



# Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME XIX, NUMBER 4

APRIL, 1975

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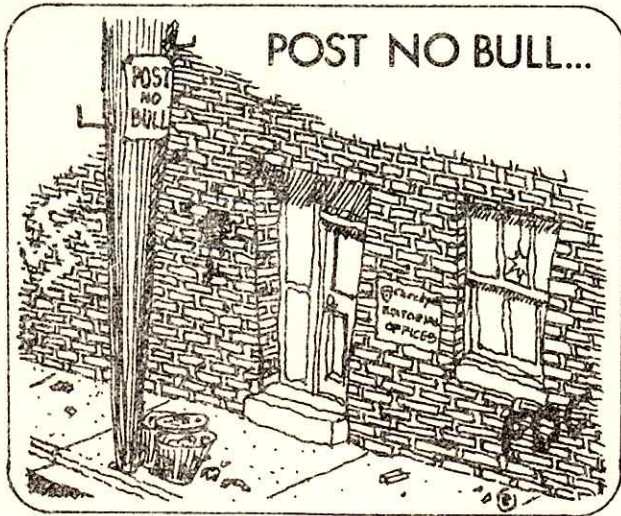
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MAY 1975

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## CALENDAR

- April 17 -VMSC club meeting at St. John's Wood Clubhouse at 8:00 PM.
- April 19 & 20-Luray Rallye-PMSC-Entry fee, \$38.00 per car. Includes overnight accommodations for two at the Mimslyn Motor Inn in Luray, Va., two banquet dinners and two breakfasts. Starts in Gordonsville, Va. at noon, Saturday. For more info, contact Gene Atkinson, Lake Binford, Disputanta, Va.
- April 27 -The Devil's Triangle-rallye by Fred and Marian DeBardeleben. See flyer this issue for more info.
- May 4 -The Double Cross Autocross-ODed by Peter Wilson and Fred DeBardeleben. See flyer this issue for more info.
- May 17 & 18 -The Virginia Reel-SCCA-all Richmond VMSC OD's. For more info, contact Wilt Greenwood.
- June 21 & 22 -Summit Point Nationals.
- June 28 -Evening rallye-ODed by Tom Blot. More info next month.
- June 29 -Ladies rallye-ODed by Toni Wells and Libby Wilson. More info next month.



### ...NO BULL.

It's hard to believe that your Editors could be other than flippant on these pages, but We are when We say Tom Biot is to be congratulated for his hard work and innovative thinking in coming up with nifty amusements for the club meetings. Tom has asked Us to make a few announcements: there are plans afoot for a Wine and Cheese party sometime toward the end of May; Tom wishes for the member who promised a Football game to get in touch with him (Tom); since the response to Tom's questionnaire was exceeded only by the the response to our contests, we will, at future gatherings, do what Tom wants us to; and, in an economy move, Tom is proceeding with a Bring-Your-Own-Awards Awards banquet. And that's...

### ...NO BULL, EITHER.

You may have noticed that last month's Checkpoints contained much paper (and information) and weighed upwards of a pound. That's why points standings weren't published. (See page 4 in this issue.) Lewis Parsley was distressed, We hear, because for a fleeting, precious moment, there, he was first overall. And that's...

### ...AND FIREPLUGS.

Last month, some CRM folks wandered up from Hampton-on-the-Roads to compete in Peasehead's and Whiteley's rallye. Their report (writ by Gary Bell) appears on page 9, but the following story is probably worth retelling. It is alleged that Mr. Bell and driver were paused at the end of the odo leg, and that Mr. Bell did espy a Hanover dogg, and that Mr. Bell's driver, Ms. Oberta, did coax and entice said dogg into the car, whereupon said dogg did, lifting its leg, proceed to inundate Mr. Bell's person, garments and route instructions. We shall avoid any comparisons between CRM people...

### ...PAY EXTRA.

Also further to folks coming to visit, you may have noticed that Doc and Rita Wagner came down last month and won the rallye. Again. If memory serves, that's the FOURTH consecutive time they've done it to us. Seems that people who take advantage of us bumpkins in such cavalier fashion oughta hafta...

### ...CONTINUOUS ROLL.

Also further to the size of last month's issue, We overheard a member comment that Checkpoints was now too big to be read in one sitting upon the pottie. Another said that, while the paper was quite coarse, the staple presented a serious hazard. Now that We know what the newsletter is really used for, We will, as a service to readers, publish future issues in a staple-free, perforated and...

### ...YOUR BEER.

Members have been observed to be getting ever more cheap of late. For example, after the March rallye, the waitresses advised that they had enjoyed a total tip of \$4. Come on, clowns. If you can pony up \$5 for the rallye, you can afford a decent tip for the lady who's hustling...

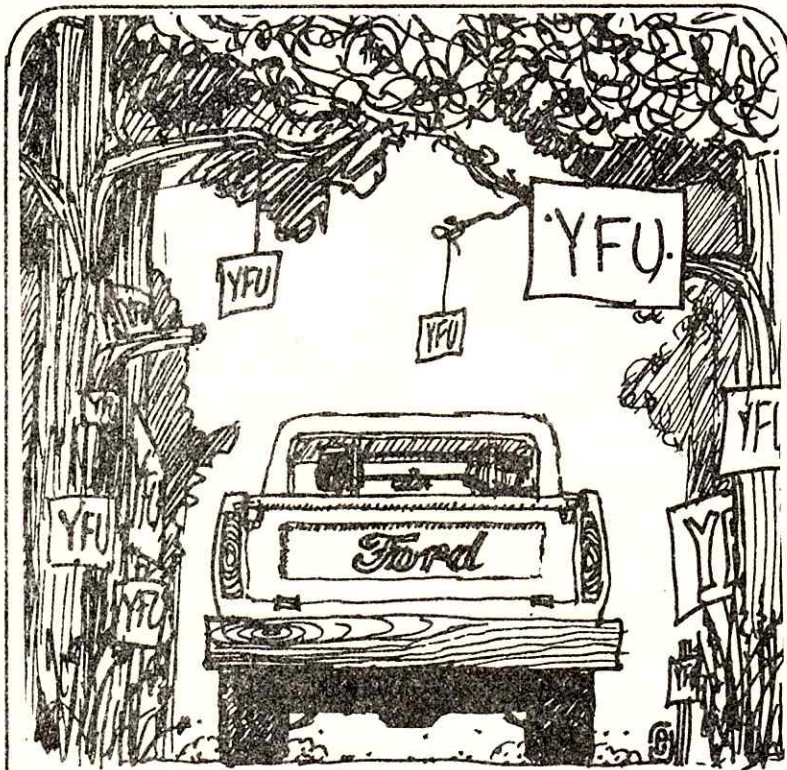
## COMMENT

The following is an Editorial Comment. That is, it represents the Opinion of the Editors and shall not be confused with Fact.

There is, We seem to recall reading once, an ancient Oriental technique for killing a chicken with no fuss. You cuddle the chicken under your arm, pet it and say nice things to it, all the while drawing, repetitively and lightly, a razor blade across its neck and, before the chicken has realized what is happening, it has bled to death. No flapping. No squawking. There are those who feel that a similar technique may have been used in a recent change to our Speed Event Regulations. A few quiet, closed meetings, an innocent announcement in Checkpoints and, "Oops, no more Ladies Class!"

A member who disagrees with the change is Ralph Vawter. Ralph plans a motion at the next general meeting on April 17th which, if passed, will override the Board's decision. According to Robert's Rules (by which we are bound) such a motion may be carried by a simple majority if Official Prior Notice is given to the membership, which it is, herewith.

It seems to These Inkstained Scribblers that Ladies Class ought to be kept. Here's why: killing the class doesn't matter to most folks, pleases no one and make some people very unhappy. Keeping the class still doesn't matter to most folks, but makes some people very happy. So, if it's no skin off your nose, why not make someone happy?

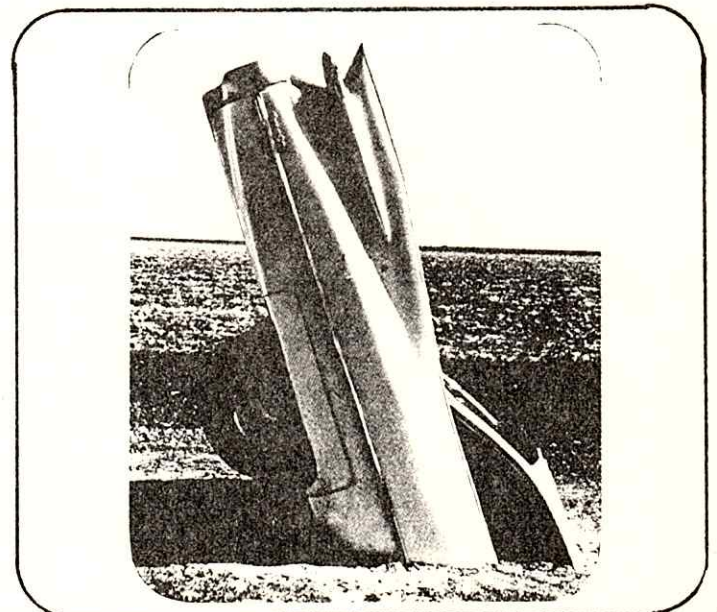


"DAMNED IF I KNOW WHAT IT MEANS, FLOYD, BUT I FOUND OUT IT KEEPS THEM SOMBITCHIN' SPORTS CARS OFFA MY ROAD!"

As a consequence of all this, if you care about the matter, you should go to the meeting and vote. If you don't care, you should go and vote anyway - and you should vote to keep the class.

Ladies Class hurts no one, pleases a few, and should be reinstated.

Make someone happy.



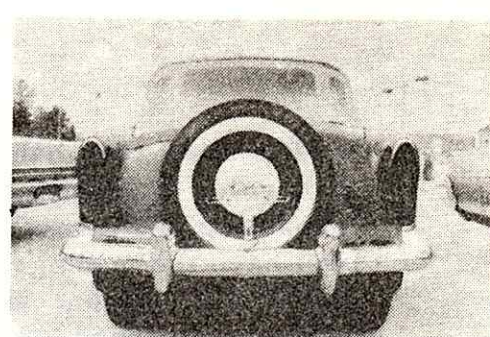
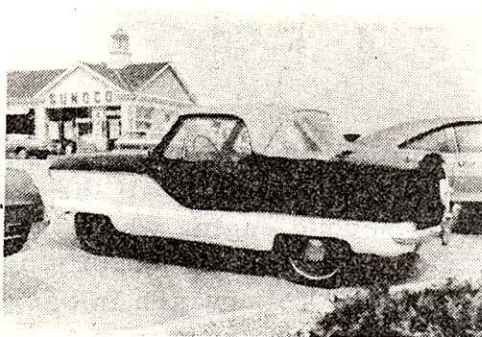
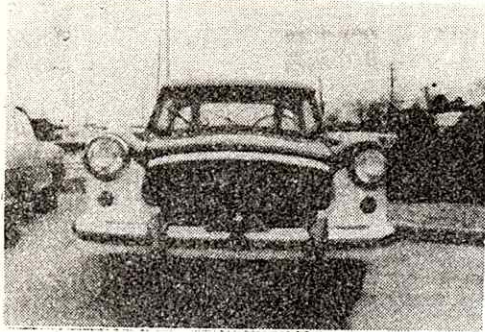
VMSC POINT STANDINGS FOR YEAR-END AWARDS

(as of April 7, 1975)

OVERALL POINT STANDINGS		EQUIPPED CHAMPIONSHIP		UNEQUIPPED CHAMPIONSHIP		SPEED CHAMPIONSHIP	
F. DeBardleben	3500	B. Britton	2600	E. East	2500	F. DeBardleben	1000
M. DeBardleben	3200	F. DeBardleben	2600	T. Blot	2400	B. Hunter	1000
L. Parsley	3200	M. DeBardleben	2600	L. Wells	2400	J. Muller	1000
L. Wells	3000	C. Hoelzel	2500	J. Rowe	2050	B. Peaseley	1000
W. Greenwood	2900	C. Hoelzel	2500	J. Rowe	2050	L. Wells	1000
C. Hoelzel	2900	L. Parsley	2200	J. East	2000	M. Castleberry	900
M. Castleberry	2750	B. Castleberry	1700	J. DeBardleben	1700	G. Paterson	900
B. Britton	2700	B. Greenwood	1700	R. DeBardleben	1700	B. Westbrook	900
J. Rowe	2650	W. Greenwood	1700	B. Peaseley	1700	P. Wilson	900
J. East	2600	B. Peaseley	1400	B. Whitehead	1700	J. Chehaske	900
B. Peaseley	2600	B. Whitehead	1400	L. Akbay	1600	J. Bergeron	800
T. Blot	2500	B. Enos	1200	G. Paterson	1600	B. Glotfelty	800
C. Hoelzel	2400	J. McGowan	1200	B. Greenwood	1500	W. Greenwood	800
J. Rowe	2350	M. Castleberry	1000	W. Greenwood	1500	L. Parsley	800
B. Castleberry	2150	E. East	1000	B. Phillips	1500	R. Vawter	800
B. Greenwood	2100	J. East	1000	S. Phillips	1500	J. DeBardleben	700
P. Wilson	2100	B. Phillips	1000	L. Wilson	1500	M. DeBardleben	700
E. East	2000	S. Phillips	1000	P. Wilson	1500	S. Hunter	700
G. Paterson	1900	J. Rowe	1000	M. Castleberry	1300	S. McCarthy	700
B. Hunter	1850	J. Rowe	1000	B. Enos	1200	J. Rowe	700
J. McGowan	1750	T. Blot	800	J. McGowan	1200	B. Castleberry	600
B. Enos	1650	A. Campbell	800	S. Powell	1100	J. East	600
B. Whitehead	1650	B. Johnson	800	S. Phillips	1000	D. Jones	600
L. Wilson	1650	D. Jones	800	D. Armentrout	900	D. Locks	600
S. Hunter	1550	P. Jones	800	V. Armentrout	900	B. Munnelly	600
D. Jones	1550	L. Wells	800	J. Worden	850	T. Blot	500
P. Jones	1550	J. Worden	800	C. Young	850	C. Hoelzel	500
S. Powell	1550			L. Young	850	J. Worden	500
J. DeBardleben	1500			B. Britton	800		
J. Worden	1500			A. Campbell	800		
				E. Hamilton	800		
				B. Hunter	800		
				S. Hunter	800		
				B. Johnson	800		
				D. Jones	800		
				P. Jones	800		
				R. Vawter	800		

**NEW MEMBER**

Michael C. Ayers, 17 Red Fox Lane, Richmond, Va. 23228- 266-1316  
 Mike has rallied and trophied in a Ford Fairlane, which is no small accomplishment in itself, in New York and Virginia. In addition to the Fairlane, He also is the proud owner of a Honda Dream motorcycle, so rather than drool on Checkpoints, why don't all of you cycle freaks in the club go over and drool on his bike?



## NASH METROPOLITAN GT 440 2+2

The bubble is back with a new power plant.



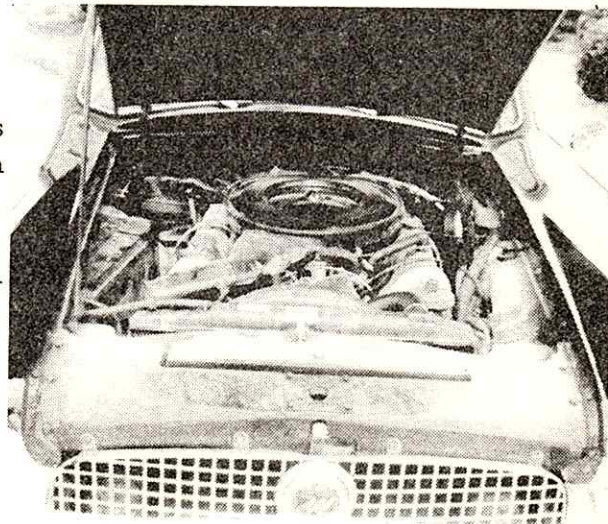
SWEEPING REFORMS ARE UNDER WAY AT NASH, and not a moment too soon. The cocky little company is attempting to fight back from a vacant mobile home outside Washogen, Illinois. A loophole in the Chapter 11 bankruptcy proceedings allowed the company to operate to sell off its existing inventory: Ernst Fortescue-Bordevski (see Checkpoints profile, April 1972) is the automotive genius who raised the price on the last Metropolitan to \$15,000, thus preventing the sell-out and breathing a breath of CO<sub>2</sub> into a dead horse.

Nobody ever really cared about the Nash anyway. Witness the fact that the statute of limitations ran out on the bankruptcy proceedings without anyone remembering, and the governmental officials who brought the proceedings against Nash failed to be re-elected even though they ran unopposed. ("What they did was like kicking a crippled dog" voters were heard to say.) And the champion of automotive underdogs, American Motors, bought the name and the remaining parts inventory for \$4.75, thus removing the last publicly visible vestige from view and allowing one of the great non-cars of all time to slip into obscurity. There isn't even a picture of it in the "Illustrated Automotive Encyclopedia 1893-1974", although it does get a one-liner in the "Trivial Trivia Handbook."

Our test vehicle, you should understand to start with, is a very limited production model. There are only two of them in the world today, which makes Maseratis and DeThomasos seem mass produced. What makes it worth reporting is an interesting variation on the internal combustion engine; in fact, it is difficult to imagine a more revolutionary concept. Here is an automobile that a performance-starved generation of car buyers is clamoring for: 23 mpg on the highway, 17.5 in the city, 0-60 mph in 4.6 seconds, a standing quarter mile in 7.3 seconds, a top speed of 168 mph with a 440 cid engine that meets the emission control standards for 1983.

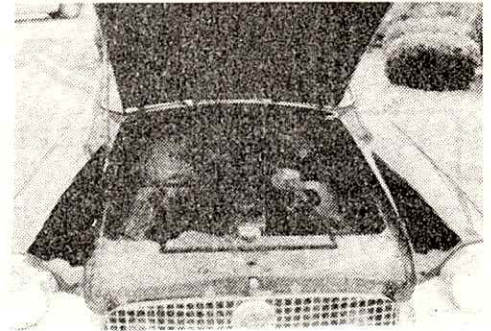
All this comes about from a search for new ideas to be incorporated into the Met to bring it up to date. The center of gravity was the first problem to tackle, since it was located about 4" above the roof line on the original version. The 440 engine was a must to provide the wanton power car buyers crave, but it conflicted with the proposed mid-engine transverse layout, since the engine was longer than the Metropolitan was wide. Ernst was not daunted: if a front engine car is good and a rear engine car is better and a transverse mid-engine has the best features of both, then naturally he would employ a front engine and a rear engine in the same car. (Good thinking!) As it turned out Bordevski fell in a mudhole and came up with a pocket full of quarters.

(continued overleaf)



THE NEW POWER PLANT

The basic idea behind pollution control on the internal combustion engine is reburning exhaust gases to purify them. If all the controls are removed and the exhaust piped directly into a second engine which runs off nothing but this exhaust, you have the mileage figures which the Metropolitan produces with a 440 cid Buick U-8 in front and a 1471 cc Volkswagen in back. As you probably have already reasoned, this eliminates all trunk space, but in an opinion poll on the Met, Ernst discovered everyone said that there had just as well not be a trunk anyway as small as it was, so chalk one up for public opinion. The result is a large and extremely powerful drive engine that delivers excellent mileage, starts easily and is so fast that purchase of a GT 440 2+2 in California is tantamount to voluntary manslaughter. The VW engine is another story, but the sheer mass of the 440 holds the car extremely steady.



ORIGINAL ENGINE

The bubble-on-bubble body design is a stifled but still different approach from the typical box-on-box layout. The standard two-tone paint job makes the car extremely visible (perhaps unsightly is the word) and, thus, the bumper requirements were waived. Also, the Met offers the first true vinyl roof: not just a thin sheet stretched over a metal panel, but a thin sheet stretched over flimsy supports clumsily fashioned from curtain rods. Rollover protection is based on the ability of the occupants to slouch quickly. There is 0.22 cu. feet of storage space in the glove box and, leaving the glove box door open and removing the passenger seat increases capacity to 12.224 cu. feet. Seat back adjustment is once again a function of the ability of the occupants to slouch. With a few simple wrenches and a power drill, the seats may be adjusted to nearly any place in the cockpit.

The only instruments are a speedometer and a gas gauge. This makes sense, since idiot lights don't come on until it's too late; and the people who prefer gauges take too good care of their cars for anything to go wrong.

The suspension is an innovative blend of simplicity and discomfort. Front and rear are nearly identical: a steel strap is mounted transversely, bent down on each side, a hole is drilled in each bent-down part and the axle passed through the hole. The axles are then secured with the usual cotter pins. The rear strap is welded directly to the bottom of the passenger compartment and the front pivots on a 3 by 3/8 inch carriage bolt to permit steering. If the preceding is not clear, imagine a Radio Flyer suspension and you nearly have it. It makes for a stiff ride but does away forever with those tiresome lube jobs.

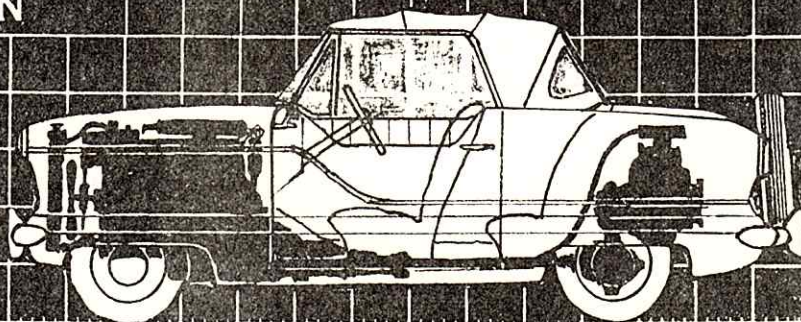
The deceptively simple suspension combines with a power to weight ratio of one-to-one to yield performance and handling that are little short of believable.

Production has already started and Borsevski expects five Metropolitan to roll off the assembly line each day. (Ernst said they've had mechanics working on the belt assembly, but they keep rolling off anyway.) Production problems aside, the new Metropolitan seems to be the answer to many of the current problems facing Detroit and it fills the void presently occupied by a clamoring, performance-starved generation of car buyers.



## ROAD TEST

# NASH METROPOLITAN



SCALE: 1/4" DIVISIONS

### PRICE

List price ..... \$2,000  
 Price as tested ..... \$15,000  
 Price as tested includes tires (\$100)  
 doors (\$300), roof (\$500), lug nuts  
 (\$50), seats (\$500), ashtray (\$100),  
 steering wheel (\$100), instruments  
 (\$500), glass (\$1,000), body panels  
 (\$12,996), and eight fifty cent pieces  
 (\$4).

### MANUFACTURER

Ernst-Forstecue Bordevaki, Inc.  
 6706 East Pearly Gates Boulevard  
 Washogen, Illinois 51736

### GENERAL

Curb weight, lb. .... 6681  
 Test weight ..... 7016  
 Weight distribution (with driver),  
 front/rear, % ..... 75/25  
 Wheelbase, inches ..... 85.0  
 Track, front/rear, ..... 47.1/46.3  
 Length ..... 149.5  
 Width ..... 61.5  
 Height ..... 54.5  
 Ground Clearance ..... 12.1  
 Overhand, front/rear, ..... 32.1/38.9  
 Usuable trunk space ..... 0  
 Fuel capacity, US gallon, ..... 28.6

### ENGINE

Type ..... ohv U-8  
 Bore x stroke, mm ..... 95.3 x 98.9  
 Equivalent inches ..... 3.75 x 3.90  
 Displacement, cc/cu in. .... 7220/440  
 Compression ratio ..... 12.0:1  
 Bhp @ rpm, net ..... 300 @ 3500  
 Equivalent mph ..... 126  
 Torque @ rpm, lb.-ft. .... 285 @ 1800  
 Equivalent mph ..... 78  
 Carburetion ..... one Holley 4661  
 Fuel requirement, premium, 98-oct  
 Exhaust-emission control equip-  
 ment: exhaust-gas recirculation  
 through VW engine located in the  
 trunk.

### CHASSIS & BODY

Layout ..... front engine/rear engine  
 Body/frame ..... bolted  
 Brake system ..... 11 in. x  
 4 in. drum, right wheel, front.  
 Swept area, sq. in. .... 478  
 Wheels ..... cast iron, 12 x 2.5  
 Tires ..... Maypop  
 Triple E78 x 12  
 Steering ..... Radio Flyer  
 Overall ratio ..... 2:1  
 turns, lock to lock ..... 1.2  
 turning circle, ft. .... 86.0  
 Front suspension ..... none  
 Rear suspension ..... less

### MAINTENANCE

Service intervals, mi:  
 Oil change, f/r ..... 6000/7500  
 Filter change, f/r ..... 12000/15000  
 Chassis lube, f/r ..... 30000/30000  
 Major tune up ..... never/1000  
 Warranty, mo/mi ..... no/none

### INSTRUMENTATION

Instruments: 200 mph speedometer  
 fuel level  
 Warning lights: radar ahead, going  
 too slow.

### CALCULATED DATA

Lb/bhp (test weight) ..... 38.6  
 Mph/1000 rpm (3rd gear) ..... 22.8  
 Engine revs/mi (60 mph) ..... 2630  
 Piston travel, ft/mi ..... 1710  
 Steering index ..... 1.41  
 Lsmft ..... 17.8  
 All cl ..... 3.9  
 Fbi/cl ..... 6.7  
 Sob/bs, % ..... 100.0  
 Sodd, week ..... 7.0  
 Yfu ..... 365.0

### DRIVETRAIN

Transmission ..... 3-speed column  
 Gear ratios: 3rd (1.00) ..... 1:1  
 2nd (1.45) ..... 4.47:1  
 1st (7.45) ..... 7.75:1  
 1st (7.45 x 2=8.90) ..... 19.85:1  
 Final drive ratio ..... 1:1

### ACCOMMODATION

Seating Capacity:  
 persons ..... 2  
 dwarfs ..... 2  
 Seat width, f/r ..... 2 x 18.0/37.0  
 Head room, f/r ..... 38.0/38.0  
 Seatback adjustment, deg ..... 0

## ROAD TEST RESULTS

### ACCELERATION

Time to distance, sec:  
 0-100 ft ..... 1.2  
 0-500 ft ..... 4.0  
 0-1320 ft (1/4 mi) ..... 7.3  
 Speed at end of 1/4 mi, mph, 112.0  
 Time to speed, sec:  
 0-30 mph ..... 3.8  
 0-40 mph ..... 4.3  
 0-50 mph ..... 4.3  
 0-60 mph ..... 4.6  
 0-80 mph ..... 5.9  
 0-100 mph ..... 5.7  
 0-120 mph ..... 8.0  
 0-140 mph ..... 11.2

### SHIFTS IN GEARS

3rd gear (4000 rpm) ..... 168  
 2nd gear (4000 rpm) ..... 86  
 1st gear (4000 rpm) ..... 53

### FUEL ECONOMY

Normal driving, mpg ..... 23.0  
 Cruising range, mi,  
 (1-gal. res) ..... 667.8

### HANDLING

Speed on 100 ft. radius, mph, 35.2  
 Lateral acceleration, g ..... 0.823

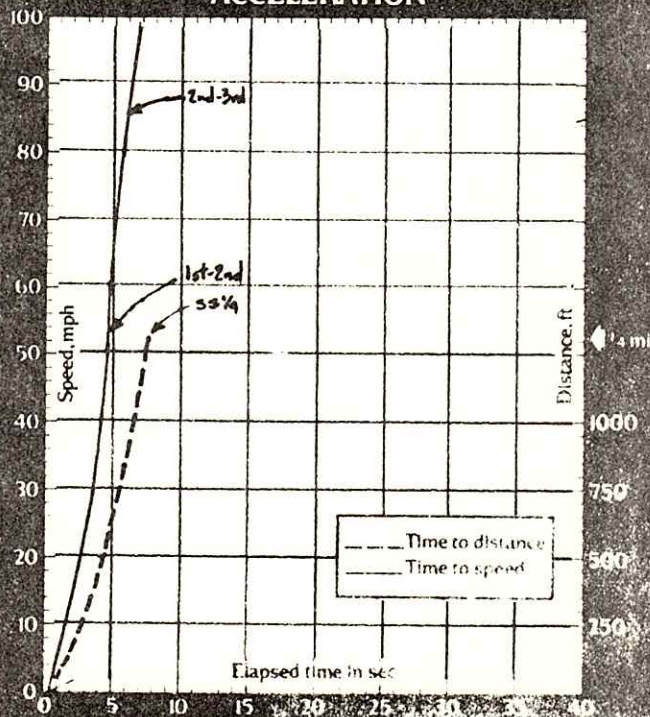
### BRAKES

Minimum stopping distance, ft:  
 from 60 mph ..... 417  
 from 80 mph ..... 673  
 Control in panic stop ..... panicky  
 Pedal effort for 0.5g stop, lb. .... 150  
 Fade: % increase 6 stops ..... 750  
 Parking: hold 30% grade? ..... no  
 Overall brake rating ..... drag foot

### INTERIOR NOISE

All noise readings in dBA:  
 Idle in neutral ..... huh?  
 Max., 1st gear ..... whaddya say?  
 Constant 30 mph ..... could ya'  
 repeat that  
 90 mph ..... huh?

## ACCELERATION





# Virginia Motor Sport Club

MAY 4, 1975

THALHIMERS' WESTMORELAND LOT

RICHMOND, VIRGINIA

REG & TECH 9 AM-2 PM

FCO 10:30 AM

1975 MWCSCC CLASSES

EXHAUST SUPPRESSION REQUIRED

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## DOUBLE CROSS

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## AUTOCROSS

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10-CAR HEATS

ELECTRONIC TIMING SYSTEM

PEWTER AWARDS FOR FTD, FDD, AND CLASS POSITIONS

\$4.00 FOR 3 RUNS

\$1.00 FOR FUN RUNS (TIME PERMITTING)

ODS PETER WILSON AND FRED DEBARDELEBEN

FOR INFO OR PRE-REG CALL PETER AT 271-5670 (DAYS) OR 271-0005 (EVENINGS)



# RALLY REPORT

## PAINT ME A LINE...

### "MAD DOGS AND ENGLISHMEN"

"It was a dark and stormy night..." is the beginning line from all works by one of America's foremost animal writers. So it shall be with this article on VMSC's Paint Me A Line...Rally which was presented on March 23rd. From the time I was first approached about running this event to the time I was asked to write this article was indeed a dark and stormy night.

After successfully traversing the distance from Tidewater to Richmond we were informed that this was to be a map rally. "Another map rally, Jesus Christ!" It's not that I don't like map rallies, but. "We can't get generals until after tech inspection? Jesus Christ!" "What do you mean the rallymaster won't answer questions? Jesus Christ!" "Oh, well, they've already got our five bucks, might as well give it a go."

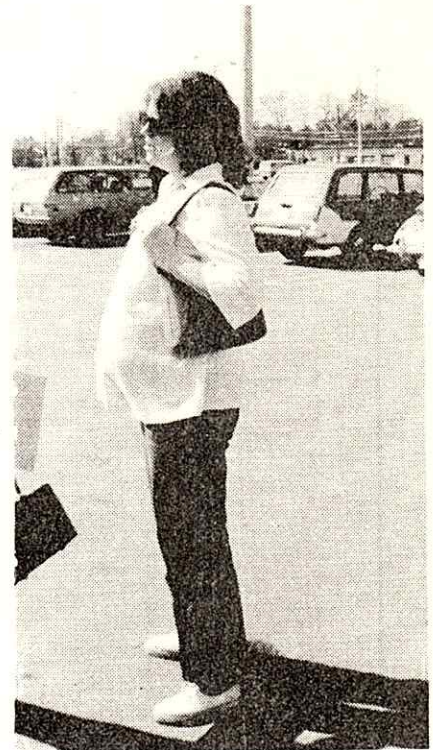
While the above comments were typical of small talk heard and stated by yours truly before the event began, I would like to tell those of you who missed the event that you should have been there. The concept was simple: execute route instructions at the first opportunity unless that would cause you to leave the map as provided on page two of the instructions. The rallymaster provided competitors with three Special Map Instructions which kept you on the map and on course. Like anything else, it takes time to get the hang of what you are trying to do. Failing this provided one of the more exciting portions of the rally for me, riding, while Gail made up two minutes while looking through the steering wheel and under the windshield wiper. Made it up with plenty to spare.

The rally was not basically difficult once you understood the concept as previously mentioned. However, many contestants bought a 500 point penalty when they missed "Hidden Valley." Even after running out our mileage, returning, taking the only road that the rallymaster could have used, getting to the checkpoint, and then covering part of the same ground in the next leg, neither Gail or I ever saw it. We were told at the end that it was over a bank and behind three trees. Oh, well.

Doc and Rita Wagner won equipped and overall, followed closely by the Castleberrys.

Why the title you ask? I thought everyone knew by now. At the end of the odo check a cute little puppy, with the coaxing of my dog-loving driver, clambered into the car and peed all over me.

Gary Bell  
Colonial Rallymasters



SHARON PHILLIPS,  
WAITING ...

# RALLYE RESULTS

PAINT ME A LINE DOWN THE MIDDLE OF THE ROAD AND LET ME SEE IF I CAN FIND THE WAY...

O/A	Class Pos'n	Car	Marque	Driver/Navigator	1	2	3	4	5	6	*10	Total
1	1E	15	Porsche	TCG/Rita Wagner	1	0	2	17	3	1	54	24
2	2E	13	Datsun	M/B Castleberry	4	17	1	4	6	0	149	32
3	3E	10	VW	C/C Hoelzel	0	13	23	19	2	1	149	58
4	1U	9	Honda	E/J East	36	62	33	9	98	39	275	277
5	4E	1	Datsun	M/F DeBardeleben	296	45	0	3	3	6	359	353
6	2U	3	VW	L Akbay/G Paterson	15	1	246	56	58	4	64	380
7	3U	8	Datsun	L Wells/T Blot	21	36	36	300	5	3	4410	401
8	5E	22	Datsun	G Oberta/G Bell	3	11	28	500	2	8	129	552
9	4U	5	Mini	W/B Greenwood	63	20	127	300	0	43	25	553
10	5U	19	Fiat	B/K Westbrook	27	20	72	297	172	6	106	594
11	6U	12	TR-6	E Hamilton/R Vawter	31	61	42	500	80	62	2964	776
12	6E	16	Datsun	J Meyers/A Oberta	5	6	0	500	500	3	239	1014
13	7U	6	Datsun	J/R DeBardeleben	300	500	36	2	159	46	31	1043
14	7E	20	Datsun	B/A Armstrong	7	12	29	1000	0	25	558	1073
15	8U	18	Porsche	D/A Armentrout	24	8	34	1000	0	24	45177	1090
16	9U	11	Honda	B/S Hunter	72	19	47	1000	0	4	3290	1142
17	8E	24	SAAB	C Seward/M Ayers	4	300	8	1000	0	21	30338	1333
18	10U	4	MGB	P/L Wilson	500	102	7	1000	0	35	2	1644
19	11U	21	Porsche	W Neale/B Glotfelty	127	1000	0	229	232	68	5310	1656
20	12U	2	Vega	J/J Rowe	86	1000	0	1000	0	62	389	2148
21	1N	23	Pinto	B/C Eads	1000	0	1000	1000	0	300	-	3300
22	13U	7	Datsun	S Powell/J Muller	1000	0	23	1000	1000	1000	-	4023
23	14U	17	Maverick	L/C Young	1000	0	94	1000	1000	1000	-	4094
24	2N	25	AM 3000	C/P Rowe	1000	1000	1000	1000	100	300	45139	4400

Rallymasters: Brad Peaseley & Bill Whitehead. Official Pre-Check: Lewis Parsley & Bill Britton  
 Workers: Bill Britton, Art & Diane Wingo, Pam Jones, Bill Enos, Judy McGowan, Jay Worden, Andy Campbell,  
 Betty Johnson, Dick Jones, Ann Cobb, John Riggan, Nick Buchholz and Baxter & Sharon Phillips.

Leg 10 - the unmanned leg - was administratively discarded.\*





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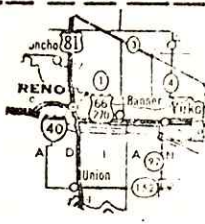
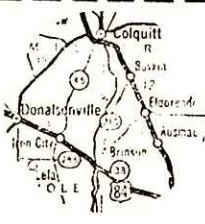
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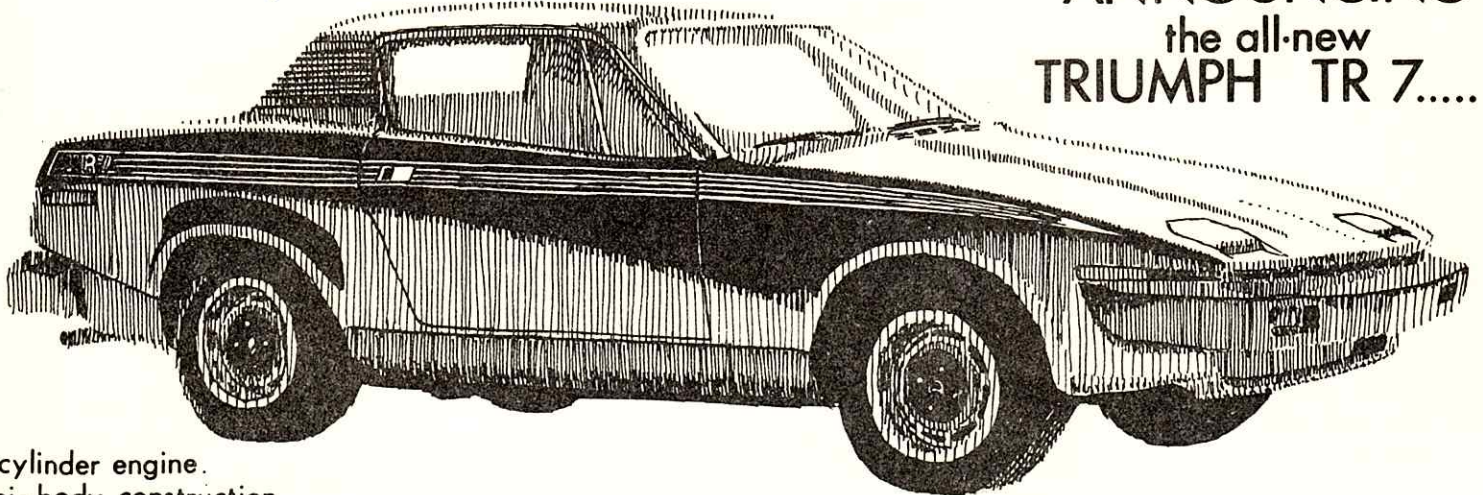


We haven't had much success with contests so far. Nobody entered the Comparison of the Board to the Cartoon Characters Contest, so half of Us drank the Beer. It was suggested that we lack an authority figure to back these contests, so this month, none other than the good Doctor himself, Our President, Chuck Hoelzel, offers the above. These sections of map are from a current Road Atlas, and it's your job to name the states from which they are lifted. The first person to hand-deliver the correct answers to Chuck at his house wins a six-pack of Beer. It is hard to believe that, in these troubled times, people will look a gift Beer in the mouth.

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