



# Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME XVII

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November 1972

## CURRENT EVENTS

- NOVEMBER 16 VMSC regular monthly meeting, 8:00 p.m., back room of the Hickory Hearth Restaurant at Holiday Inn North. The Nominating Committee will present its selection of candidates for next year's Club officers. Films: the 1971 Monte Carlo and the 1971 East African Rally. Social hour after meeting with refreshments available.
- NOVEMBER 19 VMSC "The Main Thing" rally, OD's John and Kathy Chehaske. 125 miles, TSD, with a different (for VMSC, anyway) course following concept. Starts at Staples Mill Shopping Center, ends there at Dino's (have you tried it like we told you to?). Reg. 10:00 a.m., FCO 11:01. Better get your generals in advance. Preregistration and prepayment accepted, and generals may be picked up when you pay. This one looks like a good tough rally, appropriate for late in the year when competition for points championships is keen. \$3/4.50.
- NOVEMBER 19 PMSC "Mini Indy" autocross at Green's Raceway, Disputanta. 10-car heats, MWCSCC classes & rules. Reg. 9:00, FCO 10:00 a.m. \$4.00. If you would like to run this and still make it back in time for the rally, call Mike Castleberry 272-1330; PMSC has offered under the circumstances to let us run early. This event was originally scheduled for Oct. 29 but was changed because of conflict with our last autocross.
- DECEMBER 10 VMSC rally OD'd by Brad Peaseley and Bill Whitehead. They couldn't tell us much about it because every time they've been out on it, they got lost. When they get it under control, it should be a championship-quality event and a suitable end to the competition year.
- DECEMBER 21 VMSC regular monthly meeting. Make plans to attend the annual awards banquet, January 20, Holiday Inn Crossroads. Details and reservation blank in next issue.

## The 18th Annual Old Dominion Rally

Quick pace. Perfect weather. Accurate instructions. Tough logic. Superb event. Mike Castleberry and his cohorts sponsored the finest rally it has ever been my good fortune to run. The pick-up team of Witschey and East ran with good luck in the glove-box. All the requirements of a smashing First-Unequipped were present: The driver, yours truly, just out of a three year retirement for this one great event, pudgy and slow of wit from inactivity. The navigator, a raw, green, wet-eared, never-blooded novice - youthful, eager, confident, competitive. The car, a six-year-old E-Jag 2+2, painfully reconstructed from a losing head-on battle with a bridge abutment five years before, and also a novice to rallying. The equipment - yellow (from age) pads, countless pencils, a wristwatch accurate to the quarter hour, 50 packs of Slim-Jim Sausage Sticks, a jug of Gatorade, two screwdrivers and a hammer. (In spite of all this, the rallymaster made us run unequipped.)

At the Saturday morning odo check, 25 miles from Richmond, fortune set the pace. Our stock odo, as closely as we could read it, read official mileage, and did so accurately both days. We then promptly got our wrists slapped by missing the first three landmarks - "WARNING", "BLUE CEDARS", and "LIVELY FARMS". The morning limped on by with such whimsies as "CHESNUT KNOLL" and "CHESTNUT KNOLL". Spelling problems plagued the rally from there on. We correctly assessed "black on orange ten" as a confidence leg, and our confidence rose. We chuckled at the sheer perversity of "reduce average speed 1 mph each time you enter a no passing zone" - there were thousands. Landmarks like "HUNT CLUB" vs "HUNTING CLUB" and "HOLIDAY LAKE" vs "HOLLIDAY LAKE" gave us a headache that didn't begin to fade for 48 hours. The legs of the rally complemented each other as well. In the morning SI 5 said "pause 0.1 min at each forest trail" (some of us neglected to recall that the generals had wished such trails out of existence - thereby acquiring several groups of six second errors). In the afternoon we had "CAS to three times the sum of the digits on each 'Forest Trail' sign". No one saw all the signs.

Saturday night's party was a bust. (Not that a HoJo's in Lynchburg is supposed to be great.) The most spirited party-goer was only comatose. Stiff necks and tired minds were put to bed early.

Sunday made us thankful for a full night's repose. Everything was picture-perfect. We saw dawn in the mountains at the odo check where we had ten minutes to enjoy it. The leaves in the forest were brighter than rainbows. Trouble was close at hand. The first SI of the day was "change route for every 'CHURCH' at a church". We whistled over the crest of a hill, passed a church with signboard, and zipped out of sight. Navigator: There it was! Driver: Funny - it looked like the last "CH" was missing from "CHURCH" on that sign. Navigator: I thought my eyes were playing tricks on me. Maybe it was misspelled. Both: That's a typical rallymaster trick - we'll ignore it. (Correctly.) On a carpet of confidence we then proceeded to enter the first checkpoint from the wrong direction. After reversing out of sight and returning we had 12 seconds error. Within six minutes we then missed a genuine "CHURCH" at church and took a wrong turn. Puzzlement! Continuing on the same road we entered the next checkpoint only three seconds off official time.

Shortly after lunch we hit "turn after railroad tracks after 'POULAN'".

This while traversing a small town with ten thousand signs. Navigator correctly guessed that "POULAN" referred to chain saws. Crossing the tracks at the edge of town without seeing "POULAN" caused severe mental overload. After two miles, Doc Wagner passed us going the other direction - traveling very fast. He must have suffered overload on "POULAN" also. Two miles yet along Doc overtook us from the rear - making up time. We guessed he couldn't find "POULAN" either, and were encouraged. Miles and miles and miles later we find "POULAN" and railroad tracks and turn (cunningly hidden behind the bulldozer hired for the occasion) and checkpoint. Not all were so fortunate. After lunch the mind-bender was "turn after every sequence of tower, 'METHODIST CHURCH' and church - sequences may overlap." May and did. Talk about overload! Then a couple of sieges of four or five instructions in fifty feet like "GULF", "WOLF'S HEAD", "NAPA" and "GO". The late afternoon countryside seemingly had more little "FERD" signs than autumn leaves - all niftily placed under porches and in treetops. Several at every intersection. (Not all always visible depending on direction of approach - but you knew they were there.) At the special on "LITHGOW PONY FARM" several rallyists learned not to trust anyone - not even Doc, who got into an endless loop. (Being natives of the area, we knew what the route had to be - got lost more than ever in history, and maxed the next control.)

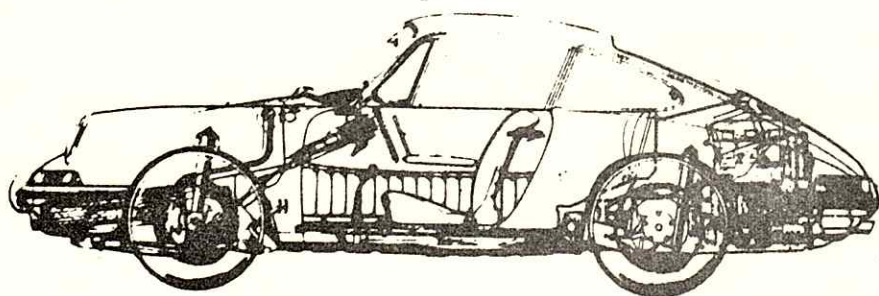
The navigator had been told and told again to expect the unexpected, and was roundly zapped by the homey little touch of the "extra" checkpoint just at the end. Shades of Brad Peaseley!

All hail the rallymaster, leg OD's and checkpoint personnel. We can give them no higher praise than to say simply, "It just couldn't have been any better."

Walt Witschey (Dull Driver)

for himself and

Jack East (Boy Navigator)



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## TRANSITION

BORN: To Fred and Lisa Rose, a daughter, Laura Whitfield, October 27. Proud father reports that he is fine, but that Lisa and the baby are crying a lot.

18TH ANNUAL OLD DOMINION RALLY  
FINAL RESULTS

* 1st OA/1st E - Gordon Wagner/Rita Wagner																	
0	0	11	4	19	4	1	1	5	xxx	281	127	1	1	4	2		461
3	17	3	1	3	13	7	1	1	74	9	1	3	1	75	300	0	512
																	<u>973</u>
* 2nd OA/2nd E - Mike Leeper/Kathy Leeper																	
139	300	10	8	4	0	169	2	10	xxx	64	121	4	5	3	2		841
42	4	0	13	1	13	0	1	1	246	21	450	3	17	15	2	2	831
																	<u>1672</u>
* 3rd OA/3rd E - Gail Oberta/Andy Oberta																	
1	143	13	9	4	14	1	2	1	xxx	248	8	1	1	1	1		448
7	9	0	3	300	17	300	10	12	182	21	2	2	2	1	450	300	1618
																	<u>2066</u>
* 4th OA/1st U - Walter Witschey/Jack East																	
34	24	52	30	78	104	44	157	70	xxx	34	178	41	61	89	16		1012
12	3	33	30	58	31	27	26	37	92	248	59	31	33	28	300	24	1072
																	<u>2084</u>
5th OA/4th E - Ed Mason/Ethel Mason																	
38	5	24	300	15	2	300	108	300	xxx	143	126	5	3	1	2		1372
4	17	19	12	8	24	50	22	0	86	11	1	2	0	79	450	450	1235
																	<u>2607</u>
6th OA/5th E - Ray Farr/Donna Farr																	
6	20	124	22	41	24	173	21	300	xxx	169	130	15	0	115	37		1197
52	27	12	90	25	12	300	33	28	300	41	3	5	295	300	122	7	1652
																	<u>2849</u>
* 7th OA/2nd U - Art Chamblee/Peggy Chamblee																	
70	46	148	30	174	102	450	286	47	xxx	300	108	80	32	6	7		1886
39	8	81	300	140	126	249	34	99	56	50	106	49	279	139	193	21	1969
																	<u>3855</u>
* 8th OA/3rd U - Wayne Peters/Roger Williams																	
11	12	4	10	124	33	300	48	29	xxx	224	139	29	39	32	20		1054
72	12	29	51	156	28	74	28	25	450	450	300	112	297	81	450	450	3065
																	<u>4119</u>
9th OA/4th U - Cecil Howell/Robert Howell																	
1	44	107	40	54	67	450	450	15	xxx	300	197	184	27	300	22		2258
31	18	98	95	300	150	300	27	300	300	9	8	289	300	16	450	300	2991
																	<u>5249</u>
10th OA/5th U - Dave Haskard/Sheila Haskard																	
300	450	450	450	450	450	450	450	29	xxx	82	5	13	135	40	50		3804
68	28	17	291	84	49	450	11	24	450	300	450	54	295	450	300	77	3398
																	<u>7202</u>
11th OA/6th E - Edna Wilson/Chub Wilson																	
27	450	450	300	7	450	450	450	300	xxx	127	225	147	6	10	300		3699
90	300	80	93	94	78	131	12	18	450	450	450	450	450	450	450	450	4496
																	<u>8195</u>
12th OA/6th U - Jim Shafer/Jim Meyers																	
450	450	450	450	300	450	126	60	16	xxx	300	144	177	31	10	9		3423
25	52	39	26	450	450	450	450	4	450	450	450	450	450	450	300	20	4966
																	<u>8389</u>
13th OA/7th U - Chris Young/Lillian Young																	
13	450	450	450	72	450	450	450	450	xxx	450	450	450	450	450	450		5935
450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	7650
																	<u>13585</u>

Best Saturday not otherwise placed - Ray and Donna Farr  
 Best Sunday not otherwise placed - Ed and Ethel Mason  
 Best Datsun - Gail and Andy Oberta  
 Best Porsche - Gordon and Rita Wagner  
 Best SAAB - Art and Peggy Chamblee

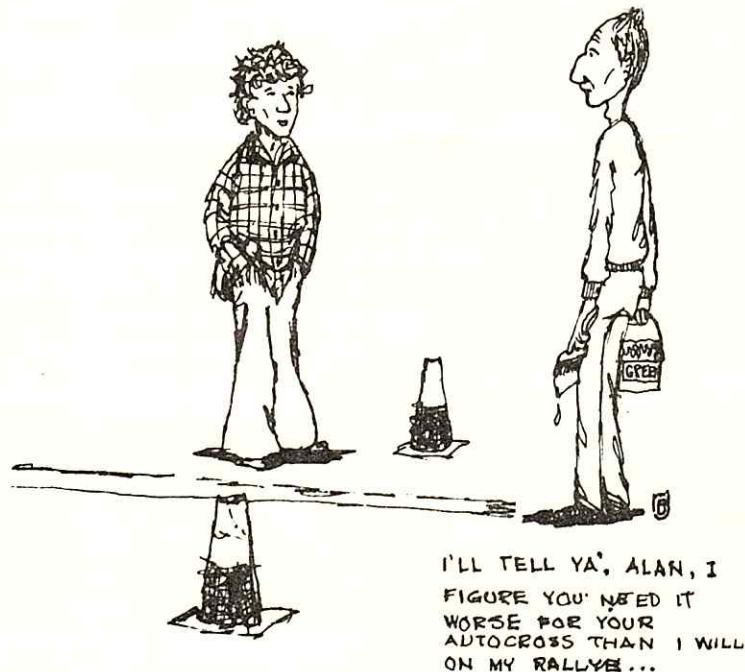
\* Denotes class trophy winner.

WATCHES, WATCHES, WHO'S GOT THE WATCHES?  
(and other Club equipment)

About this time of year the Equipment Chairman and the Custodian of the Watches sit down and count up the Club goodies. Usually they come up short, and can't figure out why. "Why" is that in the excitement (and relief) that accompanies the end of an autocross or a rally, not everyone remembers to turn in their watches, pylons, signs etc. Then, to avoid making a special trip, they plan to bring the stuff to the next meeting. If they remember, that is. And so forth.

Right now we are short two autocross watches. Check your closets, glove boxes and garages, and see what you find - you may be surprised. Your editors will set a good example by returning Len and Toni's radio that we borrowed for our rally . . . and kept for the Old Dominion . . . and the Autumn Color . . . honest, Toni, we'll bring it to the meeting!

Return rally equipment to John Chehaske or to Atlantic Imports during business hours -- return watches to Mike Castleberry.



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.

## AUTOCROSS RESULTS

CLASS	#	NAME AND CAR	CLUB	TIME	PLACE
A/M	69	Bob Williams-Austin Cooper S.....	PSCC.....	0:58.2*	1
	59	Tom Stanley-Lister 'Vette.....	-----	0:58.9*	2
	46	Tom VanAuken-Lotus Elan.....	VMSC.....	1:01.1	3
	13	Len Brion-Dune buggy (Corvair).....	PMSC.....	1:06.0	4
	63	Wally Major-Austin Healey Sprite.....	-----	1:07.8	5
	48	R. C. Flinn-Austin Healey 3000.....	-----	1:15.8	6
	9	Joe Barrett-1956 Corvette.....	-----	1:16.1	7
B/M	35	John Bergeron-Triumph TR-4.....	VMSC.....	1:00.9 OOPS	1
	67	S. M. Wilkinson-Austin Healey Sprite..	PMSC.....	1:04.0 FUN	-
	58	Rhett Riddle-1972 Corvette.....	CCR.....	1:07.0*	2
	25	Dick Vogel- Austin Healey Sprite.....	PMSC.....	1:07.2	3
	34	Paul Shank, Jr.-Triumph Spitfire.....	PMSC.....	1:07.4	4
	10	David Jerrell-Austin Healey Sprite....	PMSC.....	1:08.7	5
	7	Jim Jennings-Austin Healey Sprite....	PMSC.....	1:10.0	6
C/M	26	Bill Johnson -Sunbeam Alpine.....	-----	1:09.8*	1
A/S	11	Brad Peaseley-911S Porsche.....	VMSC.....	1:05.2* OOPS	1
	51	Bob Webb-Lotus Europa.....	-----	1:07.3*	2
	24	Wilt Greenwood-914-6 Porsche.....	VMSC.....	1:07.8	3
	44	Albert Thompson-911T Porsche.....	VMSC.....	1:08.1 (1:08.2)	4
	4	Dick Hager-911S Porsche.....	VMSC.....	1:08.1 (1:09.1)	5
B/S	54	Lee Mathias-Shelby GT350.....	BFMC.....	1:05.2*	1
	62	Reggie Williams-1967 Corvette.....	VMSC.....	1:07.8 OOPS	2
	12	John Chehaske-AMX.....	VMSC.....	1:07.9 OOPS	3
	50	John Ferguson, Jr.-1969 Corvette.....	CCR.....	1:09.1	4
	66	Terry Fritchley-1969 Corvette.....	-----	1:10.0	5
	52	John Propst- 1970 Corvette.....	CCR.....	1:12.6	6
	71	Tom Dunston-AMX.....	-----	1:13.4	7
	8	Wayne Whitley-1966 Corvette.....	CCR.....	1:15.7	8
	3	Zon Gordon-XKE Jaguar.....	-----	1:16.4	9
	2	Richard Hard, Jr.-XKE Jaguar.....	VMSC.....	1:16.5	10
C/S	36	S. M. Wilkinson-Austin Healey Sprite..	PMSC.....	1:08.5*	1
	68	David Jerrell- Austin Healey Sprite...	PMSC.....	1:09.3 FUN (1:11.6)	-
	31	Bruce James-914-4 Porsche.....	VMSC.....	1:09.3 OOPS (1:12.4)	2
	49	M. H. Nagle-Triumph GT-6.....	PHA.....	1:09.7	3
	47	George Ward-912 Porsche.....	-----	1:10.5	4
	53	Baxter Phillips-912 Porsche.....	VMSC.....	1:13.1	5
	65	John Burton-MG Midget.....	-----	1:13.3	6
D/S	38	Tom Blot-Datsun 240-Z.....	VMSC.....	1:10.3 OOPS	1
	72	Chris Young-Datsun 240-Z.....	VMSC.....	1:13.3 OOPS	2
	15	Tim Greene-MGB-B.....	VMSC.....	1:13.5	3
	43	Pete Wilson-MGB.....	VMSC.....	1:15.8	4
	23	Dave Sweat-Triumph TR-6.....	PMSC.....	1:17.9	5
E/S	32	Bob Hollinger-Austin Healey 3000.....	VMSC.....	1:06.6 OOPS	1
	1	Russell Jones-Alfa Coupe.....	-----	1:13.5	2
	30	Robert Gray-Sunbeam Alpine.....	PMSC.....	1:16.5	3

CLASS #	NAME AND CAR	CLUB	TIME	PLACE
F/S	27 Bill Whitehead-Pinto 2000.....	VMSC.....	1:07.3 OOPS	1
	5 Robert Bryan-Fiat 124.....	-----	1:07.4*	2
	45 Jim Chandler-510 Datsun.....	VMSC.....	1:08.0 OOPS	3
	55 Chuck Richards-Chevrolet Vega.....	VMSC.....	1:09.3	4
	29 Ray Hall-Vega GT.....	PMSC.....	1:10.0	5
	60 Bookie Westbrook-Fiat 124.....	VMSC.....	1:11.0	6
	14 Mike Castleberry-Datsun 510.....	VMSC.....	1:11.5	7
	41 Jim Muller-Fiat 124 Spyder.....	VMSC.....	1:12.8	8
	42 Charlie Richards-Chevrolet Vega.....	VMSC.....	1:14.2	9
	18 Pete Wallace-Pinto Wagon.....	PMSC.....	1:14.6	10
G/S	39 Mark Dominey-Fiat 850.....	PMSC.....	1:05.4*	1
	20 Dave McCall-Saab 96.....	VMSC.....	1:09.2	2
	64 Chuck Edwards-Datsun 1200.....	VMSC.....	1:09.5	3
H/S	22 Charlie Alligrant-Mustang 2+2.....	PMSC.....	1:05.8*	1
	61 Chuck Richards-Camaro.....	<del>VMSC</del> .....	1:08.8 FUN	-
	21 Dick Jones-Camaro.....	VMSC.....	1:10.9 DAMMIT	2
	57 Charlie Richards-Camaro.....	VMSC.....	1:11.0 FUN	-
	40 Norm Koontz-Camaro.....	VMSC.....	1:12.6	3
	37 Wayne Bernstein-Mustang.....	-----	1:17.0	4
	16 Alan Weinstein-Mustang.....	VMSC.....	1:17.6	5
L/A	33 Barbara Greenwood-914-6 Porsche.....	VMSC.....	1:10.8 OOPS (.9505)	1
	70 Mazie Williams-Austin Cooper S.....	PSCC.....	1:11.0 (.9033)	2
	17 Kathy Chehaske-AMX.....	VMSC.....	1:26.5 (.8208)	3
L/B	6 Virginia Wilkinson-Sprite.....	PMSC.....	1:14.9* (.9372)	1
	28 Kathi McCall-Saab 96.....	VMSC.....	1:14.3 (.9110)	2
	19 Beth Beverage-Datsun 510.....	VMSC.....	1:18.0 (.9013)	3
	56 Sharon Phillips-912 Porsche.....	VMSC.....	1:23.4 (.8417)	4

LEGEND:

Asterisk (\*) indicates dash plaque winner  
 FUN indicates run did not count for club points or trophies  
 OOPS indicates you woulda if we hadda, but ain't gonna since we didn't  
 DAMMIT indicates that for the FIRST TIME, one of the od's woulda

Helpers: Chris and Lil Young, Tom Blot, Lewis Parsley, Bruce James, Wilt Greenwood, Bill Edwards, Chuck Hoelzel, Brad Peaseley Ed and Judy Buck, Chuck Richards, Bob and (especially) Pat Hollinger, John Bergeron, Reggie Williams, Mike Castleberry, Beth Beverage, Bill Whitehead, John Chehaske, Dave McCall, Alice Jones, Tom VanAuken, and Wayne Bernstein..... without your help, Alan and I would've been damn busy.

ON WINNING  
MY FIRST AUTOCROSS TROPHY

By Dick Jones

*Dick Jones*



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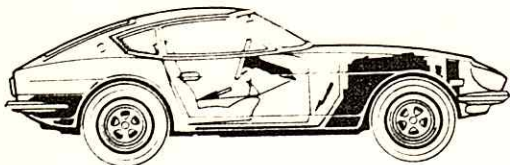
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Due to the appropriation's being cancelled, the training program or out-of-work history professors has ended. This may or may not be unfortunate, depending on whether or not you liked the articles. In any case, here is the last of the series:

### The Rallying Revolution

or

### On The Road With Louis XVI

The situation in France at the end of the eighteenth century was unique in the history of rallying. The sport of rallying was not at all popular, and was, indeed, almost unheard of. This period would be a total blank for rallying except for one great event, a night rally taking place June 20, 1791. Although only one vehicle was entered, and it never even completed the rally, the event was of great interest.

Louis XVI, driver, and Marie Antoinette, navigator (Lew and Toni - almost reminds you of a VMSC team, doesn't it?) had carefully prepared their loyal coach "Royal" (or was it royal coach "Loyal?") for the event. They had all the spokes tightened on their iron belted wheels, and the water level checked in the horses. Rally rations consisting of pate de fois gras and champagne had been stowed aboard.

Finally, starting time arrived. Louis and Marie gathered up their maps and instructions, bade farewell to their faithful mechanics, and set off. The rally was a Monte Carlo, P.O.R.-type event; the starting point was Versailles, the object being to get to Austria as quickly as possible.

Off they galloped into the night. The rally was much like other events, except that the object was to avoid as many checkpoints as possible, as they were an added course hazard.

Our heroes might have gained their goal, for they were excellent competitors, but for two things. First was Louis' rather rash insistence on painting a tribute to one of the foremost rallyists of the day on the side of his coach. Roi Calhoun was admittedly a fantastic seat of the pants competitor (had to be - he rode a horse), but "Vive le Roi" was rather a giveaway.

The second problem was caused by the navigator, who insisted on tossing out pastries to the pedestrians when she should have been course following.

Some people never learn.



Points Standings as of November 1, 1972

OVERALL CHAMPIONSHIP

1.	B. Greenwood	11,150	11.	B. Beverage	7300
2.	D. McCall	10,050	12.	K. McCall	7200
3.	J. Chehaske	9700	13.	T. Blot	6850
4.	W. Greenwood	9600	13.	L. Parsley	6850
5.	B. Hollinger	9100	13.	C. Young	6850
6.	M. Castleberry	9000	16.	B. Westbrook	6800
7.	B. James	8850	17.	K. Westbrook	6050
8.	Chuck Hoelzel	8550	18.	F. DeBardleben	5900
9.	B. Whitehead	8300	19.	B. Peaseley	5650
10.	K. Chehaske	8000	19.	T. Van Auken	5650

EQUIPPED RALLY CHAMPIONSHIP

UNEQUIPPED RALLY CHAMPIONSHIP

1.	B. Greenwood	8500	1.	B. Westbrook	6900
2.	W. Greenwood	8000	2.	K. Westbrook	6700
3.	Chuck Hoelzel	7100	3.	B. James	6300
4.	K. Chehaske	7000	4.	H. James	5600
5.	J. Chehaske	6900	5.	F. DeBardleben	5500
6.	M. Castleberry	6200	5.	C. Young	5500
7.	L. Parsley	5900	7.	T. Blot	5000
8.	B. Britton	5300	8.	K. McCall	4900
9.	Charlotte Hoelzel	5200	9.	D. McCall	4500
10.	B. Beverage	4400	10.	C. Blot	4400

SPEED CHAMPIONSHIP

1.	B. Hollinger	4900	6.	B. Greenwood	4300
1.	T. Van Auken	4900	6.	J. Bergeron	4300
3.	D. McCall	4800	8.	W. Greenwood	3600
4.	B. Whitehead	4700	9.	B. Beverage	3500
5.	J. Chehaske	4500	9.	B. Peaseley	3500

OUT OF TOWN RALLY REPORT

Very early Sunday morning, October 22, saw us shivering in the dawn waiting to start on the Potomac Region PCA's "Autumn Color" rally. Since we've worked so many rallies lately, we thought we'd better go out of town to practice, in case we found we'd forgotten everything.

The course following was based entirely on route numbers: follow your numbered route until directed to leave. Sound simple? Not for long. The most frequently used special was "if the last digit of the route you are on matches the last digit of the instruction you are working on, get on a new route." This kept you busy with the numbered route instructions, since some were course following and some were confirmations. You could miss one critical sign and motor off--far off--the rally route.

The specials were well balanced, and there was only one really dirty trap, involving a small road that I swear must have been invisible. Speeds were comfortably brisk for the most part, except for one stretch of Rt. 55, going 36 for about 4 miles in front of a long line of angry sightseers rushing to the mountains to look at the leaves. I'm told the scenery was beautiful although all I clearly remember is a lot of blurred trees and thousands of tiny white signs.

It was an excellent rally and an enjoyable day. So what if we got lost at the lunch break? We found our route again, by applying those driving and navigational skills, and we took third Novice, anyway.

--Eds.

# THE FIAT 124 SPIDER VS. THE PORSCHE 914.

If you're in the market for a sports car under \$4,000, you've probably considered the Porsche 914. But you really should consider the Fiat 124 Spider, too.

The Fiat has faster acceleration through its fully-synchronized five-speed gearbox. A dual overhead cam engine that delivers nearly 20 horsepower more and over 1200 more rpm's. And, in tests by Road & Track magazine, its four-wheel disc brakes stopped with 50 per cent less fade than Porsche's.

On top of all that, the Fiat gives you a hand-polished body by Pininfarina of Turin.

The Fiat 124 Spider. A sports car under \$4,000 that's not built like a sports car under \$4,000.

**FIAT**

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WANTED

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\*\*\*\*\*

No experience necessary

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Capri

Female preferred but  
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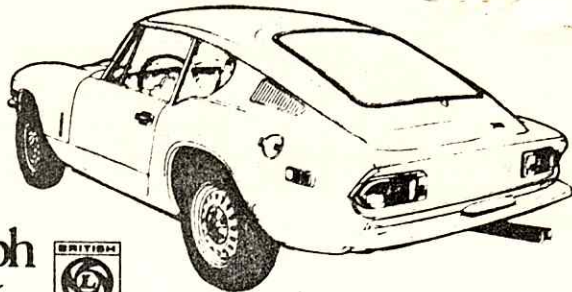
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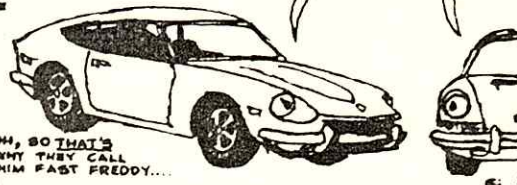
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