



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 19 NUMBER 6

JUNE 1974

COMING EVENTS

- JUNE 16 VMSC Autocross at 9th and Canal Streets, Richmond, Virginia. OD'ed by Peter Wilson and Chuck Hoelzel. Registration from 9:00 AM to 1:00 PM. FCO 10:00 AM. See flyer this issue.
- 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.
- June 22 & 23 SCCA (DC) national races at Summit Point Raceway, West Virginia. This is a spectator event. Call (304) 725-4071 for more information.
- July 4 Autocross at Langley Speedway in Newport News. Wide open event. OD - George Sykes. 1972 MSCSCC classes. Entry fee \$2.50. Call Bill Whitehead at 272-1253 for other information.
- July 14 VMSC Autocross. OD'ed by Beth Castleberry, Marian DeBardleben, Barbara Greenwood. Time and place later.
- July 18 VMSC Club Meeting at Granite Recreation Center, 8:00 PM sharp.
- July 20(21) 1st Annual Rally School - VMSC. Details next month.
- July 27 SCCA National Rally - The Virginia Reel. Registrar - Liz Lieberman (703) 560-8033. For more information, contact Wilt and Barb Greenwood - 282-1493.

ADVANCED PROTESTING TECHNIQUES - LESSON #2

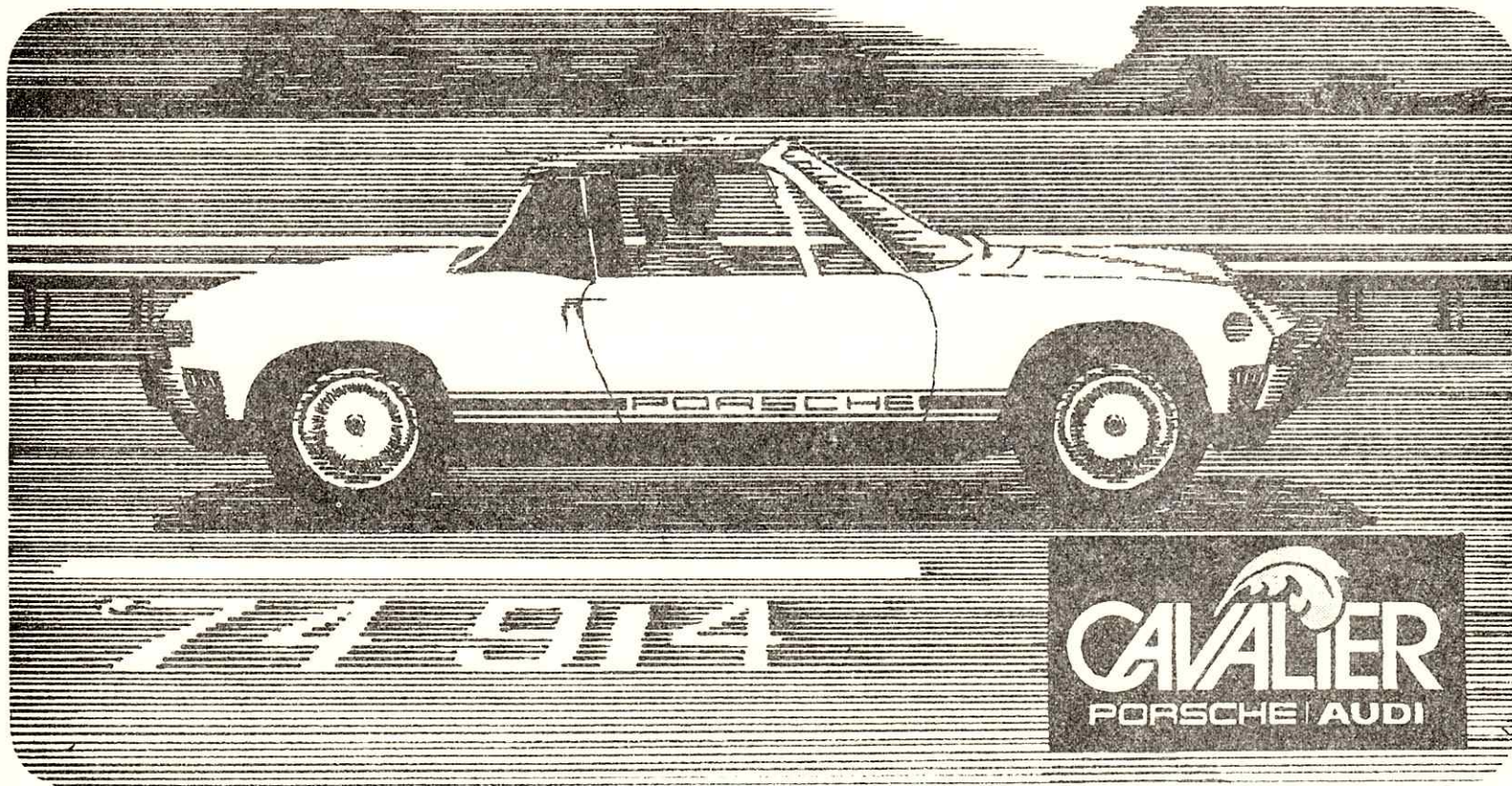
Although the students of Techniques of Protesting #1 have not had an opportunity to exercise their new found skills on a VMSC event, the advanced techniques, which are presented here, should present no problem even without the experience.

The word which best sets the advanced protestor apart from the novice is subtlety. The novice is, if he is following the rules set forth in the prior article, quite easy to identify in a crowd. The advanced protestor, though, through his subtleness, does not stand out, but rather blends into his surroundings with his fellow ralliests. He has, of course, the same attitude: there is something wrong with the rally, and he, as a master, will find it. The approach, however, is quite different. There is little or no outward hostility toward the O.D., the other ralliest, the checkpoint crews, or the precheckers. As a matter of fact, the protestor may seem friendlier than he ever has before; and at first he maintains this friendly attitude toward everyone, never mentioning any fault with the event. On the contrary, he may even praise the event as one of the best. Slowly, though, and (once again) subtly, he begins to hint that there was a problem. These hints are made to a select few competitors, and are best explained perhaps as a desire for backing. (The old saying that might is right is still occasionally operable).

The encounter with the OD, or, bypassing the OD, the competition committee, comes in a variety of styles, as advanced protesting depends to a great extent on the personality of the protestor. The best method of learning, then, comes from watching various techniques, and trying them out to find out which best suits you as an individual. Some methods are presented below that you might want to consider.

The protestor may work directly with the OD, in persuading him to throw a leg, or for a scoring adjustment. If this fails, he still has the alternative to go to the competition committee.

Another popular method is to avoid the OD (outwardly) while still letting him know what is happening as you approach a member of the contest board. This method certainly is risky, as one might well have to fork over the \$5.00 protest fee; but is based on the hope that the rallymaster, hearing the complaint, will request that he be allowed to administratively throw the leg.



surely, all have witnessed the various techniques, so it is not necessary to innumerate them all. This will allow the protestor to do some investigating on his own, before the step of getting to the competition committee is presented next issue.

Beth Castleberry

TREASURER'S REPORT

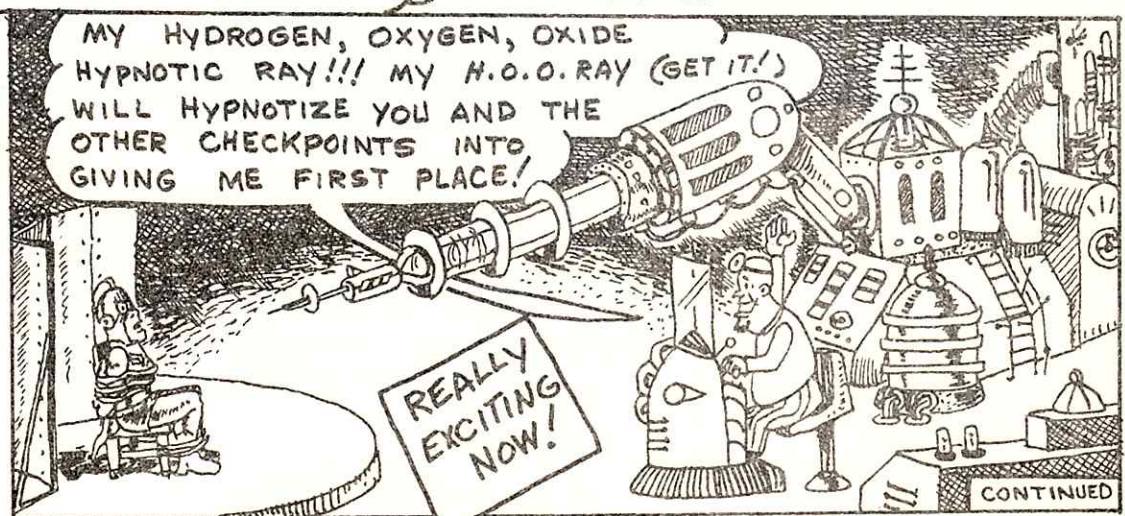
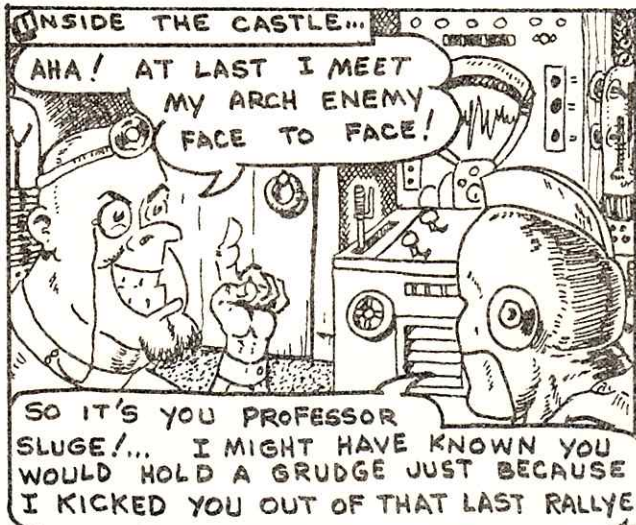
May 1, 1974	\$834.06
Receipts	146.50
Disbursements	364.98
June 1, 1974	\$615.58

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 and the DISTRIBUTOR BROTHERS
 (A)DVANCE and (R)ETARD
 Parsley & Traylor 5-1974



AN AUTOCROSS

To be held on June 16th 1974

Sponsored by The Virginia Motor Sport Club

OD'd by Chuck Hoelzel & Peter Wilson

At Ninth & Canal Streets in Richmond Virginia

Will run rain or shine

Registration & Tech open at 9 AM close at 1 PM

FCO 10 AM

10-car heats

100-car limit

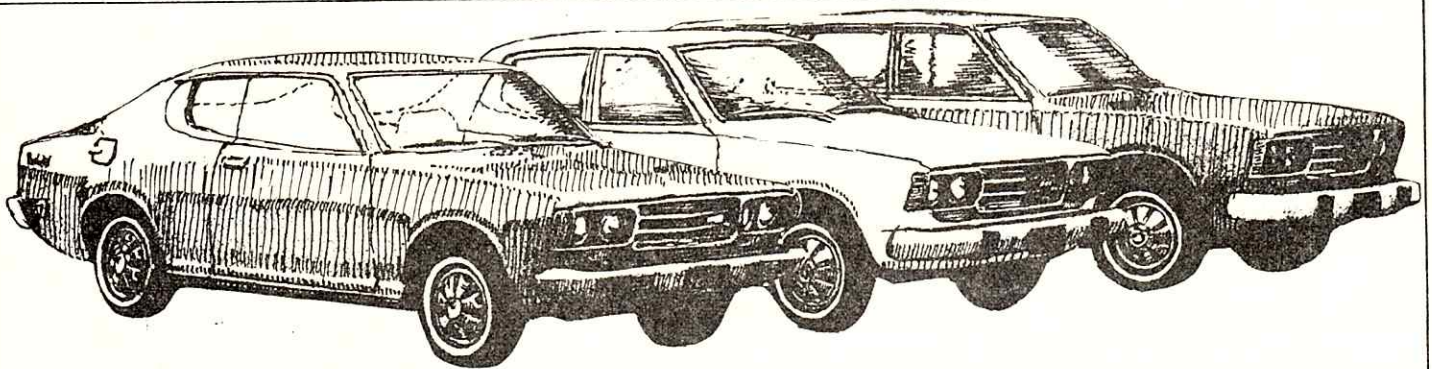
1974 MWCSCC classes except exhaust suppression required

Electronic timing system

Pewter trophies for FTD and FDD - Dash plaques for class trophy positions

\$3 member of any club, \$4 all others

Pre-register by calling 804/271-0005 or 804/272-8520



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HIGHLIGHTS OF THE GENERAL CLUB MEETING

May 16, 1974

The Secretary read the minutes of the April meeting.

Mike Castleberry proposed to the membership a plan to rent the VIRGINIA INTERNATIONAL RACEWAY in Danville for a weekend of camping and autocrossing. VMSC should have 100-150 cars to make it worthwhile financially. Insurance can be added to our policy to cover the racetrack for \$30-40. A show of hands indicated that The Club is interested in such a weekend venture for sometime in September.

The August camping rally has been changed to a picnic rally.

The Education Chairman announced that the rally school will be held July 21. It will consist of a 1 1/2 hour meeting of general instructions followed by an experimental set of progressively more difficult legs of a rally.

There were five guests (George Sykes, Bob Holland, Mike Ben-Dror, Page Hargrave, and Peyton Carr) and three new memberships (Ellen Hamilton, Ralph Vawter, and Jim & Kathy Hatfield) present.

The DAM AWARD was presented jointly to Brad Peaseley and Bill Whitehead for their motorcycle escapades at VIR.

The 1st Overall End-of-Year Award for 1972 (which was never given to Barbara Greenwood) was presented by Mike Castleberry. Barbara received a miniature pewter HIPPOPOTAMUS.

OLD BUSINESS. Members were reminded to pick up their 1974 membership cards from the Secretary.

NEW BUSINESS. Tom Blot reported that Thalhimer's is selling more calculators cheap. Nick Buchholz requested that standard rules for rallying be incorporated into the VMSC regs. Wilt Greenwood is looking for his VOLTMETER.

NEW MEMBER

Robert A Glotfelty
5305 Pippin Lane
Richmond, Virginia 23234

Phone: 276-0690

Bob drives a 914, and works
at TCC - Welcome!

NOTICE: As of June 30, dues for VMSC goes from \$10.00 to \$5.00 for family memberships, and single membership dues drop from \$8.00 to \$4.00.

**ANNOUNCING THE MOST EXCITING
DIFFERENCE BETWEEN THE NEW FIAT X1/9
AND THE PORSCHE 914.
\$1,100.**



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Overseas delivery arranged through your dealer.

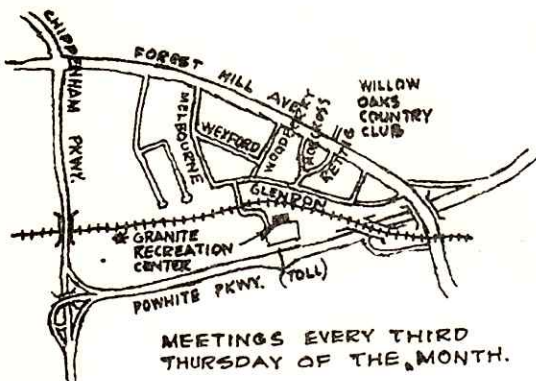
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at 320-1079 for more
information.

**MEETING
PLACE**



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Triumph Spitfire

4 cylinder, high speed power plant
New close ratio gear box
aero dynamic body styling.



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E.G. BRADLEY

"Seatbelt-Interlock Nightmare"

Hon. James M. Collins of Texas

"Mr. Speaker, I wonder how many of my colleagues have had a nightmare experience with the buzzer system. Whoever dreamed up this plan must have visualized it in his padded cell at the asylum.

There have been instances where the system works. But to those of you who have experienced the frustration of its confused electronics, I give my warmest sympathy.

We must pass a law making this equipment optional. If a person wants it, let him have it. But for those of us, who still admire the American tradition of freedom of choice, let us not have this starter seatbelt gismo forced onto our automobiles.

I read an interesting reprint in the May 10, 1974 issue of National Review. This is from the manual and is an exact excerpt from the "Seat Belt System Owner's Guide."

That Seatbelt Ignition/Interlock System

A safety system designed to reduce injuries and save lives. Mandatory on all 1974 cars. (Unless air bag equipped).

1. Get in your car.
2. Fasten your lap/shoulder harness.
 - A. If you have a front seat passenger, his seatbelts must be fastened also, or the car will not start.
 - B. If you have a package, handbag, briefcase, etc., weighing 25 lbs. or more, and have space only in the front seat, place the object on the front seat, and then buckle the passenger-side belt.
 - C. If you have a dog weighing 25 lbs. or more occupying the passenger seat buckle the passenger-side belt before attempting to start the car.
 - D. If the passenger-side belt is already buckled when you add the package, dog, or passenger, unbuckle, then rebuckle the belt before attempting to start car.
3. Start your car.
 - A. If your car won't start, try unbuckling and rebuckling your belt (and your passenger's) to be sure the buckle was fully fastened.
 - B. If that fails, turn the ignition key to "ON", then get out of your car and raise the hood. Press the bypass switch mounted on the fire wall to "START". Close the hood, get back in your car, buckle up, and turn your ignition all the way in normal starting.
 - C. If your car stalls, do not turn the ignition to "OFF" position. That way you can keep trying to start your car as often as necessary without leaving the car.
 - D. If you accidentally turn the ignition key to "OFF", turn it back to "ON", unbuckle, get out of the car, open the hood, press the bypass switch again for another "free" start. (Incidentally, if the bypass switch is taped down, the action will be detected in the switch and canceled.)
4. Drive your car.
 - A. If your dog is on the floor when you begin driving the car, and then jumps on the seat and the passenger-side belt is unbuckled, a buzzer will sound. Stop the car and buckle the belt.
 - B. In a somewhat rare situation when driving over very rough road, you may be bounced about in your seat. Should your engine be stopped, remain buckled in your seat and restart your car. A "bounce-time" delay (designed primarily to allow you to straighten your clothing after buckling up) also allows a restart in this situation."

I applaud the Honorable James M. Collins, and favor his viewpoint wholeheartedly. Thanks to the Secretary for finding this and other articles for Checkpoints.

FOLKSY NEWS

VMSC has seemed quiet this month, with no rallies or autocrosses, but much has come to the editor's attention that bears sharing.

We're about to lose a couple of long-standing members, but promotions do come, and Ed and Judy Buck are leaving, in several weeks, for Houston, Texas. That's going to be a long drive for a Sunday afternoon rally, but we're sure Snopes and wife will not let the Bolus end of the team down.

CHECKPOINTS Believe it or Not: The Corvette Club, after a slight delay (approx. 5 months) has delivered to our second Vice, the dash plaques for the Heart Fund Autocross. The word is out - get them while they're hot.

For the Tolkein folks, the trivia for the month is - who is Fangorn's wife? (Come on now, no checking through the text).

While the Bylaws now specifically state that motorcycles are not cars, and are not allowed in VMSC events, our membership certainly seems to be going to the 2 wheel vehicles. Lately the ranks of dirt riders (Sunday afternoon I might add) consisting of Greenwood, Phillips, Castleberry, and many others have been joined by Peaseley, Hoelzel, Holling r, Turner, and others. This group, however, is still up for new mud riders, so the rest of you with bikes need to get out there and break your bodies with the ranks.

Of rallies to run, get ready and run the night rally. As a pr echecker, let me recommend that you preregister and study those generals! The rally is g od, but tough - come out and enjoy it and the beer and pizza after. Although the rally will be primarily in daylight, be sure to bring a spotlight and pin light - if it does get dark, these will be necessary.

If anyone sees Greenwood in a rubber raft, let us know, the historian must catch this for posterity.

Some upcoming articles, of interest to all, will be Greenwood's motorcycle madness, East's Little Known Facts About Foreign Cars, and Rowe's update of the History of VMSC. (Yes, I hope this is coercion). There are others that we'd like, so get on the ball.

From the Secretary - A new 150-page directory which lists every parts/accessory manufacturer and distributor in the motorcycle industry is now available from Motorcycle Trade Directory, 9724 W. Washington Blvd., Dept. CW-11, Culver City, CA 90230 for \$3.00 plus 50 cents postage and handling. The directory is divided into categories, showing who makes or sells every product. Also listed are all motorcycle makes and the manufacturers as well as specialty shop services and publications.

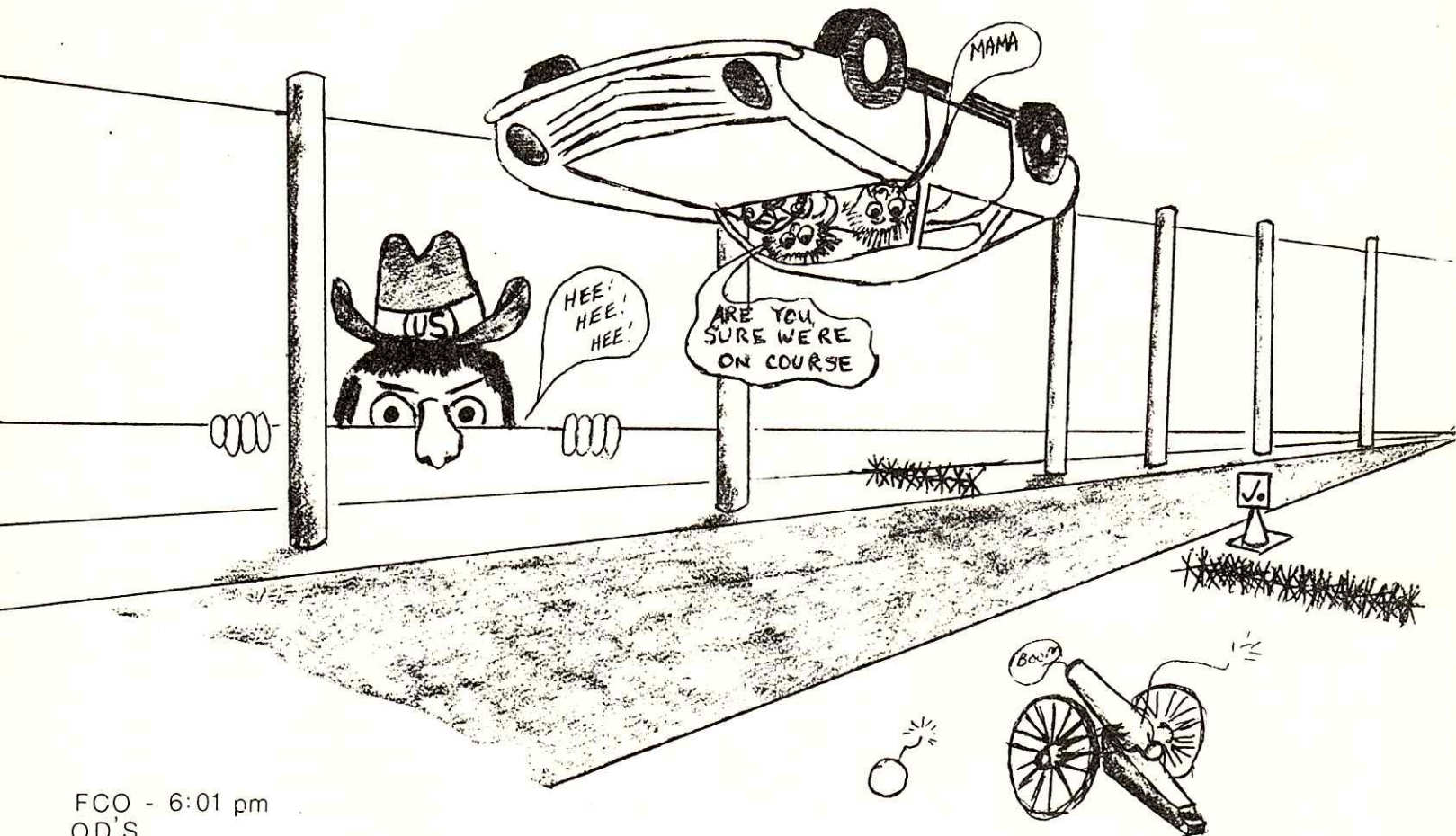
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VMSC
Presents
THE **YANKEE'S REVENGE**
NIGHT RALLY
JUNE 22, 1974



FCO - 6:01 pm
OD'S

Nick Buchholz
Pat Kelly

FEE: \$ 5.00

Approx 110 mi.

Pre-registration— June 1 - 22, 1974

To register send a check or money order to: Nick Buchholz
or call 231-3744 (area code 804) 2348 Afton Ave
or call Pat (804) 320-0942 Richmond, Va. 23224

Make checks payable to VMSC

Rally will start at Southside Plaza near Giant Food at Rt 360 & Rt 161
Registration & Tech on the day of the rally: 4:45 - 5:45 pm
Each car will receive 2 dash plaques as souvenirs

Preregistration HIGHLY RECOMMENDED !!!!!

NO CAR WILL PASS TECH UNLESS ALL EXTERIOR LIGHTS ARE WORKING PROPERLY

VMSC POINTS STANDINGS FOR YEAR-END AWARDS

(as of June 12, 1974)

OVERALL POINTS STANDINGS

W. Greenwood	5050
M. Castleberry	4600
B. Castleberry	4400
M. DeBardleben	4350
B. Westbrook	4300
B. Greenwood	4150
B. Peaseley	4050
K. Westbrook	4000
B. Whitehead	4000
F. DeBardleben	3850
C. Hoelzel	3650
T. Blot	3150
L. Parsley	2950
J. Rowe	2700
B. Phillips	2650
P. Wilson	2650
C. Hoelzel	2600
J. Rowe	2350
P. Kelly	2300
C. Young	2300
B. Enos	2250
P. Jones	2200
L. Young	2200
B. Britton	2100
E. Buck	2100
L. Wells	1950
B. Johnson	1850
S. Phillips	1850
J. East	1700
S. Powell	1650
B. Clark	1600
J. Buck	1450
M. Dickinson	1400
N. Dickinson	1400

EQUIPPED CHAMPIONSHIP

W. Greenwood	3900
C. Hoelzel	3400
C. Hoelzel	3400
L. Parsley	3400
B. Greenwood	3300
B. Britton	2800
B. Whitehead	2600
M. DeBardleben	2500
F. DeBardleben	2500
B. Castleberry	2300
M. Castleberry	2300
B. Peaseley	2200
B. Johnson	1200
B. Enos	1200
T. Blot	1000
B. Westbrook	1000
K. Westbrook	1000
M. Dickinson	800
N. Dickinson	800
N. Buchholz	800
P. Jones	800
P. Wilson	800
G. Winfree	800
P. Kelly	600

UNEQUIPPED CHAMP'SHIP

B. Westbrook	3900
K. Westbrook	3900
E. Buck	2900
L. Wells	2900
B. Whitehead	2600
T. Blot	2500
B. Peaseley	2200
S. Powell	2200
J. Rowe	2100
J. Rowe	2100
L. Parsley	1800
J. Buck	1800
C. Young	1700
L. Young	1700
P. Kelly	1500
B. Phillips	1400
S. Phillips	1400
M. Dickinson	1400
N. Dickinson	1400
P. Wilson	1300
B. Enos	1300
J. James	1200
B. Johnson	1200
B. Britton	1200
N. Buchholz	1200
F. DeBardleben	1100
M. DeBardleben	1100
J. East	1100
C. Hoelzel	1000
C. Hoelzel	1000
G. Winfree	800
P. Jones	800
E. East	700
A. Jones	600
D. Jones	600
B. Eads	600
C. Eads	550
L. Wilson	500
R. Vawter	500
E. Hamilton	500
C. Peaseley	450

The Speed Championship has not changed since it was published in April, 1974.

CHANGES TO VMSC COMPETITION REGULATIONS:

Replace Paragraph 2, Page 2, with the following:

2. Contestants

- a. Only VMSC members and invited guests may compete in events.
- b. For all events guest entry fees may be charged 1.5 times the member entry fee. (Charges for food, lodging, etc., excluded.)
- c. Deleted as of February 7, 1974.
- d. Consumption of alcoholic beverages during an event shall be a cause for disqualification.
- e. Conviction for a moving traffic violation during an event shall be a cause for disqualification.
- f. In rallies, all cars shall contain one driver and one navigator. Other persons may be allowed by the O.D. Such additional persons may be a cause for additional penalty or disqualification at the discretion of the O.D. No person may compete in a rally alone.
- g. Automobiles entered in club events will not display any advertising or other writing which could be detrimental to The Club or the sport (e.g., the words "racing" or "racing team.") Judgment of borderline cases will be made by the O.D.
- h. The participation as an entrant for competition or "fun runs" in a competitive event on a motorcycle is expressly prohibited. For purposes of these Competition Regulations, a motorcycle is hereby defined as any vehicle with less than four road wheels.

Replace Paragraphs 9 & 10, Page 4, with the following:

9. All protests shall be in writing, shall be accompanied by a five dollar (\$5.00) fee, and shall be delivered to the contest board within one hour of the finish time of the protesting contestant. If the protest is honored or if some other action renders the protest irrelevant as pertains to scoring of the event, the fee will be returned; otherwise it will go in the Club treasury.

In the absence of a member of the contest board, the protest may be delivered to an officer of The Club, any member of the board of directors or to the officer of the day.

10. A written report by the contest board on each protest evaluated will be a part of the official results.