



Checkpoints

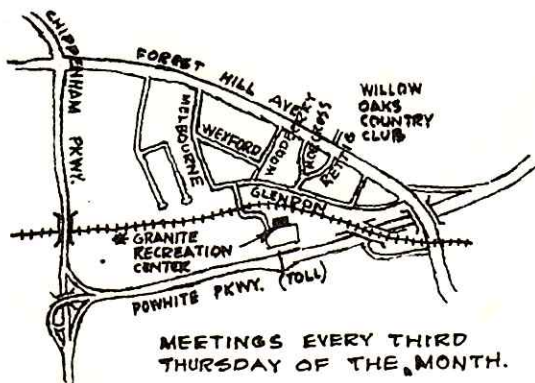
VIRGINIA MOTOR SPORT CLUB

VOLUME 19 NUMBER 7

August 1974

COMING EVENTS

- August 10 SCCA Solo II Autocross at Fentress. 3rd in series. FCO 9:30; 10 car heats; \$5.00.
- August 15 VMSC Club Meeting, Granite Recreation Association, 8:00 PM.
- August 17 VMSC Picnic Rally OD'ed by Baxter & Sharon Phillips. See flyer this issue. Promises to be a fun event.
- August 18 SESA "Madhatter Rally." FCO 10:00 AM; about 120 miles; \$5.00. Starts in Springfield, Virginia. Call (703) 547-4851, Barry Blandford, the Rally Administrator, for information.
- August 25 Corvette Club of Richmond Autocross to be held at the GEM Store location, near Route 1 on Southside. NOTE: This is a change in location from their previous advertising.
- August 31 SCCA Solo II Autocross at Fentress. Last in series.
- September 22 VMSC Rally OD'ed by Fred & Marian DeBardeleben. Details next month.
- September 29 VMSC Autocross OD'ed by Jim Rowe and Dave Preston. Details next month.
- October 5 The Rebel Yell.



**MEETING
PLACE**

The Virginia Reel National Rally

During the past year a great deal of emphasis has been placed on the novice ralliest in VMSC, and the general consensus has been that our rallies should be easy, low-pressure events to give the novice an opportunity to learn about the sport through the events he runs, while not getting him totally lost to that event and rallying in general. While this "easy event" concept may well be giving the new ralliests time to become familiar with the sport, it also, unfortunately, begins to bore the more experienced ralliest right out of the circuit.

There is another approach to "teaching" novices and experienced crews about rallying. A challenging, difficult rally need not completely lose the new ralliest (nor the old timer), because the rallymaster of this type of event shapes his course so that with the aid of failsafe loops (that is, bringing the ralliest into the control even though he has gone off course), call back mileages, confirms, and timing traps along with his course following traps, he does in fact bring the entire field of cars through the controls, and at the same time, exposes them to new, different ideas and traps by which they can learn.

The 1974 Virginia Reel National Rally, with rallymaster Dick Lieberman and course marshalls Mike Leeper and Bill Gronning, was just such a rally. The traps were new and interesting and caused more than one experience team an off-course jaunt, but that jaunt brought him into the control where he could compare what he had done with what he should have done, and then laugh at his folly.

The rally course of approximately 260 miles offered all types of traps and logic problems. One which we particularly enjoyed was the following special:

"Each time your official mileage is an exact odd whole mile, e.g. 11.00, 13.00, 15.00 etc., put your car in reverse and back up .05 mile at 60 mph. Then proceed in a forward direction at your previous speed. Assume that your odometer runs in reverse when you are backing up, but you continue to add computed time. Execute this SR no more than 5 times during a leg. (With a little thought, you can avoid backing up)."

If you get to the first odd mileage at 11.00 miles, and hit the control at 12.50 miles, how many times did you execute the special? Five, I hope, because of course when you back up 0.05 miles, your odo goes back to that mileage (10.95) and when you pull forward, you hit 11.00 miles again, etc., etc., etc., etc. Consider also the possibilities that exist when you have such course following specials as: "Turn. NVN. If you have a choice, turn left. When you use this special to turn onto Vint Hill Rd. you are on route 215." which can be executed at the same place as such non-course following specials as: "Consider as non-existent any route number sign which identifies a road that also is identified with a two word proper name plus Rd, Dr, La, etc." Yes, many roads became NVN (No Visible Number) at this time.

These were just a few of the problems we were plagued with in the afternoon, while in the morning we spent a great deal of time figuring out exactly what Overlap was, and on each subsequent control, we had the definition more and more clearly spelled out. We also found out that traveling 1 mph per hour for .01 mile causes almost a complete stop, which when executed just before a checkpoint, causes a great deal of consternation.

The Reel offered not only a time to learn about rallying, but also an opportunity to congregate with other ralliests and exchange old rally tales. I would like to see more VMSC OD's going to this type of learning experience for old and new ralliests. In the meantime, we're getting ready for the Rebel Yell to be run in October, and hope to see more of the Richmond crowd turning out for this type of event along with our regular VMSC rallies.

Bob + Mike Costello

BITS AND PIECES

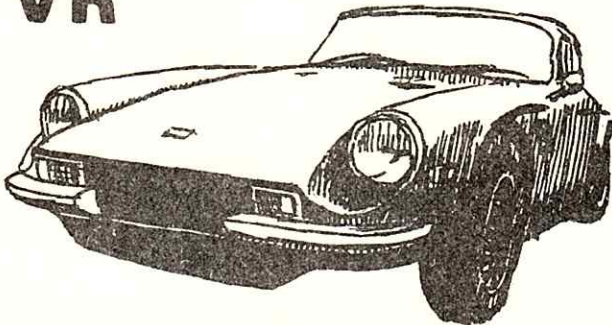
Looking for a roommate? Check with Lewis Parsley - he's interested in renting either a house or apartment - in the near future.

An Oyster Roast seems to be in the planning - let the activities chairman know if you are interested - by the way Dan, WE ARE INTERESTED!!!

Anyone who would be interested in delivering Checkpoints to the West End or Southside dealers, please see me; mailing 15 copies to each one gets expensive after a month or two!

Wait 'til the December issue of Checkpoints. All the promised articles will be there then!

**FOR '74
TVR**



**HAVE YOU SEEN THIS CAR:
TVR's NEW 2500 M.**

Looks absurdly expensive? Well, its not! Manufactured in England, its a limited production dream car designed to out perform \$8,000 machines. Yet it costs far less!! Powerful 6 cylinder, 2½ liter engine. Custom sun roof. Mind bending colors. Up to 25 M. P. G. So indulge your taste for the exotic and still save. The TVR 2500 M is out of sight.

E.G. BRADLEY

Representative of TVR Engineering of England
621 W. Main St. 648-7255 Va. Dealer 227

TREASURER'S REPORT -

June:	June 1, 1974:	\$615.58
	Receipts:	292.68
	Disbursements:	190.74
	July 1, 1974:	\$717.52
July:	July 1, 1974:	\$717.52
	Receipts:	396.70
	Disbursements:	150.69
	August 1, 1974:	\$963.53

THE RISING SUN - AN AUTOCROSS

FINAL RESULTS

(OD'ED BY BETH CASTLEBERRY, MARIAN DEBARDELEBEN, BARBARA GREENWOOD.....* DENOTES TROPHY WINNER)

° denotes non-VMSC member

CLASS	CONTESTANT	CAR	1ST TIME	2ND TIME	3RD TIME
A/S	*J.T. STANSBURY°	CORVETTE	1:00.484	1:06.972	1:02.769
A/S	TONY MARTIN °	CORVETTE	1:04.543	1:01.977	1:03.803
A/S	C.B. KING°	TVR	1:03.810	1:03.816	1:03.527
A/S	WAYNE WHITLEY°	CORVETTE	1:06.566	1:06.391	1:04.803
B/S	*RAY CLARKE°	FIAT X 1/9	1:01.376	1:01.425	1:01.992
B/S	BAXTER PHILLIPS	DATSUN 240-Z	1:01.978	1:02.942	1:02.698
B/S	BOB GLOTFELTY	PORSCHE 914	1:02.178	1:03.214	1:03.289
C/S	*MIKE CASTLEBERRY	HONDA CIVIC	1:01.903	1:01.839	1:01.145
C/S	JAY MOORE°	OPEL MANTA	1:03.925	1:05.585	1:04.403
C/S	BOB BLACKBURN°	MUSTANG	DNF	1:07.406	1:07.249
D/S	*GORDON PATERSON°	PINTO	1:07.220	1:04.557	1:03.823
D/S	*DOUG MARKHAM°	SAAB	1:04.594	1:10.550	1:04.752
D/S	BILL ENOS	SAAB	1:05.576	1:14.200	1:06.941
D/S	TODD WHITMARSH°	MUSTANG	1:07.140	1:06.034	1:08.735
D/S	DAVID SANDERSON°	DATSUN 510	1:07.727	1:06.680	1:06.848
D/S	BRUCE URAM°	BMW 1600	1:07.927	1:16.915	1:06.773
D/S	W.T. CLARK	DATSUN 1200	1:12.040	1:07.836	1:06.865
D/S	PAUL McCLEAN°	DATSUN 510	1:10.459	1:08.511	1:10.393
A/P	*BRAD PEASELEY	PORSCHE 911S	1:00.933	59.962	57.877
A/P	RICHARD MORRIS°	PORSCHE 911	59.494	1:02.442	59.934
A/P	WILT GREENWOOD	PORSCHE 914-6	1:00.493	1:00.789	59.718
B/P	*DICK COLGATE°	CORVETTE	1:02.039	59.636	59.094
B/P	RHETT RIDDLE°	CORVETTE	59.792	1:00.057	59.840
B/P	JAMES WILTON°	CAMARO	1:02.338	1:01.973	1:01.959
B/P	DICK JONES	CAMARO	1:04.420	1:03.182	1:02.210
C/P	*ERIC JACOBSEN°	PORSCHE 914	1:00.491	1:00.662	1:00.570
C/P	ANDY CAMPBELL	AUSTIN COOPER S	1:04.642	1:03.892	1:03.864
C/P	KEN PECKINPAUGH°	MG MIDGET	1:06.796	1:06.441	1:05.982
C/P	DAVID ARMENTROUT°	PORSCHE 912	DNF	DNF	1:08.088
D/P	*DAVID BIRD°	DATSUN 240-Z	1:01.265	1:01.457	1:01.675
D/P	*FRED DEBARDELEBEN	DATSUN 240-Z	1:01.807	1:05.173	1:03.577
D/P	*PETE WILSON	MGB	1:02.286	1:01.977	1:02.208
D/P	TOM BLOT	DATSUN 240-Z	1:02.630	1:02.047	1:02.137
D/P	FRANK DAVID°	DATSUN 240-Z	1:05.230	1:02.516	1:02.659
D/P	STEVE SMITH°	DATSUN 240-Z	1:04.677	1:02.771	1:04.898
D/P	WILLIAM HUNTER°	AUSTIN HEALEY	1:06.467	1:05.790	1:04.127
D/P	DALLAS FAIRES	DATSUN 240-Z	1:06.373	1:04.490	1:05.548
D/P	JAMES MOORE°	DATSUN 240-Z	1:05.402	1:09.673	DNF
D/P	JAMES ROWE	TRIUMPH SPITFIRE	1:06.003	1:06.044	1:05.839
D/P	RAY CAMPBELL°	AUSTIN HEALEY	1:08.083	1:10.106	1:06.538
D/P	JAMES WIRT°	AUSTIN HEALEY	1:15.460	1:14.249	1:12.868
E/P	*AL SEIM°	DATSUN 1600	1:04.721	1:04.189	1:04.355
F/P	*MARK DOMINEY°	FIAT 850	1:02.104	1:01.206	1:00.708
F/P	*TIM SMITH°	VEGA	1:05.108	1:04.428	1:02.954
F/P	RICHARD SWINSON°	VEGA GT	1:05.030	1:03.785	1:04.268
F/P	TIM SMITH°- FUN RUN!	VEGA	1:03.863	1:03.998	1:04.274
F/P	LEW PARSLEY	DATSUN 510	1:06.673	1:04.560	1:04.697
F/P	RICHARD CARR°	AUSTIN HEALEY	1:06.170	1:04.670	1:04.683
F/P	JAY WORDEN	PINTO	1:05.892	1:05.133	1:05.355
F/P	MARTY ROTH°	CITROEN	1:06.137	1:12.767	1:05.268
F/P	LARRY SPENCE°	DATSUN 510	1:07.278	1:06.189	1:05.450

A/M	*TOM SILVA°	PHANTOM	55,506	54,754	54,560	FTD
A/M	MIKE CREERY°	AUSTIN HEALEY	DNF	1:03,652	DNF	
B/M	*NORMAN HAYES°	CORVETTE	1:00,965	59,031	59,291	
B/M	RAY CAMPBELL°-FUN RUN!	CORVETTE	1:01,168	1:00,645	59,942	
B/M	*DAVE JERRELL°	AUSTIN HEALEY	1:00,145	1:00,386	1:01,715	
B/M	JOE BARRETT°	CORVETTE	1:09,263	1:01,786	1:01,468	
B/M	JOHN HAGERMAN°	TRIUMPH SPITFIRE	1:13,886	1:05,511	1:02,214	
B/M	W.A. TOWNSEND°	DUNE BUG	1:06,988	1:06,988	1:06,175	
C/M	*DICK AMBROSE°	AUSTIN HEALEY	58,941	57,314	57,164	
C/M	SPENCER WILKINSON°	AUSTIN HEALEY	1:00,934	1:00,504	1:00,336	
C/M	DAVE PRESTON	AUSTIN 850	1:16,419	1:13,392	1:08,433	
L/C	*MARIAN DEBARDELEBEN	DATSUN 240-Z	1:07,220	1:02,889	1:02,500	I=,9884
L/C	*BETH CASTLEBERRY	HONDA CIVIC	1:05,313	1:01,964	1:03,129	I=,9868
L/C	*SUSAN HAYES°	CORVETTE	1:05,156	1:01,827	1:11,993	I=,9638
L/C	PAM JONES	FIAT 124	1:11,501	1:06,642	1:05,398	I=,9455
L/C	JUDY AMBROSE°	AUSTIN HEALEY	1:02,749	1:01,014	1:00,726	I=,9413
L/C	BARBARA GREENWOOD	PORSCHE 914-6	1:07,070	1:03,297	1:01,871	I=,9354
L/C	CHARLOTTE HOELZEL	VW	1:19,194	1:13,109	1:10,420	I=,9183
L/C	JUDY MCGOWAN°	OPEL	1:12,125	1:07,637	1:07,798	I=,9040
L/C	KAY ENOS°	SAAB	DNF	1:15,141	1:14,095	I=,8727

N.B. A PROTEST WAS FILED AGAINST CAR #37, A PORSCHE 914 DRIVEN BY ERIC JACOBSEN. IT WAS STATED THAT THE CAR IS STOCK IF PURCHASED IN GERMANY, BUT NOT IF PURCHASED IN THE U.S. THE OD'S AGREED THAT THE CAR WAS MIS-CLASSIFIED IN B/S AND RE-CLASSIFIED IT IN C/P. THE \$5.00 PROTEST FEE WAS RETURNED.

WE OWE TREMENDOUS THANKS TO ALL OF OUR WORKERS ON SUNDAY: BILL BRITTON, ANDY CAMPBELL, MIKE CASTLEBERRY, CHRISTY CRAVEN, FRED, JOHN, & ROBERT DEBARDELEBEN, DAN & KAT DREELIN, JACK & ELLIE (!) EAST, BILL ENOS, DALLAS FAIRES, WILT GREENWOOD, CHUCK & CHARLIE HOELZEL, DICK JONES, JUDY MCGOWAN, BRAD PEASELEY, BAXTER & SHARON PHILLIPS, JIM ROWE, BILL WHITEHEAD, PETER WILSON, ART & DIANE WINGO, JAY WORDEN. IF WE HAVE FORGOTTEN YOU, PLEASE TELL. YOU DESERVE POINTS FOR WITHSTANDING A HOT SUNDAY!

An Open Letter to The Membership

Last month, the Carousel people let us use their West Broad parking lot for an autocross. This was far from the first time they've let us use it, and hopefully won't be the last time.

So this letter is sort of a Thank You to the Carousel, and it's also an advertisement. The Carousel people sell lots of good stuff, and at good prices. And if VMSC people make a point of shopping at the Carousel when they can, maybe the Carousel people will be encouraged to continue being as generous to us as they have been in the past.

Shop Carousel.

Beth Castleberry
Marian deBardeleben
Barbara Greenwood

THE AUTOCROSS CORNER

I'm not sure where they came up with the name "The Rising Sun" for an autocross, but I think it may have something to do with the speed of light. We have some fast women, or women who like to go fast, or something. Anyway, that was one fast autocross. I never had time to see a speedometer, but my tach said I was moving out in second gear close to redline, which is fast, or at least faster than I have run in the past few autocrosses. It was a fantastic autocross if you have an overpowered Corvette, or a homologation called the "Phantom," which was FTD by a comfortable margin. From the number of representative entries I think we should have called this event "Datsun's Delight," or "The Corvette Cruise." Of course, having an autocross the morning after a beer party, we could have called the Carousel's parking lot "Hangover Haven."

The women really did a good job of organizing and conducting this event, and I think we all owe them a word of thanks, and as soon as I get over my sunburn and recover from heatstroke, I will be glad to add my words of gratitude. Jack East should be given a special award for sitting in a very hot Walter all day doing a very good job of announcing. The grocery store must have done a record business in cold drinks. I think the total number of cars running was around 72, which makes this a well attended autocross. The first car was off around 10:15 and the last didn't finish until 4:40; that's a lot of running time. Strange how close the times were for the Castleberry pair for a change, someone knows how to set up their best type course, or maybe "the crippled one" was worse off than we thought. I don't know how many noticed a strange red Fiat X 1/9 running around the course but the guy was running in his first autocross and took class by almost two seconds. Time for me to get out of B/S. Talking about B/S, (meaning B Stock, of course) anyone notice a strange 914 running B/S on alloy wheels emitting a strange exhaust note. These hangovers have a strange effect on tech inspections. How are we going to explain a 914 running last month with hubcaps?

It was a fun day, and I enjoyed seeing smoking Vettes keeping up with Porsches for a change, and those funny front wheel drive cars cornering with two wheels off the ground. For those who believe in some of the hair of the dog that hit you, there was that keg of beer at Greenwood's left over from the previous night. Some people never learn. Anyone want to set up an autocross for September so tight you never rev over 3K in first gear in a V. W. ?

Bob Glotfelty

Jensen-Healey

JENSEN/HEALEY



The Jensen-Healey is in appearance, performance and convenience, the epitome of the classic British sports car. Designed by Donald Healey, C.B.E., and powered by an engine specially built by Lotus, Jensen-Healey is everything you expect a fine sports car to be. Classic good looks with the latest in advanced engineering. Also, the \$17,000 Jensen-Interceptor. Now available from Mooers. Come in and admire this truly great motoring machine.

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NEW MEMBERS

Steven C. McCarthy
3014 Stuart Avenue
Richmond, Virginia
Phone: 359-3893

Steve works as a Delinquency Investigator for the Division of Youth Services. He drives a Fiat X 1/9 - watch out B/S.

Carolyn Page Hargrave
1902 Floyd Avenue
Richmond, Virginia 23230
Phone: 358-9378

Carolyn works with the City of Richmond, and drives a Opel Rally Coupe. (Hope you plan to autocross!)

John & Robert DeBardleben
4606 Kawneer Street
Richmond, Virginia
Phone: 329-3211

John and Robert are still in school and are driving a Datsun 510 - hope it will keep up with the 240Z at the autocrosses.

George Winkler
330 Comanche Road
Glen Allen, Virginia 23060
Phone: 798-7880

George works at DMV (a good place for one of our members). He drives a Toyota Coupe, 1973.

William & Sheila Hunter
1224 Santa Anna Road
Richmond, Virginia 23229
Phone: 288-0188

Sheila and Bill own an Austin Healey Sprite, 1966 and a 65 GTO - I hope your interest in autocrossing continues!

Michael R. Ben-Dror
1902 Floyd Avenue
Richmond, Virginia 23230
Phone: 648-3748

Michael works at Moorer's Motor Company as a warranty writer, and drives a BMW 2002 and a Ford Econo line Van - watch out Walter.

John B. Bruehl
7523 Carnaby Court
Richmond, Virginia 23225
Phone: 272-5134

John works for C & P and drives a TR4 and a Ford Station Wagon - hope you prefer autocrossing the former)

Butch and Ann Cobb
3016 Lynhaven Avenue
Richmond, Virginia 23234
Phone: 232-4321

Butch is self-employed, and somehow tied up with Texaco. They are a two Datsun family - one 420Z (1972) and one 510.

Sue Knepper
8374 Loveridge Court
Richmond, Virginia 23229
Phone: 270-0338

Sue works for Whiting - Turner Contractor, and drives a TR6; hope you're ready for autocrossing.

John W. Pollock
10238 Iron Mill Road
Richmond, Virginia 23235
Phone: 320-0780

John is self-employed, and drives a 72 510 and a Honda 60 - certainly sounds like good taste in cars to me!

W E L C O M E ! ! ! !

The July Rally School Rally

July 20 marked the end of a long wait for us. After blundering around in numerous rallies, we were finally about to learn what we should be doing and when and how.

There was much to be learned at the school. Most of the subject matter was well presented. Fred DeBardeleben had to "turn up the volume" on Marian's presentation, Brad Peaseley had to clarify what constituted a right hand turn after a "U" turn, and so on, but we still managed to start the rally with some new ideas and formulas.

We managed to start the rally approximately on time. Upon arriving at the ODO check, we started figuring our correction factor. Confidence began setting in - so this is what it's all about, huh? As our departure time rolled around, about 1/3 of our mileages had been figured, and we were off.

The first leg seemed relatively simple, but in order to maintain our true form, we had to get off course. No sweat, though, we also missed a required loop, and rolled in checkpoint #1 with a score of 14. (Yes, Chuck, it was strictly accidental!)

As the rally progressed, so did the difficulty of the legs (as promised). We missed a wagon wheel which cost us time, but paid off by giving us the opportunity to refigure all our mileage references. By the way, were there any ponds on the right?

Everything went smoothly until we hit the 0.80 mile free zone. I firmly believe we ran that loop backwards! Another hang-up was the right hand turn after going one mile at 25 mph. Seems we turned too soon and got off course once again.

As for the DIY leg - well, without the "Castleberry Calculator" I would probably still be sitting in Chuck and Charlotte's yard.

All in all, it was a good school. We may have come in fifth in our class, (also read as last), but we learned quite a lot. It was a good run, and we're looking forward to the next rally.

Our thanks and appreciation go to everyone who organized and worked this event. GOOD JOB!!!

Dallas and Barbara Faieres

**TRY THE RALLY
PICNIC**

Editor's note: Much of the world's important literature first appeared in installments; for example, many of Dickens' novels were serialized in newspapers of the day, as were the Sherlock Holmes stories. Checkpoints is honored to continue this great tradition by presenting the first installment of:

How Waldo Forster Invented the Foreign Car and Triumphed Over Adversity

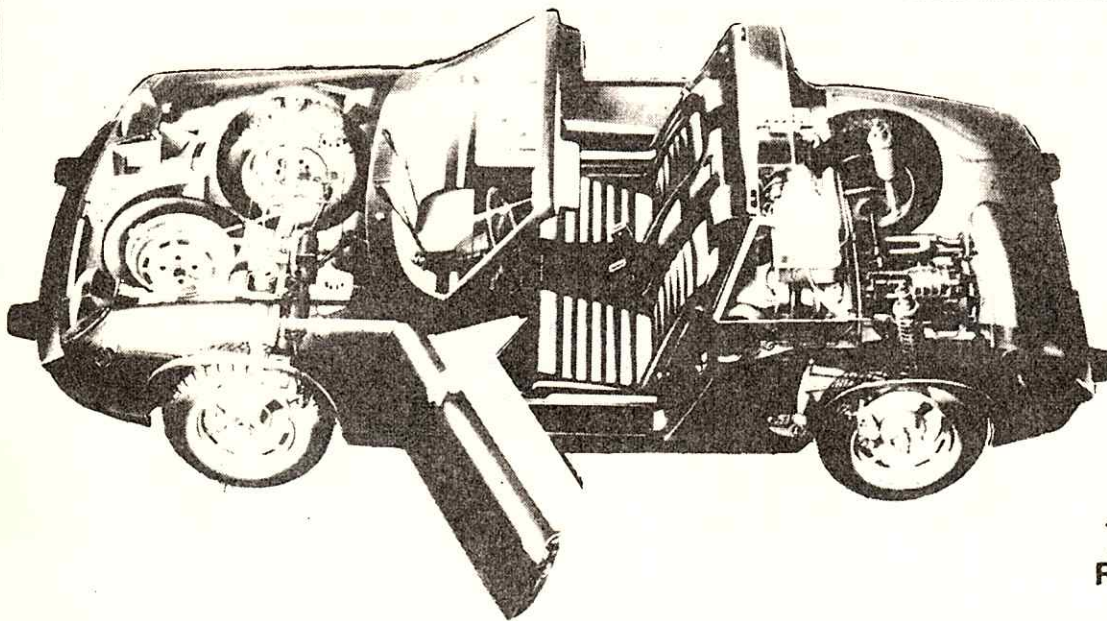
Born in a small town on the banks of the Ohio River in 1889, Waldo Forster was not distinguished in his youth. Interviewed in the Akron Star in 1932, on the occasion of the eighteenth anniversary of Forster's invention, Waldo's fourth-grade teacher, Mrs. Urethra P. Suggins, didn't remember him at all.

Forster attended college briefly during the second decade of his life then, beguiled by the romance of the new motorcars, resigned to take a position as lugger for Aeolian Coaches - an early manufacturer of autos. Applying himself diligently, Forster rose swiftly - first to sealer, then to axle-boy, then, in swift succession to door gluer, windshield wiper, headlight bezel and finally, in a blaze of coruscating glory, Forster was promoted to Chief Dent. Such success did not go unnoticed.

One day, Harriman O'Life Aeolian himself stopped at Forster's bench to say, "My boy, such success has not gone unnoticed." Aeolian strode on, leaving Forster quivering with pleasure. Truly spoken, for Waldo's fortunes continued to improve as promotion followed promotion as freight cars the locomotive until, finally, he was promoted to the Design Department.

The story of how Waldo had a fortunate accident involving an hydraulic ram and a body mockup has been told time and time again and needs not be retold.

Next month: Waldo goes abroad and falls in love with Carmen Chia.



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INTO
A
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7729 Midlothian Pike
Richmond - Phone 272-5871

HIGHLIGHTS OF THE GENERAL CLUB MEETING

July 18, 1974

There are two new appointments to the **BOARD OF DIRECTORS**: Tom Blot as a member at large and Dan Dreelin as Indoor Activities Chairman. [Baxter Phillips resigned due to increasing academic pressures.]

There were thirteen guests (Ken Kneher, M. Garber, John & Karen Pollock, Bill & Shelia Hunter, John Loth, Sue Knepper, George Winkler, Dave Dunville, Judy & John Antonitis, and Charles Wittel) and three new members (Page Hargrave, Mike Ben-Dror, and Steve McCarthy) present.

The new Indoor Activities Chairman was informed that the official **BEER** of VMSC is not Pabst. And Wilt Greenwood distributed, from a La Vogue sack dangling from his right arm, goodies discovered in and around his house after the last VMSC weekend.

By the way, what were **YOU** doing at 1:00 AM when Jack East was talking up our rally school last week?

The **DAM** Award was presented to Bob Glotfelty. Now his is a long story. Suffice it to say that he received only two tickets for a midnight solo on Greenwood's motorcycle - sans license, mirror, or helmet, and in quite a pleasant state of mind.

YOU SHOULD A BEEN THERE!

DO YOU KNOW?

The following people won dash plaques at the Corvette Club autocross held in the winter, and our Second Veep, Fred DeBardleben, has been handed their trophies. If you are, know, or have ever heard of them, please contact Fred at the next meeting!!!

Anthony Gattman
Charles Corete
John Lotr
Reggie Williams
Lawrence Coretr
Mike Martin
Jeff Starling
Abby Thompson

**We think a car should have
rack and pinion steering.
Because you can never count on
the weather, the road,
or the other guy.**



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It's what a car should be.



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AUTCROSS TIMER

The rental fee for our electronic autocross timer is \$25.00 as a basic fee, with an additional \$.25 fee for every car that runs over the fiftieth car. Anyone interested in renting the timer for more than a one day event should check with our Outdoor Activities Chairman, Fred DeBardleben.

-All Bosch plugs:
reg. \$1.45 ea.-
60¢ ea.

-Cibie 7" headlamp
replacement units:
reg. \$44.80/pr.-
\$26.90 pr.
(iodine quartz)

AUGUST

SPECIALS

in addition to regular VMSC club member discounts from
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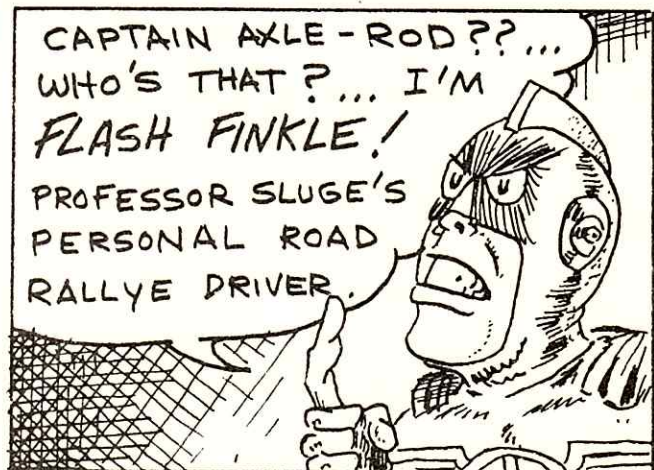
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CONTINUED



Picnic '74 Camp

A PICNIC RALLY presented by Virginia Motor Sport Club.

O.D.s - Baxter & Sharon Phillips

Saturday - August 17, 1974

The rally begins at Henrico High School* and ends in Westmoreland State Park where camping facilities are available.

Classes : Equipped, Unequipped, Novice.

Dash Plaques will be awarded in lieu of trophies.

\$3.00 per car plus \$3.12 if camping overnight!

Registration for rally and campsites begins at 9:30AM / FCO 10:39 AM

*Instructions to Henrico High School :

Exit I95 - South bound - Exit 17, left at second traffic light onto Azalea Ave. Approx. 1.0 mi. on left.

North Bound - Exit 16 South to first traffic light, left onto Azalea Ave. Approx. 1.2 mi. on left.

We'll see you there!

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Richmond, Virginia 23225

ADDRESS CORRECTION REQUESTED

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