



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 21

NUMBER 5

COMING UP

- May 20 Regular monthly meeting. St. John's Wood Club House, 8:00 pm.
- June 5 VMSC's "Night Wercs I". A night rally, OD'ed by Kitty and Bookie Westbrook, Baxter Phillips. See flyer this issue.
- June 13 VMSC's "Series 3 Roadcross". First event of series. See flyer this issue.
- June 17 Regular monthly meeting.
- June 26 VMSC's rally by Scott Powell & Chris Young. (Tentative)
- June 26 & 27 SCCA national races at Summit Point. More details next month.
- July 11 & 25 Series 3 Roadcross.

MAY

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23	24	25	26	27	28	29

JUNE

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GET HIM OFF HIS CAN!

LET'S GET THAT SPORTS CAR OWNER
FRIEND OF YOURS TO JOIN THE CLUB.

WHY NOT
BRING A
FRIEND
TO THE
NEXT
MEETING

BETTER STILL
WHY NOT CALL NOW?

359-0778

April 24, 1976

Virginia Motor Sport Club
% 5616 Indigo Road
Richmond, Virginia 23230

In my seven and a fraction years as a member of VMSC I have seen this club do some pretty funny things and even a few things that were down right stupid. This time, we (and I use the term loosely) have out done ourselves with the passing of this ridiculous addition to the Competition Regulations pertaining to two-way radios.

In the first place, anyone would be crazy to run a Rally, trying to concentrate on his driving or navigating, while listening to the meaningless chatter on the radio. It would do him a lot of harm and absolutely no good at all. If he's listening specifically for check point personnel, his chances are 22 to 1 against finding the right channel. If he did find the correct channel it wouldn't help in that he still wouldn't know where the check point is located or when he should be there. Besides, few check point personnel use radios these days.

If it's someone's idea that those who have radios will use them to cheat by giving and receiving valuable information to and/or from other contestants, he must have a very low opinion of his peers (including some of the top D.C. Rallyists who showed up at the March Rally with a C.B. in their car). Besides, if someone were to cheat in this manner, there is a good chance he might get caught. As time goes on, the chances of being caught will increase as more people get C.B.'s. It has been estimated that by 1980 75% of all cars on the road will be equiped with C.B. radios and that they will be standard option for new cars as the regular AM or AM/FM radio is now. Events such as Bill's & Judy's in March, when there is a particular reason against radios, can be handled as their's was, in the generals. Even then it was necessary to remove only one of the two radios per team.

On the other hand, C.B.'s can be invaluable to any motorist in case of an emergency. Whether it's something as simple as running out of gas, a minor breakdown, or something major like a fire or bad accident, we must be allowed to use anything at our disposal if there is a chance it might help. Brock "Cannon Ball" Yates, Senior Editor of Car and Driver magazine wrote in one of his editorials recently; "CB is the greatest development in recent motoring history and should be supported by anybody who digs driving." I'd hate to be on a Rally one day and come up on another contestant who has wrapped himself around a tree and not be able to summon help quickly, because I had to leave my C.B. at home.

If the person who proposed this restriction had considered the positive aspects of the two-way radios instead of trying to be the club's watchdog (which we don't need) I'm sure he wouldn't have brought it up in the first place. And who knows, he may have gone out and bought one of his own. It's surprising that a club like ours, that is supposed to be safety minded, could restrict the use of something that can't hurt anyone - but could, in fact, save lives.

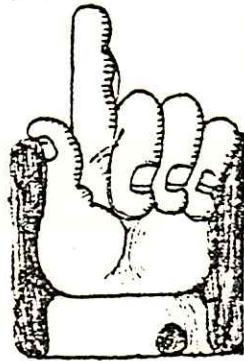
Sincerely,



H. Scott Powell, Jr.

EDITORIAL COMMENT: The author of this letter was a member of the team on "Bill and Judy's" event in March who verbally stated intent to use their CB as well as the one especially installed in their team car, for purposes other than "in case of an emergency", which caused the Rallymasters to issue an emergency Addendum the evening before the rally, banning the express use of CB's for any purpose for the rally. In this case the Rallymasters did not originally "have a very low opinion of" their peers, but in this case some members of "this club do some pretty funny things and even a few things that were down right stupid." As regards the quote of Brock "Cannon Ball" Yates, the Editors do not feel that this comment as such, is directed towards rallying. Yates also supports the use of Radar Detectors which are illegal. As for the "top D.C. Rallyists who showed up at the March Rally with a C.B. in their car" is concerned, none of these people were nonplussed or surprised to learn of a restriction on CB's for Rallying. They (as top D.C. Rallyists know) that SCCA restricts them, also; and anyone who has ever helped Tech Inspect on an SCCA sanctioned rally knows, the attitude of contestants handing over their mikes, or having to disable their units, is not one of surprise, or long-winded arguments, but one of "so what, that's the rule".

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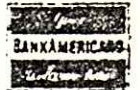
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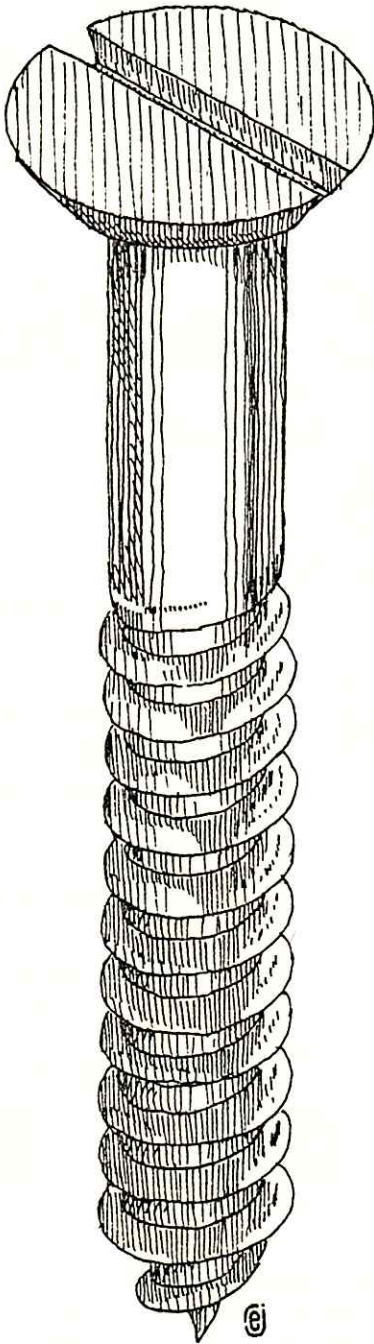
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404 Cleveland St., #6
Richmond, Virginia 23221
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5616 Indigo Road
Richmond, Virginia 23230
285-4301



NIGHT WERC'S I



Saturday, June 5, 1976.

Organized by Baxter Phillips (804) 285-2278 and Bookie and Kitty Westbrook (804) 740-4939.

Officially prechecked by Brad Peaseley and Bill Whitehead.

Starts at the Parham Road Parking Lot located at Parham and Fordson Roads near the Parham—I 64 Interchange.

Registration 7:00—8:15 P. M.

First Car Off at 8:31 P. M.

Costs \$5.00 per car.

Equipped, Unequipped, and Novice classes.

The rally is a standard TSD event of about 115 miles. Organizers promise moderate speeds and no small signs.

Car numbers and General Instructions will be given out at the May club meeting upon receipt of entry fee.

Event Result Report

Name of Event TSD RALLY # of Entrants 26 @ \$ 5.00, @ \$ ____ . Date of Event 4-26-76

O.D.'s LEN WELLS & TOM BLOT Helpers CHRIS YOUNG, LIL YOUNG, MARTHA DICKINSON, VICKY ARMENTROUT, BURK BARTELS, MARTHA BARTELS, FRED DEBARDELEN, MARIAN DEBARDELEN, ELLEN HAMILTON, RALPH VAWTER, DAVID POTRATZ, JENNIFER SCOTT, PATRICIA BRITTON

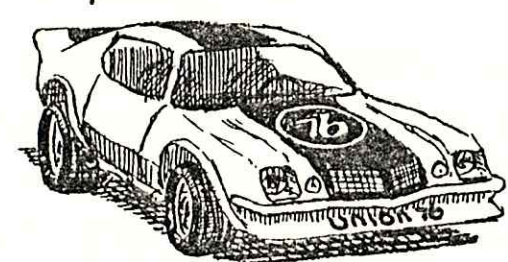
O/A	Class Pos'n	Car #	Make	Driver	Navigator	CONTROLS														TOT				
						1	2	3	4	5	6	7	8	9	10	11	12	13	14					
1	*1-E	2	914	BILL GRONNING	J. MCGOWAN	0	1	1	2	[scribble]														4
2	2-E	16	AUDI	B. GREENWOOD	W. GREENWOOD	60	49	3	1	[scribble]														111
3	*1-U	26	TRANS-AM	M. SEDONIC	MARY DUGAN	4	198	13	12	[scribble]														205
4	*2-U	5	260-Z	PETE WINTERS	CLAY ROWE	164	44	40	13	[scribble]														261
5	3-E	24	DASHER	CHUCK HOELZEL	CHARLEY "	252	1	10	1	[scribble]														264
6	*3-U	6	240Z	S. POWELL	N. DICKINSON	228	20	94	6	[scribble]														328
7	4-U	11	HONDA	B. STOUT	T. MAYBERRY	184	59	91	31	[scribble]														363
8	5-U	23	K-GHIA	LÂLE &	GORDON PATERSON	213	66	32	58	[scribble]														369
9	6-U	13	VEGA	JANET &	JIM ROWE	297	18	43	54	[scribble]														392
10	4-E	7	510	LEWIS PARSLEY	B. BRITTON	300	88	12	2	[scribble]														402
11	7-U	12	SCIROCCO	G. STOUT	RICK WITT	275	57	44	30	[scribble]														406
12	8-U	1	SCIROCCO	DICK JONES	R. DEBARDELEN	102	300	46	1	[scribble]														449
13	9-U	15	911	D. ARMENTROUT	JOHN SCOTT	300	64	102	3	[scribble]														
14	10-U	25	SCIROCCO	RANDY MASON	S. SCHWARTZ	167	125	148	46	[scribble]														486
15	11-U	28	510	JOHN McCLURE	D. SCHULTZ	258	44	169	32	[scribble]														503
16	12-U	9	HONDA	B. HUNTER	S. HUNTER	300	71	96	73	[scribble]														546
17	13-U	8	TR3	B. ARMSTRONG	B. ARMSTRONG	300	244	49	5	[scribble]														598
18	5-E	10	RENAULT	G. MOSER	M. MOSER	259	53	27	300	[scribble]														639
19	14-U	27	MG-MIG	R. DUNKELBERGER	B. WOODSON	76	293	49	254	[scribble]														652
20	15-U	3	FIAT-124	R. NUCKOLS	K. NUCKOLS	300	71	180	140	[scribble]														691
21	16-U	20	DASHER	W. NEALE	B. GLOTFELTY	300	128	108	240	[scribble]														776
22	17-U	17	510	D. WINGO	A. WINGO	208	134	253	300	[scribble]														895
23	18-U	4	DAT-1200	L. WILSON	T. WELLS	300	171	139	300	[scribble]														908

Name of Event TSD RALLY # of Entrants 26 @ \$ 5.00, @ \$ ____ . Date of Event 4-26-76

O.D.'s LEN WELLS & Tom BLOT Helpers _____

O/A	Class Pos'n	Car #	Make	Driver	Navigator	CONTROLS														TOT
						1	2	3	4	5	6	7	8	9	10	11	12	13	14	
24	19-U	14	914	F. SHERWOOD	M.P. WILLIAMS II	300	28	301	300	5	6	7	8	9	10	11	12	13	14	92
DNF	-	□ 19	ELCOMINO	B. ATFIELD	C. WHITAKER	301	301	301	301	5	6	7	8	9	10	11	12	13	14	120
DNF	-	□ 18	CUTLASS	D. DIETZ	G. OVERSTREET	301	301	301	301	5	6	7	8	9	10	11	12	13	14	120
* TROPHY WINNERS																				
□ NON-VMSC MEMBERS																				
△ NOVICE AWARD																				
OFFICIAL PRE-CHECK - FRED & MARIAN																				
A PROTEST WAS FILED ON CONTROL #5. THE COMMITTEE UPHHELD THE CLAIM AND DISCARDED THE CONTROL.																				
DUE TO THE ABOVE COMP. COMMITTEE ACTION, THE O.D.'S ADMINISTRATIVE DISCARDED CONTROLS #6 & #7, SINCE YOU COULD OBTAIN INSTRUCTIONS TO #6 ONLY AT CONTROL #5, AND IF #5 IS WRONG, THEN YOU COULD NOT GET TO #5, OR RECEIVE INSTRUCTIONS FOR #6, ETC.																				

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RALLY REPORT

TSDBT PINNASL

Because divorce can get ugly, Gary and I have decided to run rallies separately. As a navigator, Gary seems to be obsessed with proving his theory that left is actually right and right is actually left, and this is conducive to creating a highly frustrated and confused driver.

The weather was cloudy, overcast, and quite foreboding -- which could also be used as a description of the attitudes of many of the rallyists. However, I was in pretty good spirits since I'm a map fanatic and we lucked out and did pretty well. The rally basically consisted of a partial map of Caroline County and numbered instructions (in a highly legible scrawl) to go from one point to another. Seemed simple enough! We had previously obtained a Caroline County map and located all concurrencies.

Without giving it a second thought my navigator and I (along with almost everybody else) fell for the first trap and avoided a concurrency which was not "between controls," thus making us late for checkpoint #1. Not much can be said about leg 2. Just simple course following. Leg 3 seemed inordinately long since there were no call-back mileages. We didn't know what inordinately long meant until leg 6. If you paid attention to the generals, in leg 4 you knew to turn right after the checkpoint onto route 721 since a left turn took you off the map.

After the lunch break cars were scattering themselves about the countryside. The course following from the KOA Campgrounds was to "leave this point and then turn right." Some of us had navigators directing us down the first immediate right -- a dead end which was on the map for all the world (my navigator included) to see. The chief problem for most of us arose when the next course following obviously was to follow our route (once we found it). At the point in question, we could not turn left because of a concurrency, but we had to turn left in order to follow the route we were on???????? The only alternative was to turn right, however there was no reason to do so -- so-o-o-o-o-o the rest of the rally has therefore been eliminated. Which brings me to a personal word about leg six -- WE GOT A 2!!! Legitimate even! !@#\$\$%&

Most of the roads were in reasonable shape. However my navigator can attest to the fact that one cannot light a cigarette while doing 60 on route 601. His silent treatment and cold stares made me feel like apologizing for the road condition. Even though it's now irrelevant, did anyone do the 651-301-651-301.... mess correctly?

After doing well (at last) on a rally, I now have designs (false hopes perhaps) on the Honda Marque Award. Look out Hunter, here I come!!!


Barbara Stout

THE EDGE OF THE WORLD CASH DASH

MAY 9, 1976

Rallymasters: Dick Jones & Rob DeBardeleben

Official Pre-check: Wilt & Barbara Greenwood

Unofficial Pre-check: Bill & Sheila Hunter

O/A	Class	Car	Driver-Navigator-Car Make	1	2	3	4	5	6	7	8	DIY Total
*1	*1E	1	Marion & Fred DeBardeleben-Datsun	1	2	17	198	0	(2.50)	1	6	3 228
*2	2E	10	Bill Gronning & Judy McGowan-Porsche	0	1	287	7	0	(2.37)	300	5	0 600
3	3E	3	Dave McCall & Bill Edwards-Datsun	4	4	284	200	2	(2.37)	300	14	2 810
4	*1U	4	Scott Powell & Neale Dickinson-Datsun	9	127	277	244	162	(2.36)	34	0	24 877
5	*2U	12	Ralph Vawter & Ellen Hamilton-Triumph	15	70	70	70	103	(2.34)	300	32	300 960
6	*3U	9	Len Wells & Tom Blot-Porsche	51	87	259	66	32	(1.97)*	300	25	300 1120
7	4E	7	Lewis Parsley & Bill Britton-Datsun	3	3	289	186	44	(2.05)	300	2	300 1127
8	4U	17	Lale & Gordon Paterson-Volkswagen	300	102	54	2	300	(2.54)	300	102	18 1178
9	5U	5	Pete & Libby Wilson-MGB	47	179	278	249	4	(2.44)	300	39	108 1204
10	6U	8	*Tony Cooke & Gary Stout-Volkswagen	61	300	300	300	9	(2.74)	300	8	11 1289
11	7U	20	Fred Sherwood & Mike Williams-Porsche	45	300	257	85	55	(2.78)	300	19	300 1361
12	8U	11	Bill & Beth Armstrong-Triumph	41	300	215	120	54	(2.54)	300	89	300 1419
13	9U	6	Barbara Stout & *Laurie Hunter-Honda	292	300	300	300	9	(2.75)	300	300	104 1905
14	10U	13	Dave Armentrout & *Clay Rowe-Porsche	300	300	22	1000	188	(2.12)	300	1	109 2220
15	11U	21	*Roy Dunkelberger & *Barbara Woodson-MG	103	300	41	1000	1000	0	300	300	126 3170
16	12U	15	Don Lakey & *Kevin Irvin-Triumph	143	291	300	1000	0	216	1000	1000	0 3950
17	*1N	14	*Pat Britton & Dave Potratz-Triumph	300	300	1000	1000	1000	0	1000	1000	0 5600
18	5E	19	Chuck & Milly Hoelzel-Volkswagen	---	---	---	---	---	---	---	---	DNF
19	14U	2	Chris & Lil Young-Pontiac	---	---	---	---	---	---	---	---	DNF

Two protests were received by the Protest Committee. The first involved the DIY Leg, where the contestant thought he had 1 hour from his out time on ✓. 7 instead of the theoretical out time on ✓. 8 to hand in his score card. Besides the fact that he had to drive like a bat out of hell to get to the Pizza Hut only to discover he had another 20 minutes, he was incensed that he had bitten the bejesus out of the stop sign trap. Protest denied. The second protest involved leg 7, where the contestant misread the generals, discovering only too late that priorities were referred to as "course following rules", not "instructions. Protest denied and Art Wingo luffs all the way to the bank. Car # 12 received a median score on ✓.'s 3 & 4.

WORKERS: Wilt & Barbara Greenwood, Bill & Sheila Hunter, Kathi McCall, Mike Kennard, Jim & Janet & Jimmy Rowe, Bob & Christie Eads, Vicki Armentrout, Bill Enos, Robert Nice, Martha Dickinson, Charlie Hoelzel, Pam Jones, Pete Winters, Art & Diane & Karen Wingo, and Alice Jones. Many thanks to all of these fine people who helped make our first rally a success. Without them, we would have driven off the edge of the world.

* indicates trophy position

° indicates non-club member

() indicates OET's on the fastest-through the forest leg, scores so indicated being a zero.

Dick & Rob

HOW TO GET TRAPPED WITHOUT REALLY TRYING:

On Mother's Day I arrived at Dumbarton Square to run "The Edge of the World Cash Dash Rally". On a beautiful day, everything seemed to be going right, even my short wave converter was picking up WWV so that I could start our watches. My navigator arrived late as usual (with only 10 minutes to spare); we rushed, got ourselves ready and left the start with the idea of winning the rally.

The first two controls we executed perfectly and received a 3 on each control. Feeling confident that we had the concept in hand, took off for control three, but here was our first of four downfalls. They had a special that caused a speed change if the sum of the digits was not divisible by 7. We did not at the time remember that any number is divisible by 7. On the next leg we came up to a special with a mileage to pause at "RXR", there were no "RXR" at the mileage, but there were four after the mileage. My navigator wanted to pause at each sign, but I didn't. I finally won out after 1 minute of pauses was put into the box. While trying to make up the one minute, we missed a route sign that took us on an off course loop, putting us late to the lunch break control.

While at the lunch break control, two contestants decided that they wanted to occupy the same space at the same time. It took the police until some time after four to arrive, even with the help of CB's, which effectively took them out of the running. The next control was the beginning of the P.O.R. leg.

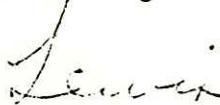
We left determined to get the fastest time, if only my Datsun had another 100HP, but we lost by .08 of a minute (next time, Leonard).

We then went on for two more maxs.

The day seemed to be a jinx, because there were two contestants that had a flat tire, one contestant that had trouble keeping their car running, two contestants involved in an accident, and last yours truly lost his wallet.

Besides all of these troubles, Rob and Dick must be congratulated for putting on an outstanding rally. Even though we bought half of their traps, we hope that they will put another rally on of this caliber next year.

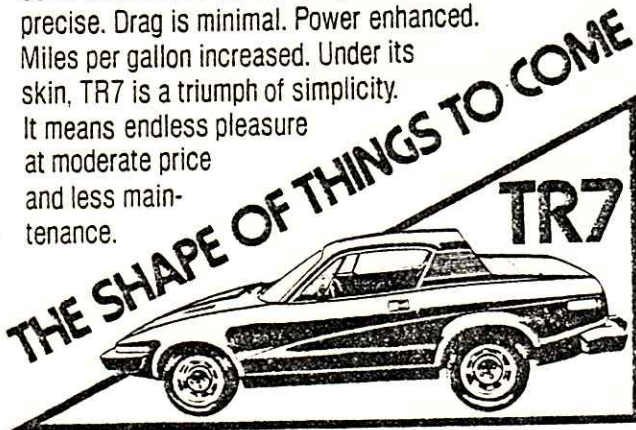
Thank for a good rally.



For Parsley, Britton Rally Team.



TRIUMPH The spear-head,
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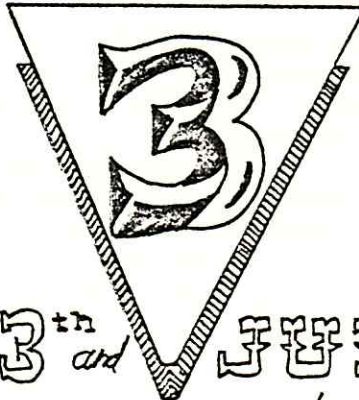


E. G. BRADLEY
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Virginia Motor Sport Club

SECOND * ANNUAL

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Receipts	629.15
Disbursements	368.10
CASH IN BANK - ENDING	<u>\$ 640.83</u>
Petty cash	25.00
TOTAL CASH	<u>\$ 665.83</u>
Savings account	<u>\$ 182.35</u>

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