be considered Invalid. There shall be only mild Panic upon encountering the State Line and all Outbreaks of, "West Virginia, mountain mamma..." shall be heretofore discontinued.

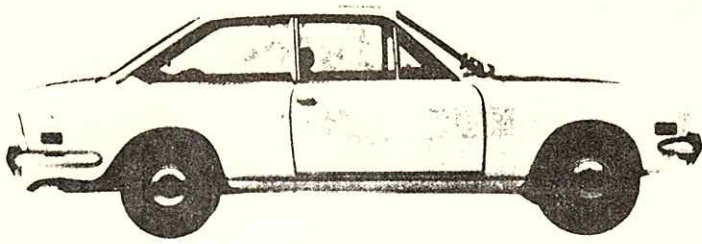
The Undersigned jointly agree to adopt the above Resolutions in the sincere Hope that execution of them will enable us to finish the next BMW Rallye - the last one of which we Royally f---ed up.

Country roads, take us home...

Signed Marwan J. Zalis.

Signed Fred DeB...

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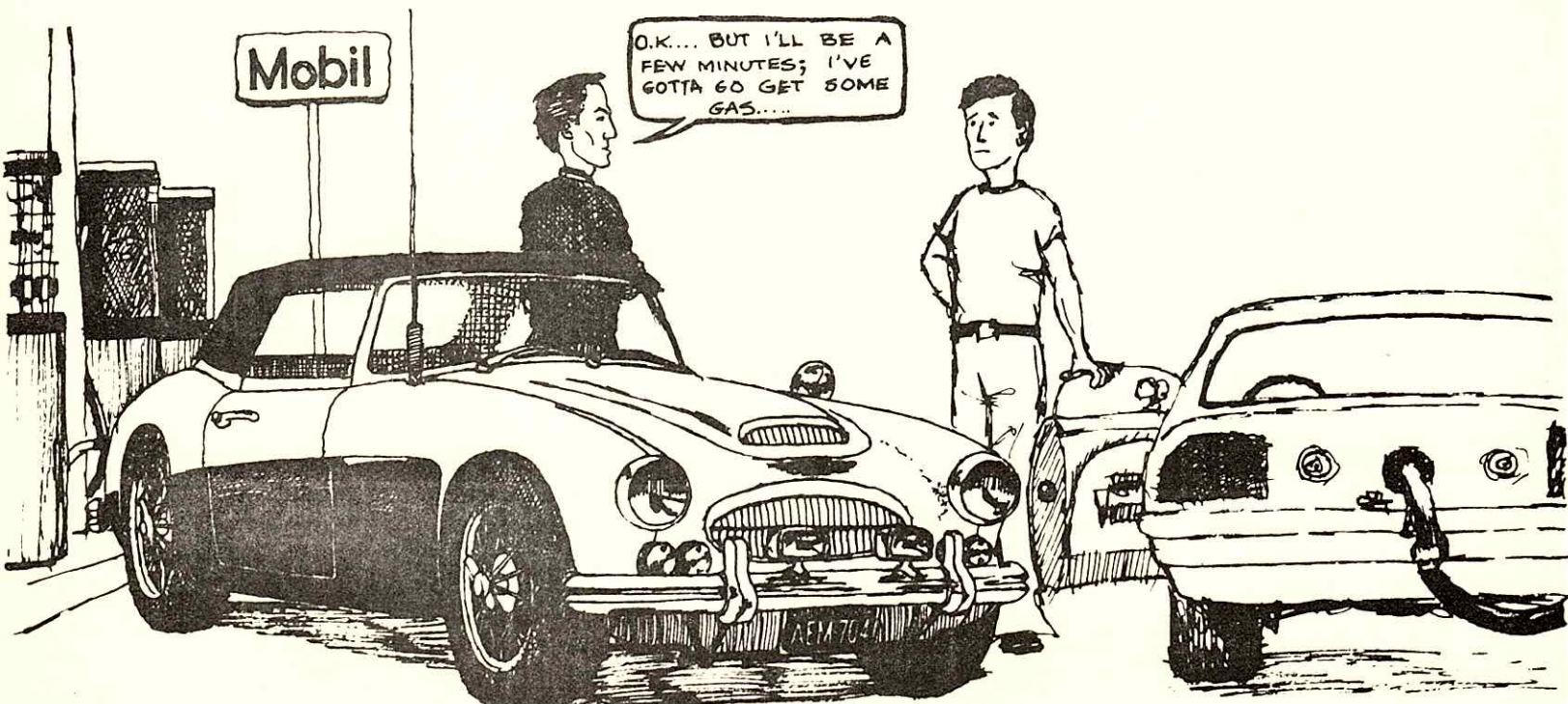
FOR YOU

THE FIAT 124

Mutterings

Included this month are two free-gift articles. One of these is another of the fine Zalis-DeBardeleben out-of-town reports. The other is even more valuable in that it sprang from a concern for the Club and where it is going.

If a member feels that a problem exists in the Club, then he has a responsibility as a member to make his feeling known, so that the problem may be either discussed or dispelled. This is everyone's Club, and your ideas are as good as the next man's. If all everyone does is stand around and say that something ought to be done, then standing around is all that will get done. So, if you have a concrete opinion, express it.



WHERE DID WE GO WRONG?

Whenever someone takes up the pen to write a critical or informative article he usually feels obligated to establish his credentials. My credentials are, in fact, my lack of same and my rather unique honor of serving on the VMSC board while still in a definitely novice category. Being privy to the concerns and problems facing our club and still being able to see them through the eyes of an aspiring, if shaky, ralliest, may make me an "authority" simply because I see both sides.

Whether the general membership of our club realizes it or not, or even cares, their board of directors definitely Does care and Is desperately concerned about the quality of our rallies and how they are put on. Almost invariably, after every rally, the next board meeting will eventually go into orbit around the problems of the last rally, the protests, the lack of interest and participants, and a general clamor to "clean up the rallies" and "make sure they're right!" checkout crews are discussed and the need for more and better are agreed upon. Technical accuracy and timing accuracy are touted. Attention to detail and publicity of the event are gone over from all directions. To say that professionalism is touched on in many areas would not be an understatement.

Then - the treasurer, once again, tells his sad tale. The autocross drew 100 cars and brought in a pile of money. The rally drew 23 cars, and, depending on the length of the rally and the eating accommodations for noon meals, banquets, etc, broke even or went into the red. Why don't rallies draw more people? Why don't new members come back for another try? Why do we continue to have the same people at every rally?

This is one man's opinion but I think even in my short association with VMSC I have detected a growing antipathy towards rallies in general. WHY? To put it bluntly, rallies aren't fun anymore. They are high pressured tasks, grueling, ulcerating endurance runs, where endurance, patience, and sense of humor are taxed to the breaking point. Theoretically, all rallies are straightforward, and no one should ever get off course. I wish I had a nickle for every "YFU" sign I saw on the very well put together "Ladies Rally!"

"OK," says you, how do we make the rallies more fun. (Shades of George Winfree!) I'm sure everybody has their own ready answers for that question (and I'd love to hear them seriously discussed, laying all snobbery aside) such as more general "generals," more call-back mileages, greater use of "YFU" signs or their equivalents, greater use of "land marks" or objects. One gets the distinct impression that some rallies are "one big confidence-leg". My own personal vote would be for more realistic placements of priorities (and perhaps a decrease in their number) throughout the rally. Case in point is the "Rebel Yell" or as it is known to the survivors, "Old Mud Ball". A very good, if muddy, rally. Well conceived and put on professionally by our own "Wilto" Greenwood. Greenie had the good sense to space his priorities so that some attention could be paid to keeping on time as well as on course. What good is a "super heterodyne" computer that costs an arm and a leg if you never see the first check-point?? By guess and by God check-point arrivals defeat the whole idea of precision rallying.

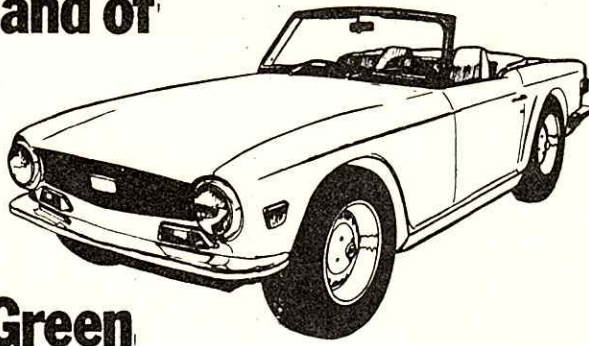
As one novice navigator who hasn't had the luxury of calculating whether we were running slow or fast in a long time, I would like to see FUN and ACCURACY put back into VMSC's rallies.

Edward F. Beck

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E.G. Bradley

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