



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 18 NUMBER 11

NOVEMBER, 1973

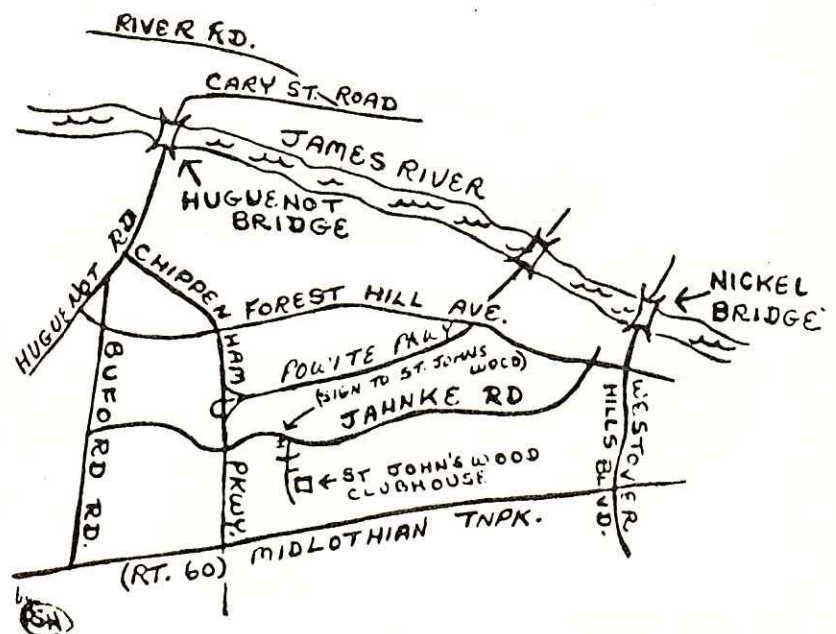
COMING EVENTS

- November 11 AUTOCROSS. O.D.'s Lew Parsley and Tom Blot. For more information, see the flyer in this issue.
- November 15 VMSC Monthly meeting. Ginter Park Community Center. This month, we will assume you know how to get there. The map below is for the wine and cheese party.
- November 16 WINE AND CHEESE PARTY. Sky Lounge at St. Johns Wood. Please note the change of date! Starts at 7:30, ends when we run out of drinkables. Entry fee \$ 1.50 per person plus a bottle of your favorite wine each.
- November 18 RALLY. O.D.'s Dave and Kathi McCall. For more information, see the flyer in this issue.
- December 9 RALLY. O.D.'s Mike and Beth Castleberry. Try 320-0108 for info.

Use the map below to find your way to the

WINE AND CHEESE PARTY

Don't forget that the November meeting is the time for nominations for officers for 1974. The nominating committee will present their report. If there are other nominations that YOU think need to be made, this is the time to DO IT! A little healthy competition never hurt anybody and it may even help VMSC.



VMSC POINT STANDINGS TOP 40
OCTOBER 31, 1973

1. M. Castleberry	12,050	11. E. Buck	7400	21. D. Jones	5300	31. J. Rowe	4250
2. B. Peaseley	11,050	12. L. Parsley	7200	22. B. Britton	5200	P. Wilson	4250
3. W. Greenwood	10,850	13. P. DeBardleben	7050	23. J. Muller	4800	33. T. Wells	4050
4. B. Castleberry	10,450	14. Chuck Hoelzel	6850	24. N. Buchholz	4600	34. J. Buck	3850
5. B. Whitehead	10,350	15. K. Westbrook	6700	C. Martin	4600	35. B. Phillips	3800
6. D. McCall	9750	16. N. Dickinson	6250	26. J. Bergeron	4500	36. B. Hollinger	3650
7. B. Greenwood	9650	17. M. DeBardleben	6200	T. Blot	4500	B. Johnson	3650
8. B. Westbrook	9400	18. M. Moessinger	5850	28. C. Young	4400	38. B. Clark	3600
9. K. McCall	7850	19. L. Wells	5700	29. C. Hoelzel	4300	39. S. Phillips	3550
10. S. Martin	7550	20. G. Paterson	5500	Jim Rowe	4300	40. L. Young	3500

SPEED STANDINGS TOP 43

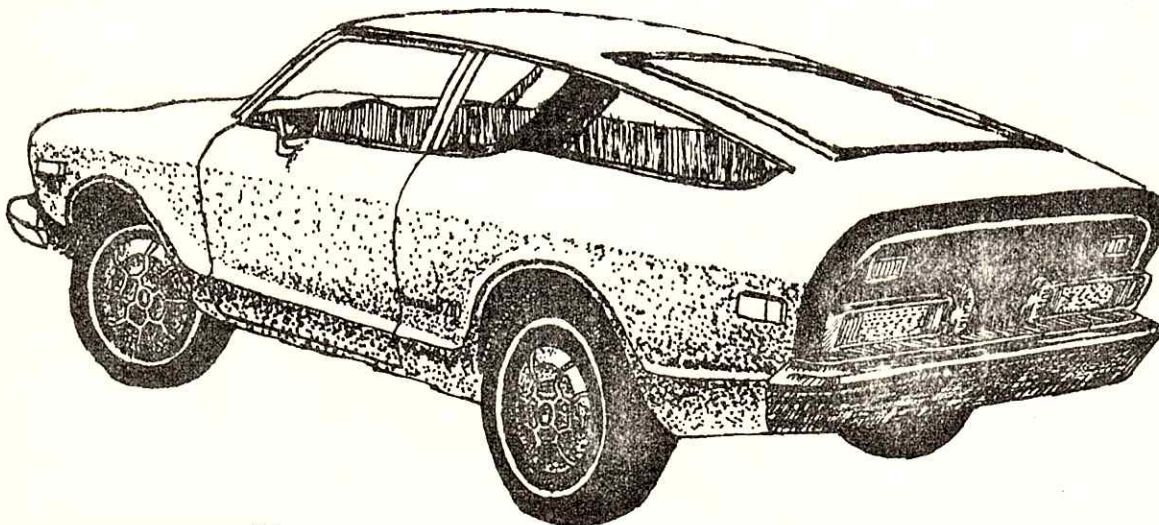
1. J. Bergeron	4000	10. B. Enos	2600	23. B. Greenwood	2100	33. B. Hollinger	1500
2. B. Westbrook	3900	13. B. Clark	2500	J. Worden	2100	35. M. DeBardleben	1400
3. D. McCall	3800	D. Jones	2500	25. S. Phillips	2000	J. Muller	1400
B. Peaseley	3800	15. W. Greenwood	2400	26. M. Bolton	1800	C. Shuman	1400
5. B. Whitehead	3700	L. Parsley	2400	D. Preston	1800	T. Torrence	1400
6. S. Martin	3600	17. T. Blot	2300	28. B. Phillips	1700	C. Young	1400
7. N. Buchholz	3500	B. Jones	2300	29. P. Jones	1600	40. Chuck Hoelzel	1200
M. Castleberry	3500	P. Wilson	2300	K. McCall	1600	L. Young	1200
9. B. Castleberry	3200	20. G. Paterson	2200	M. Moessinger	1600	42. N. Koontz	1000
10. E. Buck	2600	J. Rowe	2200	A. Thompson	1600	Chuck Richards	1000
F. DeBardleben	2600	Jim Rowe	2200	33. N. Dickinson	1500	B. Stewart	1000

UNEQUIPPED RALLY TOP 20

1. L. Wells	7050	10. K. Westbrook	4600
2. N. Dickinson	6800	12. J. Buck	4300
3. K. McCall	6700	C. Young	4300
4. T. Wells	6100	14. D. Jones	4100
5. F. DeBardleben	6050	15. J. Muller	4000
6. M. DeBardleben	5950	16. P. Wilson	3850
7. E. Buck	5900	17. S. Martin	3800
8. D. McCall	5700	G. Paterson	3800
9. M. Moessinger	5500	19. L. Wilson	3750
10. B. Westbrook	4600	20. T. Blot	3500

EQUIPPED RALLY TOP 20

1. M. Castleberry	8400	11. B. Britton	4800
2. W. Greenwood	8300	K. McCall	4800
3. B. Peaseley	7400	13. C. Hoelzel	4700
4. B. Castleberry	7200	14. D. McCall	4600
B. Greenwood	7200	15. C. Martin	3400
6. B. Whitehead	6900	16. B. Johnson	3200
7. Chuck Hoelzel	6500	17. S. Martin	2800
8. K. Westbrook	5800	18. M. DeBardleben	2200
9. L. Parsley	5700	S. Morrisett	2200
10. B. Westbrook	5000	20. G. Paterson	2000



Datsun
Saves

For 1974 there are new ways to save, including the new Datsun B-210. It takes the place of the old Datsun economy champion 1200 which the Environmental Protection Agency said had the best gas mileage of any new car sold here.

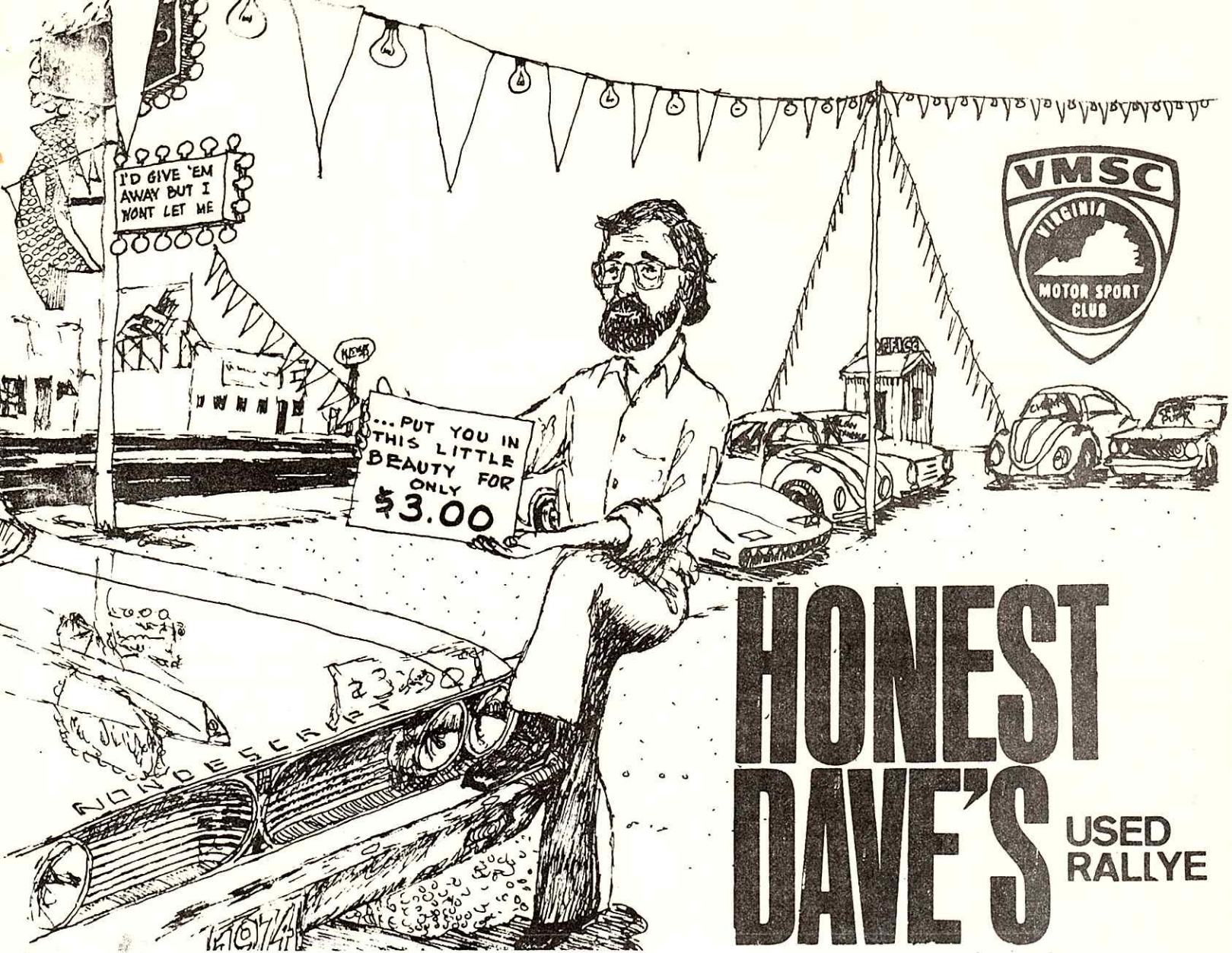
The new B-210 is bigger, heavier and more powerful than the 1200. Yet it still delivers great gas mileage, as a Hatchback, 2-Door or 4-Door Sedan.

Datsun saves your peace of mind, too. Our new B-210 is just as uncomplicated as the 1200 was. Just as easy to own. Just as easy to operate. And served by the same nationwide computerized parts distribution system.

BOULEVARD
IMPORT
SERVICE, INC.
7903 W. Broad - 270-4700



Did you know Boulevard is the area distributor for KONI shocks? So if you want the fastest service, get them from Boulevard Import Service



A VIRGINIA MOTOR SPORT CLUB PRESENTATION

O.D.'s David and Kathi McCall

Checkers Barbara and Wilt Greenwood

Featuring a wide selection of previously-owned traps, lifted from some of the best rallyes in the area. Challenging course-following in a competitive section of about 120 miles is emphasized. Guaranteed for 120 miles or 12 checkpoints, whichever comes first, to be one of the year's most interesting events.

Starts at A&P at the corner of Laburnum Ave. and RT. 360. Registration 9:00 A.M., first car off 10:01 A.M. Classes: Equipped, having any cumulative calculating device and/or hundredths-reading odometer; Unequipped, having neither. Cost, a low, low \$3.00 per car. Generals will be mailed to preregistrants - Preregistration is strongly encouraged. No money down till day of event! Honest Dave will trust you; you can trust Honest Dave to give you a good clean rallye. For information and preregistration, call Honest Dave at 353-7184, or come by 3427 Stuart Ave., Richmond VA 23221. Event date: November 18, 1973.

THE GREAT RIGHT WAY RALLY RESULTS

PLACE CLASS		CHECKPOINT SCORES						TOTAL		
O/A	POS	CAR	DRIVER/NAVIGATOR	1	2	3	4		5	6
1	1E	Porsche	Wilt & Barbara Greenwood	1	0	0	1	0	2	4
2	2E	Porsche	T.C.G. & Rita Wagner	1	2	1	1	0	1	6
3	3E	Datsun	Mike & Beth Castleberry	2	4	3	0	1	1	11
4	4E	VW	Charlotte & Chuck Hoelzel	1	2	3	1	7	11	25
5	5E	Porsche	B. Whitehead & B. Peaseley	4	11	14	3	2	5	39
6	6E	Volvo	Donna & Ray Farr	9	3	13	15	14	13	67
7	1U	Datsun	Toni Wells & Judy Buck	22	35	85	4	17	28	191
8	2U	Vega	Chris & Lil Young	32	36	79	18	16	22	203
9	3U	MG-C	Mike & Nanci Bolton	8	10	54	13	60	64	209
10	4U	Porsche	Bob Burdette & Abby Thompson	72	9	81	65	17	40	284
11	5U	Maverick	Dave Crawl & Wm. Talley	40	30	99	48	76	10	303
12	7E	Datsun	Lewis Parsley & Bill Britton	2	300	4	3	14	5	328
13	6U	Camaro	Dick Jones & L. Morris	25	106	64	69	55	14	333
14	7U	Datsun	Sharon & Baxter Phillips	43	47	134	78	31	61	394
15	8U	Camaro	Janet & Jim Rowe	186	37	64	20	67	26	400
16	9U	Porsche	P. Kelly & K. Tate	134	20	182	34	29	27	426
17	10U	VW	N. Dickinson & M. Moessinger	34	38	35	300	87	66	560
18	11U	Camaro	Dave & Dana Preston	18	52	226	20	122	300	738
19	12U	Chevelle	Wayne Jones & Denise Wicker	260	82	300	42	121	25	830
20	13U	MG-B	Dan Dreelin & Kat Urquhart	300	600	0	181	28	18	1127

O.D.'s Jim Muller and Gordon Paterson. Pre-checkers Ed Buck and Len Wells. Workers Carolyn & Scott Martin, Dave & Kathi McCall, Bookie & Kitty Westbrook, George Hazelton, Betty Johnson, Dick McRoberts.

SES FUEL INJECTION AND HARDWARE
 20% OFF
 REGULARLY \$89.50 ONLY \$71.60
 FUEL INJECTION FOR ENGINES UNDER 2000 CID-IMPROVE HORSEPOWER 25% OR MORE!
 KITS AVAILABLE FOR PINTO, VEGA, VW, DATSUN AND TOYOTA

CHRISTMAS SPECIALS
 DISCOUNTS WILL REMAIN IN EFFECT UNTIL DECEMBER 31
 JUST BRING IN THIS AD FOR SOME GREAT BUYS
 OPEN TO MEMBERS OF ANY CLUB!

30% OFF
 MARK TEN B CAPACITIVE DISCHARGE IGNITION
 REGULARLY \$59.95 ONLY \$42.00

20% OFF THE COMPLETE LINE OF VDO INSTRUMENTS AND GAUGES
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Paul Oxman racing posters
 MARK DONAHUE-1978 PORSCHE 917/80 KL
 BOBBY UNSER-1978 EAGLE/OFFY
 BMW 30 CSL 1974 CALENDAR
 BOB SHARP-DATSUN 240 Z
 1974 GRAND PRIX-13 PAGE CALENDAR + MANY, MANY MORE

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Rally Report

"THE GREAT RIGHT WAY"

It was, in its own way, great, but it was definitely not "Right." In fact, it was mostly "Left," (taken one way or the other) by most rally teams.

This rally was novel in that the old concepts of "right", "left", "straight", and even "intersections" were twisted all out of shape as were most of the contestants one time or another. The Generals were cleverly written and fair to a fault. The route instructions were clear and we really had no problems once we got our minds leaning in the proper direction. The five minute "potty" break was a source of trouble since we managed to take six minutes.

Toni's "delicate condition" proved to be no problem when it came to an "educated foot", since, much to the chagrin of the Stevens Studiers and the pencil pushers, we never made a calculation.

This was an instinct exercise depending on staying on course and the accuracy of the Datsun's speedometer.

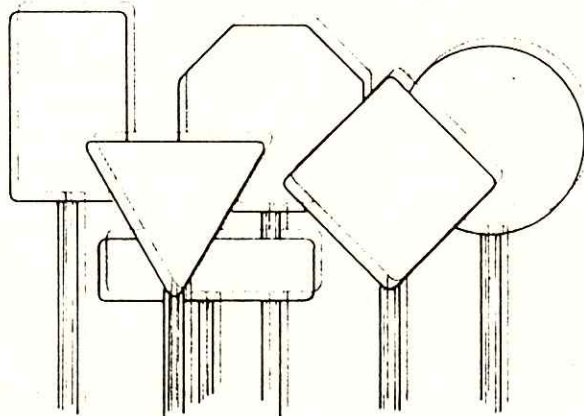
Rallyists enjoy the scenery, see deer, sing songs, and wave at checkpoint crews when not being harassed by calculating, and other mundane matters like that.

Dirt roads are great for making up time! Yes, we had to make up time! A four way intersection looked very much like a three way and hence a wrong turn. Backing up, head scratchin', pointing, shouting, turning, and roaring down dirt roads at twice the allotted speed.

All in all, an interesting rally with strange notations that we took a left when we went straight and many unnecessary route notations since routes didn't seem to make any difference most of the time.

The words of wisdom from our spouses turned out to be just that! "Read your generals"!

Mrs. Bolus
Mrs. Snopes



THE READERS WRITE

Dear Confused and Angry:

As a member and a Board member, I felt that it was my duty to answer the anonymous letter. Even though I agree with a lot that was said in the letter, I deplore the idea of anonymous letters. If something is worth writing about, it is worth signing. Few people take an anonymous letter seriously. In anonymous letters you do not have anyone to discuss the pros and cons with, you cannot obtain additional information on the subject and you can not be positive that the letter writer was even a club member. So in the future let's refrain from using anonymous letters and if you have a complaint, idea or praise for the club, write Checkpoints and sign it. Since I have been in the club (seven years) I have seen no one blackballed for writing an unpopular letter.

Everybody in the club joined it for the reason that they loved autosports or were interested in the sport. But this club, like every other club (bridge, ski, masonic etc.) will not take in a new member immediately. The new member himself must make an effort to become part of the club. He will not become a part of the club if he or she just comes to the meetings, rallies, or autocrosses and leaves as soon as the event is over. This also applies to old members in a sense, that if an old member leaves when the event is over it does not give the new member a chance to know you. This club, in the last two years has tried to make the transition between new and active members easier; for example: that is the reason the club went to the idea of beer and soft drinks at the meetings. Also they tried to get old members to talk to new members. But again, you can not legislate social attitudes and behavior. If the new member has been left cold, I'm deeply sorry, but it is a two way problem.

Generally, rallies are not like the Balloonman except when the rally is for novices. The O.D.'s made the Balloonman so that the beginner would make it through without any trouble. But, every rally can not be for novices and usually a novice does not stay a novice for long. Once a person has rallied long enough to get proficient in it, he tends to enjoy the challenge of harder rallies. What the anonymous letter writer is complaining about is not new ways of getting people lost, but old ideas. I admit that I was one of the people bitching about the small sign on the 8-Hour and probably would have been (if I was running as a novice) about the mileage on my Moonshine Trail. But in both cases they were right and clean. Rallying, by nature has the innate feature of having the chance of getting lost. What does not cause the experienced, equipped or unequipped, to get lost will usually get the novice lost in an advanced rally. This is the reason most O.D.'s in advanced rallies give a novice trophy. If all novices knew enough about rallying not to get caught by mileage traps or other traps that the experienced rallyist usually does not fall for, then the rallyist is not a novice rallyist. If you like the idea of never getting lost on rallies, then the way we must go is to paint a red line down the middle of the road and say 'follow the red line' (and still people would get lost).

The writer brought out the point that the Board are not working with the members.



THE FIAT 128 SL: THE SPORTY COUPE THAT ISN'T JUST A TWO-DOOR SEDAN HIDING BEHIND A RACING STRIPE.

The Fiat 128 SL has everything a real sports car ought to have. Rack-and-pinion steering, front disc brakes, 4-speed gearbox, independent suspension, tachometer, radial tires, and rugged overhead cam engine. With front-wheel drive for better traction.

What's more, unlike some of the other new sporty coupes, the 128 SL has plenty of room for four normal sized people.

FIAT

The biggest selling car in Europe.

MOOERS

MOTOR CAR COMPANY, INC.

This, in a sense, may be true, but the only way the Board can work with the members is if the members let their feelings be known to the Board. Last year the number of people on the Board was cut down and people on committees increased so that more members would be involved with club activities. This year, the Board was selected and at least one-third or more members were appointed to the committees. These people in one way or another have not done their jobs. In most of the committees, the people appointed to them have either dropped out, can't find the time or just plain loafing, thus leaving the Board members to do the committee's job(s). The only way the Board and the members can work closely together is that the members are willing to do their part.

The nominating committee is now meeting and if you have any recommendations, let Brad Peaseley know. Whoever we elect for next year's officers must have full support of the club and when an individual is approached to do something, do it and on time. Next year's Board are going to need your support. If we start working together, instead of against each other, our club will improve.

On November 16 there will be a wine and cheese party. This is a good time for the new and old members to get to know each other and to start a new unified club. Come on, members, let's get on the ball! See you at the party.

Anonymously!!!
Lewis Parsley



SPECIAL MARK TEN B

CAPACITIVE DISCHARGE IGNITION SYSTEM
for any 12 volt ~~negative~~ ground engine

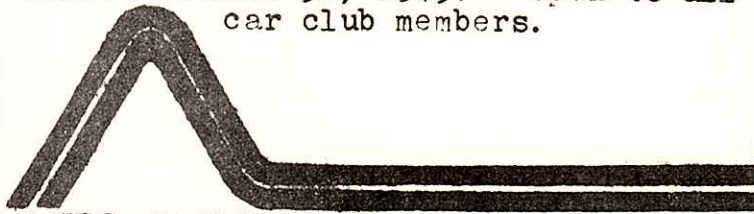
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Buy 2, pay only \$41.97 each

Buy 4, pay only \$38.97 each

Buy 6, pay only \$35.97 each

If you've got a friend, you've got the opportunity to put a C-D system in your car at substantial savings. Available until December 31, 1973. Open to all car club members.



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Camro?
Camero?
Camairo?
Cumero?
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NO, DAMMIT! IT'S
CAMARO!

Respectfully submitted
to all Dotson and Porche
typists for future
reference by Dick Jones

WANTED WANTED WANTED

Volvo 122 or 544

Contact Charlie Richards
at 358-1887 or
355-7701 after 5:30 PM

The article reprinted below came from the November, 1973 issue of "Money"
Read it well and don't say you weren't warned or that it can't happen here.

Belting the driver

None of the auto safety devices required by the federal government since 1968 is likely to enrage so many drivers as the seat belt interlocks making their first appearance on all 1974 models. Until the driver buckles his lap-and-shoulder harness, the engine won't start. If he unfastens the belt once he has started, he will be assailed by a flashing light and an angry buzzer. A passenger or a package heavier than the average six-year-old—47 pounds—on the other front seat must also be strapped in. And the driver won't be able to fool the system by buckling the belts together and sitting on them, as many people did with the 1972 and '73 versions.

A driver will have to buckle up to move his car even a few feet. Sooner or later the complex system may break down, making it impossible to start the car. General Motors predicts 1½% to 3% of the interlocks will fail during the first

year; Ford's estimate is as high as 5.2%—which means that in the next twelve months as many as 500,000 drivers may be unable to start their cars because of a faulty interlock. By pushing a button on a relay under the hood, the driver can bypass a faulty interlock and start up. But he will have to do that each time he starts the engine.

Lowell Dodge, director of the Center for Auto Safety in Washington, senses the beginning of an "interlock backlash" in letters complaining that the devices are too costly (they add an estimated \$37 to the price of a car) and that they penalize drivers who always buckle up. Congressman Louis C. Wyman, Republican of New Hampshire, has introduced a bill to revoke the regulation, saying it is "an unreasonable invasion of private rights."

Many drivers may outwit the interlock anyway. A reporter posing as a buyer in Columbia, Missouri, turned up eight salesmen out of nine who were

willing to show him various ways (some of them wrong) to defeat the interlock.

The National Highway Traffic Safety Administration (NHTSA) hopes that buyers will buckle up. The agency calculates that if all cars had belts and 70% to 75% of drivers used them, at least 10,000 lives would be saved annually. The NHTSA will, however, be surveying seat belt usage in new and old autos between now and next spring. Unless a lot more people start using belts, the NHTSA is likely to require airbags instead.

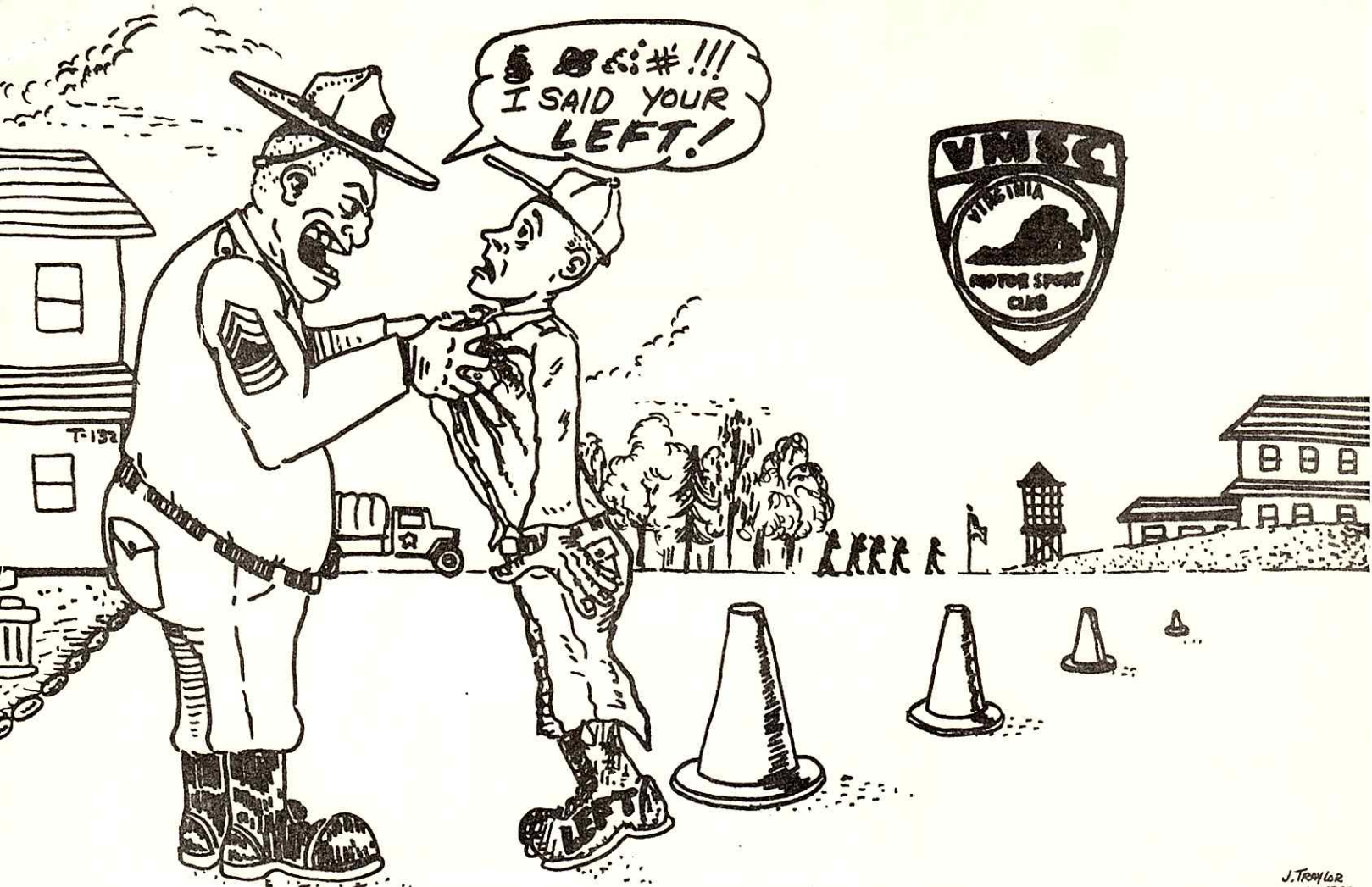
NOTICE NOTICE NOTICE

The new, revised By Laws, Competition Regulations, Speed Event Regulations and Point Accumulation System is now ready! Each membership is entitled to one copy gratis. Additional copies are 50¢; by mail \$1.

THE TREASURY

Balance, Oct. 1, 1973		\$ 839.23
Receipts	\$ 270.95	
Disbursements	205.51	
Balance, Nov. 1, 1973		\$ 904.67

Below you see a large empty space. That comes about because two of our more loquacious members who shall remain nameless (except that their initials are HMC and GBP) have threatened written retaliation for my publication of that awful, scurrilous, anonymous letter. Behold! the sum total of their efforts:



J. TRAYLOR
10-1973

KEEP IT TO YOUR LEFT-AUTOCROSS

NOVEMBER 11, 1973

WHERE : THALHIMERS WESTMORELAND
(1 BLOCK NORTH OF WESTBROAD ON WESTMORELAND AVE.)

REGISTRATION: 9:00 A.M. \$ 3.00 / 4.50

STARTS: 10:00 A.M. { 10 CAR HEATS
2 RUNS OF 4 LAPS
MWCSCC CLASSES 1973

MUFFLERS REQUIRED.

*For more information
On Direction*

LEWIS PARSLEY
285-4301

TOM BLOT
266-6133
262-7752

CHECKPOINTS is the monthly publication of VIRGINIA MOTOR SPORT CLUB, INC. It is mailed free to members and advertisers. Subscriptions to non-members is \$1.50 yearly. Please send: articles, newsletters, announcements to the editors, deadline the 1st; advertising to business manager, deadline the 5th of the month. Ad rates per 1/4 page: \$5.00/MONTH; \$27.50/ 6 MONTHS; \$50.00/YEAR.

PRESIDENT: H. Michael Castleberry
743 TREVOR TERRACE
RICHMOND, VA. 23225
320-0108

EDITOR: Chuck Hoelzel
1105 CHISWICK RD.
RICHMOND, VA. 23235
272-8520

ADS: Dick Jones
1815 AERONCA AVE.
RICHMOND, VA. 23228
648-0171 or 262-7807

WHEN ALL ELSE FAILS

READ THE GENERALS

FIRST CLASS

ADDRESS CORRECTION REQUESTED

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