



Checkpoints

VIRGINIA MOTOR SPORT CLUB

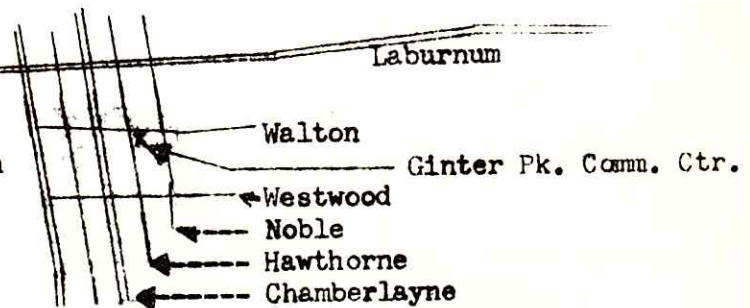
VOLUME 18 NUMBER 5

MAY 1973

COMING EVENTS

May 17 VMSC monthly meeting. Ginter Park Community Center. This place is an old school on the Southeast corner of the intersection of Hawthorne and Walton streets. See the map on right.

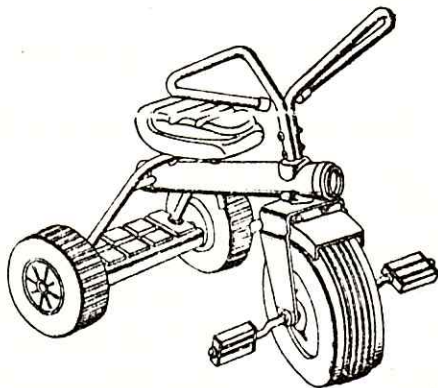
May 20 9th ANNUAL AZALEA EIGHT HOUR RALLY. OD's Bookie & Kitty Westbrook. PH. 703-288-4939. Sponsored by Atlantic Imports Corp. Registration 7:30-9 am. FCO 9:01 am. Starts at Sears Fastgate Mall, Laburnum and Nine Mile Road (just north of I-64 and Laburnum interchange).



June 21 VMSC monthly meeting. First night rally of the year, OD's Jim and Janet Rowe.

June 24 AUTOCROSS. No further information at this time.

The BOY SCOUT RALLY, originally scheduled for April 28, was called off on account of high water. At this time, it is uncertain whether it will be re-scheduled or cancelled.



New Autocross vehicle

Class G/P

Note wide wheel and sway bar

THIS HALF PAGE
IS DEDICATED TO
THE FOLLOWING CONTRIBUTORS

H. Michael Castleberry

The President's Page

W. S. Britton, II

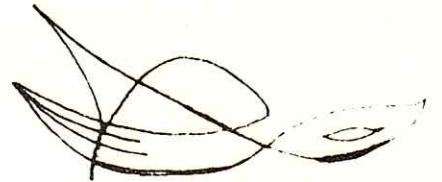
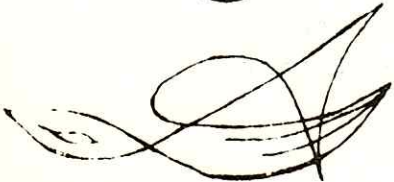
The Rally Winner's Article

Assorted O.D.'s

Results for Point Standings

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John Meader

Of the wiles and stratagems of the gimmick art there is no end. The desire persists here and there to set up rallies of increasing "difficulty", preferably with newer and better tricks. Of course, these should not be used openly. It is a point of honor that a cloak of reasonableness should cover the gimmick. An occasional protest can then be ruled unjustified with a straight face.

This is a matter of some delicacy. The possibility of a protest is a calculated risk which may have to be taken, but a flood of protests must be scrupulously avoided. If a gimmick is too crude it is likely to be a source of embarrassment.

Modern research in the gimmick field has developed some technical advances which promise to turn the art into a science. It is now possible to classify most gimmicks. This facilitates their selection and adaptation in such a manner as to eliminate a revealing thread of repetition, and it makes easier the study of a gimmick's age and history. A really new one may be good for a whole season!

It is a distinct aid to ingenuity to pinpoint the underlying theme of a gimmick, so that new varieties can be devised on a mass production basis with minimum risk of detection.

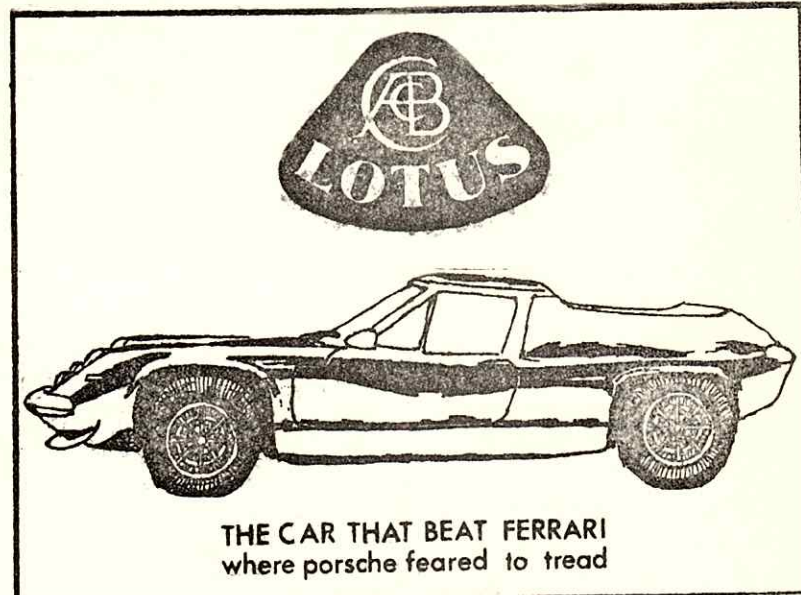
Several new and interesting species of gimmicks have recently been discovered and described. It is even possible to formulate a general theory which, if it can be verified experimentally, will constitute a scientific breakthrough of major importance.

The following procedure was adopted in a recent investigation organized with great care. New data were gathered in quantity by utilizing the services of J. Jittery Fair-lamb, the long-distance off-course rally champion, who posed as an inexperienced rallyist and subjected himself and his navigator, Wilful X. McNutt, to 27 more or less important rallies during the 1960-61 seasons. These sorties wore out two automobiles, but calibrated replacements were made available..

After 8,811 route instructions, 2,857 speed changes, 803 checkpoints, 4,222 miles off course, 55 traffic riolations in 18 states and 10 spin-outs, the data cards were punched and thrown into the IBM sorters and tabulators. Out of the analysis came the conclusions summarized below.

The number of gimmicks, always small, was found to be even smaller in relation to the scores achieved. In other words, a gimmick was likely to be good for 423 penalty points per contestant. This was very encouraging, although it seemed attributable in some measure to a bias in the scoring system which placed a heavy value on stray travel.

The "ppcg" index (penalty points per contestant per gimmick) showed a slight tendency to decline over the two-year period.



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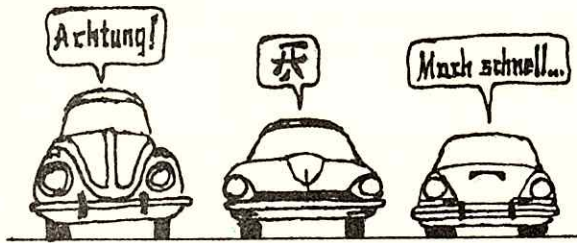
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This decrease was traced partly to a diminishing frequency of gimmicks, and partly to a growing awareness of defensive resources; i.e., effects of the so-called learning curve, offset somewhat by a significant increase in the novelty and subtlety of the gimmicks encountered. According to the theory of the learning curve, each doubling of the number of rallies run tends to lower the "ppcg" index by 20 percent. At this rate, winning scores may be predicted to occur to any competitor taken at random - the best way to take them - after 16 years of intensive campaigning, provided the gimmick-incidence rate remains constant. Disclosure of this long-term threat to the value of gimmicks as a means of increasing rally scores stimulated all of the workers on this project.

A possibly discordant note was sounded when some of the evidence pointed to occasional negative influences. The gimmick record itself was good, but the ratio of protests to gimmicks was found to be increasing, indicating (of course) a need for better gimmicks. There seemed to be a minority opinion that scores could be increased without resort to gimmicks - as by counting ten points per second instead of one - but this view was dismissed as trivial. In scattered localities agitators have begun to organize cells dedicated to the heretic teachings of von Neumann, et al. Williams contends that

the value of a game can be calculated, and that a negative value for Blue (the player in his picturesque notation, where the dealer is Red) indicates an unequal contest, theoretically good for Red until he runs out of Blues.

The research reported above was carried out largely on a statistical basis. Some think it failed to reach to the fundamentals, although it has provoked some furious thought. Other studies, following inductive methods, lead to additional conclusions, some of which may be valid.

Outstanding among these is the discovery that there is not only a creative purpose in the gimmick, but also a conventional understanding that originators are not permitted to take undue credit publicly for their scientific zeal and accomplishments. This code of professional ethics demands concealment of the gimmick. Local organizers may occasionally speak of the situations they have devised as a "challenge", a "searching test", an "interesting experiment", a "tension-builder", or even a "psychological overload". And they may take a justifiable, quiet pride among themselves in their DNF ratios, but expressions like "tie-breaker" are frowned upon. A certain protocol must be observed. Standard practice is to describe all rallies in the advance notices as straight T.S.D. or equivalent, and stop there.

Some 92.8 percent of all gimmicks, it has been found, may be classified as of single-, dual- or triple-threat type.

(The discussion of gimmick types will continue in the next issue. This is a reprint of an article which first appeared in "Sports Car" in February, 1962)



Nobody protests MY events!!

OFFICIAL RESULTS

THE APRIL ROOKIE RALLY

O.D.'s LEN & TONI WELLS

CER = 87.5

Place	Place	Car	Driver/Navigator	Marque	1	2	3	4	6	7	8	9	TOTAL
O/A	Class	No.											
1	1E*	27	# T. C. G. Wagner/R. Wagner	Porsche	1	1	0	3	4	1	2	2	14
2	2E*	22	# C. Stanley/R. Stanley	Mustang	1	3	101	2	5	30	4	1	147
3	3E*	33	# M. Evangelista/N. Evangelista	Opel	2	38	6	7	137	0	21	6	217
4	4E	9	L. Parsley/W. Britton	Datsun	0	50	8	8	100	71	9	4	250
5	5E	3	W. Greenwood/B. Greenwood	Porsche	1	17	1	2	143	29	29	30	252
6	6E	20	W. Whitehead/B. Peaseley	Porsche	0	0	19	108	143	17	12	22	321
7	7E	28	# J. Bowers/R. Scholes	SAAB	24	15	21	29	144	16	76	3	328
8	10U*	29	S. Powell/P. Carr	Datsun	27	17	192	14	63	1	34	53	401
9	20U*	14	A. Jones/R. Jones	Camaro	16	0	63	125	1	97	8	144	454
10	30U*	4	P. Martin/A. Williams	Porsche	1	28	38	85	300	107	0	24	583
11	4U	6	M. DeBardleben/F. DeBardleben	Datsun	6	13	29	14	190	33	300	4	589
11	4U	17	N. Dickinson/M. Moessinger	VW	146	11	54	65	64	39	43	167	589
13	6U	8	T. Blot/K. McGeary	Datsun	45	16	38	17	300	32	48	94	590
14	7U	2	C. Young/L. Young	Vega	125	196	17	45	27	91	67	77	645
15	8U	10	# C. Lee/C. Nelson	MG	26	49	61	162	109	132	34	92	665
16	9U	7	L. Wilson/P. Wilson	MG	17	48	196	32	54	77	300	83	807
17	100U*	32	# J. James/K. Cordell	Toyota	26	34	224	35	155	31	17	300	822
18	8E	12	# R. Farr/D. Farr	Volvo	29	6	26	27	122	33	12	600	855
19	11U	30	R. McRoberts/L. McRoberts	MG	175	73	84	281	72	77	63	78	903
20	9E	34	# T. Meyers/J. Mahoney	Datsun	0	2	176	12	142	51	31	600	1014
21	12U	21	# R. Bradley/M. Bradley	Capri	19	53	153	25	100	110	4	600	1064
22	13U	13	J. East/E. East	Volvo	87	79	300	84	300	34	300	11	1195
23	14U	25	D. Gregory/B. Gregory	MG	30	181	172	168	100	75	26	600	1352
24	15U	31	# G. Jacobs/W. Talley	VW	151	102	250	228	15	70	97	600	1513
25	16U	18	C. Cockrell/G. Paterson	Duster	137	135	2	300	196	56	90	600	1516
26	17U	16	N. Uram/B. Uram	Chevelle	22	11	75	600	100	108	66	600	1582
27	18U	24	# D. Ludwig/T. Moran	Cougar	50	84	300	300	100	155	11	600	1600
28	19U	26	# A. Massey/J. Crawford	Olds	82	149	300	143	100	99	171	600	1644
29	10E	1	C. Hoelzel/Assorted Hoelzels	Porsche	1	25	300	3	600	100	50	600	1679
30	20U	11	M. Wassum/J. Wassum	Datsun	91	40	300	300	229	38	106	600	1704
31	21U	23	J. Hamilton/B. Hamilton	Capri	156	50	300	600	173	62	42	600	1983
32	22U	15	# S. Tatum/J. Tatum	Vega	29	299	300	600	174	37	165	600	2204
33	23U	35	# B. Johnson/J. Bryant	Sunbeam	61	181	300	87	600	600	600	600	3029
DNF		5	D. Glenn/W. Edwards	TR-6	-	-	-	-	-	-	-	-	--

* = Trophy position; # = Non-VMSC. Checkpoint 5 was discarded after a protest was upheld.
 Helpers: Ed & Judy Buck, K. & H. Wheeler, J. & N. Koontz, C. & S. Martin, N. & G. Winfree,
 R. Williams, D. & K. McCall, J. Muller, B. Beverage, H. Gray, Mary ?, B. Hill.
 Checker: M. Castleberry.

911 - a background that's hard to beat...

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NOTES FROM THE BOARD MEETING

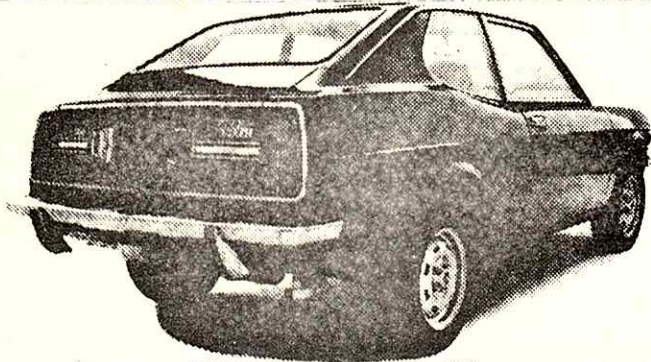
Prospective Autocross OD's get on the ball! If you want to put on an autocross, find a site. Remember, only written permission for a lots use will keep the gendarmes happy.

We have been invited by Andiamo (Charlottesville) to hold our picnic rally the same day as theirs and join them for a two-club picnic at the lake.

The Board has authorized the autocross timer committee to supply timing facilities for other clubs. Ground rules are: at least two members of the committee will be the sole operators of the timer; fees will be \$25 for 50 or fewer entries and 25¢ for each paid entry over 50, including 'fun runs'.

The Treasurer reports:

Balance, 4/1/73		\$ 820.59
Receipts	\$ 291.04	
Disbursements	447.68	
Balance, 5/1/73		\$ 663.95



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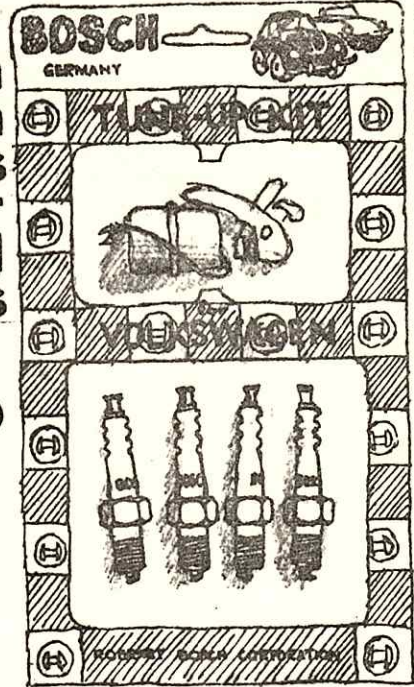
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The AUTOCROSS TIMER COMMITTEE

Beth Beverage	Bob Hollinger
Mike Castleberry	Dave McCall
Wilt Greenwood	Brad Peaseley
Barbara Greenwood	Bookie Westbrook
Chuck Hoelzel	Kitty Westbrook
John Bergeron	

Some of the people listed above have not yet been checked out on the timer. As soon as it is convenient, please get in touch with Chuck for the very minimal training it takes.

NEW MEMBERS

Lee Morris
Denise Morris
1903 Brandonview Ave.
Richmond, Va. 23231
Home phone 222-2173

Lee is with the Moore-Williams Crane Service. They have a '73 Vega and a Honda 350. Bike nuts, please take note.

The "Delicate Nuances of Fleetness" Autocross - April 29, 1973

B Modified

#1. J. Bergeron, TR4 (FTD)	56.733
2. D. Jerrell*, Sprite	1:01.357

C Modified

#1. M. Dominey*, Sprite	59.579
2. D. Gordon*, Sprite	59.999
3. C. Shuman, Corvair	1:07.555

A Prepared

#1. B. Peaseley, 911S	56.872
#2. B. Hollinger, 914/6	58.640
3. P. Shank*, Europa	59.648
4. W. Greenwood, 914/6	1:00.115
5. J. Crawford*, Europa	1:02.957
6. B. Greenwood, 914/6	1:04.002

B Prepared

#1. L. Mathias*, Shelby GT350	58.732
2. Chuck Richards, Camaro	1:02.220
3. D. Jones, Camaro	1:04.814

C Prepared

#1. M. Martin*, Cooper S	1:00.279
--------------------------	----------

D Prepared

#1. S. Martin, Corvair	1:00.645
#2. R. Bryan*, MGB	1:01.059
3. E. McCall, Corvair	1:02.563
4. F. DeBardeleben, 240Z	1:03.446
5. Jim Rowe, Spitfire	1:03.508
6. D. Lauermaun*, 240Z	1:06.871
7. Janet Rowe, Spitfire	1:08.566

E Prepared

#1. B. Johnson*, Alpine	1:04.105
2. T. Keliher*, Healey 3000	DNF

indicates trophy winner

F Prepared

#1. M. Castleberry, 510	59.336
#2. B. Whitehead, Pinto	1:01.166
3. E. West*, MGA	1:02.531
4. R. Hall*, Vega	1:02.878
5. B. Beverage, 510	1:06.451
6. T. Torrence, Sprite	1:06.987
7. B. Jones, Fiat 124	1:07.739
8. P. Jones, Fiat 124	1:08.913

A Stock

#1. A. Thompson, 911T	1:03.128
-----------------------	----------

B Stock

#1. P. Wilson, MGB	1:02.857
2. J. Burton*, Midget	1:04.388

C Stock

#1. B. Westbrook, Fiat	1:01.904
#2. N. Buchholz, Capri	1:02.590
3. J. Peters*, Capri	1:05.055
4. H. Nagle*, BMW 2002t11	1:05.452
5. J. Johnson*, Capri	1:06.513
6. T. Dunston*, Capri	1:07.367
7. B. Hamilton, Capri	1:07.621

D Stock

#1. C. Alligrant, Pinto	1:04.217
#2. W. Clark, Datsun 1200	1:04.808
3. J. Worden, Pinto	1:06.260
4. W. Greenwood, Renault	1:06.296
(fun run)	
5. D. Gordon, Gremlin	1:07.247
(fun run)	
6. T. Torrence, Gremlin	1:09.162
(fun run)	
7. G. Paterson, Pinto	1:09.377

* indicates non-VMSC contestant

Workers: Ed Buck, Neale Dickinson, Bill Edwards, Bill Enos, Chuck Hoelzel, Norman Koontz, Carolyn Martin, Kathi McCall, Martha Moessinger, Dave Preston, John Bergeron, Beth Beverage, Clark, Mike Castleberry, Barbara Greenwood, Wilt Greenwood, Bob Hollinger, Brad Peaseley, Chuck Richards, Jim Rowe, Carter Shuman, Al Thompson, Jay Worden.

Anyone who worked but is not included in this list, please notify David McCall or Scott Martin in order to receive worker's points.

There were 18 entrants for the Autocross School, and judging from the times above, some of them learn very fast! Many thanks to everyone who came out to run, work, or watch; to the Social Committee for the refreshments; and to Chuck Hoelzel's battery.

Rumor has it that Datsun has developed a special high-strength plastic for their steering gear. It's now called rack-and-plastic steering.

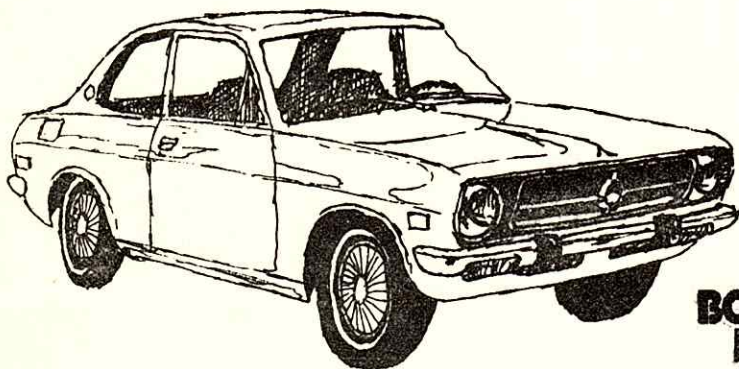
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Another form of this plastic is of very high resilience. It comes into play when the driver stretches for sixth gear.

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