



# Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME XVII

NUMBER 7

July, 1972

## ANNOUNCING:

- JULY 20 VMSC regular monthly meeting, 8:00 p.m., back room of the Hickory Hearth Restaurant at Holiday Inn North. Slides of the Diminutive Daytona III autocross and the Lay of the Land rally will be shown. Social hour with refreshments available after meeting.
- JULY 22/23 Watkins Glen, CanAm and 6-hour races.
- JULY 22/23 VIR, SCCA closed race. If interested in working this event, see Tom Van Auken.
- JULY 23 PMSC autocross at Green's Raceway, Disputanta VA. Details at the meeting, or call Mike Castleberry.
- JULY 29/30 SCCA National Rally, the Virginia Reel. For information call Mike Castleberry or Wilt Greenwood.
- AUGUST 8 Albemarle Andiamo Sports Car Club picnic rally.
- AUGUST 12 SCCA Divisional Rally, the Colonial Trail.
- AUGUST 17 VMSC regular meeting followed by a night rally OD'd by Tom Blot and Chris Young.
- AUGUST 27 VMSC picnic rally, OD'd by the Greenwoods.



"NEXT THING YOU KNOW, MY MORGAN  
WILL GET TERMITES...."

This month we begin the second series of articles of general interest to Checkpoints readers. This series came about as a result of a public welfare program designed to rehabilitate surplus teachers into other, less crowded and more lucrative fields. A local group of history professors are being introduced to an occupation in which, it is hoped, they will be useful and contented, i.e., that of professional checkpoint workers. As one step in the training process, in an attempt to tie together the old job and the new, the group was assigned a series of papers, to be entitled "Rallying Through the Ages." Here lies the first of these articles:

### Rallying in the Ancient Near East

Though the earliest origins of the sport are lost in the depths of time, presumably rallying did not begin until the arrival of the wheel about 3500 B.C. It is also uncertain as to the exact area where rallying began, but the smart money is on Babylonia, an area just north of the Persian Gulf between the Tigris and Euphrates Rivers.

The earliest chariots were quite primitive, with wheels of split logs fastened together with pegs or primitive spoked wheels made of bundles of thin saplings. These wheels had a tendency to fall apart, thereby adding spice to any excursion. Early motive power was supplied by wild asses; a thousand or so years later, the not so wild horse became popular. However, the ass remained the sworn by (and at) mode of motion for the old faithful. Many were the post-rally discussions on the superiority of horse vs. ass-power. Of course there were the devotees of more exotic machinery, drawn by camels or gazelles, but these were not serious competitors.

Rallying itself began out of necessity. The Tigris and Euphrates flooded at irregular intervals, destroying the old byways and creating new landscape. After the floods had subsided, the first person to find it necessary to go to another city had to make up his own route. As he went, he noted down landmarks, thereby becoming an O.D. When he got back from his journey, these notations were formed into regular route instructions for the benefit of others. The status quo was maintained as long as everybody was happy with these boring but effective instructions. At some point or another, however, some wise guy thought it would be fun to put a time limit on each journey, just to make things interesting. Even this wasn't enough, though, because it was still fairly easy to get there and back in the allotted time.

It wasn't long before difficult-to-see route signs and priorities were quite normal. "Right before Sennacherib's Temple" and "Straight at second ziggurat" took the place of the earlier clear directions.

The Egyptians had their own version, laid out on the Nile tributaries in the Delta region, with barges as vehicles. Here there was the extra

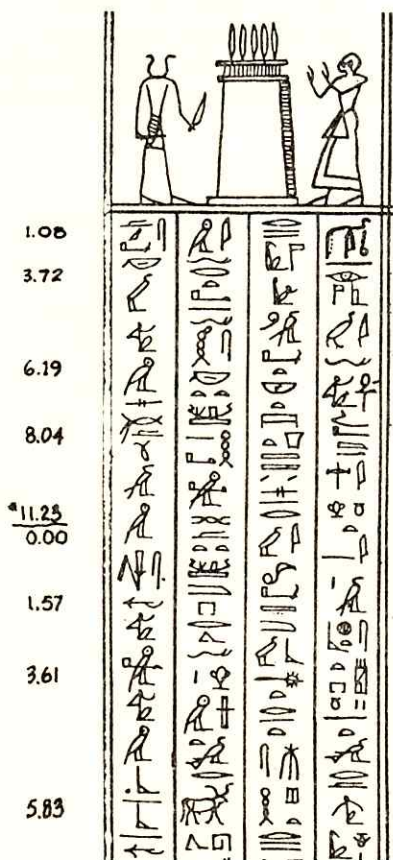


Figure 1: Egyptian Route Instructions

course hazard of crocodiles. The navigator usually spent more time appeasing the beasts with bits of fish than he did in course following.

The ancients were used to thinking in grandiose terms and their rallies were laid out accordingly. Competitors thought nothing of travelling weeks just to enter an event and often spent months on the rally itself. The longest off-course excursion on record was made by the Jews wandering around in the desert. It took them forty years to get to the last checkpoint.

As the years went by, equipment improved, and as soon as someone invented arithmetic, calculation was introduced. There was, however, a strong movement by the Babylonians to restrict everyone to seat-of-the-tunic; they claimed the Egyptians had an edge because they used papyrus rather than clay tablets.

Great civilizations all fall, however (the debate goes on as to whether rallying contributed to the collapse), and the sport was lost to man for a time until the Romans rediscovered it.

Next month: Rallying around Rome  
or,  
All roads lead to the boonies.

Checkpoints is the monthly publication of Virginia Motor Sport Club, Inc. It is mailed free to members; subscriptions to non-members are \$1.50 yearly. President, John T. Chehaske, 7504 Woodley Rd., Richmond VA 23229. Editors, David and Kathi McCall. Send all contributions to 3427 Stuart Ave., Richmond VA 23221, or call 353-7184. Deadline for material is the first of each month.

#### Mutterings

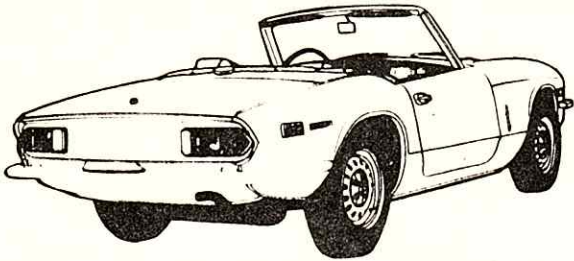
Conspicuously absent this month are the results of the Corvette Club Autocross/VMSC points event held at Friedman-Marks on June 25th. I misplaced them just before we went to press - three slaps on the wrist with a wet stopwatch cord for me. We will have the results next month. The event itself was quite well run. The course was tighter and more twisty than I had imagined it would be; definitely a course for small nimble cars, as shown by Tom Van Auken's FTD in the Lotus.

Some rapport seems to have been established, as witnessed by the large turnout of 'vettes at the "Flying Dutchman." Good things are happening on the autocross scene.

The guest editorial this month is not an unsolicited article. We felt that maybe a person new to both rallying and VMSC, who was obviously active and interested would have interesting ideas. Judge for yourselves.

**E.G. Bradley**

**Triumph Spitfire**



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**Brad Peaseley**

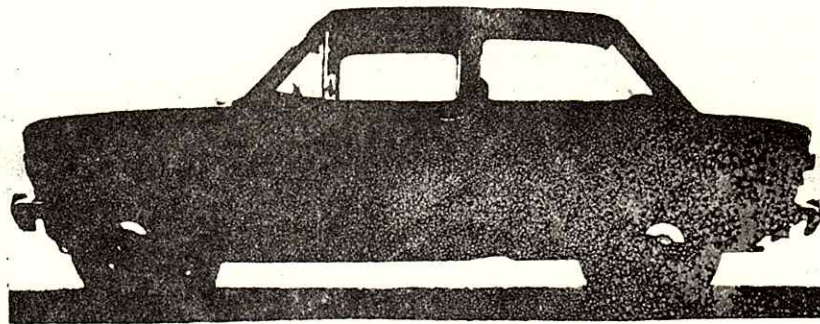
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## "The Flying Dutchman"

How do you write up an autocross? Well, even though it's not quite as easily described as a rally, we should do it more often for "the sake of the sport." After all, we did attract 67 entries for an afternoon of very close and heated competition.

I'd like to cast a vote first for the location, since I think we attracted more than the usual number of bystanders who appeared fascinated with the sport. I spent about a half hour with a family from Florida who stopped off to watch while on vacation and carried away some home movies of such notables as Castleberry and Whitehead whose heat was in session (or should I say "who were in heat?").

Maybe a novel approach for an autocross article would be to describe the course turn for turn as if it were a race course. This would give beginners and old hands who missed the event (for shame!) an idea of what it's all about. Of course my description will be for an "oft maligned but tried and true alseran TR-4."

At the flag you drag race straight for the first gate then cut hard left but with your foot still to the floor. Shift to second at about 40 mph and cut back hard right to make a gate on the left sideline and keep accelerating to about 50 where you must hit the brake to slow to about 30 for a sweeping right turn at the end of the lot. Braking should be just at this gate because the combination of a heavy dip and sweeping turn make it impractical to brake in the turn. This sweeper can be taken with a little throttle but at the end of the sweeper you must set up for a long fast slalom of about 6 pylons. These were perfectly placed to allow a challenging and not too tight run through.

At the end of the slalom a sharp right turn along with a dip in the lot combined to make the worst part of the course for me. Each run I tried to go too fast on this portion and got out of shape for the next series of gates, which offered the most challenging part of the course. If a little discretion had been used in the previously mentioned right turn, then the next three gates could be taken foot to the floor. As originally conceived these gates covered the long end of the lot rectangle and would have allowed about 65 mph at the end. The O.D. wisely set one gate offset masochistically to the right and made this series of gates a blast. For me this portion of the track resulted in the wildest series of four fishtails I have ever experienced (in front of witnesses anyway) on my second run and a complete spinout on my third.

This portion of the course leads back to a repeat of the sweeping righthander, this time at about 50-55 mph (before braking) and then the slalom, the sharp dipping right, and a stop garage.

As for results, Bob Williams ran away with FTD and A Modified; Tom Van Auken took second overall and first in club in his fast Lotus Elan. Brad Peaseley took A Stock in his tangerine 911 with new shoes. Bob's wife Mazie took Ladies' A in their bright blue 1293 Mini Cooper S. Charmain Jordan took Ladies' B in a Sprite and looked mighty pretty doing it. Somehow in spite of errors I hung on to win B Modified in the aforementioned black blunder. Dick Hager took E Stock in his 356B Bathtub and both Mark Dominey and Mac Buhrman had fine runs, Mac winning G Stock.

John Sheally was spectacular breaking a wheel in his Mini Cooper and just missing the fence.

Congratulations to Tom Van Auken and Chuck Hoelzel for a well planned and run event. Special thanks to Chuck's youngsters for their efforts at the lemonade stand and in policing the grounds after the event.

John Bergeron

"The Flying Dutchman" Autocross  
July 9, 1972

	Place	Driver	Club	Car	Time
A/M	1	B. Williams*	PSCC	Cooper S	43.6 (FTD)
	2	T. Van Auken	VMSC	Lotus Elan	45.8
	3	T. Stanley		Lister Corvette	47.5
	4	J. Sheally	TACH	Cooper S	49.9
B/M	1	J. Bergeron*	VMSC	TR-4	49.3
	2	D. Vogel*	PMSC	Sprite	49.6
	3	J. Jennings		Sprite	49.9
	4	D. Jerrell	PMSC	Sprite	50.0
	5	Len Brion	PMSC	TR-4	50.2
	6	Larry Brion	SCCA	TR-4	DNF
C/M	1	B. Johnson*		Alpine	54.5
	2	G. Atkinson*	VMSC	A-H 3000	55.0
	3	D. Preston	VMSC	Austin 850	56.2#
	4	D. Weir		VW	56.2#
	5	K. Koslow	VMSC	Datsun 510	59.4
A/S	1	B. Peaseley*	VMSC	911-S	48.0
	2	M. Dominey	PMSC	Lotus Elan	49.0
	3	W. Greenwood	VMSC	914-6	49.5
B/S	1	T. Christmann*	CCR	Corvette	50.1
	2	J. Barrett*	CCR	Corvette	52.0
	3	K. Park	CCR	Corvette	52.5
	4	S. Bracken	CCR	Corvette	53.5
	5	D. Pratt	CCR	Corvette	53.6
	6	R. Parker	CCR	Corvette	54.2
	7	J. Maye	VMSC	Corvette	56.4
	8	L. Ballou	CCR	Corvette	58.2
C/S	1	S. Lasser*	PCA	914-4	49.9
	2	L. Craft		914-4	50.6
	3	J. Atley		914	51.9
	4	J. Madsen	PCA	914	52.4
D/S	1	J. Rowe*	VMSC	Spitfire	56.6
	2	W. Johnson	PMSC	240Z	56.8

E/S	1	D. Hager*	VMSC	356B	51.1
	2	B. Hollinger*	VMSC	A-H 3000	51.2
	3	R. Bryan		Alfa	54.2
	4	S. Martin	VMSC	Corvaair	54.6
	5	R. Hall		Alpine	57.2
F/S	1	D. Jordan*	SCCA	Datsun 510	52.5
	2	B. Whitehead*	VMSC	Pinto	52.9
	3	M. Castleberry	VMSC	Datsun 510	53.8
	4	Ray Hall	PMSC	Vega GT	54.5
	5	L. Craft		Audi 100LS	54.8
	6	J. Chandler	VMSC	Datsun 510	55.3
	7	G. Field	VMSC	Cortina	56.2
G/S	1	M. Buhrman*	PMSC	VW 1500	50.5
	2	D. McCall	VMSC	SAAB	52.8
	3	L. Small	VMSC	SAAB	53.0
H/S	1	S. Speaks*	CSCC	Camaro	51.3
	2	C. Alligrant*	PMSC	Mustang 2+2	51.5
	3	P. Wallace*	PMSC	Mustang	53.0
	4	J. Chehaske	VMSC	Javelin	54.1
	5	C. Richards jr.	VMSC	Camaro	54.8
	6	C. Richards III	VMSC	Camaro	57.1
	7	D. Jones	VMSC	Camaro	57.6
	8	G. Dixon	PMSC	Pontiac	1:03.3
	9	A. Weinstein	VMSC	Mustang	DNF
L/A	1	M. Williams*	PSCC	Coopers	48.5 (.963)
	2	B. Greenwood	VMSC	914-6	58.1 (.846)
	3	C. Moss	CCR	Corvette	1:06.9 (.748)
L/B	1	C. Jordan*	SCCA	Sprite	56.4 (.977)
	2	P. Johnson	PMSC	240Z	58.4 (.971)
	3	B. Bartholemew		914-4	54.0 (.947)
	4	M. Hambright	VMSC	MGB	1:03.8 (.841)

\* denotes trophy winner

# tie broken on basis of second fastest run

A Novice's Approach  
or How to appear naive without really trying

They say hard work brings success, which brings promotion, which only brings more work. Thus, after moderate success as a rallyist I am writing this at the request of our editors, to expound the neophyte's view.

When I entered the rallyist's world, I thought it would be fun. I figured on a nice drive through a beautiful autumn countryside, plenty of chrome a'sparkle, classic or even vintage cars to admire, and companions with whom to share some form of vicarious enthusiasm. I also love competition, so like every other novice, I foolishly believed that we would do well, or at least finish honorably. Last November introduced me to reality. I found instead a cold, windy day, a small showing of cars, and an impossibly difficult set of landmarks. Well, I was told to ignore that one so I did. Then came Mind-Bender, an interesting experience in an unfortunate setting. Well, so much for history....

Since then I have lost some of my enthusiasm. Why? Well maybe it is because my innocence was dispersed too rapidly. But who wants to spend an afternoon getting frustrated? I have found that most rallies are tiring to my body, frazzling to my nerves, and damn hard on my car. If I wanted to spend an afternoon driving I could do it better by myself. So I look for the enthusiasm, sparkle, color, companionship, and competition to make up for the wear and tear. But where is the enthusiasm when everyone is so competition-oriented that only a few people smile at registration? Where is the sparkle and color in a dirty sedan or a rusty roadster, or in enough dirt roads that my green looks like a tricolor and dust jams my horn? Where is the companionship when I only see one or two other cars all afternoon, all going the other way? And where is the competition when only a lucky glance in the right direction reveals a landmark? Or when four out of ten checkpoints are thrown out because of avoidable mistakes?

A few suggestions then: First, let us make our rallies such that we can follow them, so that the winner is actually determined by skill and diligence. I will admit to having made many mistakes, and maybe I should be thankful for our two successes (2U in M-B, 4U in Tyro), but we have spent many hours perfecting our system, both hardware and ideas, and we feel there is something wrong when we can do this well at times yet at other times find ourselves totally out of it. Not just maxing one or two, but not even finding the first one! Priorities are fun and interesting. Tests of logic and reasoning power are challenging. Tests of observational power are not only frustrating but dangerous. Maybe the simple rally with a string of Tr3's winding down a road, trying to arrive on time, the old T = D/S rally with most cars on course doesn't exist except in our imaginations. If



this is the case it is a shame fo we have lost a heritage.


Second, lets make them safer. Many times I have gotten carried away in the excitment and driven too fast trying to make up time. I am sure others have done the same thing. I'm not advocating making everything easier, but lower speeds and fewer cars off course naturally will mean less "Porsche 917 at LeMans" and therefore a lower chance of a shunt. Also, more obvious landmarks will mean less rubbernecking and therefore more eyes on the road.

Third, lets clean up our cars. After all that's what the public sees, not our Xerons, priorities lists, or new math. If we want more public support lets make our rallys the spectacles they can be.

Fourth, lets make them enjoyable. If any of you have ever seen the idiots in the green Fiat running a rally with their top down, that's us. It doesn't creat any problems and it is a hell of a lot of fun. I recommend it.

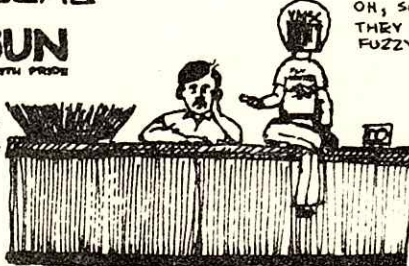
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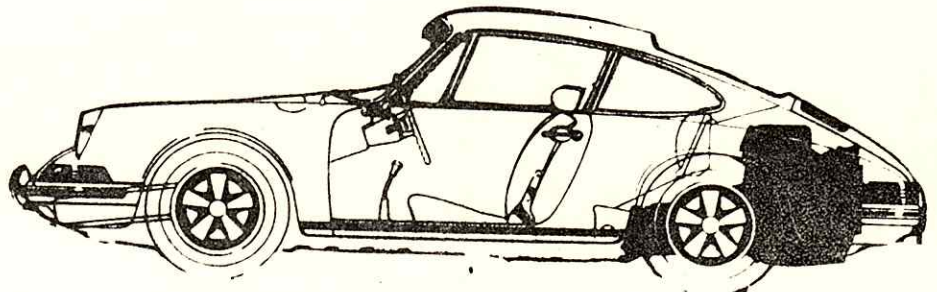
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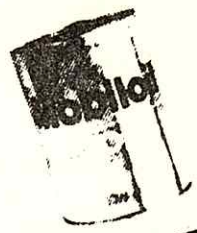
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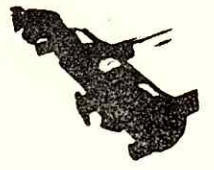
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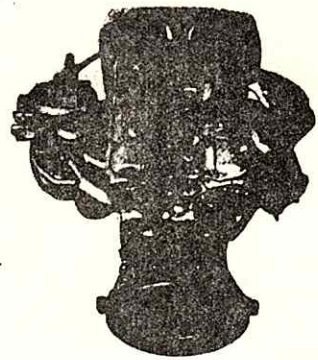


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