

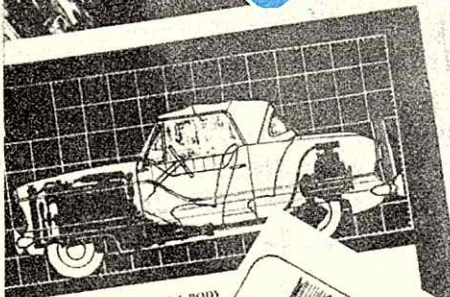


# Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 19, NUMBER 12

DECEMBER 1975



CHASSIS & BODY



## MAN READS CHECKPOINTS?

WHAT'S Nuts to you Whoopie. We Checkpoints. The past have been a members for a ble... We won't either. Nor will we false optimism in the nor will we beg for her. dispense such in as we see fit, and duty of the...  
12 1  
10 2  
9 3  
8 4  
7 5  
6

WHAT YOU EXPECT TO HEAR...  
Hi there, another year begins for VMSC. As Co-editors for Checkpoints, we are really looking forward to this challenging job and with your help, we expect us to do...  
CAPPY  
HOO...  
S...  
ESTATE...  
RUI...  
CHER'S...  
POLICE ROUT VANDALS AFTER 10 MINUTE SIEGE

## EDITORS WIN NO



Chuck Hoop

Featuring all new versions of your old favorites plus "Déjà Vu III" & "Series 3" results and a letter from Dr. Chuck

April 27, 1975-GOOCH-D COUNTY, VA. --A band of 4 hoodlums led grass and prize peonies at the resi- of Mrs. Beanie Slag- last Sunday in what describe as the "most ct of vandalism in Goochland County," as she is affect- known to a...



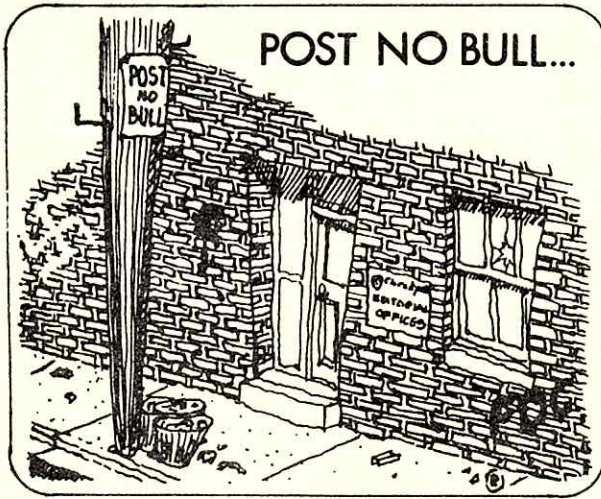
IN THE 199th YEAR OF INDEPENDENCE FOR THE UNITED STATES  
**Shuckpoints**  
VIRGINIA MANURE SPREADERS CLUB  
IN THE YEAR OF OUR LORD, 1975, IN THE BISBITILE, BEING MARCH



Nash  
SWE...  
soon...  
mob...  
burdovski...  
allowed...  
on the last Me...  
in a dead...  
about

checkpoints

METROPOLITAN GT 440 2  
with a new power plant  
BY AT NASH...  
tempting to...  
A...  
its



**...WROTE YOU UP."**

We gotta believe that the editors of Checkpoints don't really have a monopoly on dumb moves, it just seems that way. One of Us, it may be remembered, dumped a number of liters of Pennzoil on his driveway recently in an attempt to change his own oil. Won him a DAM award. Well, the other shoe has dropped. The other of Us, who had remained so far untarnished, was motoring home (or someplace) the other night, at a reasonable and safe speed, when there appeared in his rear-view those dread flashing red lights. 48 in a 35 zone - pretty routine. After the citation was suitably engraved, the policeman, about to return the driver's license, laid a finger across the picture to

blot out the moustache, looked closely at the felon and said, "By golly, you're Dick Jones, good ole Dick Jones I went to high school with. If only you'd told me before I...

**...MISS IT.**

Whatever you do, don't miss the annual Awards Banquet. It's at the Westwood Racquet Club, on January the 17th, beginning at 6PM. Yes, We know, it costs a lot. But what doesn't these days? Figuring in the tab for the band (The Intrepids) and the cost of a sit-down dinner (no buffets, no, sir) and the number of people who, based on past experience, are likely to show up, \$15 just about covers costs. And it promises to be a lot of fun. Brad will probably deliver the trophies (he does so well) and, We understand, Chuck has prepared a farewell speech. You really ought not to...

**...YAY, BILL!**

Despite some evidence to the contrary, shoveling out Checkpoints this year has been fun. We've been free enough about promoting Ourselves without, perhaps, quite enough recognition for the people who helped make it all possible. Everybody who has had a finger in the pie is listed elsewhere in this issue - Our thanks to all. Especial thanks must go to those folks who were fool enough to pay good money to buy ads: Chip Stephens at Bug Parts, Bill Coon at Boulevard Import, Fin and Feather's Melvin Major, Sherman Glotfelty at Joe Heishman's, Dave Potritz at E. G. Bradley, Dave Loving at Mooer's, Jerry Adolf at Foreign Car City, and Tom Stanley at Jefferson-Jones Realtors. They were the people who really made it possible. If you patronized them this past year, good. Do it some more next year. If you didn't, be ashamed. And make a New Year's resolution to do better. Super especial thanks, multiple tips of the hat and also Our very real appreciation to Bill Enos - the advertising manager who put it all together...

**...THANKS, MARK.**

Some people who were pretty blown away by all of this were those at System Printing, who did the hard part. Who ever heard of a newsletter with a gatefold? They did a nice job, were pretty much on time, and didn't charge too much.

**...THE CLUB SURVIVED.**

Actually, it's been a pretty good year. We had lots of problems at the beginning: no autocross lots, threats of gas rationing, and no money in the till. Well, it all worked out. Even with Hoelzel as president...

# Foreign Car City Incorporated

"SPORTS CAR SPECIALISTS"



DISCOUNTS  
TO  
VMSC  
MEMBERS

IF WE DON'T  
HAVE IT  
WE WILL FIND  
IT FOR YOU

LOW DOWNPAYMENTS

BANK FINANCING

JERRY ADOLF

2305 W. BROAD ST.  
RICHMOND, VIRGINIA 23220  
355-2809

JOHN WHITAKER III

People are joining the club in a lemming-like rush. The latest to hand in their money:

Gary and Barbara Stout. The Stouts live at 9001 Patterson Avenue, their apartment number is 69 and their telephone number is 288-0174. They are employed, respectively, at Inta-Roto Inc. and at EPIC Systems. They bring to the club a Scirocco and another Civic.

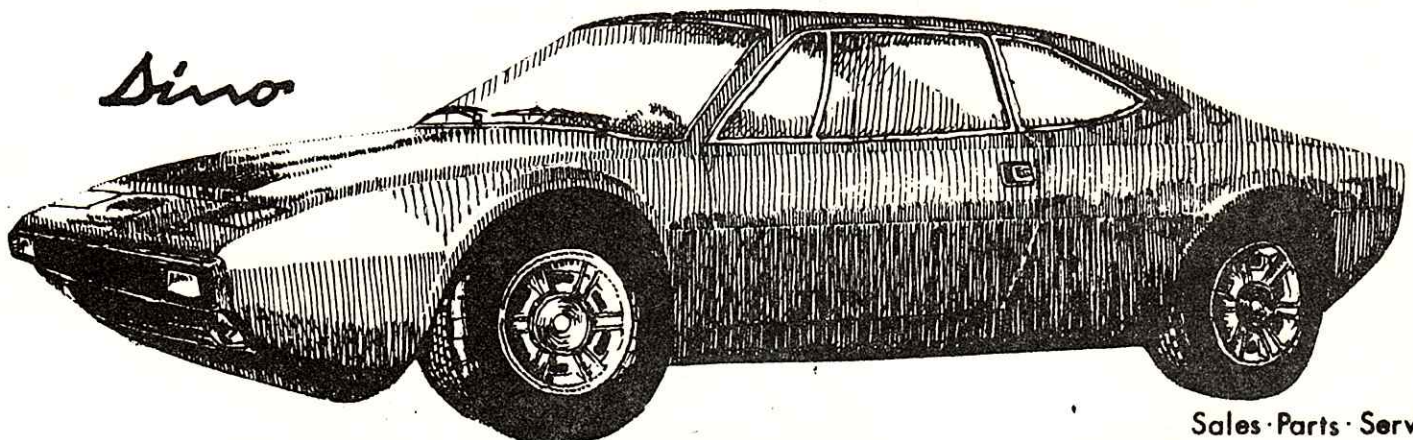
Bill Gronning comes to us from WRC. Bill is self-employed (actually, he's Zeronics), lives at 4200 Balmoral Avenue #4833, drives a VW and may be reached at 264-2264.

Mike Williams is another of those Philip Morris people, lives at 7553 Felixstowe Drive, drives a Porsche 911 and has been assigned 272-8006 by the telephone company.

Sally Youngs lives at 7520 Ander Court. Her phone number is 320-1028, she is employed at Reynolds Metals and owns a Super Beetle.

Signing up for more punishment is Dave McCall of 2400 Reed Road. Dave is self-employed, drives a Datsun 510, and his telephone number is 282-0946.

Welcome, all.



**Joe Heishman's Ferrari**

Sales · Parts · Service  
3100 Jefferson Davis Highway  
Arlington, Virginia  
Phone 684-6660

The Virginia Motor Sport Club takes pleasure in  
announcing the  
25<sup>th</sup> Anniversary Awards Banquet  
January 17, 1976  
at the

Westwood Racquet Club  
at a cost of

\$15.00 per person

Cost includes set-ups, dinner,  
awards presentation followed  
by dancing to the music of the  
Intrepids. B.Y.O.B. (No beer  
or wine.)

6:00 P.M. - Cocktail hour

7:00 P.M. - Dinner

8:00 P.M. - Awards

9:30 - 12:30 - Dancing

All past and present members  
and friends of the Club  
are cordially invited to attend.

Reservations by prepayment only. Send  
checks made payable to V.M.S.C. to:

Art Wingo

4909 Regent Road

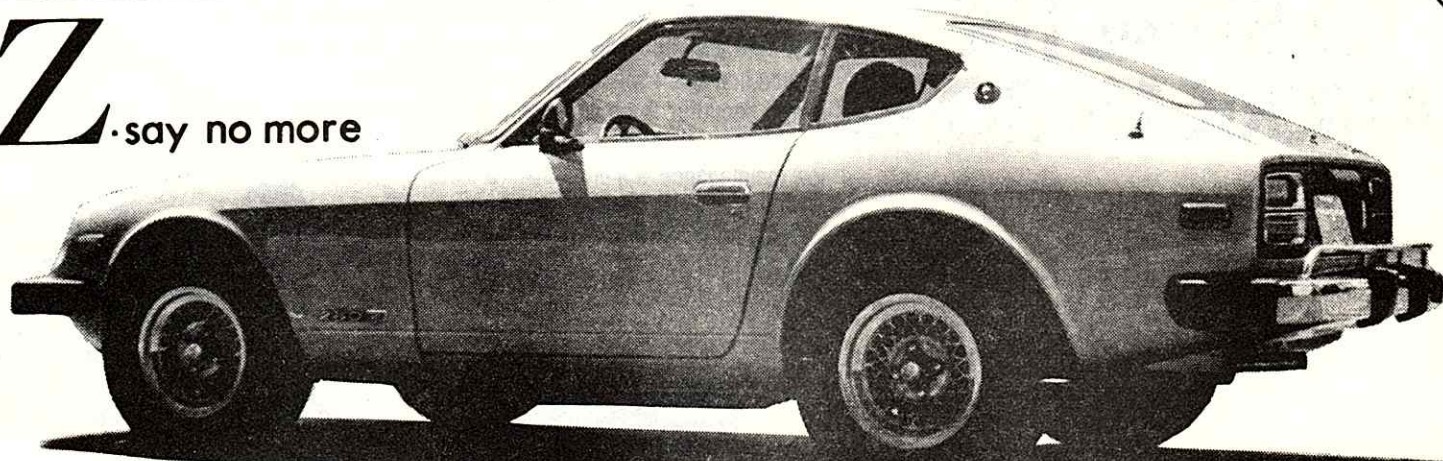
Richmond, Virginia 23230

The following is a letter from Dr. Charles B. Hoelzel,  
the forthcoming immediate Past President of The  
Virginia Motor Sport Club.



# U

**Z** say no more



**BOULEVARD IMPORT SERVICE** 7903 W. Broad St.-270-4700

**DECEMBER**

S	M	T	W	T	F	S
1	2	3	4	5	6	
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

**JANUARY**

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

**CALENDAR**

December 18 - Annual Meeting of VMSC.  
8 PM at the St. John's Wood Clubhouse.  
Reports will be heard from the officers, new officers will be elected (see page 10 for the candidates.) See note below for a list of exciting merchandise which will be for sale.

December 25 - a holiday.

January 1 - another holiday.

January 17 - VMSC Annual Awards Banquet.  
See flyer else where in this issue for details.

January 25 - First 1976 rally. Offered by Mike and Beth Castleberry. Details and flyer next month.

February 29 - Another 1976 rally, this one done up by Bill & Shelia Hunter. More info next issue.

**interpart** **seat** **STEBRO**  
**ANCO** **SEMPERIT** **ARMOR ALL** **FREE-FLOW EXHAUST SYSTEM**  
**COVERCRAFT** **ZECMARK** **CIBIE**  
**minilite sport**  
**BOSCH** **VDO** **KENDALL**  
**BILSTEIN** **VDO INSTRUMENTS** **KONI**  
**BUG PARTS, INC.**  
 IMPORTED AUTOMOBILE PARTS & MOTORING ACCESSORIES  
 VOLKSWAGEN • DATSUN • OPEL • TOYOTA • PORSCHE  
 2001 SEMMES AVENUE • RICHMOND, VA. 23225  
 PHONE: 804 - 233-7607

Many exciting items for sale at December meeting, including bound sets of all copies of Checkpoints for 1975, individual issues, an exciting 17 by 22 poster, maybe Check points T-shirts. Treasury gets all money.

**TR7. IT'S OUT TO STEAL THE AMERICAN ROAD**

This new Triumph will change your ideas about sports cars. Its bold wedge, taken from the Grand Prix racetracks, is the shape of things to come. The edge of the wedge knifes through the wind, forcing the front down for solid control. It cuts drag, enhances power, adds miles to the gallon. But shut your eyes and you're riding in a luxury sedan. You sit and stretch in elegant space. This swift, nimble GT is simply beautiful. But most important — it's beautifully simple; engineered for endless pleasure and low maintenance at a price that's a steal.



**TRIUMPH**

**E. G. BRADLEY**  
621 W. MAIN STREET  
648-7255





# DEJA VU III

## RALLYE REPORT



The Wagners, who haven't won a VMSC rallye since the last time they showed up.

If it's a rallye, it must be Sunday! No? Then it must be "Deja Vu III". Having not been around for the first two editions, I thought the feeling of having been there before would be sadly missing. Never fear, once again we have had the pleasure of a fine event in Goochland County.

Not wanting to be late, I gathered up paper, pencils, wristwatch and navigator, threw them into the car and took off for the starting point. I carefully set my watch only to find it four minutes slow as we were flagged out of the lot and on our way. Through the odometer check we went and off to find checkpoint # 1.

Pause .50 minutes and across Route 250 and everything was fine until we ran out of road. Following a hunch and a small car of Japanese origin, we turned right and found "Opus # 1", a little extra Deja Vu for the more experienced members. Unfortunately, a band of marauding hunters kidnapped the "Jerusalem" sign and flawed an otherwise squeaky clean event. That black deed led to the discarding of legs #1 and #2, but even the removal of the sign didn't reduce the field by many.

Checkpoint #2, for those who found it and were on the right instruction, was a confidence leg. SI #3 caused you to turn away from the checkpoint two separate times.

A new trap based on "the end of a route", any route in fact, was cleverly used. Those who thought too long about it found themselves very early into the next checkpoint.

"Aha... a 'Deja Vu' sign," I said. "What's next?"

"Wait a minute," she said.

"I can't," I screamed, "we're making up time!! I'm turning left!"

"But where's the 'Deja Vu' sign?" she asked.

"I don't know but here's the checkpoint," I replied.

"No sense in fighting over it, folks. This is the end of the rallye," said the friendly control worker.

If you missed this Greenwood production you missed a good event. If you were there you don't need to read this to know it. It was nice to see Doc and Rita again at one of our events; in first place, of course.

Bill and Beth Armstrong.



DÉJÀ VU III  
November 22, 1975  
RESULTS

O/A POSN.	CLASS POSN.	TROPHY WINNER	NON- VMSC	DRIVER/NAVIGATOR	CHECKPOINTS				TOTAL
					#3	#4	#5	#6	
1	1E	*	*	T C G Wagner/Rita Wagner	0	3	2	15	20
2	2E	*		Mike Castleberry/Beth Castleberry	6	33	18	77	134
3	1U	*		Dick Jones/Rob DeBardleben	20	49	59	49	177
4	2U	*		Ralph Vawter/Ellen Hamilton	23	90	96	56	265
5	3U	*		Bill Armstrong/Beth Armstrong	63	51	99	62	275
6	3E		*	Bix Goodwin/Chris Goodwin	1	2	300	31	334
7	4E			Marian DeBardleben/Fred DeBardleben	3	4	300	30	337
8	5E			Charlotte Hoelzel/Chuck Hoelzel	23	7	14	300	344
9	4U			Len Wells/Tom Blot	55	29	98	211	393
10	6E			Baxter Phillips/Bookie Westbrook	213	25	4	155	397
11	5U			Lil Young/Chris Young	27	34	300	198	559
12	6U			Peter Wilson/Libby Wilson	57	8	300	214	579
13	7U			Lâle Akbey/Gordon Paterson	175	175	50	300	700
14	8U			Burk Bartels/Martha Bartels	0	209	500	0	709
15	9U			Bill Hunter/Shelia Hunter	43	82	300	300	725
16	7E			Lewis Parsley/Bill Britton	8	300	300	184	792
17	10U			Pete Winters/Rose Bowen	144	82	300	500	1026
18	11U			Diane Wingo/Art Wingo	71	500	0	500	1071
19	12U/1N	*	*	Rich Osborne/Sharon Osborne	300	500	0	500	1300
20	13U/2N		*	David Costas/Hunter Costas	333	500	500	0	1333
21	14U		*	Eleanor Kaiser/Dennis Kaiser	400	400	300	500	1600
22	15U/3N		*	Jerry Kunkel/Sherry Kunkel	188	500	500	500	1688
23	16U		*	Winnie Slater/George Hazelton	300	500	500	500	1800

Legs 1 and 2 were administratively discarded due to the removal of a sign prior to Checkpoint #1.

Workers: Chuck Edwards, Kathleen Edwards, Bill Enos, Steve Greenwood, Tracy Greenwood, Bill Gronning, Charlie Hoelzel, Millie Hoelzel, Pam Jones, Dave McCall, Judy McGowan, Sharon Phillips, Scott Powell, Janet Rowe, Jim Rowe, Jenny White, Bill Whitehead.

# Fin & Feather

PET CENTER INC.



PUPPIES  
FISH  
BIRDS  
AQUARIUMS

Supplies for all pets  
Grooming and Clipping  
Small animals boarded

DISCOUNTS TO  
VMSC MEMBERS

Hours:  
10-8:30 Mon.-Fri.  
10-6 Sat.

5208 LAKESIDE AVENUE



PHONE  
262-6681



## ATTENTION VMSC MEMBERS! Announcing

The Eighth Annual  
Greenwood-Chehaske  
New Year's Eve (approx.) Party

Friday, January 2, 1976  
9:00 pm  
at the usual place

282-1493

byob

rsvp

The following is a list of the candidates for Office in the Virginia Motor Sport Club for 1976:

President: Len Wells  
(unopposed)

1st Vice President: Lewis Parsley  
(unopposed)

2nd Vice President: Marian DeBardeleben  
Jim Rowe  
(vote for one)

Treasurer: Art Wingo  
(unopposed)

Secretary: Pam Jones  
(unopposed)

Assistant Secretary: Libby Wilson  
(unopposed)

Elections will be held December 18, 1975 at the Annual Meeting. Members are urged to attend.



CHECKPOINTS



ROAD TEST



## FORD APPALOOSA GT

THE CLOSER YOU LOOK. THE CLOSER IT LOOKS.

SWEEPING REFORMS ARE UNDER WAY AT FORD, and not a moment too soon. Still reeling from the introduction by Chevrolet of the Chevette, Ford now has to play catch-up ball. Usually the first of the Big Three to introduce new ideas, Ford slipped up by totally ignoring the personal-sized transportation market, despite timely warnings from Isotta and Honda. So... a hastily called design session, two months of burning the midnight oil, and the first Appaloosa rolled off the assembly line.

In a press conference at the unveiling, Ford Chief Executive Lee Iacocca called the Appaloosa (or "App" in in-house jargon) a "natural extension of the Mustang-Pinto development curve and a continuation of Ford's 'back to basics' thinking. Innovative propulsion and suspension, together with projected years of reliable use were all thousands of man-years in development. We envision instant public acceptance and welcome the App to our stable of fine cars."

Innovative is hardly the word, and revolutionary seems pale. For example: the front end is higher than the back end; the filler spout is located at the extreme front end; it has no sheet metal exterior; it has no paint; it has no tires; and it burns no gas.

We'll start with the exterior. It comes in two colors: brown with black and white spots and white with brown and black spots. (Ford denies the color scheme was stolen from the VW Thing, as the layout of the spots is "natural" and varies from one model to another.) The exterior is covered with what Iacocca referred to as "... a cylindrical pigmented filament imbedded in an integument, or 'skin.'" According to Iacocca, these filaments tend to thin and lighten in the summer, thus keeping the vehicle cooler in the warmer summer temperatures. A unique regenerative process darkens and thickens these filaments in the winter, reducing warm-up time and allowing operating temperatures to be achieved more quickly.

The Appaloosa is very efficient from front to back. In an effort to trim both cost and weight, there is no interior. The driver sits amidships, with legs draped across the vehicle, or akimbo, to a footrest. A wide variety of seats is offered, depending on the driver's anticipated use of the App, ranging from a large padded seat for those used to luxury, to a bare bones seat of thin leather for the racing version, including still another innovation: a special sideways seat for ladies with long skirts. The model we tested had the 'English' option, light-

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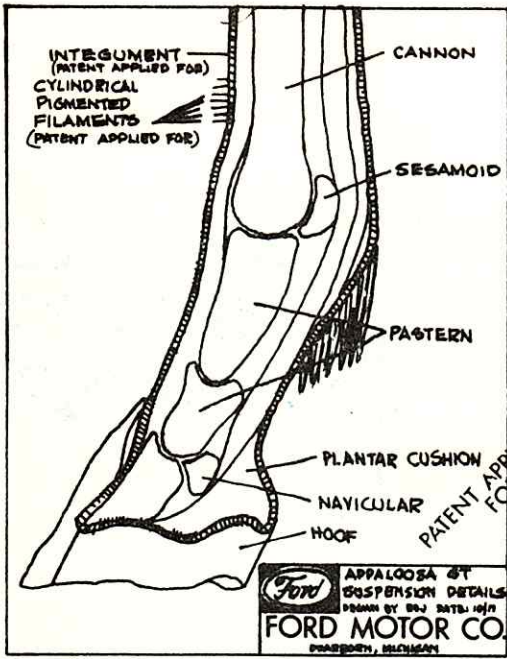
weight but with a small amount of padding to reduce road feel and increase grip.

Under the "skin" the Appaloosa is all business. As a matter of fact, so radical is the App's propulsion system that Ford declines to release other than selected details until the patent rights are granted. The initial scuttlebutt concerned a nuclear propulsion system, but considering that there is no radioactivity present either in the vicinity of the vehicle or in its emissions, this is ruled unlikely. We hope to have further details in a future issue. Ford will say that the App takes such relatively inexpensive (compared to gasoline) substances such as grasses and grains and, through an enzymatic process, assimilates these substances into a formulation capable of producing energy. What is unfortunate is that the App requires fuel whether you use the vehicle or not.

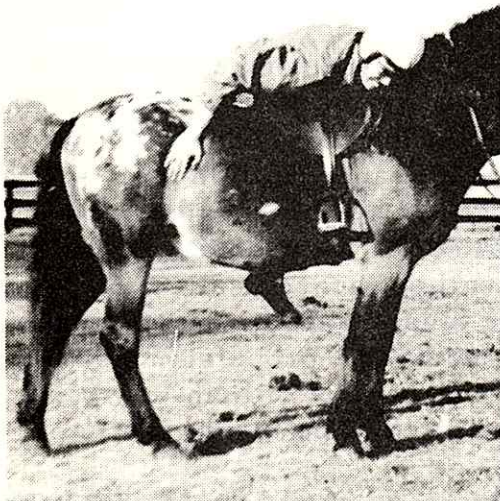
Emissions are unique, to say the least. The Appaloosa has no gaseous emissions. They are a solid material, deposited from a rear exhaust port. The App emitted some of these emissions at the unveiling, and they were accordingly photographed and documented. Iacocca said that the emissions were considerably easier to handle than hydrocarbons, being of substantially larger molecular structure than them, and, unlike having to breathe in auto exhausts whether you want to or not, all you have to do to avoid the App's emissions is not step in them. The emissions did have a disturbing odor about them, but Iacocca said that that was a small price to pay, considering that they were solids ("...try shoveling oxides of nitrogen..." he said), that the odor tended to go away with time and that the emissions were useful in and around flower beds. He also added that Ford has plans for a catalytic converter which would eliminate the odor and leave the air "springtime fresh with the scent of pines" and envisioned availability as an option in early 1976.

Steering and suspension also are new. A metal bar across the filler spout with a leather strap leading from it serves for the steering. A pull on the strap on the side you want to turn to is all that is necessary, similar to a rope on a sled. Suspension and drive train are something else again. All new parts with all new names are found all around. A "hoof" provides primary ground contact and drives both front and rear. (This is a four-appendage drive vehicle.) The "pastern" attaches the hoof to the "sesamoid", which acts as shock absorber. The sesamoid is attached by the "cannon" to the ball-jointed "knee" and "forearm" assemblies in the front, and the "gaskin" in the rear. Ford provided a diagram (see above left) but most reporters were still in the dark about the new technology. When asked how the Appaloosa handled potholes, Iacocca said, "It has better sense than to step in them."

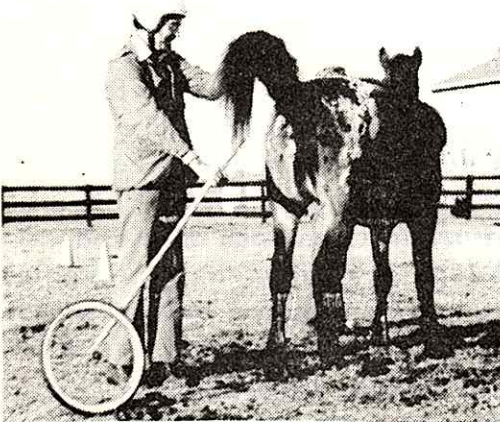
Considerable emphasis was placed on the fact that the "hoof", like the cylindrical pigmented filaments, is regenerated overleaf



One of few details released at unveiling showing suspension. God only knows how it operates!



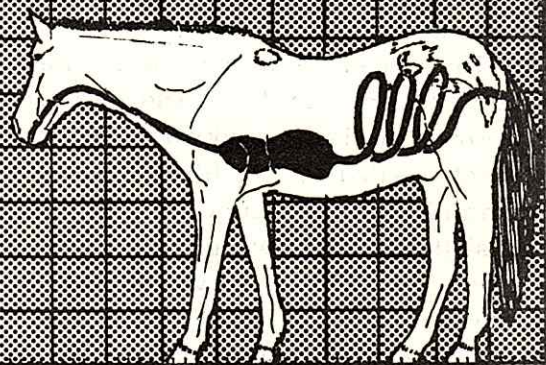
Infinite headroom, legroom and seatback adjustment make the App one of the most versatile vehicles We have tested. Retractable rope ladder is available as option.



Radical design caused some problems like, with no bumpers, where to attach the fifth wheel.



# ROAD TEST APPALOOSA GT



Scale: 10" Divisions

### PRICE

List Price, all POE.....\$1500  
Price as tested.....\$1900  
Price as tested includes Seat (\$325), Steering Package (\$65) Steel shoes (\$15).

### MANUFACTURER

God

### IMPORTER

Ford Motor Company  
Dearborn, Michigan

### GENERAL

Curb weight, lb.....2205  
Test weight.....2385  
Weight distribution (with driver)front/rear,%.....57/43  
Hoofbase, in.....54  
Track, front/rear.....11.3/14.7  
Length, max.....96  
Width.....23.7  
Height, hands.....14.3  
Girth, at seat, in.....74.6  
Ground clearance.....30.2  
Overhang, front/rear.....32.1/0  
Usable trunk space, cu. ft.....0  
Fuel capacity, lbs.....

### ENGINE

Type.....N/A  
Bore x stroke, mm.....N/A  
Equivalent, ci.....N/A  
Displacement, cc/ci.....N/A  
Bhp @ rpm, net.....N/A  
Equivalent mph.....32.6  
Torque @ rpm, lb-ft.....N/A  
Equivalent mph.....32.6  
Carburetion.....two lungs  
Fuel requirement.....3 lb. Omelene  
25 lb. Hay  
5 lb. Roughage  
Emissions, lb/day  
fecal nitrogen.....26

### DRIVE TRAIN

Transmission.....4 gait-manual  
Gait-ratios: Gallop.....1:1  
Canter.....1:1  
Trot.....1:1  
Walk.....1:1

### CHASSIS & BODY

Layout.....all engine/rear drive  
Body/frame.....  
epidermis/calciumous skeleton  
Brake system.....lean back  
Hoofs.....steel belted calcium  
Steering type.....flexible flyer  
attached at fuel intake to  
rubber Pelham bit.  
Front suspension: cartilage covered  
ball joint  
Rear suspension.....same

### INSTRUMENTATION

Instruments.....none  
Warning noises: whinny-female in  
area; snort-air intake passages  
irritated or blocked; heavy  
breathing-over revved.

### ACCOMMODATION

Seating capacity, persons.....1  
Seat x dth, front/rear.....∞/0  
Head room, front/rear.....∞/∞  
Seat back adjustment, deg.....180

### MAINTENANCE

Service intervals, mo.....12  
Hepatitis vaccine.....12  
Encephalitis vaccine.....12  
Influenza vaccine.....6

### CALCULATED DATA

Lb/bhp (test weight).....38.6  
Mph/1000 rpm (3rd gear).....  
Engine revs/mi (60 mph).....  
Piston travel, ft/mi.....  
Steering index.....1.41  
Lornft.....17.8  
All cio.....3.9  
Fbi/cia.....6.7  
Snb/bs,%.....100.0  
Sadd, work.....7.0  
Yfu.....365.0

### RELIABILITY

From Checkpoints owner surveys the average number of trouble areas for all models surveyed is 12. As owners of earlier model Fords reported 12 trouble areas, We expect reliability of the Appaloosa to be average.

## ROAD TEST RESULTS

### ACCELERATION

Time to distance, sec:  
0-100 ft.....5.5  
0-500 ft.....25.3  
0-1320 ft (1/4 mi).....50.7  
Speed at end of 1/4 mi, mph.....32.6  
Time to speed, sec:  
0-10 mph.....2.1  
0-20 mph.....4.2  
0-30 mph.....6.4  
0-32.6 mph.....7.2

### SPEEDS IN GAITS

Gallop.....32.6  
Canter.....18.0  
Trot.....10.8  
Walk.....3.4

### FUEL ECONOMY

Normal walking, mplb.....2  
Cruising range (walk) mi.....40

### HANDLING

Speed on 100-ft radius, mph.....32.6  
Lateral acceleration, g.....0.413

### BRAKES

Minimum stopping distance, ft.  
from 30 mph.....17  
Control in panic stop.....fair  
Parking: hold 30% grade.....yes  
Overall brake rating.....fair

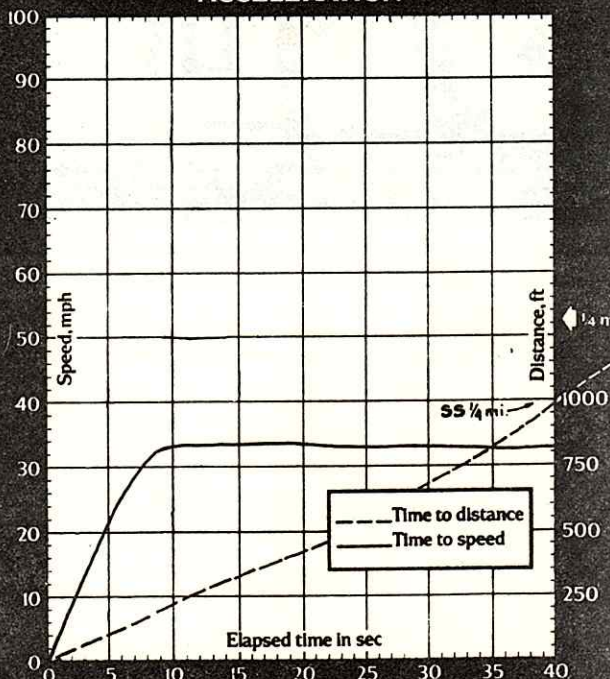
### INTERIOR NOISE

Since there is no interior, this section is not applicable.

### SPEEDOMETER ERROR

Also not applicable.

## ACCELERATION



(Road Test continued)-ative. Ford offers a steel band to line the hoof, but it is recommended for off-road use only. Because of the regenerative process, the hoof requires reshaping about every six weeks. Iacocca said this will be available from all dealer service outlets for a mere \$5, a reasonable enough fee, considering the price of tires for a standard auto.

Driving impressions are mixed, mainly because the Appaloosa is so radical a design. The usual rules of thumb for leg- and head-room are not applicable: the interior space is as big as all outdoors. It is an awkward position from which to operate a vehicle, but it does provide excellent visibility (no blind spots) and good road feel. The transmission operates by voice command, another innovation; however, a less expensive model that operates by a combination of shifting body weight and heel pressure on the side of the vehicle is also available. First gear (or "walk") is slow and jostly, but fine for watching the scenery go by. Second (or "trot") will bump your teeth out and serves as little more than a gradation between first and third. Third (or "canter") brings out the true beauty of the Appaloosa; long, graceful motions in rhythm with the vehicle, harmonious with nature, a true feeling of man and machine as one. Fourth (or "gallop") is as fast as you would want to go without seat belts; only the true adventurer or a motorcycle freak would last at all long with the gallop.

Handling is quick and responsive, with a slight but predictable amount of understeer. The skid-pad test was a surprise; you can't go fast enough to make the Appaloosa skid off the pad. We even reduced the pad from a 100' circle to a 10' circle and still couldn't break traction.

For those accustomed to more traditional transportation, the man-machine interface offers some new wrinkles: for example, it is necessary for the driver to be somewhat more assertive with the App. Lack of assertiveness, or a "firm hand on the reins" as it is called, can result in occasionally non-reproducible trips. It is also necessary for the driver to observe precautions hitherto unneeded when traveling in fourth gear; a moment's laxness can result

in falling off. Here's an advantage over conventional autos, however: when the driver takes a spill, the App stops automatically and begins to refuel. Far better than careening into the nearest guardrail! The driver has a further responsibility, though; once spilled, he must immediately remount or the vehicle will, as Iacocca said, "turn into a real beast."

The Appaloosa is basic transportation in an interesting shell. It offers bare essentials in creature comforts, but nonetheless is a pleasing vehicle to operate once one gets used to it. Ford has gone the Chevette one better and, as Iacocca said, "...gone almost the full circle." We're not altogether sure what the "almost" means, but reports are that it has something to do with Ford's recent efforts to buy a controlling interest in Thom McAn. ☑



Back on terra firma, memories of test session linger on, particularly the hoots and calls of spectators yelling such phrases as "Get a car!"

The Editors of Checkpoints would like to take this opportunity to rebut the appalling letter from Dr. Hoelzel on page 5.

# W

EVENT RESULT REPORT: SERIES 3 ROADCROSS

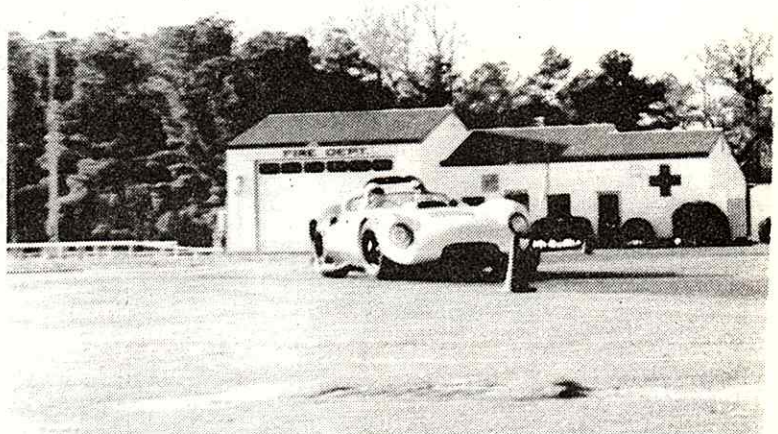
O.D.'s: Art Wingo, Bill Enos, Jim Rowe, Scott Powell, Brad Peaseley, Lewis Parsley Workers: Neale Dickinson, Martha Dickinson, Dave Preston, Lale Akbay, Diane Wingo, Rob DeBardeleben, Peter Wilson, Dick Jones, Ralph Vawter, Burk Bartels, Bill & Shelia Hunter, Judy McGowan, Gordon Pat'rson, Mike Jones, John Bergeron, Jack East, Mike Castleberry, Melvin Major\*, Bob Glotfelty, Steve & Barbara Greenwood, Janet Rowe, Robert Neisz\*, Karen Wingo\* Chuck Hoelzel, Fred & Marian DeBardeleben, Bill Lloyd, Beth Castleberry, Bill & Beth Armstrong, Charlotte, Hoelzel, Libby Wilson, Bill Britton, Tom Blot, Jimmie Rowe, Toby Williams, David Armentrout, Toni & Len Wells, Jennie White\*, Tracy Greenwood, Albert Thompson, Mike Williams\*, Wilt Greenwood, Charlie Hoelzel, Bill Whitehead (If you worked any of the three events and your name does not appear on this list, please contact Janet Rowe at 285-3878 as soon as possible.)

Class	Pos'n.	Car Make	Competitor	11/2/75	11/16/7	11/23/75	Pts.
A/M	1	Cooper S	George Sykes*	1:05.456	1:06.497	<u>1:05.398</u>	24
"	2	Lister Corvette	Tom Stanley *	1:07.188	<u>1:05.624</u>	--	15
"	3	Porsche 911S	Albert Thompson, III	1:09.059	<u>1:08.119</u>	1:08.157	14
"	4	Porsche 911S	Abby Thompson	1:10.760	<u>1:09.211</u>	1:09.576	9
"	5	Datsun	Craige Pelouze*	--	1:09.965	<u>1:08.829</u>	5
"	6	Datsun	Irvin Sanderson	--	1:09.844	<u>1:09.607</u>	4
"	7	Dune Buggy	William Spain*	<u>1:18.683</u>	--	--	2
"	8	Dune Buggy	Wayne Morris*	--	--	<u>1:23.287</u>	1
"	9	Dune Buggy	Dan Brandmahl*	--	--	<u>1:24.949</u>	0
"	10	Dune Buggy	James Griffin*	--	<u>1:39.386</u>	--	0
B/M	1	Datsun 260Z	Dale Gast*	1:07.040	--	<u>1:06.127</u>	18
"	2	Mustang	Bruce Turlington*	1:10.546	<u>1:08.197</u>	1:08.689	16
"	3	Cooper S	Steve Gibbs*	--	1:07.457	<u>1:07.282</u>	15
"	4	Corvette	Roger Garrett	1:10.796	1:11.201	<u>1:09.402</u>	11
"	5	Triumph	John Bergeron	<u>1:12.367</u>	1:20.419	1:14.418	4
"	5	Datsun	Tony Rolfe*	--	1:14.809	<u>1:12.788</u>	4
"	7	Corvette	Dick Webb*	--	<u>1:11.923</u>	--	3
"	7	Porsche 914	Vic Rola*	1:15.352	--	<u>1:13.161</u>	3
"	9	F/V	Dennis Spain*	<u>1:16.378</u>	--	--	1
"	10	Triumph	Jim Rowe	<u>1:18.772</u>	1:22.784	1:19.152	0
"	11	Triumph	Janet Rowe	1:31.518	<u>1:22.747</u>	1:23.545	0
							Novice
C/M	1	Morgan	John Sheally*	1:13.923	<u>1:11.500</u>	1:12.505	27
"	2	Morgan	Tom Mills*	1:17.230	1:22.631	<u>1:14.591</u>	13
"	2	Capri	Mike Jones	1:17.973	1:16.306	<u>1:15.882</u>	13
"	4	Datsun	Billy Stewart	--	1:16.694	<u>1:15.381</u>	8
"	4	Camaro	Dick Jones	1:19.532	1:18.331	<u>1:16.688</u>	8
C/M	6	Datsun	Rob DeBardeleben	1:20.237	1:21.409	<u>1:19.564</u>	4
"	7	Datsun	Dickie Sanderson	--	--	<u>1:18.081</u>	1
							Novice
A/P	1	Porsche 911S	Brad Peaseley	1:10.871	<u>1:10.060</u>	1:10.432	27
"	2	Porsche 914-6	Bob Glotfelty	--	1:12.462	<u>1:11.973</u>	12
"	2	Porsche	Kevin Seeber*	1:14.547	1:12.537	<u>1:12.031</u>	12
"	4	Porsche 911S	Mike Williams*	1:14.245	<u>1:12.848</u>	--	9
"	5	Lotus JPS	Daniel Claridge	--	<u>1:14.737</u>	--	2
B/P	1	Shelby	Lee Mathias*	1:12.756	1:11.518	<u>1:10.566</u>	19
"	2	Corvette	J. W. Walker*	1:11.773	<u>1:10.572</u>	1:14.445	18
"	3	Mustang	Robert Morgan*	1:15.562	<u>1:13.801</u>	1:13.933	13
"	4	Corvette	Ernie Simms*	<u>1:10.332</u>	--	--	9
"	5	Camaro	Edward Duval*	1:15.925	1:14.776	<u>1:14.233</u>	8
"	6	Shelby	Harry Rice*	1:16.282	<u>1:14.032</u>	--	4
"	7	Camaro	Stanford Vann*	--	1:15.238	<u>1:14.738</u>	3
"	8	Camaro	Chuck Richards	1:17.090	1:16.332	<u>1:15.223</u>	1
"	9	Camaro	Charles Richards	1:21.397	<u>1:17.360</u>	1:18.193	0
"	10	Firebird	Frank DePey*	<u>1:19.856</u>	--	--	0
"	11	Corvette	Gary Lancaster*	<u>1:22.268</u>	--	--	0
"	12	Camaro	William Hall*	--	<u>1:27.972</u>	--	0
"	13	Opel GT	Carolyn Martin*	<u>1:40.885</u>	--	--	0
"	14	Corvette	Will Henry*	--	<u>2:10.405</u>	--	0
C/P	1	Porsche	Steve Volk*	1:16.757	<u>1:14.359</u>	1:14.390	27
"	2	Honda	Bill Hunter	1:17.551	1:16.125	<u>1:14.799</u>	13
"	3	Honda	Shelia Hunter	1:21.169	<u>1:19.287</u>	1:19.884	8
"	4	MG	Will Brooks*	--	--	<u>1:14.627</u>	6
"	4	Cooper S	Mike Martin*	--	<u>1:15.212</u>	--	6
"	6	Cooper S	Herb Hicks*	--	<u>1:15.900</u>	--	4
"	7	Cooper S	Andy Campbell	--	--	<u>1:18.873</u>	3
"	8	Cooper S	David Sanderson*	--	<u>1:17.432</u>	--	1
D/P	1	Datsun	Tom Blot	--	1:13.556	<u>1:12.478</u>	18
"	2	Triumph	Ralph Vawter	1:16.169	--	<u>1:14.059</u>	13
"	3	Datsun	David Bird	--	1:13.701	<u>1:13.044</u>	12
"	4	Corvaair	Scott Martin*	1:16.997	1:17.827	<u>1:14.645</u>	9
"	5	MGB	Peter Wilson	1:17.901	1:16.017	<u>1:17.591</u>	6
"	6	Datsun	Fred DeBardeleben	--	<u>1:14.846</u>	1:15.235	4
"	6	Corvaair	John Loth*	--	<u>1:15.264</u>	<u>1:15.176</u>	4

Class	Pos'n.	Car Make	Competitor	11/2/75	11/16/75	11/23/75	Pts.	
D/P	8	Corvair	Ernie Whitley*	1:18.079	1:20.083	<u>1:16.800</u>	3	
"	9	Datsun	Ted Throckmorton*	--	1:16.444	<u>1:14.933</u>	2	
"	9	Corvair	Dave McCall*	<u>1:18.352</u>	--	--	2	
"	11	Datsun	Don Angelina*	--	<u>1:16.376</u>	--	1	
"	11	Datsun	Al Seim*	<u>1:18.792</u>	--	--	1	
"	13	Datsun	Danny Davis*	--	1:17.685	<u>1:17.161</u>	0	
"	14	Datsun	Marian DeBardeleben	--	1:19.618	<u>1:17.731</u>	0	
"	15	Datsun	Art Wingo	1:21.054	<u>1:18.077</u>	1:19.156	0	
"	16	Datsun	Butch Cobb	--	<u>1:18.477</u>	--	0	
"	17	MGB	Baird Grubb	<u>1:20.198</u>	--	--	0	
"	18	Datsun	Diane Wingo	1:26.314	1:22.575	<u>1:21.675</u>	0	Novice
"	19	Datsun	Richard Lodge*	--	<u>1:27.630</u>	--	0	
E/P	1	VW	Brian Farrington*	1:17.346	<u>1:16.869</u>	1:18.514	17	Novice
"	2	Fiat	Burke Bartels	1:15.718	--	<u>1:13.932</u>	15	
"	3	VW	James Gilchrist*	1:19.295	<u>1:16.960</u>	1:18.618	12	Novice
"	3	Toyota	Dave Sweat*	1:19.924	1:18.056	<u>1:17.013</u>	12	
"	5	Mazda	Bruce Hammett*	<u>1:14.795</u>	--	--	9	
"	6	Toyota	Steve Hairfield*	--	<u>1:24.618</u>	--	3	
"	7	Vega	Tim Meade*	--	--	<u>1:20.508</u>	2	
F/P	1	Datsun	Frank Keyser	1:16.447	1:16.120	<u>1:15.479</u>	24	
"	2	Pinto	Mark Degan*	1:16.300	<u>1:16.285</u>	1:17.660	18	
"	3	Datsun	Mike Castleberry	1:17.168	1:16.619	<u>1:15.627</u>	14	
"	4	Datsun	Len Wells	--	--	<u>1:16.893</u>	4	
"	5	Pinto	Andrew Moore*	--	<u>1:17.072</u>	--	3	
"	5	Datsun	Lewis Parsley	--	1:19.318	<u>1:18.738</u>	3	
"	7	Datsun	Dave McCall*	--	<u>1:19.028</u>	--	2	
"	8	Austin Healey	James Wirt*	--	--	<u>1:31.789</u>	1	
A/S	1	Porsche	Dave Armentrout	1:17.443	<u>1:14.818</u>	1:16.097	24	
"	2	Camaro	Dennis Gilchrist*	1:17.775	1:15.939	<u>1:15.810</u>	21	
"	3	Porsche	John Cochran*	1:18.436	1:16.111	<u>1:16.097</u>	12	
"	4	Firebird	Frank Depey*	1:19.856	--	<u>1:17.024</u>	5	Novice
"	4	Porsche	Joan Harris*	1:25.470	1:19.934	<u>1:18.106</u>	5	
"	6	Ford	Richard Henshaw*	<u>1:19.174</u>	--	--	3	
"	7	Chrysler	Melvin Major*	1:24.725	<u>1:22.079</u>	--	2	Novice
"	7	Camaro	Ben Fortner*	1:24.602	--	<u>1:22.564</u>	2	
"	9	Firebird	Joe Kameron*	--	--	<u>1:22.762</u>	0	
"	10	TVR	William Day*	--	--	<u>1:24.155</u>	0	Novice
B/S	1	Jensen Healey	Richard Bauer*	1:18.475	1:16.165	<u>1:14.218</u>	21	Novice
"	2	Fiat X1/9	Mark Dominey*	--	1:14.965	<u>1:14.155</u>	18	
"	3	Fiat X1/9	Steve McCarthy	1:19.297	1:18.466	<u>1:17.587</u>	14	
"	4	MG	Thad Evans*	1:20.650	<u>1:18.676</u>	1:18.998	9	
"	5	Porsche	Judy McGowan	1:21.974	1:20.290	<u>1:19.223</u>	6	Novice
"	6	Datsun	Jim Davis*	--	--	<u>1:18.808</u>	3	
C/S	1	Audi Fox	Wilt Greenwood	1:17.639	1:17.437	<u>1:14.817</u>	24	
"	2	Mazda	Bill Enos	1:18.122	<u>1:16.332</u>	1:16.450	19	
"	3	Audi Fox	Bill Gronning*	--	1:19.388	<u>1:15.572</u>	8	Novice
"	4	VW Scirocco	Gary Stout*	--	1:18.891	<u>1:17.124</u>	7	
"	5	Audi Fox	Barbara Greenwood	1:24.185	1:18.906	<u>1:17.630</u>	5	
"	6	Toyota	Paul Koehn*	<u>1:20.538</u>	--	--	4	
"	7	Vega	Bill Lloyd	1:22.260	1:19.484	<u>1:18.137</u>	3	Novice
"	7	VW Dasher	Chuck Hoelzel	1:20.554	1:19.835	<u>1:19.171</u>	3	
"	9	Fiat 124	Jim Godfrey*	--	--	<u>1:17.229</u>	2	
"	10	Opel	Bill Armstrong	--	1:23.334	<u>1:21.028</u>	0	
"	11	Capri	Gerald Eberhard*	--	--	<u>1:24.268</u>	0	
"	12	Honda	Barbara Stout*	--	--	<u>1:27.410</u>	0	
D/S	1	Pinto	Gordon Paterson	1:20.952	1:19.330	<u>1:18.301</u>	21	
"	2	Pinto	Bill Whitehead	--	1:19.444	<u>1:17.495</u>	15	
"	3	VW Rabbit	Herbert Rickert*	<u>1:16.472</u>	--	--	9	
"	4	Fiat	Pam Jones	--	--	<u>1:21.126</u>	4	
"	4	Datsun	Rusty Wood*	--	<u>1:22.845</u>	--	4	Novice
"	6	Renault	Adam Burlock*	--	--	<u>1:32.541</u>	3	Novice



# AUTOCROSS PIX



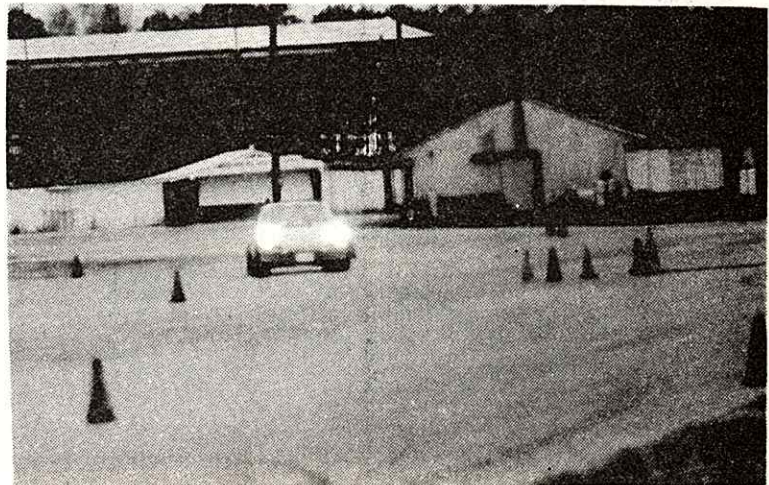
Above - Tom Blot demonstrates expertise in handbrake turn. Note angles well.

Below - Peaseley demonstrates proper form.

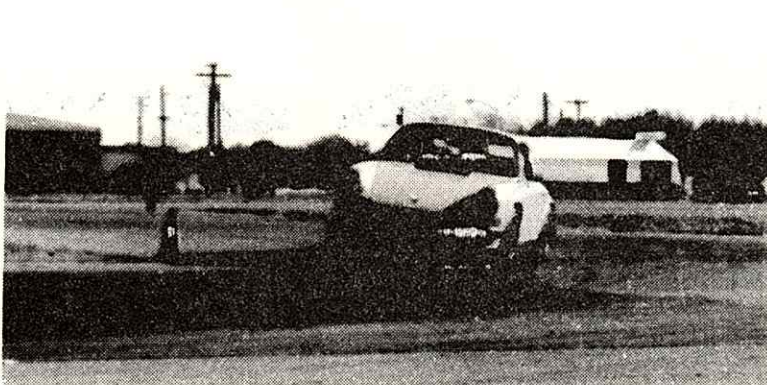
Above right - Tom Stanley in his Lister Corvette takes A/M on second day, wins a trophy.

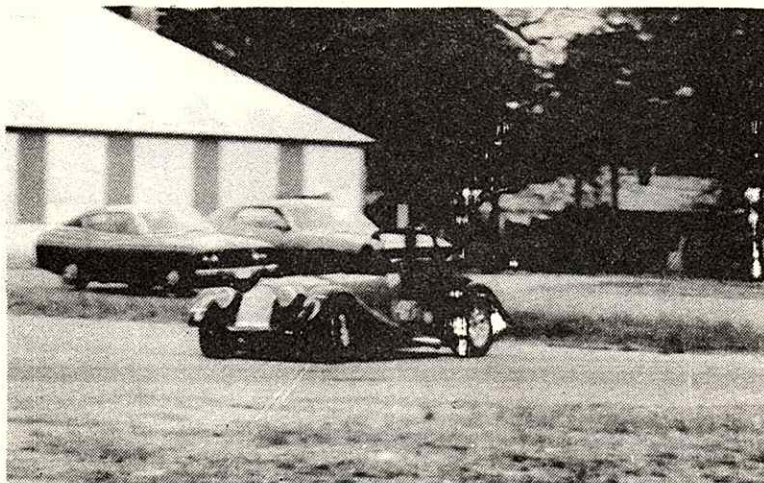
Right - Running late in the last heat the third day, Abby Thompson lights the way.

Below right - Recidivist Scott Martin shows that the ratty, tired old Corvair really can make it around the course.



All pix on this page taken by Dick Jones.





Above - Rob DeBardeleben gives some pointers to the old man.



Below - Shelia Hunter tries to capsized modified Honda, can't, doesn't win trophy.

Above left - John Sheally drives Morgan through paddock for 1,738th time.

Left - George Sykes whips Mini around in FTD and trophy-winning time.

Below left - Driving a used 914, Glotfelty prepares to lose a great deal of money.

All pix on this page also taken by Dick Jones.

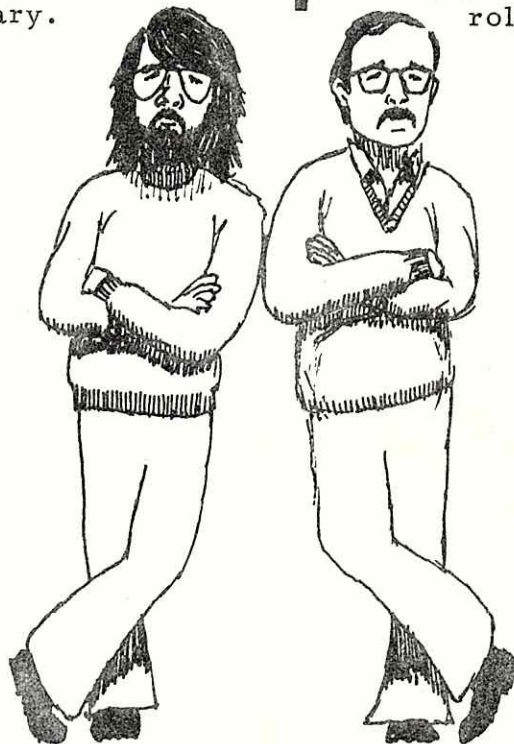


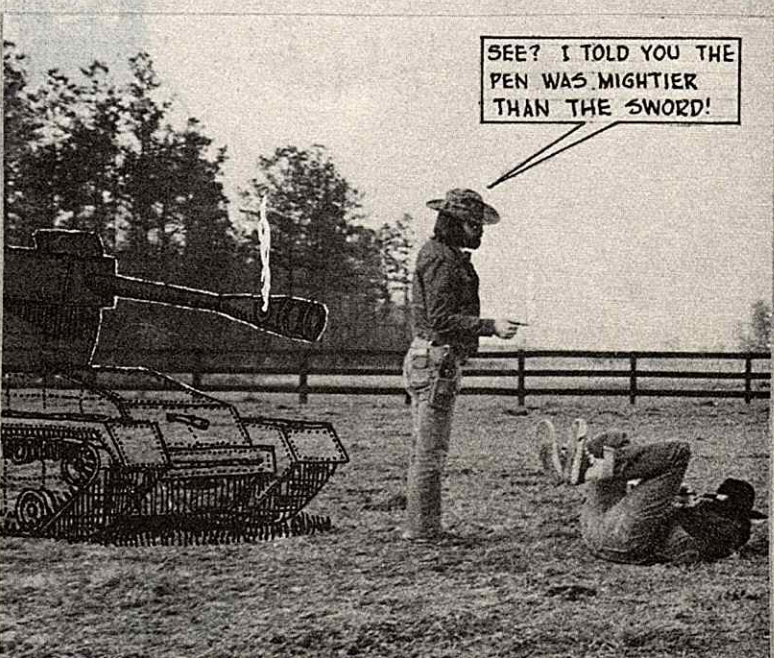
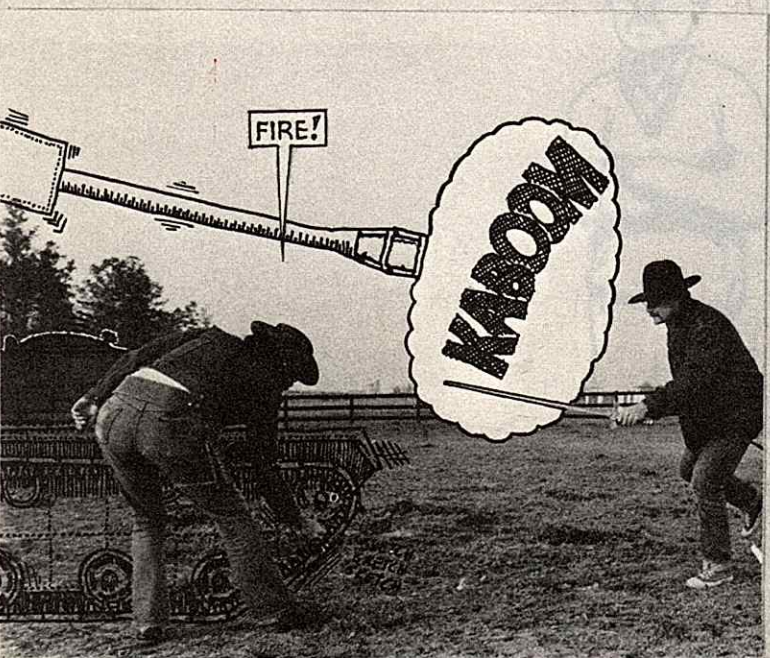
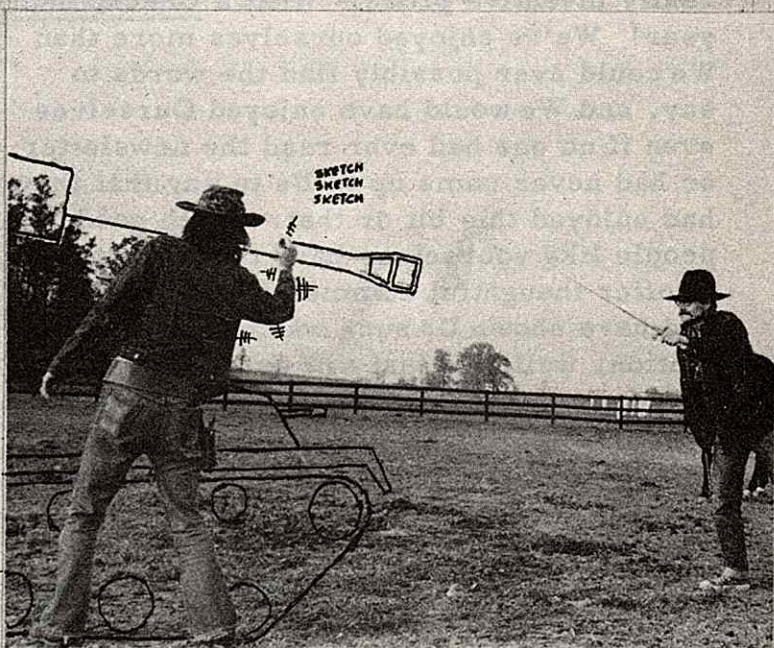
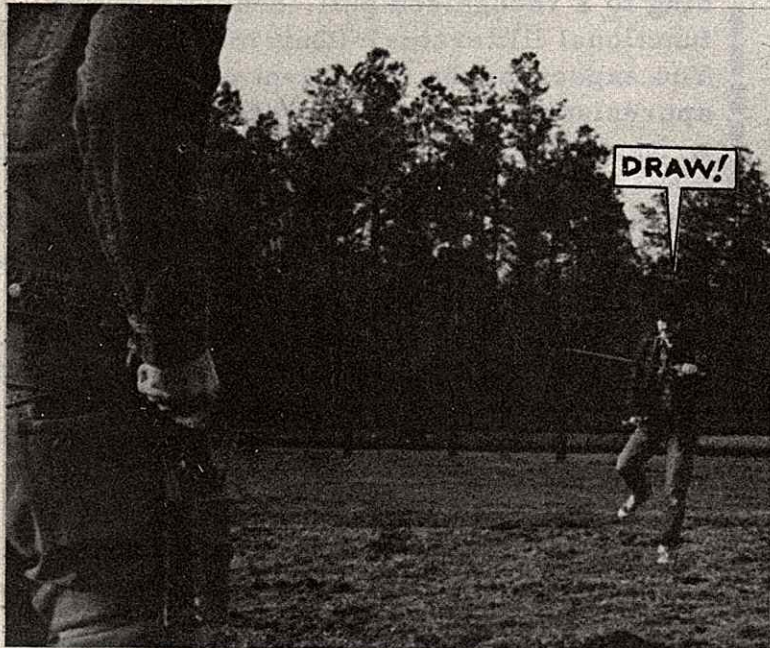
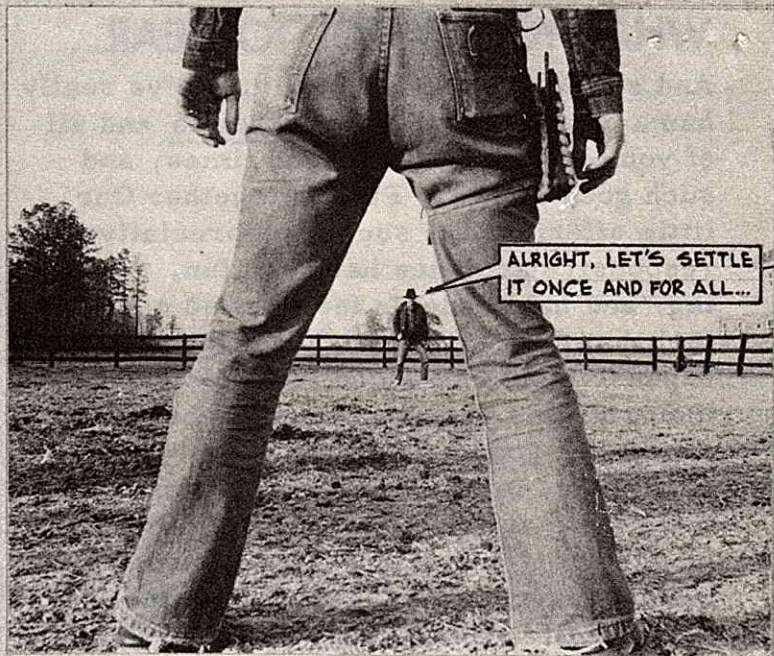
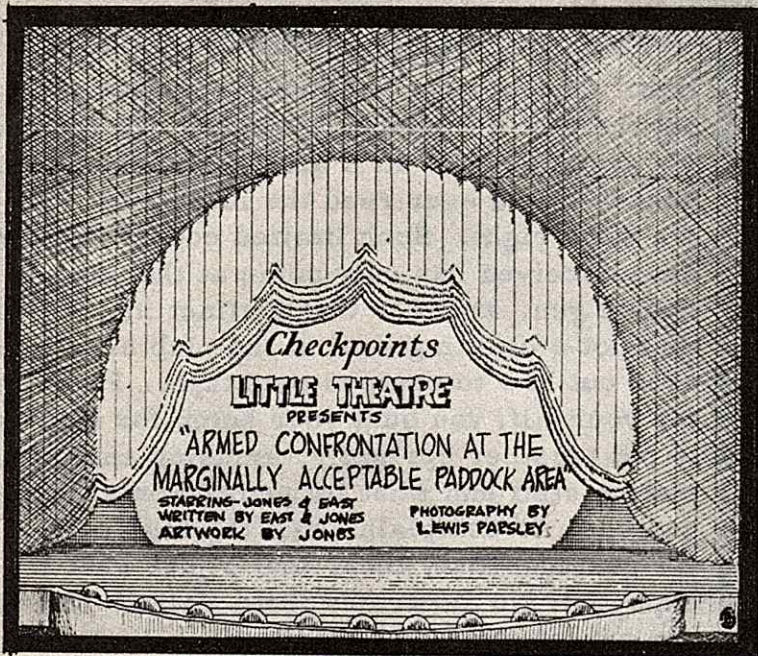
## WHAT YOU EXPECT TO HEAR...

And so the year ends. Golly, We've really had a great time with Checkpoints and all of you out there. Such good times, and such good issues! Putting together Our little offerings for such an appreciative and responsive audience has been fun, rewarding, and has made Us feel just so good. We feel that Checkpoints, while a wee bit more expensive, has included just so much good material this year that the membership really has gotten a bargain. Just think: road tests, maps, pictures galore, up-to-the minute articles on the sport, thoughtful features, important information and last but not least, laughs, laughs, laughs. All those really wonderful cartoons and all that really inventive prose. What a Checkpoints year! We've enjoyed ourselves more than We could ever possibly find the words to say, and We would have enjoyed Ourselves even if no one had ever read the newsletter or had never come up to Us to say that they had enjoyed this bit or that. When good people like yourselves have taken the time to offer thoughtful comments and bouquets, and have shown Us such warmth and appreciation, well, We just are overcome! Thanks, everyone, for all of your help and support, and for all of your appreciation of Our feeble little efforts to amuse and inform all of you. We are proud to have played this small part in the Virginia Motor Sport Club's twenty-fifth anniversary.

## WHAT WE REALLY MEAN TO SAY...

Hah. Checkpoints has pretty much worked out the way We thought it would. We figured We would have to do it all Ourselves and that nobody would ever read the lousy rag, and We were right. Such limited cooperation We have received has only come at the point of a loaded gun, and it is Our distinct impression that not a bleeding soul in the club ever figured out how to remove the staple. Figure it for yourself; you bust your hump for months to put together sprightly, amusing and informative stuff and what happens? Some turkey writes in to complain about the high cost of the postage! But, then, that's just what We expected. No surprises from VMSC! What do you expect from an organization which, according to a recognized poll, consists of 83% functional illiterates? (Quit moving your lips.) You expect maybe intelligent comment and appreciation for what is probably the best writing, art and photography to hit the stands since the club was formed? Well, you get twits who announce that they really got a laff out of the toilet paper cover and stumble away drooling and rubbing their hands together. You blew it, VMSC! Next year, rallye and autocross winners should get Checkpoints and the rest of you turkeys will get a length of worthless trophy tickets in the mail monthly. Then you can write your thoughts (if you've had any) on the back. Besides, they're already perforated and come in a continuous roll. Pearls before swine? Oink.





CHECKPOINTS, VOLUME 19, 1975

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THE END

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