



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 19 NUMBER 5

MAY 1974

COMING EVENTS

- MAY 16 VMSC CLUB MEETING AT GRANITE RECREATION CENTER, 8:00 PM SHARP.
- MAY 19 "THE HECTIC METRIC RALLY" FROM THE PORSCHE CLUB. OD'ED BY T.C. GORDON AND RITA WAGNER. LESS THAN 171 KM LONG. ENTRY FEE \$3.00. STARTS AT MONTGOMERY MALL, DEMOCRACY BLVD., OFF 70-S. REGISTRATION AT 10:00 AM AND FCO 11:01 AM. PREREGISTER BY MAILING CHECK TO RITA WAGNER, 201 WEST MONTGOMERY AVENUE, ROCKVILLE, MARYLAND 20850. PHONE: (301) 762-3756.
- MAY 19 SCCA CHAMPIONSHIP SOLO II AUTOCROSS, FENTRESS AIRFIELD, CHESAPEAKE, VIRGINIA. REGISTRATION AT 8:00 AM, FCO 9:00 AM. ENTRY FEE \$5.00. INFORMATION FROM JOHN SHEALLY AT (804) 340-7087.
- JUNE 16 VMSC AUTOCROSS AT 9TH & CANAL STREETS, RICHMOND. OD'ED BY PETE WILSON AND CHUCK HOELZEL. REGISTRATION FROM 9:00 AM UNTIL 1:00 PM. FCO 10:00 AM. DASH PLAQUES PROBABLY WILL BE AWARDED IN LIEU OF TROPHIES. MORE INFORMATION LATER.
- JUNE 20 VMSC CLUB MEETING AT GRANITE RECREATION CENTER, 8:00 PM SHARP.
- JUNE 22 VMSC RALLY "YANKEE'S REVENGE," OD'ED BY NICK BUCHHOLZ AND PAT KELLY. REGISTRATION FROM 4:45 TO 5:45 PM. FCO 6:01 PM. ABOUT 110 MILES. ENTRY FEE \$5.00. SEE FLYER THIS ISSUE FOR OTHER DETAILS. OFFICIAL PRECHECKERS ARE BARB & WILT GREENWOOD. NOTE: THIS IS A SATURDAY EVENING RALLY.

Techniques of Protesting - Lesson #1

For those of you who are fairly new to the sport of rallying, and for those of you who need some brushing up on techniques, the following shows the proper rules for protesting an event. It will also attempt to briefly define the proper role of the OD in the case of a protest.

The protestor, excuse me, ralliest, must begin the event with the attitude that there must be an error, and that he will find it and shove it as far as possible up the OD. On the rally route, he must continuously attempt to manipulate the generals and instructions to perceive an error. If then, he is lucky enough to find an error, he must immediately begin planning the attack for the OD, making it as personal and hostile as possible. This can often (but need not necessarily) be started on the rally route itself, with harrassing his driver/navigator, other rally cars, and particularly checkpoint workers. By the end of the event, the protestor should have worked himself into a complete frenzy, complete with hair pulling, moaning, feet stomping, and any additional personal touches that one can muster on the spur of the moment.

Before proceeding to the actual encounter between the protestor and the OD, the OD needs some pointers. He first must assume, with no doubts whatsoever, that his rally is perfect, and that anyone who finds anything wrong with it is an utter blockhead who is stretching a point. He must prepare a personal, hostile attack for each and every rally car so that he will be ready to counter attack when the ralliests begin to arrive at the end. The main advantage of the OD is that he has worked on the rally and is most familiar with it, so that he need not study any of his prewritten generals and instructions to prepare his retorts to any questions which others may have.

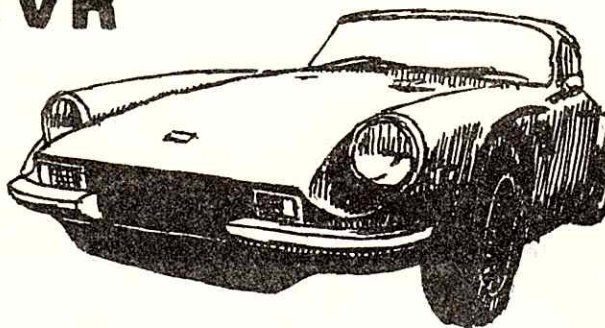
THE ENCOUNTER: The climax is, of course, at the restaurant at the end of the rally. The OD is sitting, seemingly quiet, eating pizza. On close examination, one can notice his triply crossed legs, the fists tightening and relaxing under the table, and the gleam in his eye. The door opens. The protestor walks, seemingly calm, into the room. Any other contestants who have already arrived, become aware of the tense atmosphere almost instantly. The ralliest avoids the OD at first; a protest is never complete without a heated discussion with whomever is available (including the waiter) with the exception of the OD. The primary objective of the protestor is to keep the OD in the dark for as long as possible. When the time for entering protests is almost over, when the protestor has had an opportunity to involve and upset as many other ralliest as possible, when the entire group is, in other words, hostile and unhappy with the event, then and only then does the protestor approach the rallymaster. The rallymaster has, in the meantime, not been sitting idly. He has either preceded or followed the protestor around, speaking with as many people as possible, expressing his point of view, and sneering verbally or nonverbally at the protestor. The encounter is usually brief - with as much hostility and personal abuse as can be mustered. The protestor and OD meet, scream obscenities, shout, stomp, pull hair, scream more obscenities, and never, never does either stop to listen. This marks the end of the event, may it and they (the OD's and protestors) rest in peace until the next event, where hopefully the tables will be turned.

Once the above techniques have been mastered, one can begin the course of study for the advanced protestor. These techniques and the resolution of the protest in the competition committee will be continued in future issues.

Since Mike and I missed the last rally, I cannot speak for what occurred at the end of the event. I do understand, that it was a good event, and that the protests were handled by the rallymasters at the end of the event. I hope that in the future, we will be able to handle rallies and protests with objectivity and good sportsmanship. I know I need to make an effort to do so; let's all be aware of what we're doing. Unfortunately, we haven't been in the past.

Beth Castleberry

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NEW MEMBERS

Jim Munroe Jr.
6793 Dartmouth Avenue
Richmond, Va. 23226

Phone: 285-4301

Jim works at Cavalier-Porsche Audi,
and drives a 1968 MGB.

Ralph C. Vawter
2414 A. Grove Aven
Richmond, Virginia 23220

Phone: 353-1340

Ralph works at National Life
Insurance of Vermont, and drives a
VW bug and a 67 TR 4A

Ellen M. Hamilton
2525-A Stuart Avenue
Richmond, Virginia 23220

Phone: 359-0778

Ellen works at the State Division of
Personnel, and drives a Fiat 850 Spider.

HIGHLIGHTS OF THE GENERAL CLUB MEETING

April 18, 1974

The Competition Committee Chairman reported that his committee had to meet at the April rally because a contestant tried to register a motorcycle as a rally vehicle. The committee, drawing on personal knowledge, ruled against the bike. Later it was found that a dictionary definition of "car" appeared to be broad enough to include a motorcycle. It was announced that, as the comp regs stand, cycles are legal for VMSC rallies. However, a precedent was set in disallowing one to run in April, and this precedent will stand until the Competition Committee meets and acts on the Club's recommendations. A good deal of discussion followed the report. Some of the comments were:

It is not fair to change our rules in mid-year.

We should arrange for some redress for the disallowed contestants.

Motorcycles should be banned because they are unsafe vehicles for rallies. This statement was rebutted with the statement that motorcycles are no more dangerous than POR sections or Fastest-thru-the-Forest sections on rallies.

Motorcycle clubs have rallies, and "no one has ever been killed."

The DMV distinguishes between motorcycles and automobiles in two different ways.

Why was it not possible to let the bike run and decide on its eligibility later?

A show of hands was requested to give some guidance to the Competition Committee when it rules on a written suggestion for change presented by one of the members. Results: 11 for, 10 against.

The **DAM AWARD** was presented to Art Wingo and Bill Enos for getting lost on the second half of last month's regularity run - after making a perfect first run.

There were five guests (Liz McCarthy, Robert Glotfelty, Karen Wade, Ralph Vawter, and Ellen Hamilton) and two new members (Andrew Campbell and David Locks) present at the meeting.

NEW BUSINESS: Tom Blot suggested that VMSC decals be purchased from the Treasurer in sets of six: they're so old that it costs a fortune to put them on! He announced that Thalhimer's has calculators for sale real cheap [for all of you who are anxious to run equipped].
New Product Report: Gyro stabilizers really work!

The troops played PING PONG after the meeting.

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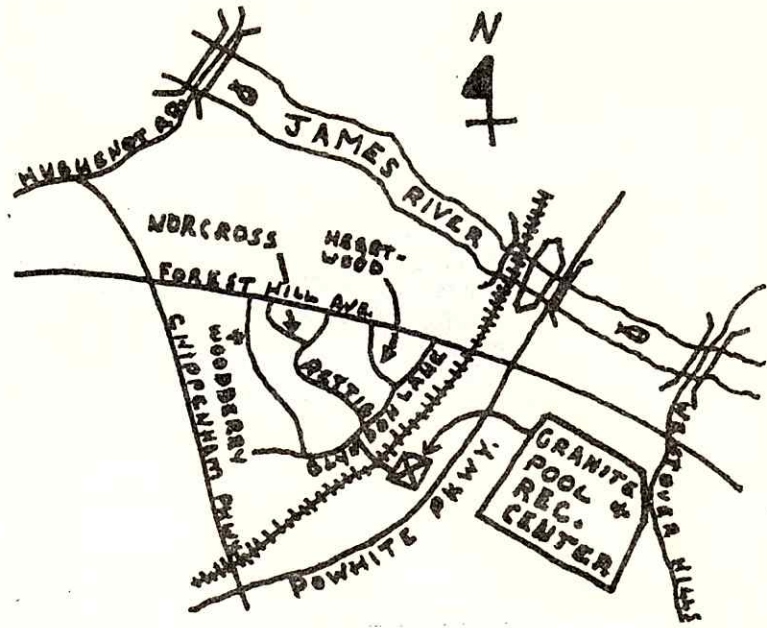


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**MEETING
PLACE**

Treasurer's Report

• April 1, 1974		\$545.57
Receipts	579.07	
Disbursements	290.58	
May 1, 1974		\$834.06

**OFFICIAL RESULTS:
FTTF CROSS**

1. Bill Enos 1:27.6
2. Brad Peaseley 1:31.0
3. Chuck Hoelzel 1:31.3
4. Fred DeBardleben 1:34.8
5. Art Wingo 1:37.0
6. Andy Campbell 1:42.7
7. Wilt Greenwood 1:43.8

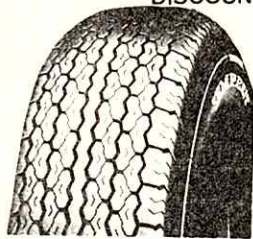
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(40,000 MILE GUARANTEE)



M-266



M-166



M-301

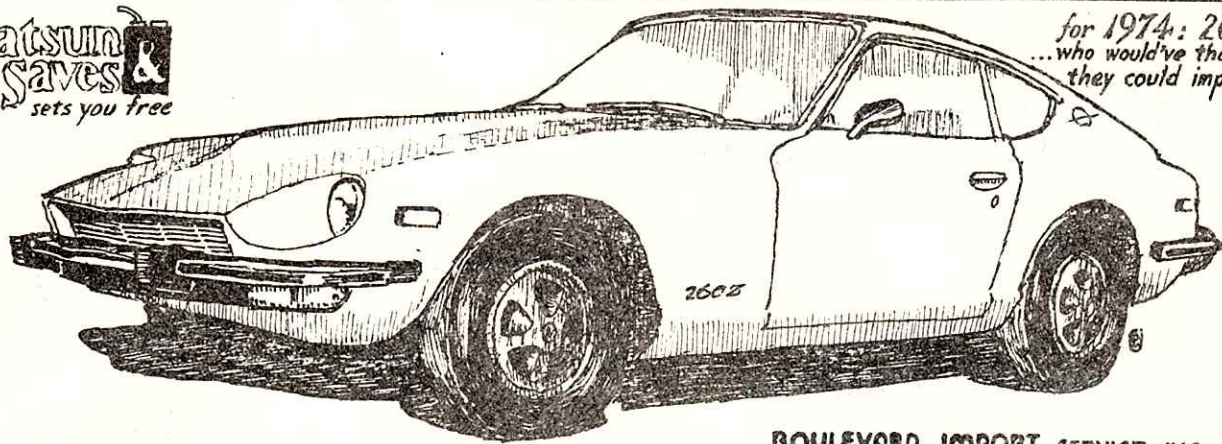
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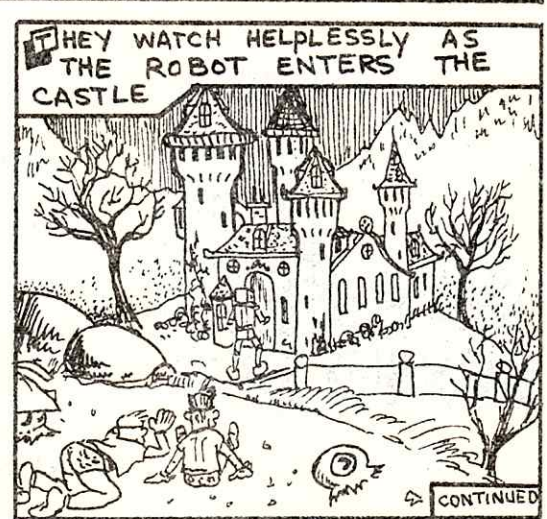
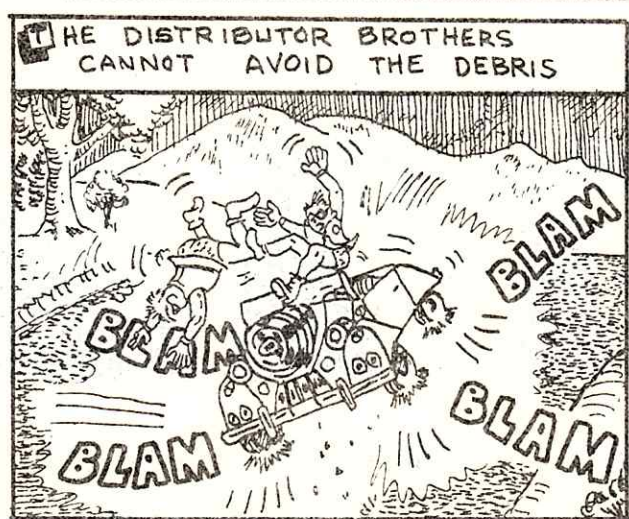
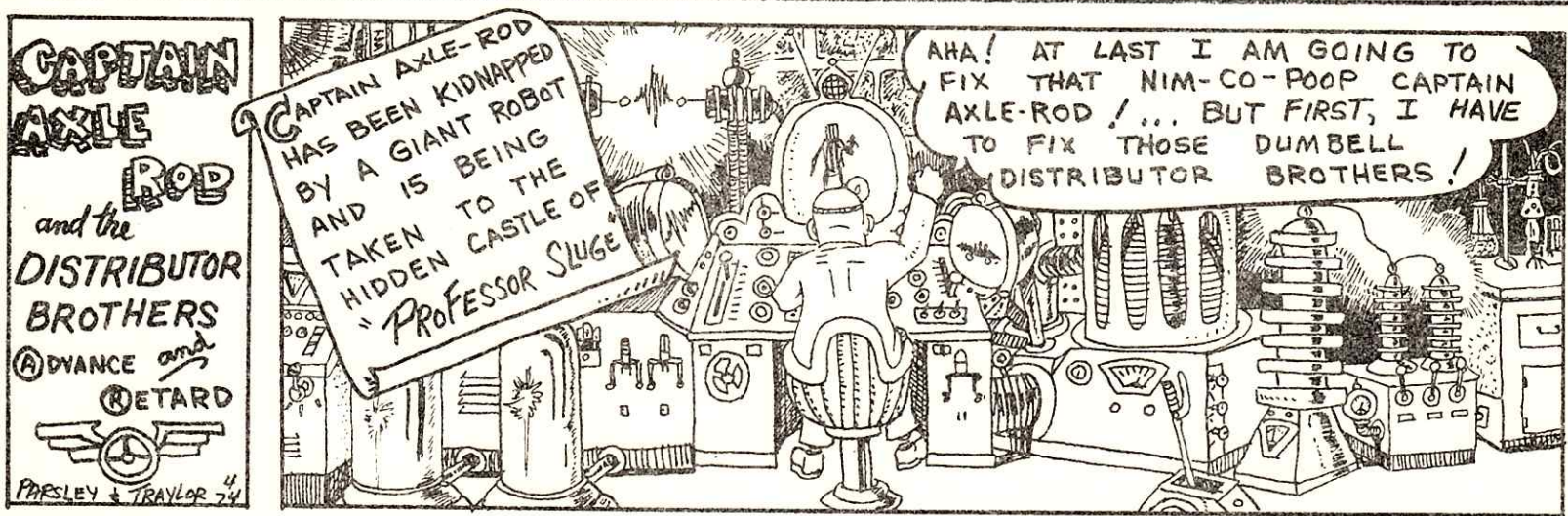
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CLUB PRESIDENT: Bookie Westbrook
900 Pump Road #12
Richmond, Va. 23233
288-4939

EDITOR: Beth Castleberry
743 Trevor Terrace
Richmond, Va. 23225
320-0108

BUSINESS MANAGER: Dick Jones
1815 Aeronca Avenue
Richmond, Va. 23228
648-0171 or 262-7807



DAS SCHNELLE AUTOCROSS (Fast, that is)

About a week and a half before the FTFF rally, I got a telephone call from H. Michael who asked if I would rather run the rally, or go to Danville to Das Schnelle autocross. Replying that I would prefer to run the rally, I received the abrupt ending to the conversation of "We'll talk about it later." Well, later turned out to be ten minutes, and I was informed that we were headed to Danville. So much for the talk.

For all you frustrated race car drivers, if you haven't run on a track, you've missed a lot. After seeing drivers like Bob Tullius, Jim Fitzgerald, and Paul Newman run around the course in the same line, at the same speed every time, every race, Mike decided that theirs was a good method. Unfortunately, while the method is good, it is difficult to attain. Even though I realized the Honda wasn't the fastest car at the track, I thought the handling would make up for the deficiency. Well, I hadn't really counted on Mike's deficiency. It seems that pushing the car as fast as it can go, as far as it can go into a turn takes a lot more effort than running the same car in second gear in an autocross. Mike said he noticed a twitch in his right leg each time he approached a turn, which seemed to say 'Get hell off the gas you fool, we've been far enough'. Once into the turn though, he found he was sitting on the inside of the turn, and he realized the twitch was misleading.

Despite the miserable rain all day Sunday, 72 cars turned out for the event. Computing quickly the cost of the track versus the proceeds from 72 cars at \$8.00 each, financially the event was a success. If some industrious VMSC members would like to consider the possibility of such an event, I think it could be a great weekend of drinking, carousing, autocrossing, motor cycle riding, and money making for the club; and we might also be able to satisfy, at least for the moment, some of those frustrated drivers.

THE FTFF RALLY

From the monkey in the road (come on, George, how come Nancy didn't see it?), to the smell of the pigsty, to the irate farmer who was concerned lest the high-powered sporty cars driven by them City fellers might kill those same smelly pigs and other miscellaneous livestock, to the horseback riders on the POR section --- ah yes, another typical, Sunday afternoon, motoring about the countryside, VMSC rally. What was that somebody said about going to VIR instead?

In spite of the preceding, or perhaps because of the preceding, the FTFF Rally was a very interesting event. We have seldom driven as fast, been as lost, or happened through as many checkpoints somewhere close to the correct time.

When we left the start of the rally and glanced down through the route instructions, we kept wondering what all the fifteen minute pauses were for. However, before very long, we found out. Travelling over those bumpy roads at any rate of speed whatever necessitated several stops. (Thank heavens for the Shell station). By the way, was that last turn a left or a right?

All in all, as we said, a very interesting Sunday afternoon. A big round of applause to the checkpoint workers who persevered in spite of adverse conditions (weather and otherwise, eh George) and to the OD's.

FTTF Rally - May 5, 1974

O/A	Driver/Navigator	Place		Checkpoint Scores							Total
		In Class	Car	1	2	3	4	7	8	9	
1	Wilt/Barb Greenwood	1E	Porsche	1	4	1	2	6	1	0	15
2	Bookie/Kitty Westbrook	1U	Fiat	11	4	23	60	8	39	5	150
3	Fred/Marian DeBardleben	2E	Datsun	1	131	24	175	61	4	0	396
4	Chuck/Charlotte Hoelzel	3E	VW	6	12	18	15	300	66	0	417
5	Jim/Janet Rowe	2U	Vega	25	173	96	187	49	58	36	624
6	Peyton Carr/ Scott Powell	3U	VW	18	125	86	184	33	15	300	761
7	Pat Kelly/Jay Whittaker	4U	914	22	84	107	600	98	235	30	1176
8	Len Wells/Ed Buck	5U	Datsun	6	80	137	600	600	600	5	2028
9	Ellen Hamilton/Ralph Vawter	6U	Fiat	6	113	212	26	600	600	600	2157
10	*E.Lavender/D.Green	4E	Pinto	3	4	217	300	600	600	600	2324
11	Nick Buchholz/ J. Moore	7U	Capri	22	600	600	600	600	155	8	2585
12	**D.Locke/L.McCarthy	8U	240Z	300	450	34	75	600	600	600	2659
13	*N. Den-dror/ C.Mittel	9U	BMW	285	289	71	600	600	600	300	2745
14	Art/Diane Wingo	10U	Toyota	218	450	294	600	600	600	450	3212
15	*Bill Noble/ L. Richardson	11U	Pinto	3	600	600	600	600	600	600	3603
16	A. Ellis/S. James	12U	Toyota	600	600	600	600	600	600	600	4200
17	Dallas/Barbara Faires	13U	240Z	DNF							
17	Robert/Christie Eads	13U	Pinto	DNF							
17	*C.Seward/B.Shumaker	13U	Saab	DNF							

* denotes non VMSC member

** denotes novice trophy winner

Checkpoints 5 and 6 were administratively discarded.

OD's: Lewis Parsley and Tom Blot

Official Precheckers: Neil and Martha Dickinson

Unofficial precheckers: Bill Whitehead and Brad Peaseley

Workers: Bill Britton, Judy Buck, John James, Neil and Martha Dickinson, George and NANCY Winfrey, Brad Peaseley, Bill Whitehead, Andy Campbell, Bill Enos, Jim and Nancy Davis, Pam Jones, Betty Johnson.

Non club workers: Bill Noble, Pat Noble, J. C. Richardson, Bobby Noble, Kay McGeary, Bob and Bonnie Campbell.

The following article was found in the secretary's files, and is printed to give some of our new members an idea of what's been going on in the club since its beginnings in 1950. Our historian, Jim Rowe, is working on updating our article, and it will be published in the near future.

HISTORY OF THE VIRGINIA MOTOR SPORT CLUB, INC.

"The Virginia Motor Sport Club was formed in the fall of 1950, in Charlottesville, Virginia. Mark Condon, of Harper Motors in that city is credited with starting the Club and was its first President. Most of the membership was made up of students from the University of Virginia. This gave us a fair size club during the school session, but mighty few during the summer.

"The club was first known as the Virginia Sports Car Club. The name was changed about the first of 1951, to Virginia Motor Sport Club. This change was made because many felt the name indicated that owning a sports car was a prerequisite to becoming a member. Back in those days, we had quite a few enthusiastic members who drove Detroit iron.

"In 1951, Mark Condon still headed the club in Charlottesville, and Jim Henderson of Transport Sales was the Richmond representative. The Richmond contingent now numbered some 25 members. By the end of 1951, most of the interest centered around the Richmond area and we elected Allen Fine as our President for 1952.

"During 1952, a number of sports cars made their way into Virginia, and at the October 1952 meeting we elected Bill Claflin of Warrenton, Virginia, to be our 1953 President. Many sports car owners attended this meeting and asked that several of the cities be represented. The Club was divided into four (4) areas, namely: Warrenton, Roanoke, Richmond, and Norfolk, each headed and represented by an area chairman.

"Reports rendered at the annual (October) meeting in 1953, showed that the Richmond area had the largest number of members and had scheduled the most activities. This prompted us to return the Club headquarters to Richmond, and Joe Crenshaw was elected President for 1954. During 1954, the Club was incorporated, and no longer divided into areas. By 1954, we had grown to approximately 80 members.

"In 1955 Henry "Happy" Batcheller was elected President. Activities and membership continued to grow slowly but steadily.

"The membership voted in Jack Lewis as our President in 1956 and again in 1957. Under his direction the Club grew by leaps and bounds. The membership numbers over 150. During 1956, we started the monthly publication known as CHECK POINTS which is read and enjoyed by many in this country and over-seas.

"In 1958, we elected our first foreign born president. He is Robert Walker of London, England. We now change Officers with the turn of the year. John Kessler of Richmond, Va., accepted office January 3, 1959. Monthly meetings are held on each third Thursday with entertainment provided. Rallies, etc., are scheduled at least once each month.

"This brings V.M.S.C. up to date.

January 1959."

743 Trevor Terrace
Richmond, Virginia 23225

ADDRESS CORRECTION REQUESTED

FIRST CLASS

Mike & Beth Castleberry
743 Trevor Terr.
Richmond, Va. 23225

TALE OF THE FOX

BY AUDI

Once upon a time, all cars were more or less the same. Then along came sports cars, economy cars, compact cars, you name it cars. The latest of which is the "sports sedan." Which is supposed to be a sedan that has sports car features. But how many of them really are, though? Enter the FOX by AUDI: a real, true sports sedan. So try a FOX by AUDI. You'll drive happily ever after...



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