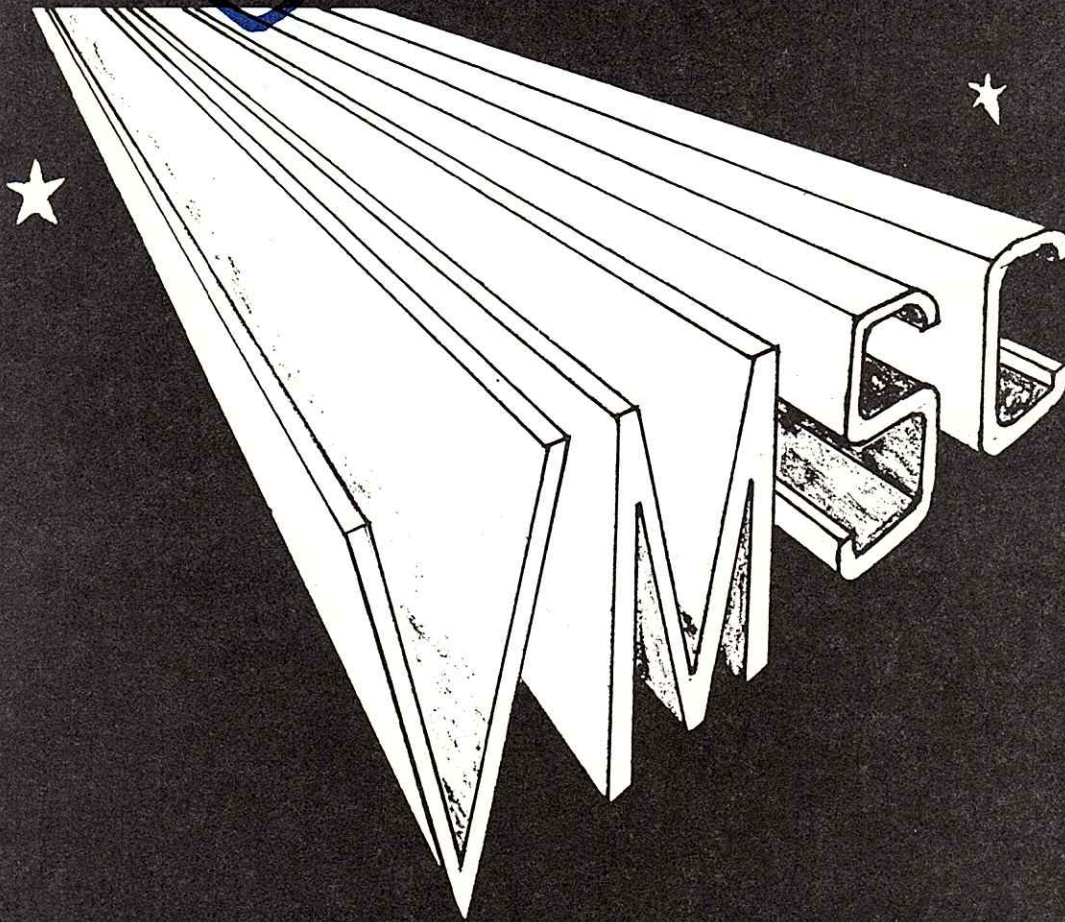




Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 25 NO. 2 FEB. 1979



THE SUPERSTAR IN RUN-A-CAR

IN THIS ISSUE :

**ARSENIC:
PREZ TALKS:
WHO'S NEW:
MORE:**

VMSC
ARSENIC & OLD SPICE
MOTOR SPORT CLUB

WELL, HERE IS #2. WE HOPE EVERYONE IS DOING WELL AND AREN'T LETTING THIS WEATHER GET THEM DOWN.

THIS ISSUE CONTAINS SOME OF OUR MATERIAL AND SOME SUBMITTED BY OTHER MEMBERS. WE THANK EVERYONE FOR HELPING US OUT WITH IDEAS, MATERIAL, ETC., AS THIS EASES OUR JOB CONSIDERABLY.

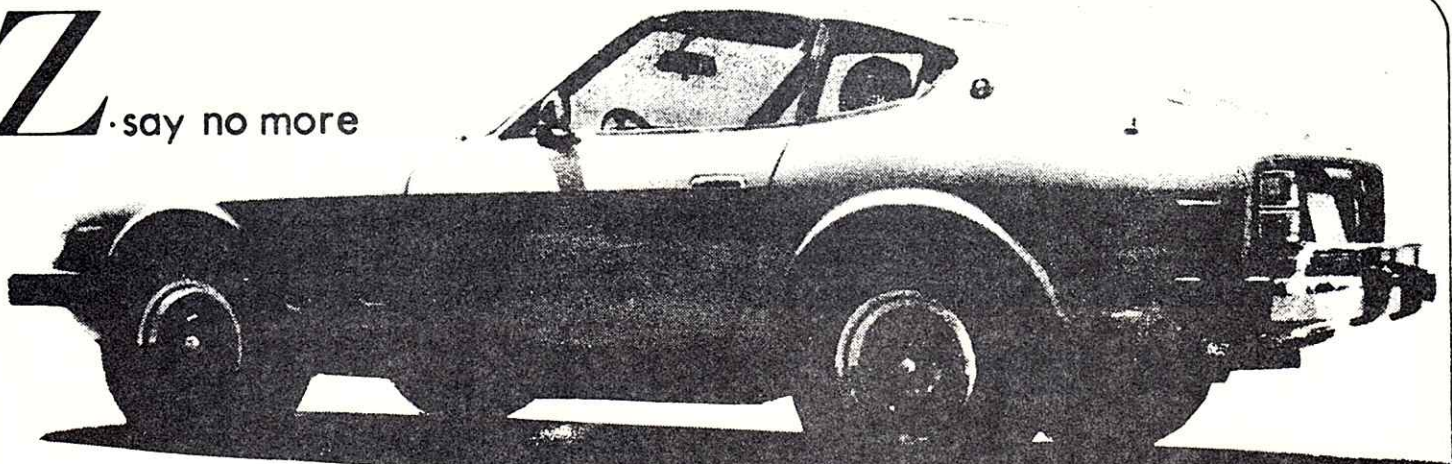
OUR RALLY REPORT THIS MONTH WAS WRITTEN BY DAVID MILLIGAN. HE AND HIS WIFE, BAY, ARE MEMBERS, AND DRIVE A TOYOTA (COMPETITION). WE ENJOYED THE REPORT, AND WE HOPE YOU WILL TOO.

JANUARY'S RALLY WAS PUT ON BY SHIRLEY AND RICHARD ZONNER. AS OD'S THEY STARTED THE RALLY AT 1:00 P.M. THIS WAS THE LATEST WE REMEMBER STARTING. AS A RALLY TEAM, WE REALLY LIKED STARTING LATER. WE HAD TIME TO EAT A LATE BREAKFAST, BEFORE, AND WERE READY TO EAT SUPPER, AFTER. ALSO WE DIDN'T HAVE TO RUSH AROUND AND GET ALL BENT OUT OF SHAPE TO MAKE AN EARLY REG.

WE REALIZE TOO THAT THE LENGTH OF SOME RALLIES REQUIRE AN EARLY START, BUT ON SOME OF THE SHORTER RALLIES WE WOULD LIKE TO SEE THE OD'S CONSIDER LATER STARTS.

YOUR EDITORS
ED AND EDETTE

Z say no more



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1979

FEBRUARY

1979

FUTURE

JANUARY

SUN • MON • TUE • WED • THU • FRI • SAT

MARCH

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

		☾ 10:4	☉ 11:12	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	☾ 10:20	☉ 11:26	.

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

FEB. 15

MONTHLY MEETING AT GATEWAY APARTMENTS. 8:00 P.M.

FEB. 25

RALLY OD'D BY LEWIS PARSLEY. SEE FLYER THIS ISSUE

APR. 7-8

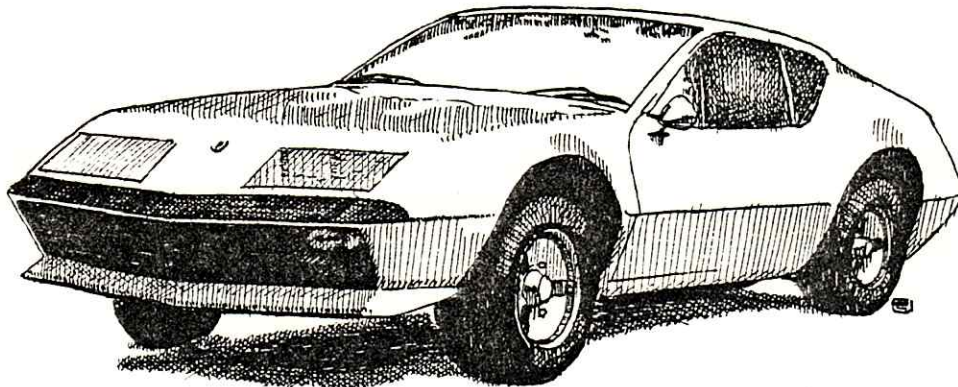
BRM RALLY RUN IN WEST VA. MORE DETAILS LATER

TENTATIVE

THE BAD TASTE RALLY. CERTS ISSUED AS NEEDED. MORE DETAILS NEXT ISSUE.

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PREZTALK

MORE APATHY

MUCH TUMULT AND FUROR HAS BEEN MADE IN THE PAST FEW YEARS, ABOUT CLUB APATHY, LACK OF PARTICIPATION, & FAILURE TO GET AND KEEP NEW MEMBERS. APATHY IS AN ALMOST IMPONDERABLE PROBLEM WITH A MYRIAD NUMBER OF QUESTIONABLE SOLUTIONS. AFTER WEEKS OF CONSIDERATION, WEIGHING EACH ALTERNATIVE, & JUDGING THE MERITS OF EVERY PROPOSAL, I HAVE FINALLY DECIDED WHICH DIRECTION IS BEST FOR THE CLUB AS A WHOLE. THERE MAY BE SOME WHO WILL THINK OF MY ANSWER AS TOO DRASTIC, BUT IF YOU WILL REFLECT ON IT AWHILE, I FEEL YOU WILL FIND IT TO BE A VIABLE DECISION. I SPEAK, OF COURSE, OF INSTATING THE DEATH PENALTY FOR NON-PARTICIPATION. IT MAY DISCOURAGE A FEW PEOPLE, AT FIRST, BUT IT WILL LEAVE US WITH A HARD-CORE, ELITE GROUP AROUND WHICH WE CAN BUILD AND EXPAND. AS A MATTER OF FACT, MY PROPOSAL HAS BEEN SO THOROUGHLY, AND PAINSTAKINGLY THOUGHT OUT, THAT THE ONLY REAL QUESTION REMAINING IS THE MANNER OF IMPLEMENTATION, AND EXECUTION. IN YEARS PAST WHEN THE TREASURY WAS NOT AS SOUND AS IT IS AT PRESENT, I WOULD HAVE SUGGESTED A PUBLIC HANGING; EFFECTIVE AND ECONOMICAL. HOWEVER, WITH OUR COFFERS VIRTUALLY OVERFLOWING, IT OCCURRED TO ME THAT A LITTLE SHOW-BIZ FLASH AND DASH MIGHT ENLIVEN THE FEASTIVITIES. WITH THIS IN MIND, I HAVE CONTACTED A LOCAL CARPENTER WHO IS IN THE PROCESS OF CONSTRUCTING AN OFFICIAL VMSC GUILLOTINE, RESPLENDENT IN THE CLUB COLORS WITH THE CLUB LOGS ON THE BLADE. I TRUST I HAVE THE FULL BACKING OF THE MEMBERSHIP AS I CONTINUE TO STRIVE TO IMPROVE THE CLUB THROUGHOUT THE YEAR.

YOUR PRESIDENT
DICK JONES

WHO'S NEW

A new member to our club is Marshall Campbell. He's young, single, and works for Lawrence Chrysler-Plymouth. He owns a '74 Dodge Challenger and a '65 AMC Rambler. He ran the January Ralley and has Autocrossed locally and raced at the Richmond Dragway. He says he wants to get involved in club activities and meet others who are interested in cars. Well, Marshall, you've come to the right place! Hope to see you at more of our coming events.

Marshall Campbell 270-5475
9122 Huron Ave.
Richmond, Va. 23229

Also new to our club are Bill & Judy Chvala who have joined because they enjoy ralleying. That's obvious, they have ralleyed with the SCCA, NCCA and others and have trophied. You may have noticed them on the January Ralley also, being hard to miss in a '79 Porsche 928. They could have driven thier '79 Olds Wagon, or thier '72 Vett or thier '57 Olds 98. Well, maybe we'll see those at the Autocrosses this summer: The Chvalas have Autocrossed and put on Autocrosses and Ralleys. This pair looks like an active couple so let's make them feel welcome. Bill also owns Swan Inc. which is obviously doing well whatever it is.

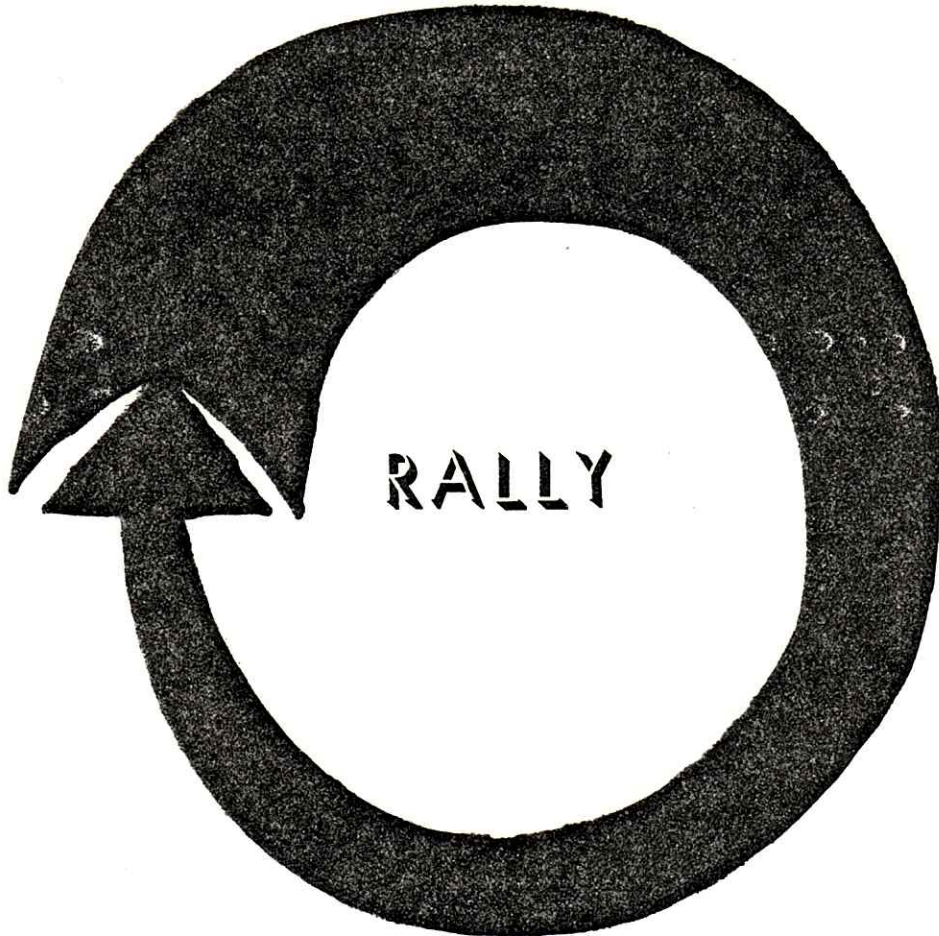
Bill & Judy Chvala 794-4813
2900 Vistapoint Rd.
Midlothian, Va. 23113

Note--there is a little known rule of the club entitling the Editors of Checkpoints to road test the car of our choice belonging to any new member. Bill & Judy, we pick the 928.

Ed & Edette

V.M.S.C.

PRESENTS



FEBRUARY 25, 1979

STARTS:

Eastgate Mall
Laburnum Ave and
Nine Mile Road
Richmond, Va

PRICE: \$6.00

MAKE CHECK PAYABLE TO "VMSC"

REG: 11:45A_m - 12:45 P_m

F.C.O. : 1:01P_m

to register: call or write

LEWIS PARSLEY

5616 Indigo Road

Richmond, Va 23230

(804) 285-4301

C. S. RALLY, JANUARY 28, 1979

A SUSPICIOUSLY SIMPLE SET OF GENERALS (THERE MUST BE A TRAP THERE SOMEWHERE), INTRODUCED THE FIRST VMSC RALLY OF 1979. COMBINED WITH THE LATE STARTING TIME (1:00 P.M.) I EXPECTED A FAIRLY ENJOYABLE DRIVE THROUGH THE COUNTRY. ANTICIPATING THE LOW PRESSURE, MY REGULAR NAVIGATOR, WIFE BAY, TOOK TEMPORARY LEAVE, AND A FIRST TIMER TOOK OVER THE STEVENS. A FEW DAYS OF MILEAGE CORRECTION, AND VOCABULARY DRILLS, AND WE WERE READY.

THE DAY DAWNED; SNOWY. NO MATTER, THE LATE START TIME ALLOWED THE WEATHER TO SETTLE DOWN. IN THE FACE OF A FRIGID WIND A GRATIFYINGLY LARGE TURNOUT HEADED FOR COFFEE AT MAC'S IMMEDIATELY UPON REGISTRATION. OF COURSE, CARS WERE ON THE LINE AT THE APPOINTED TIME.

COURSE FOLLOWING WAS INITIATED ENTIRELY THROUGH THE USE OF TULIPS. QUOTED MATERIAL FROM SIGNS ADDED A NICE TOUCH ESPECIALLY LAST SECOND SIGNS LIKE "ESSO" WHICH WAS ABOUT 8" LONG ON AN OLD GAS PUMP. SPEEDS WERE BRISK ENOUGH TO MAKE "CATCH UP" DIFFICULT BUT WITH EASY COURSE FOLLOWING AND WELL CHOSEN ROADS (NO DIRT) THE RALLY WAS SAFE AND ENJOYABLE.

TRAPS WERE OF THE TYPE THAT RELIED ON WINTER BRAIN DORMANCY, AND THEY WORKED. ALL DEALT EXCLUSIVELY WITH TIMING RATHER THAN COURSE FOLLOWING, AND WERE WELL FOUNDED IN THE GENERALS.

THE FIRST LEG TRAP KEYED OFF THE FREE ZONE WHICH TYPICALLY FOLLOWS THE ODO CHECK. NRI#1 ALLOWED EXACTLY 30 MIN. TO COMPLEAT THE INSTRUCTION WHICH INCLUDED THE FREE ZONE; SOME RALLYISTS EXPECTEDLY BEGAN THE FREE ZONE AT THE 30 MIN. INTERVAL.

THE SECOND TRAP WAS THE PANIC VARIETY. IF YOU HAD CONFIDENCE IN YOUR MILEAGE, FINE. OTHERWISE YOU'D FIND YOURSELF SET UP BY A PREVIOUS INSTRUCTION. AT CHECKPOINT ONE, WE SAW THE INSTRUCTION "PAUSE .25 MIN. CHECKPOINT WITHIN .10 MI." THE SECOND CASE WAS SIMILAR BUT CONTAINED A MARGIN MILEAGE AND SAID "PAUSE .25 MIN. CHECKPOINT WITHIN .20 MI." , ONLY THIS TIME THE CHECKPOINT WAS .2 MI. BEFORE THE INSTRUCTION, NOT AFTER IT.

THE NEXT TWO LEGS WERE STRAIGHTFORWARD WITH JUST ONE (WOULD HAVE LIKED TO HAVE SEEN MORE) USE OF PRIORITY #2 , FOLLOW BY NUMBER. A DIY LEG WAS PRECEDED BY A QUICKY LEG OF .17 MIN. SOMETIME ASK ME WHAT HAPPENS ON A LEG WITH OET OF .38 MIN. WHEN YOU FORGOT YOU HAD COURTEOUSLY PULLED .19 MIN. PAST THE PREVIOUS START MARKER.

FINALLY, THE TRAP OF THE DAY CAME ON THE DIY LEG WHICH WAS MERELY A 20 MILE DRIVE DOWN RT. 6, TOWARD RICHMOND. AS BRAINS WERE FADING TO THE HUM OF THE ENGINE, WE NEVER KNEW WHAT HIT US. I'VE SEEN THE TRAP BEFORE IN OTHER FORMS. THE INSTRUCTION GAVE A MILEAGE, SIGN CONFORMATION, AND READ "DIVIDE YOUR CURRENT AVERAGE SPEED BY 2". NO PROBLEM, JUST WORK IT INTO THE CALCULATIONS, RIGHT? NO. CAS WAS NOT INVOLVED: THE INSTRUCTION WAS A MEANINGLESS CALCULATION.

WHAT A WAY TO END A SWEET LITTLE RALLY. C.S.

DAVID MILLIGAN

Name of Event C. S. Rally # of Entrants 29 @ \$6.00. Date of Event January 28, 1979

O.D.'s Shirley* & Richard* Zonner Helpers Toni Wells*, Butch Cobb*, Linda Wilbourne, Bookie* & Lori Westbrook, Bill Armstrong*, Mike Newsome*, Jenny White*, Alice Jones*, Dave* & Vickie* Armentrout, Bonnie Hamlet

O/A	Class	Car Pos'n #	Make	Driver	Navigator	CONTROLS						TOTAL
						1	2	3	4	5	6	
1	1E+	15	Honda	W.Greenwood*	M.Castleberry*	1	1	2	2	1	1	8
2	2E	11	Datsun	D.McCall*	B.Edwards	3	2	0	2	2	0	9
3	3E	12	VW	C.Hoelzel*	C.Hoelzel*	1	4	0	2	3	1	11
4	4E	13	Datsun	L.Parsley*	B.Britton*	2	3	5	2	2	1	15
5	5E	2	Honda	M.Debardel- eben*	F.Debardele- ben*	1	4	4	5	1	2	17
6	1U+	3	Honda	G.Stout*	R.Jones*	3	4	21	6	2	6	42
7	6E	4	Datsun	S.Powell*	J.Becker	72	13	6	8	0	0	99
8	2U+	17	MGB	R.Vawter*	B.Foley*	9	18	15	38	22	20	122
9	3U+	6	Honda	C.Brown*	B.Stout*	30	19	20	4	32	20	125
10	4U	7	Toyota	F.Mills*	B.Mills*	42	20	47	38	20	14	181
11	7E	1	Ford	C.Young*	L.Young*	65	27	42	6	13	40	193
12	5U	25	Honda	P.Wilson*	L.Wilson*	62	51	12	36	18	16	195
13	8E	10	Ford	L.Wells*	T.Blot*	3	3	0	2	0	200	208
14	6U	22	Fiat	G.Moser	M.Moser	46	26	19	46	13	78	228
15	7U1N+	18	Mazda	V.Massengill*	R.Lloyd	52	7	93	12	1	83	248
16	8U	5	Datsun	C.Dabney	C.Dabney	50	42	40	40	64	5	261
17	9U	19	Toyota	D.Milligan*	P.Shaw	4	29	8	10	19	200	270
18	9E	8	Porsche	B.Chvala*	J.Chvala*	102	14	25	10	120	2	273
19	10U	20	Datsun	L.Wells*	S.Hunter*	181	0	55	39	41	29	345
20	11U	21	Datsun	P.Winters*	C.Broughton	8	73	58	6	8	200	353
21	12U	24	Honda	G.Eberhard*	R.West*	124	45	50	17	19	106	361
22	13U2N	30	Toyota	S.Showalter	R.Smith	200	57	61	103	3	103	527
23	14U3N	23	Mercury	S.Haas	J.Godfrey	179	97	13	158	12	200	659
24	15U4N	31#	Plymouth	A.Biliter	K.Burroughs	200	69	144	89	51	173	726
25	16U5N	9	Ford	A.Armentrout*	R.Wagner	200	142	4	78	112	196	732
26	17U6N	28	Buick	J.Belfield	S.Klostermeyer	200	70	143	200	4	200	817
27	18U	16	Honda	R.Guye	K.Jenkins*	111	69	72	136	91	500	979
28	19U7N	14	Dodge	F.Biliter	M.Campbell*	76	500	200	200	162	200	1338
29	20U8N	29	MGB	S.Young	E.Snead	81	167	200	500	0	500	1448

Off. Pre-check: Bookie Westbrook and Bill Armstrong. Unoff. Pre-check: Dave Armentrout and Clay Rowe. + Trophy. * VMSC. # Ran as car 18.

Report of the Competition Committee
Protest on the C. S. Rally - 1-28-79

Leg 1 was protested by a contestant who felt that the entire NRI 12 should be executed at its marginal mileage of 10.84 and that the 30 minute odometer check zone should end at that mileage. In the contestant's opinion, the 0.50 mile free zone in NRI 12 was not executable "at" mileage 10.84, particularly since the instruction mentioned the existence of this free zone, but gave no specific directions that it should be traversed.

The committee's opinion: It has been sufficiently established by previous rally usage upon which traps have been based, that the construction of NRI 12, in which the free zone mentioned in the instruction was to be observed as part of the action taken to execute the instruction, was correct. Since the mention of the free zone preceded the direction to CAS 40, the free zone of 0.50 miles was correctly traversed before the speed change.

The protest was disallowed by unanimous vote.

(Note: The Committee deliberated upon only that portion of the protest which had been submitted within the one-hour time limit. The additions and alterations made by the contestant after the protest time limit had expired were not considered.)



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MIKE NEWSOME

746-5538

¢ R E W A R D ¢

CHANGES TO THE COMPETITION REGULATIONS AS OF JANUARY 18, 1979

Delete all of sections 14C and 14D. Delete all of section 14B after "...shall be eligible."

Add to section 14B:

All CERs which have been handed in by contestants in a given rally shall be considered in the evaluation of that rally.

Add section 14C:

Method: A total score for each CER will be calculated. Of the individual CER totals, the top and bottom ten per cent (10%) in numerical count, rounding down, will be dropped from inclusion in the calculation of the average CER score. (For example, if there were 35 CERs handed in, the 3 CERs with the highest totals and the 3 CERs with the lowest totals would be dropped.) The remaining CER totals will be averaged as a CER score for the rally.

Add section 14D:

Administration: All of the CERs for a rally shall be sent to the Secretary with the rally results. At the end of the year, the President shall designate a club member to tabulate the results from the individual CERs. The President shall also appoint a second club member to audit the results. The rally with the highest average CER score shall be determined "Rally of the Year". The results shall be calculated and forwarded no later than January 4.

Add to section 13:

CERs will also be used to determine "Rally of the Year".

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 knives 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.

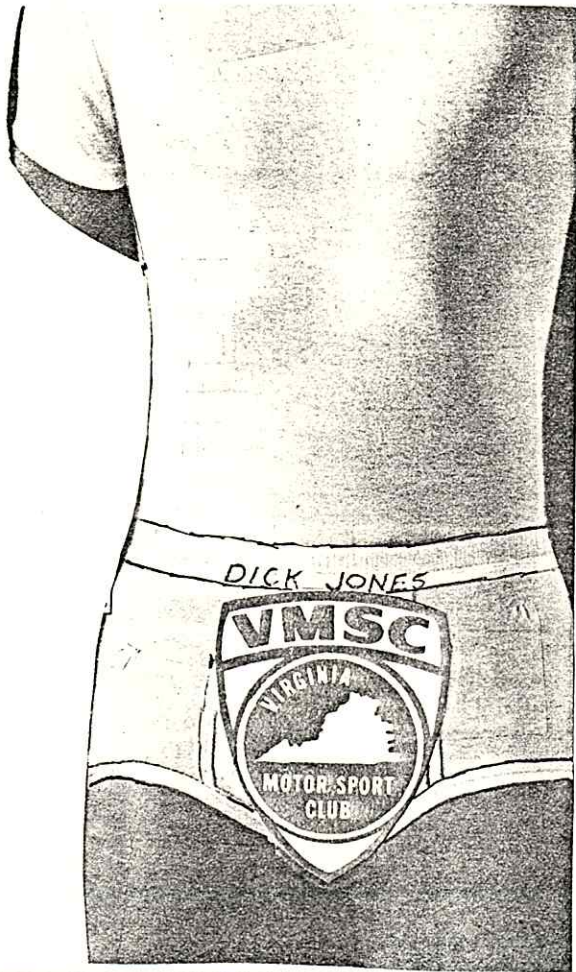


TRIUMPH

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



ODE TO AN UNDERWEAR SALESMAN



FIRST YOU SOLD T-SHIRTS
SHORT SLEEVED TO START
THEN SHIRTS WITH LONG SLEEVES
WE TOOK THEM TO HEART.
NEXT SERIES 3 T-SHIRTS
WERE SWEEPING THE LAND
AND SUPPLIES COULDN'T QUITE
KEEP UP WITH DEMAND.
NOW SWEATSHIRTS AND JACKETS
HAVE COME ON THE SCENE
OUR COFFERS, THE JINGLE
A TREASURER'S DREAM!
AND SO, THIS "BRIEF" TOKEN
FROM SOME OF YOUR FANS
TO VMSC'S OFFICIAL
"UNDERWEAR MAN"

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HUNTER

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