



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 22

NUMBER 5

MAY 1977

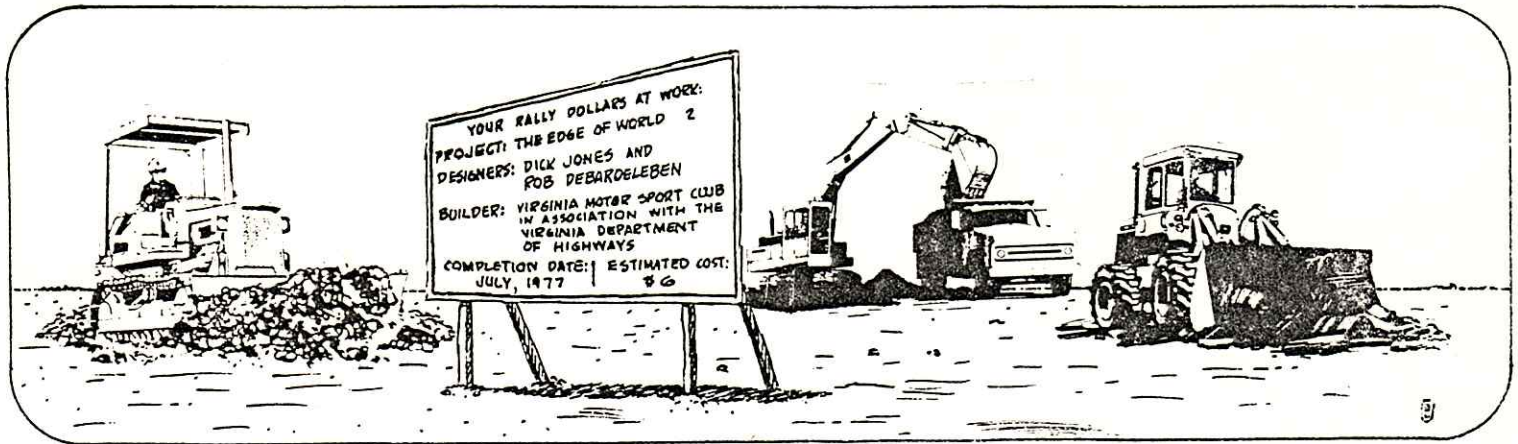
- MAY 19 -- VMSC Regular Monthly Meeting. 8:00 p.m. at St. John's Wood Clubhouse.
- MAY 22 -- VMSC Autocross. Second Event of Series III.
- JUNE 5 -- VMSC Autocross. Third Event of Series III.
- JUNE 11 -- VMSC Wine and Cheese Party. See flyer this issue.
- JUNE 16 -- VMSC Regular Monthly Meeting.
- JUNE 26 -- VMSC Rally. OD'ed by Len Wells and Tom Blot. Details next month.

MAY 1977

JUNE 1977

sun	mon	tue	wed	thu	fri	sat
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 <small>Memorial Day</small>	31				

sun	mon	tue	wed	thu	fri	sat
			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		



This month's issue contains the new membership list. As We were rummaging through Our mailing list in an attempt to bring it up to date, one thought began to run through Our minds. Where did the club go wrong with so many people? Some absences could be explained due to moving out of the area, etc., but others could not. Is VMSC at fault? Is VMSC doing something wrong? Well, after long, hard consideration, We feel the answer is no -- on both counts.

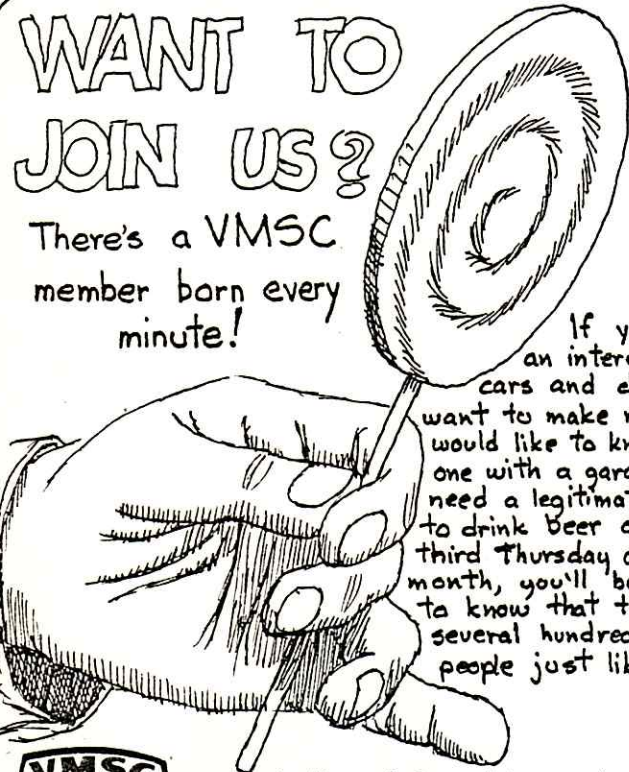
Every year VMSC acquires new members but very few of them seem to become particularly active. The fault really doesn't lie with the club, because once people join VMSC the onus falls upon them to come out to events and get-togethers. If they come to the activities, they'll begin to meet the other members. And in a club made up of such diverse personalities, you almost have to find someone or a group that you like. And you can't put a gun to a new member's head to get him to show up for an event. If he wants to come, he will. If he doesn't, he won't.

Perhaps the crux of the whole matter lies in the fact that new members do not realize just how active a truly active member has to be. VMSC, as you come to discover, is more than just rallies, autocrosses, and monthly meetings. VMSC is groups of close friends, almost a family, who play bridge and poker regularly, race slot-cars, and just drop in when the spirit moves them. This sort of relationship isn't for everybody. But that's the way you are, that's the way you want it.

It's true that you don't always get along. But if you didn't have differences of opinion, you'd be an abominably dull group. So the next time you're sitting around discussing what's wrong with VMSC, think about what's right with VMSC -- there's more to talk about.

WANT TO
JOIN US?

There's a VMSC
member born every
minute!



If you have an interest in cars and driving, want to make new friends, would like to know someone with a garage, or need a legitimate excuse to drink beer on the third Thursday of each month, you'll be happy to know that there are several hundred other people just like you!



For further information and a membership application, contact:
NEALE DICKINSON 272-7610
8532 ELM ROAD
RICHMOND, VA. 23235

NEW MEMBERS

Jack B. Knight and his son Hunt are our new members this month. Jack lives at 3615 Luckylee Crescent, Richmond, VA 23234 (271-1342). He's 44 and works as an engineer for Philip Morris. He owns a 1964 and a 1965 TR-4.

ARMENTROUT, DAVID & VICKI
304 Sunset Dr.
Ashland, VA 23005
798-6628

CASTLEBERRY, BETH
2507 Grove Av., #4
Richmond, VA
358-0827

*EDWARDS, CHUCK & KATHLEEN
3019 Scarsborough Dr.
Richmond, VA 23235

HUNTER, BILL & SHELIA
1224 Santa Anna Rd.
Richmond, VA 23229
288-0188

ARMSTRONG, BILL & BETH
2818 New Kent Av.
Richmond, VA 23225
232-8252

*CHEHASKE, JOHN & KATHY
12389 Copenhagen Ct.
Reston, VA 22091

ENOS, WILLIAM W.
5616 Indigo Rd.
Richmond, VA 23230
285-4301

JAMES, BRUCE & HARRIET
1545 Presidential Dr.
Richmond, VA 23228
262-0709

BARTELS, BURK & MARTHA
1848 W. Grace St.
Richmond, VA 23220
358-9019

COBB, BUTCH
3016 Lynhaven Av.
Richmond, VA 23234
231-3361

GREENWOOD, WILT* BARBARA
STEVE, TRACY & JENNY WHITE
1006 Sharon La.
Richmond, VA 23229
282-1493

JONES, DICK & ALICE
P.O. Box 41
Manakin-Sabot, VA 23103

*BERGERON, JOHN & JANICE
2010 Teddington Dr.
Richmond, VA 23235
276-3985

*CRENSHAW, JOSEPH
3317 Stuart Av.
Richmond, VA 23224

GRIERSON, RHOD & DIANE
808 Circlewood Dr.
Richmond, VA 23224

JONES, PAMELA
5 N. Colonial Av.
Richmond, VA 23221
358-4861

BIRD, DAVID
3139 Bradwill Rd.
Richmond, VA 23225

DEBARDELEBEN, FRED & MARIAN
Rt. 1, Box 419-X
Manakin-Sabot, VA 23103
784-3746

GRONNING, BILL
4200 Balmoral Av., #4833
Richmond, VA 23228
264-2264

KAUFFMAN, FRANK E.
5840 Cameron Run Terr., #722
Alexandria, VA 22303

BLANCHARD, JOHN
1508-G Clarkson Rd.
Richmond, VA 23224
233-1519

DEBARDELEBEN, JOHN
Georgia Tech, Box 36561
Atlanta, Georgia

GROTH, DON
1457-A Whitesand Dr.
Richmond, VA 23225

KESSLER, JOHN M.
3223 Kenmore Rd.
Richmond, VA 23225
272-1620

BLOT, TOM
2412 Ellerbee Rd.
Richmond, VA 23228
266-6133

DEBARDELEBEN, ROB
4606 Kowner Dr.
Richmond, VA 23222
329-3211

HAMILTON, ELLEN
2525 A Stuart Av.
Richmond, VA 23220
359-0778

KEYSER, FRANK & HELEN
1314 Forest Av.
Richmond, VA 23229
285-0547

*BRITTON, BILL
2010-A Park Av.
Richmond, VA 23220
358-8025

DICKINSON, NEALE & MARTHA
8532 Elm Rd.
Richmond, VA 23235
272-7610

HASKINS, FRED & ANNE
600 Larrymore Ct.
Richmond, VA 23225

KNIGHT, JACK & HUNT
3615 Luckylee Cres.
Richmond, VA 23234

*BUCK, ED & JUDY
6014 W. Wadansia Av.
Chicago, Ill. 60639

EAST, JACK
1817 Pocoshock Blvd.
Richmond, VA 23235
745-1663

HATCH, DICK & CARYL
2739 Tanglewood Dr., S.W.
Roanoke, VA 24018

KOSLOW, KENNETH M.
2211 Nortonia Rd.
Richmond, VA 23229
282-2684

CASTLEBERRY, MIKE
2734 W. Grace St., #7
Richmond, VA 23220
355-2783

EBERHARD, GERALD L.
8608 Pellington Pl., #7
Richmond, VA 23229

HOELZEL, CHARLES, CHARLOTTE,
MILLY, & CHARLIE
430 Saybrook Dr.
Richmond, VA 23235
272-8520

LAKEY, DON
3116 Park Av.
Richmond, VA 23221

LARUS, CHARLES D. 5421 Tuckahoe Av. Richmond, VA 23226 282-9169	*PARSLEY, LEWIS 5616 Indigo Rd. Richmond, VA 23230 285-4301	SIMMONS, GARY P.O. Box 216 Burkeville, VA 23922 767-5230	WILSON, PETER & LIBBY 3639 Luckylee Cres. Richmond, VA 23234 271-0005
LIVELY, PHILIP C. 1252 Gatewood Rd., #6 Newport News, VA 23601	PATERSON, GORDON & LALE 5313 Monument Av. Richmond, VA 285-3262	THOMPSON, PETER 819 Arlington Circle Richmond, VA 23229	WINGO, ART, & DIANE 2421 Bransford Dr. Richmond, VA 23228 262-2796
LLOYD, BILL 12325 Buckingham St. P.O. Box 272 Chester, VA 23831 748-6243	*PEASELEY, BRAD 11600 Michale Court Silver Spring, MD 20904	VAWTER, RALPH 2322 Floyd Av. Richmond, VA 23220 353-0340	WINTERS, AL & VIVIAN 525 N. Laburnum Av., #4 Richmond, VA 23223 222-0071
MCCALL, DAVE 2109 Barclay Rd. Richmond, VA 23228 262-7950	PHILLIPS, BAXTER & SHARON 10210 Windbluff Dr. Richmond, VA 23233 740-3702	*WELLS, LEN & TONI 6536 Watchlight Rd. Richmond, VA 23234 271-1499	WINTERS, PETE 6009-A Willow Oaks Dr. Richmond, VA 23225 233-5748
MCCARTHY, STEVE 3014 Stuart Av. Richmond, VA 23221 359-3893	*POWELL, H. SCOTT 5616 Indigo Rd. Richmond, VA 23230 285-4301	WEST, RICHARD 3621 Grovewood Rd. Richmond, VA 23234 271-6997	YOUNG, CHRIS* & LIL 210-C Kirkland Dr. Richmond, VA 23227 329-7322
MCCLURE, JOHN C. 5636 Limestone Dr. Richmond, VA 23224	*PRESTON, DAVE 2541 Dorel Lane Richmond, VA 23235 276-9512	WESTBROOK, BOOKIE & KITTY 8911 Michaux Lane Richmond, VA 23229	YOUNGS, SALLY 7520 Ander Court Richmond, VA 23225 320-1028
MCGOWAN, JUDY 404 N. Cleveland St., #6 Richmond, VA 23221 355-5629	ROWE, JIM & JANET 4631 Watchspring Dr. Richmond, VA 23234 275-6966	WITSCHHEY, WALT 3211 Hawthorne Richmond, VA 23222	
MILLS, FLOYD & BETH 8277 Jack Burd Lane Richmond, VA 23229	*SANDERSON, IRVIN & CATHERINE 1609 Willingham Rd. Richmond, VA 23233 282-8088	WHITEHEAD, JACKIE & BILL 3346 Ottawa Rd. Richmond, VA 23225 272-1253	
MILLS, MARVIN Rt. 2, Box 192 Ashland, VA 23005	SHERWOOD, FRED 211 Gateway East Richmond, VA 23229 270-1619	WILLIAMS, MIKE 9731 Bending Oak Dr. Midlothian, VA 23113	
NEWSOME, MICHAEL L. 1100 Ridge View Rd. Mechanicsville, VA 746-5538 23111	STOUT, BARBARA & GARY 1109 Welborne Dr. Richmond, VA 23229 288-0174	WILLIAMS, TOBY 728 Trevor Terrace Richmond, 23225	

*Indicates Life Members

Changes to the Competition Regulations - Section Pertaining
to Rallies

RALLY OF THE YEAR

14. A. A Rally of the Year Award will be presented annually to the rallymaster(s) whose event was recognized as displaying excellence in purpose, planning and execution.
- B. ELIGIBILITY: All VMSC rallies conducted during the calendar year in which Competition Points are given shall be eligible. Club members who have participated as contestants in one half or more of these events shall determine the winner of the award. When there are an odd number of events conducted, the lower whole number shall be used, e.g., when 11 rallies are held, members running 5 or more will be allowed to take part in the selection.
- C. SELECTION: Eligible members will vote by ranking, in order of preference, all rallies in which they ran. The first selection will receive 1 point, the second 2 points and so on. Only those ballots which rank all rallies run will be considered valid. At the conclusion of the voting, the points for each event will be summed and then divided by the number of ballots in which it received votes. The rally attaining the lowest mean score shall be declared Rally of the Year.
- D. ADMINISTRATION: The chairman of the Competition Committee shall designate one member of the committee to conduct the voting. That member shall distribute, collect and tabulate the ballots and then forward the results to the Secretary. A second committee member will also be appointed to audit the results.

The person in charge of the voting shall, in cooperation with the club Secretary, determine those members qualified to vote and provide each with a ballot indicating the rallies in which they participated. To be considered valid, the ballot must be signed by the member.

All ballots will be distributed by hand or mail no later than three days after the December rally. To count towards the selection, completed ballots must be in the hands of the person conducting the voting on or before the regular December club meeting. Results shall be calculated and forwarded no later than January 4.

changes to the Competition Regulations:

1. Wherever it appears: Replace "Contest Board" with "Competition Committee".
2. Year End Awards: Section 11, Paragraph D
Change "first three (3)" to "first five (5)"

3. Add:

Rally Evaluation Reports

13. The second vice president, in his official capacity as outdoor activities chairman, shall maintain a supply of contestant evaluation reports (CER's) and worker evaluation reports (WER's) and shall provide them to rallymasters prior to each rally. The rallymasters shall, in turn, provide each contestant with a CER and each worker with a WER before the event. After the event, the rallymasters shall collect completed CER's and WER's from each contestant and worker, insofar as he can reasonably do so. The purpose of these reports is to allow the contestants and workers to rate the rallymasters on the various aspects of the event. These evaluations will permit the rallymasters to ascertain the participants' opinions of the weak and strong points of the rally. The rallymasters may then refer to them in planning future events.

Changes to Speed Event Regs:

1. Section 4.2 Change "basis of the other run of the..."
to
"basis of the other run(s) of the..."
2. Section 4.6 Delete
3. Section 7.5.1 Add a new last sentence:
"VW platform home and kit-built cars will
compete in class B/M."
4. Delete Section 8.0 in its entirety. (Novice Class)
5. Section 11.0 Changes: Change first sentence to wording
of Comp Reg Changes Section.
6. Section 10.0 Homologation - Change: "...fewer than five
entries..."
to
"...fewer than five VMSC member entrants..."
7. Classing System: C/S Add Jaguar XJ-12

THE SUM TIME RALLY

"Hey Bookie, how do we write an article about The Sum Time Rally?"

"Let's try a narrative."

"OK !"

Saturday night:

"Hey Bax, What the hell is an iterated sum?"

"Well Book, I think we're in a lot of trouble."

"The last Hoelzel rally I ran was the Yellow Brick Road. I hope this will be as good."

Sunday morning:

"Bax, did you zero the Halda this time?"

"Yeah. Say, isn't that our co-editor and his partner the 1st V.P. walking back to the start?"

"At least we won't come in last."

"It looks like four specials are going to be in effect at the same time, but don't worry, no iterated sums yet."

Checkpoint 1: "Gee, that was quick - and nothing fancy either. Maybe next leg will be harder."

Checkpoint 2: "Did you see that horse Bax?"

"What horse?"

Checkpoint 3: "Hey Bax, wake up and hand our scorecard to the control crew."

Checkpoint 4: "Hey Bookie there's Dave and Bill just setting up ahead."

"Yeah, there's a control too."

"Wow! Look at that orange pie plate."

"5 plus 2 plus 2 doesn't equal 6 plus 2 plus 1, does it? Hmm."

Break: "Do you really think this is not a trap? Sure seems fishy to me. A whole hour to drink a cup of lemonade?"

Checkpoint 5: "Wake up Bookie, we're at the checkpoint."

Leg 6: "Bax, this is getting rough, get your calculator out from under the seat - I can't add fast enough."

"The ole combined average speed trick again. Do it just like the first one, right?"

Checkpoint 6: "Wrong."

Checkpoint 7: "How in the world could we come in on time and get a seven minutes late error? The mileage is close - humm?"

Leg 8: "Has SI 4 been cancelled yet?"

"Hell, I can't tell - the mileage is screwy."

"Well, I guess we go around the loop again."

"We can make it up! We've got a one minute pause coming up. We just turn left onto 60 and go like stink. Whadaya mean I was supposed to turn right!?"

Leg 9: "There's Ellen and her new driver hitchhiking - let's give them a lift. Flat tire eh?"

Checkpoint 9: Car 9 and car 5 checking in."

"We'll split the error."

Checkpoint 10: "Oh _____, there's a quickie."

"I told you to cool it - we're early."

"We'll get'em next time Bookie."

"Right Bax."

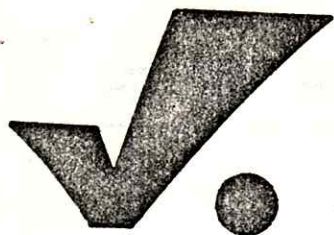
Event Result Report

Name of Event THE SUN TIME RALLY # of Entrants: 21 @ \$5⁰⁰, @ \$. Date of Event 4/17/77

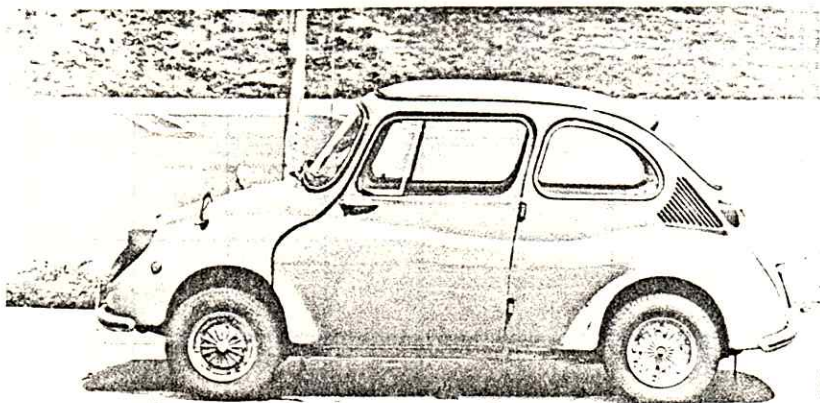
O.D.'s CHUCK & CHARLOTTE HOELZEL Helpers N. DICKINSON, S. POWELL (OFF. CHECK), A. + D. WINGO (UNOFF. CHECK), T. + C. BLOT, L. WELLS, R. VAUTER, G. EBERHARD, W. + E. ARMSTRONG, J. McCLURE, T. VANAUKEN, W. ENOS, J. EAST, P. WILSON, A. KASSMAN, J. LOUJE, K. McCALL, CHARLIE HOELZEL

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	1E	6	AUDI	W. + B. GREENWOOD		8	0	0	3	0	1	2	3	2	1					20	
2	2E	2	DATSON	M. + F. DEBARDELEBEN		2	4	1	4	2	20	0	3	3	1					40	
3	3E	7	DATSON	L. PARSLEY	W. BRITTON	1	1	1	1	1	71	1	1	1	1					80	
4	1U	8	VW	L. + G. PATERSON		9	44	15	31	37	19	4	43	15	15					232	
5	2U	12	VW	R. JONES	R. DEBARDELEBEN	5	25	9	16	43	125	8	8	11	1					257	
6	3U	13	HONDA	M. CASTLEBERRY	B. VIA *	4	5	20	59	22	3	155	42	11	8					329	
7	4E	10	DATSON	D. McCALL	W. EDWARDS *	1	13	1	62	0	23	300	13	0	0					413	
8	4U	9	MAZDA	B. WESTBROOK	B. PHILLIPS	3	51	48	204	0	70	1	300	25	14					716	
9	5U	4	DATSON	P. WINTERS	B. STOUT	17	22	158	19	74	238	114	57	59	7					765	
10	6U	15	HONDA	S. HUNTER	M. DICKINSON	41	55	179	32	93	0	86	41	143	115					785	
11	7U	16	PORSCHE	M. WILLIAMS	F. SHERWOOD	19	300	33	272	5	158	72	42	127	6					1034	
12	8U/1N	14	DATSON	S. FONNER *	R. WEST	85	162	19	300	36	92	300	19	28	38					1079	
13	9U	17	TRANS-AM	M. SEDONIC *	A. BLOW *	6	8	19	42	31	2	17	262	600	143					1130	
14	10U/2N	18	DATSON	B. STANLEY *	D. STANLEY *	96	300	82	202	95	67	48	300	85	11					1346	
15	11U/3N	21	TOYOTA	F. MILLS	B. MILLS	145	121	203	300	40	300	300	50	110	11					1580	
16	12U/4N	22	SAAB	M. CUPP *	D. GROTH	27	118	300	300	25	300	6	300	217	87					1710	
17	13U/5N	20	PONTIAC	M. NEWSOME	M. MILLS	17	101	73	300	300	300	184	217	300	38					1830	
18	14U	5	MG	G. SCHWARZTRAUER	E. HAMILTON	80	300	300	68	131	92	28	3	600	600					2200	
19	15U/6N	1	VW	J. SCHOOLEY *	R. SCHOOLEY *	46	300	104	600	116	600	600	600	600	600					4166	
20	16U/7N	19	JEEP	J. KNIGHT *	H. KNIGHT *	300	300	189	300	79	600	600	600	600	600					4168	
21	17U	3	VW	W. HUNTER	G. STOUT	-	-	-	-	-	-	-	-	-	-					DNF	
* NON-VMSC MEMBERS																					

Deliver 1 copy to each of the following within 1 week of the close of the event: Club Secretary, Editor of Checkpoints, and non-club member participants.



ROAD TEST



SUBARU 360 DELUXE (a.k.a. WRETCHED)

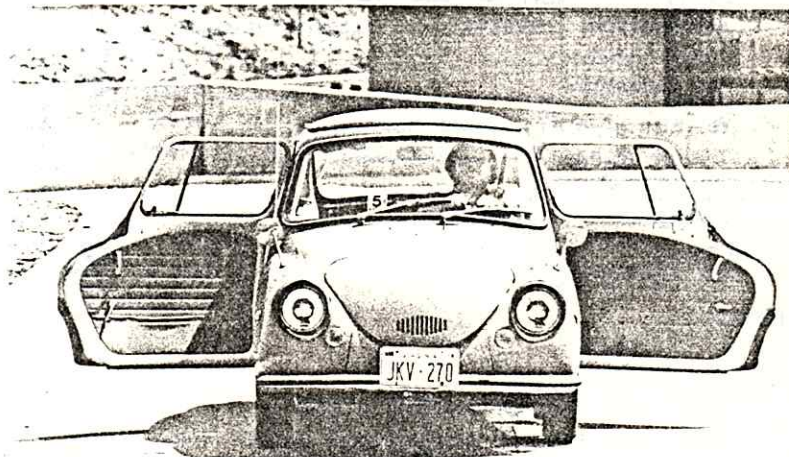
Why was this car banned for sale in the U.S.?

If the readers of Checkpoints feel that We strive only to road test the strange, weird, and absurd, then this test should ease your minds. However, even though Wretched may appear to be

just an ordinary automobile, it is an oddity of sorts. Not many cars become classics in their own time -- Wretched is one of them -- a car that the Federal bureaucracy has turned into an endangered species. This car, one of the few remaining examples to be found in the United States, was graciously lent to Us from the Greenwood Automotive Museum (curators: Wilt and Barbara Greenwood).

Prior to acquiring the car, We were puzzled as to just what separated a Subaru 360 Deluxe from the stripped-down Subaru 360. This question was answered by a quick inspection of Wretched.

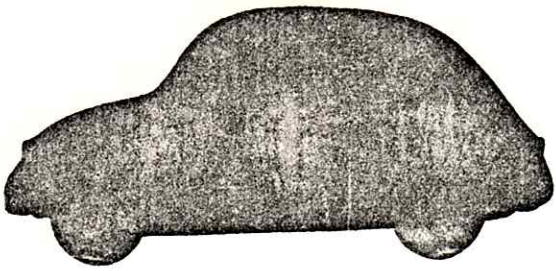
Standard equipment on the Deluxe version includes: the Deluxe (Subaru certainly must have had a fondness for that word when they were building this car) Interior Group -- steering wheel, seats, speedometer, and floor boards; and the Deluxe (that word again) Exterior Group - wheels, paint, and an opening to the engine compartment. Our test car also included such owner-installed options as an eight-track stereo and Michelin tires.



TEST DRIVER, BILL HUNTER, DEMONSTRATES SUBARU'S UNIQUE AND VERSATILE AUXILIARY AIR BRAKE SYSTEM

Wretched's styling can only be referred to as eye-catching and avant-garde. We doubt if a Turbo Carrera or the latest psychedelia from Italy could turn as many heads as Wretched does. The looks We received varied from casual double-takes to panic stricken children beating on their parents in an attempt to get their attention directed toward that unique, one-of-a-kind that just passed by. It all left Us feeling a bit incredulous toward the American car buyers that they spend thousands of dollars to obtain an automobile just to turn peoples' heads when they could have had something like this at a fraction (and a small one, at that) of the cost.

We have had a bit of trouble in recruiting a road tester after the



SUBARU 360 DELUXE

TYPE OF VEHICLE: REAR ENGINE - REAR DRIVE -
FOUR SEATER SEDAN

LIST PRICE: \$ 50
PRICE AS TESTED: \$ 400

ENGINE:

CYLINDERS _____ TWO
STROKES _____ TWO
DISPLACEMENT _____ 360cc
HP (ON A GOOD DAY) _____ 13
HP (ON A BAD DAY) _____ 0

DIMENSIONS AND CAPACITIES:

WHEELBASE _____ 71
TRACK f/r _____ 48/48.8
LENGTH _____ 116
WIDTH _____ 50
HEIGHT _____ 50
GROUND CLEARANCE _____ 6.8
CURB WEIGHT _____ 900 AND SOME ODD LBS.
WEIGHT DISTRIBUTION f/r _____ 34/66
BATTERY CAPACITY _____ BARELY ENOUGH
ALTERNATOR CAPACITY _____ BARELY ENOUGH
FUEL CAPACITY _____ 5.3 GAL
OIL CAPACITY _____ 3 QT
WATER CAPACITY _____ N/A
TRUNK CAPACITY _____ 0.3 CU FT

SUSPENSION:
OUTDATED BUT DIFFERENT

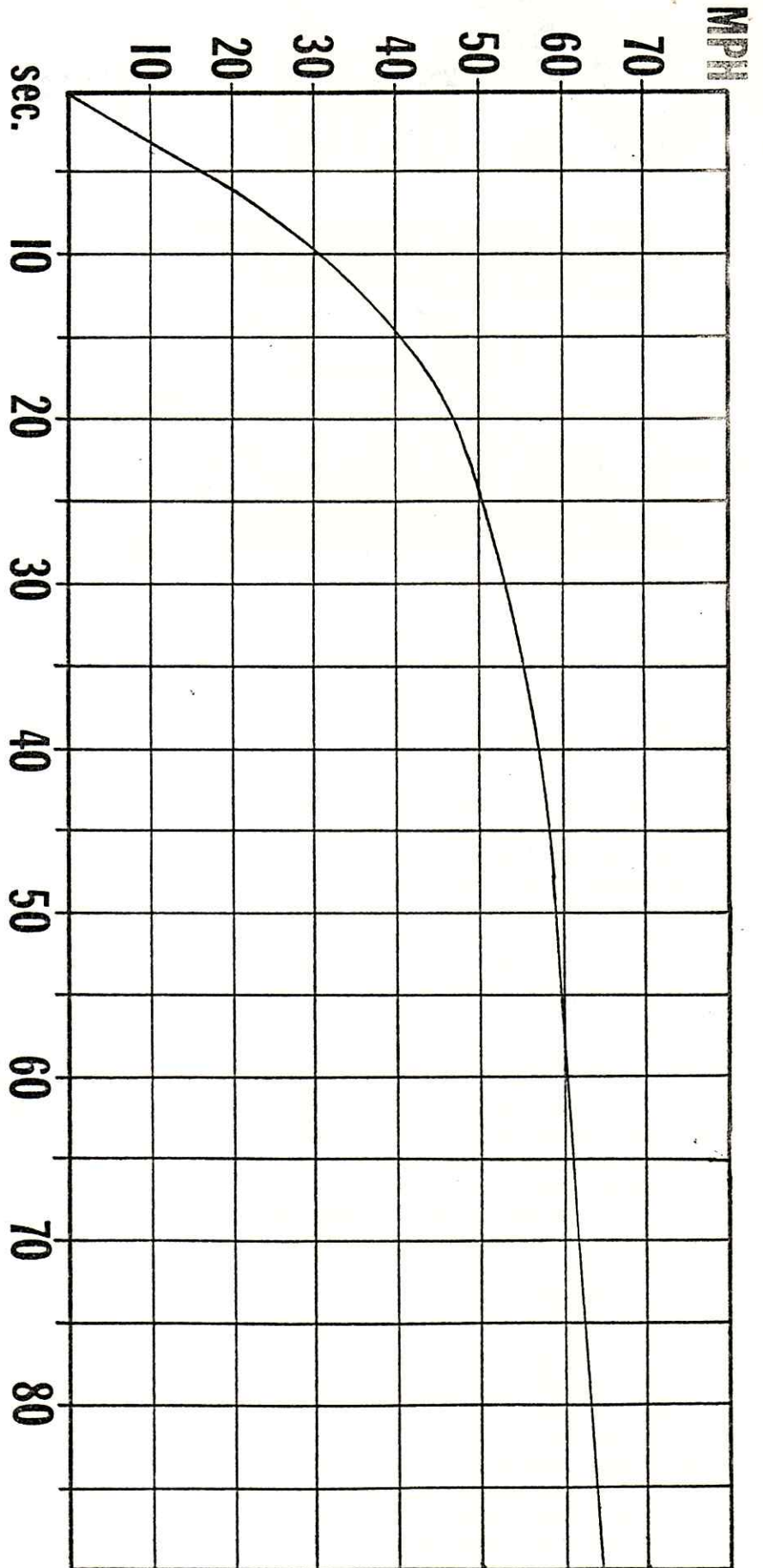
STEERING:
SEE SUSPENSION

BRAKES:
??????????

WHEEL AND TIRES:
TYPE AND SIZE OF WHEELS - TINY
TYPE AND SIZE OF TIRES - JUST ABOUT THE
SMALLEST MICHELINS THIS SIDE OF THE
ATLANTIC

PERFORMANCE:

ZERO TO	SECONDS
30 MPH _____	10.0
40 MPH _____	15.6
50 MPH _____	26.0
60 MPH _____	60.0
STANDING 1/4 MILE _____	34.4 sec - 54 mph
TOP SPEED _____	66
70-0 _____	impossible
FUEL ECONOMY _____	65 mpg
OIL ECONOMY _____	550 mpg



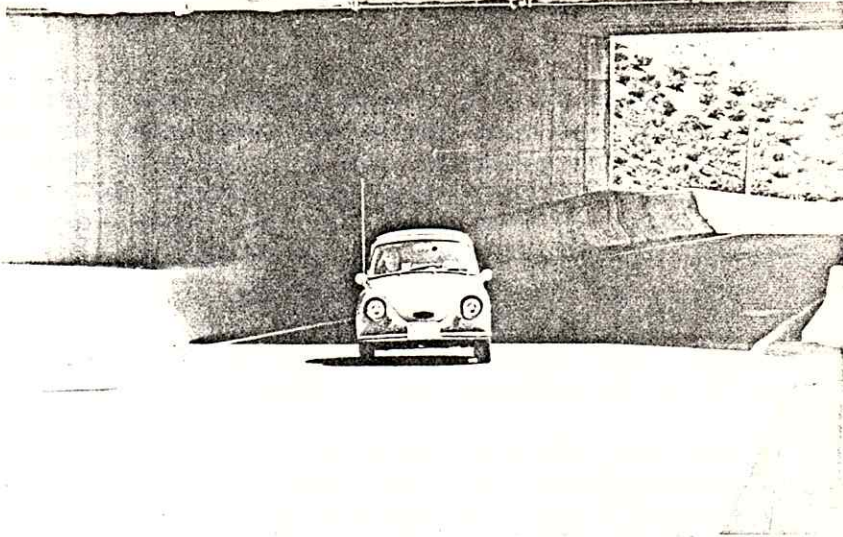
publication of Our February issue. However, this problem was solved when We hired Bill Hunter, noted autocrosser and bon vivant, for a small fee -- a million-dollar life insurance policy and the assurance that We would find a decent home for his dog should anything happen to him during the testing.

Our testing took place at the Checkpoints Center For Research and Testing located at the intersection of Quocassin Avenue and Parham Road (We rent it out on weekdays to Regency Square so that their customers will have someplace to park).

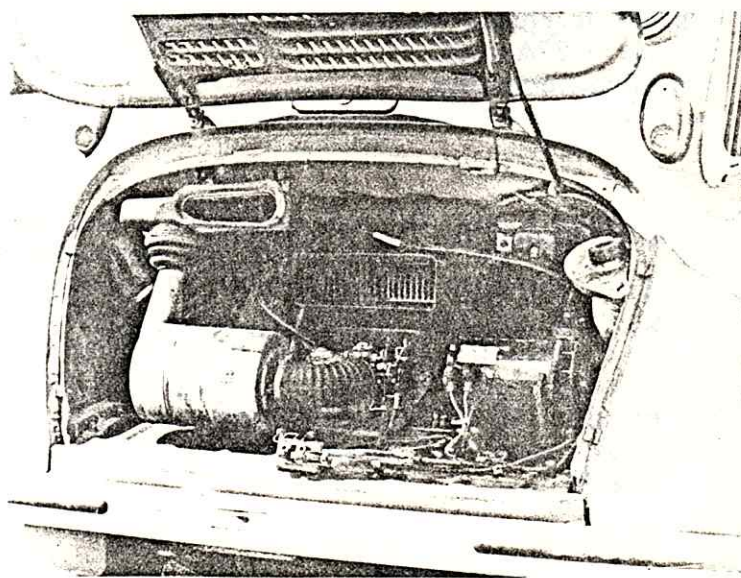
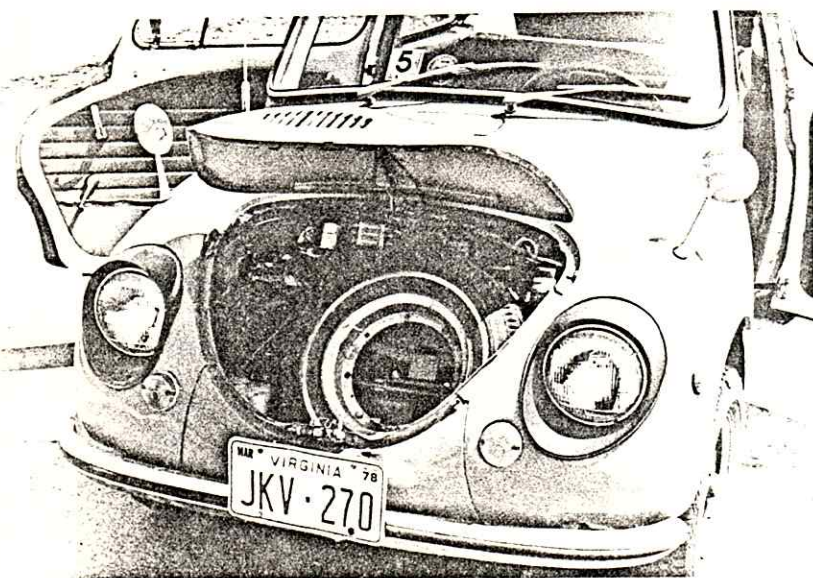
When We put Wretched through Our usual skid pad tests, We discovered that the car periodically (periodically, as in all the time) undergoes rather curious gyrations, something akin to almost rolling over, when cornered in a rapid fashion. But Bill seemed to be having a good time and who were We to stop him from having his fun?

Undeterred We proceeded to Our acceleration tests, and here We began to perceive the car's breeding. The only manner in which to drive Wretched is with "the pedal to the metal." You floor the accelerator and, when the gutsy little engine sounds like it's about to separate itself, you slam the shift-lever into second. By this time the car has already reached a breakneck ten miles per hour. The process is repeated for third gear and fourth gear (if you can find it). Yes, hardly a car for the timid and unsuspecting -- a real hair-on-the-chest GT. And a Ferrari doesn't get 60 mpg either.

So far We've painted a particularly glowing picture, as if the car had no faults. Well, Wretched does have shortcomings -- and they are its brakes -- at least, We think it has brakes. There were two reasons why We didn't perform



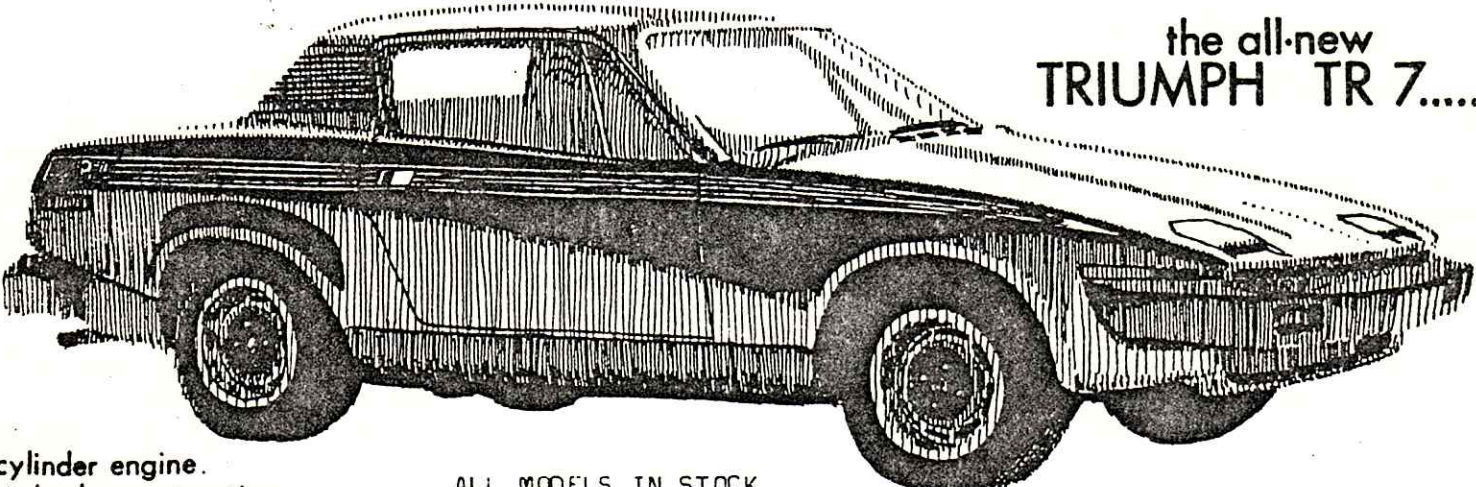
WRETCHED SHOWS HOW A SOPHISTICATED SUSPENSION NEGOTIATES THE CHECKPOINTS SKIDPAD



IN ORDER TO MAKE ROOM FOR PASSENGERS SOMETHING HAD TO GO, SAD TO SAY IT WAS THE TRUNK AND THE ENGINE COMPARTMENT

Our standard 70 - 0 brake test: one, the car wouldn't get to 70; and two, none of Us had the nerve -- even when We pointed out to Bill that a million dollars could provide him with one of the finest funerals Richmond had ever witnessed. To describe the brakes, We have to use that phrase again: it's "pedal to the metal." The first 95% of the brake pedal travel, is utterly worthless and the last 5% doesn't help matters much either. But this is really an incidental problem because, once one has taken all that time to get up to a reasonable speed, one is really not inclined to slow down. Perhaps Wretched has achieved the pinnacle in design of freeway automobiles -- a car that's only purpose is to move, perpetually.

And the saddest part of the whole story is this: cars, such as Wretched, are getting scarce. Why was this car banned for sale in the U.S.? The Federal Government said the Subaru 360 was unsafe. We, at Checkpoints, feel that it goes deeper than that. The Subaru 360 was too advanced, a car that was light years ahead of all others. And instead of spending the millions to catch up in technology, Our government simply banned the car. And We are all so much the poorer for it.



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THE MAKING OF THE PRESIDENT-1977

As the Editors of Checkpoints, We thought the club might enjoy reading about our new President, Art Wingo -- his background, his rapid rise to power, his plans for the present and future. We were wrong, as a recent survey of the membership proved, but since this article was already written -- We'll print it anyway.

The following interview was taped at the Presidential palace shortly after the First Lady had conducted Us on a tour of the building and the grounds surrounding it.

Checkpoints: Mr. President....

Art: Thank you, I like the tone of subservience in your voice.

C/P: Mr. President, We the Editors of Checkpoints, felt the membership would like to know more about you, your life-style, your plans and dreams.

Art: So you're the ones everyone's talking about! I've been meaning to give you two a piece of my mind, for the last few months.

C/P: You better be careful, We understand there isn't that much to spread around! Besides, after We lost all that money in lawsuits because of Our January issue, We're looking for someone We can sue.

Art: There you go again. Y'all keep looking for smut to print. You've taken Checkpoints from something all of us could be proud of and turned it into a virtual tabloid. Yes, you've sunk into the depths of "yellow journalism."

C/P: You say that now. Wait till you see Our new subscription figures. This kind of stuff sells -- and it sells big.

Art: Well, then, keep up the good work.

C/P: We should get on with the interview.

Art: Yes, we should. It really sells big, huh?

C/P: We understand that you can trace your background back to your great, great, great, great grandfather -- Robert E. Wingo, the great Civil War general.

Art: Yes, it was he who first exhibited the leadership characteristics all the Wingos are blessed with. He was the Southern general who laid siege to the Yankee garrison at Crozet from 1866 to 1867.

C/P: But the Civil War ended in 1865.

Art: Really? Then that would probably explain why he didn't find any Yankee troops there.

C/P: Mr. President, briefly give us some background on yourself.

Art: Well, it all started in a one-room log cabin somewhere in rural Virginia. As a child I would read Road & Track by the light of a solitary candle. It was from this -- the most humble of beginnings that I developed my great affection for cars and my incredible lust for power.

C/P: You mean horsepower.

Art: Is that what you guys call it? I just wanted to get to the top as fast as I could.

C/P: Well, that brings Us to Our next question. Did you, in fact, organize a "dirty tricks" committee last year during the election campaign or is this just purely conjecture?

Art: Pure fabrication. Let me make this perfectly clear, I ran a clean campaign. Just because we converted that stereo system into a bugging device and cleverly disguised it as a matched set of Samsonite luggage, you can't prove anything and you can't link me to it because, I was smart -- I burned the tapes.

C/P: Sorry, We asked. Well, is there any truth to the rumor that you have been appointed the Official VMSC Off-Course Car, owing to your prowess as a rallyist?

Art: Well, there had been some talk of it. We would be the first car off and be given a stack of 500 orange pie plates and wherever we went, we would nail a few on the trees, houses, signs, cows, locals. But, we scrapped the idea just because of the off-chance that we might inadvertently stumble upon the real rally route -- put up one of our YFU signs and get everyone else as lost as we usually are.

C/P: What are your plans for the future? And your long-term plans for your impending retirement?

Art: Oh, I guess we'll use our VMSC Presidential pension to travel across the United States before we settle down in a little bungalow in San Clemente that I've had my eye on for quite some time.

C/P: Presidential pension?

Art: Oh, yes, one of my great new innovations. Dues will be raised to \$1,000 per member per year and put in a special Presidential trust fund to give a retired VMSC President \$2,500 a month for the rest of his life.

C/P: Just how many Presidents will this affect?

Art: Right now? One.

C/P: Mr. President....

Art: Enough is enough. Surely you have more than enough material to do a story. So why don't you let me get some work done? I have to work on my State of the Club address and I've got a plan in the works where VMSC can buy controlling interest in the SCCA.

C/P: Thank you, Mr. President.

Art: You're very welcome. And I might add, in closing, that I really do like the tone of subservience in your voice.

DEBARDELEBENS WIN WILSON'S ""MGB" RALLY" AS CHEVROLETS DOMINATE UNEQUIPPED CLASS

Richmond, Va. - May 1, 1977: Marian and Fred DeBardeleben put another notch in their computer today towards the VMSC equipped championship. Peter and Libby Wilson presented this month's event and reached into their bag of tricks to put together a fine rally.

The morning section of the rally had the contestants contemplating overlap between the last NI and the next LI (leg 2), an extended definition of a "T" intersection (where your route ends) on leg 3, and does route 650 have two digits. The lunch break talk was about how many times the contestants had fallen for the bait. The general consensus was that we should be more alert in the afternoon section.

Controls 5 and 6 were overlap, with leg 5 concerning LI's and LI's, and leg 6 concerning LI's and the next NI. Leg 7 found more than one contestant coming in backward with a score of 300. The OD's gave a "unique" way of summing the digits, and this one really caught some with their pants down.

Another addition was the inclusion of two "zero legs" where there was no penalty for being early. A special trophy will be awarded to the team with the lowest cumulative time for the two zero legs. Leg 8 incorporated a defunct zero leg in their trap which proved to be exciting.

Some points of interest are the winners in the unequipped class. Alan Kassman and Jennifer Lowe took first place unequipped in a S.S. Chevy Impala, and the second place team, Ellen Hamilton and big name rallyist Gary Schwarztrauber, were in a Nova. Sports car enthusiasts beware of these intruders into our domain.

As usual, the Wilson's put on an excellent event which means when you see their names as OD's for an event, be there.

THE "MGB" RALLY

1 MAY, 1977

RALLYMASTERS: Peter and Libby Wilson

OFFICIAL PRE-CHECK: Bill Gronning and Judy McGowan

* - Trophy Position

+ - Non-VMSC Member

OA	CLASS	DRIVER/NAVIGATOR	MARQUE	2	Z1	3	4	Z2	5	6	7	8	TOTAL	ZERO	ET
1	1E*	Marian/Fred DeBardleben	Datsun	0	0	3	7	0	6	3	7	4	30	(3.19)	-16
2	2E*	Wilt/Barbara Greenwood	Audi	1	3	3	51	0	4	4	2	1	69	(3.57)	-20
3	1U*	Alan Kassman+/Jennifer Lowe+	Chevy	0	0	16	12	0	54	107	60	2	251	(4.04)	-22
4	3E	Chuck Hoelzel/Chuck Edwards	VW	3	0	1	2	0	51	7	168	205	437	(2.71)	-8
5	2U*	G.Schwarztrauber+/E.Hamilton	Chevy	28	0	32	102	0	133	13	300	11	619	(3.06)	-11
6	4E	Bill/Chris Goodwin+	Datsun	1	0	2	50	0	300	0	300	22	675	(2.38)	-6
7	3U*	Beth/Bill Armstrong	Triumph	55	0	51	259	0	74	121	100	77	737	(2.92)	-10
8	4U-1Z*	Mike Williams/Fred Sherwood	Porsche	300	0	300	33	0	14	7	6	184	844	(2.06)	-1*
9	5U	Gerry Eberhard/Ralph Vawter	Capri	11	0	18	300	0	21	32	300	213	895	(3.39)	-17
10	6U	Pete Winters/Barbara Stout	Datsun	9	0	173	300	0	300	42	77	10	911	(2.99)	-11
11	7U	Len Wells/Tom Blot	Porsche	65	0	46	70	0	300	300	82	88	951	(2.15)	-2
12	8U	Scott Powell/Neale Dickinson	Datsun	38	0	152	300	0	300	4	90	98	982	(2.44)	-5
13	9U	Mike Castleberry/Bill Via+	Honda	31	0	300	102	0	450	0	89	16	988	(2.24)	-3
14	5E	Lewis Parsley/Bill Britton	Datsun	2	0	147	1	0	300	255	300	91	1096	(2.33)	-4
15	10U-1N*	Bob Gardner+/Jude Chensky+	Pontiac	106	0	245	300	0	76	20	300	52	1099	(3.52)	-19
16	11U	B.Westbrook/Baxter Phillips	Mazda	5	0	62	300	0	300	85	300	149	1201	(2.70)	-7
17	12U	Wanda/Clay Rowe+	Honda	34	0	285	239	0	300	136	300	31	1325	(3.11)	-14
18	13U-2N	Jack/Hunt Knight+	Triumph	41	0	281	300	0	300	2	300	159	1383	(2.75)	-9
19	14U-3N	Floyd/Beth Mills	Toyota	152	0	263	300	0	156	84	300	148	1403	(3.49)	-18
20	15U	Lale/Gordon Paterson	VW	300	0	300	300	0	52	300	67	232	1551	(3.11)	-14
21	16U-4N	Mary Cupp+/Don Groth	Saab	300	2	300	300	1	70	85	300	228	1586	(4.32)	-24
22	17U	Shirley Zonner+/Richard West	Datsun	14	0	300	300	0	300	96	300	281	1591	(3.09)	-13
23	18U-5N	Don Lakey/Doris Irvin+	Spitfire	175	0	300	300	0	300	300	300	127	1802	(4.06)	-23
23	6E	Dave McCall/Bill Edwards+	Datsun	1	0	0	1	0	450	450	450	450	1802	(3.68)	-21
25	19U-6N	Mike Newsome/Marvin Mills	Pontiac	300	0	283	300	450	300	300	270	242	2445	(--)	-25

WORKERS: Bill Gronning, Judy McGowan, Dave & Vickie Armentrout, Vivian Winters, Bill & Shelia Hunter, Art & Diane Wingo, Dick & Alice Jones, Gary Stout, Martha Dickinson, Toni Wells

POINT STANDINGS
As of April 30, 1977

OVERALL CHAMPIONSHIP

1. Wilt Greenwood	4600	22. Bill Armstrong	2050
2. Barbara Greenwood	4200	22. Pete Winters	2050
3. Lewis Parsley	4050	24. Marian DeBardleben	2000
4. Dave Mc Call	3850	25. Gordon Paterson	1950
5. Bill Britton	3800	25. Len Wells	1950
6. Judy Mc Gowan	3650	27. Bookie Westbrook	1900
7. Fred DeBardleben	3450	28. Libby Wilson	1850
7. Bill Gronning	3450	29. Diane Wingo	1750
9. Chuck Hoelzel	3250	30. Beth Armstrong	1650
10. Neale Dickinson	3150	30. Art Wingo	1650
10. Scott Powell	3150	32. Chuck Edwards	1600
12. Rob DeBardleben	2950	32. Shelia Hunter	1600
12. Peter Wilson	2950	34. Bill Enos	1400
14. Baxter Phillips	2550	34. Toni Wells	1400
14. Ralph Vawter	2550	36. Bill Hunter	1350
16. Mike Castleberry	2350	37. Charlie Hoelzel	1300
16. Barbara Stout	2350	37. Lale Paterson	1300
18. Tom Blot	2300	39. Richard West	1250
19. Dick Jones	2200	40. Gary Stout	1200
20. Ellen Hamilton	2150	40. Mike Williams	1200
21. Dave Armentrout	2100		

EQUIPPED CHAMPIONSHIP

1. Barbara Greenwood	3600
2. Bill Britton	3500
2. Lewis Parsley	3500
4. Dave Mc Call	3400
5. Chuck Hoelzel	3200
6. Bill Gronning	2800
6. Judy Mc Gowan	2800
8. Wilt Greenwood	2700
9. Fred DeBardleben	2500
10. Ralph Vawter	2400
11. Chuck Edwards	2200
12. Ellen Hamilton	2000
12. Peter Wilson	2000
14. Marian DeBardleben	1500
15. Tom Blot	1200
15. Len Wells	1200
15. Libby Wilson	1200

UNEQUIPPED CHAMPIONSHIP

1. Neale Dickinson	3300
1. Scott Powell	3300
3. Rob DeBardleben	2900
4. Bookie Westbrook	2800
5. Barbara Stout	2700
5. Pete Winters	2700
7. Baxter Phillips	2400
7. Ralph Vawter	2400
9. Dick Jones	2300
10. Mike Castleberry	2100
11. Ellen Hamilton	2050
12. Peter Wilson	2000
13. Beth Armstrong	1900
13. Bill Armstrong	1900
15. Bill Gronning	1800
15. Judy Mc Gowan	1800
17. Dave Armentrout	1600
17. Gordon Paterson	1600
17. Lale Paterson	1600

SPEED CHAMPIONSHIP

1. Dave Armentrout	1000
1. John Bergeron	1000
1. Wilt Greenwood	1000
1. Frank Keyser	1000
1. Baxter Phillips	1000
6. Mike Castleberry	900
6. Fred DeBardleben	900
6. Gordon Paterson	900
6. Richard West	900
6. Mike Williams	900
11. Bill Armstrong	800
11. John Blanchard	800
11. Tom Blot	800
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11. Barbara Stout	800
16. Martha Bartels	700
16. Dick Jones	700
16. Bill Lloyd	700
16. Dave Mc Call	700
16. Peter Wilson	700

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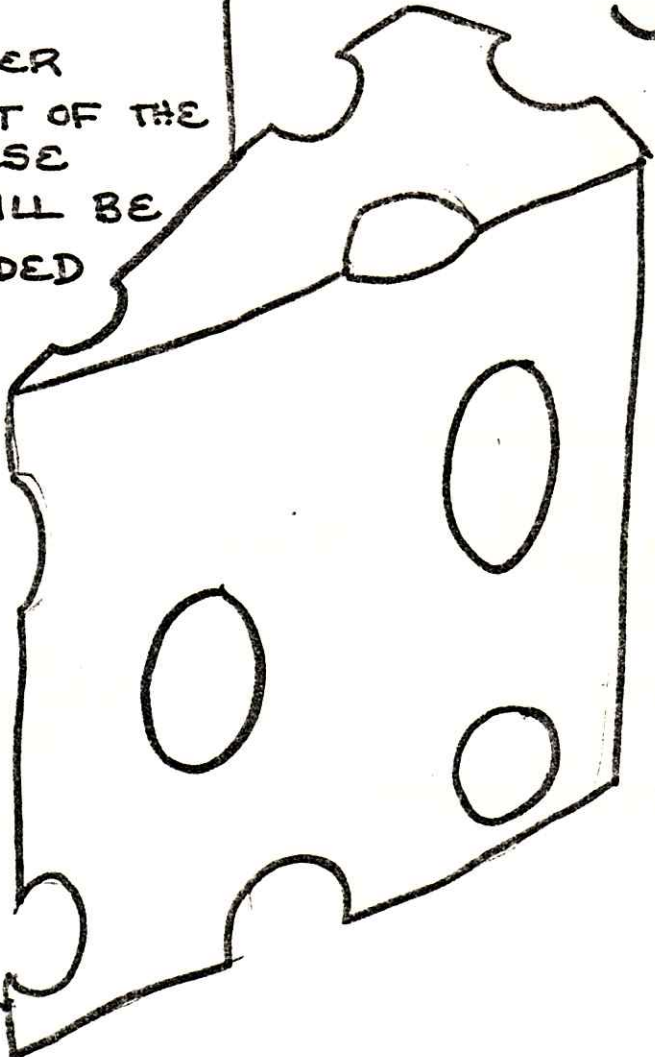


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