



# Checkpoints

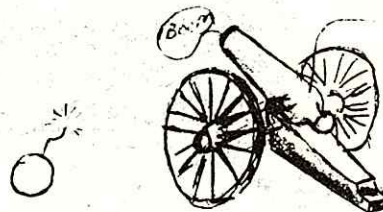
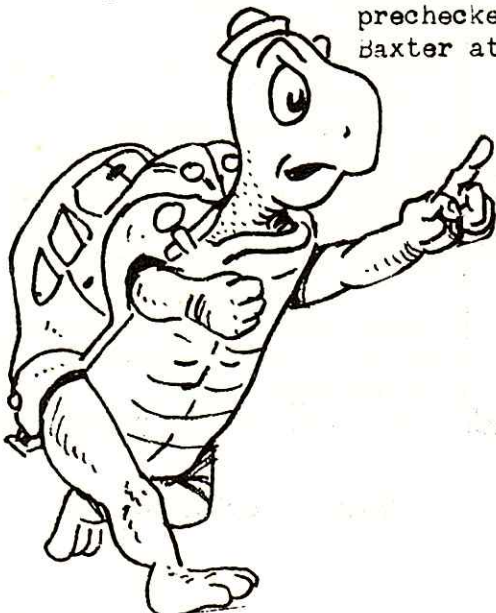
VIRGINIA MOTOR SPORT CLUB

Volume 19 Number 7

July 1974

## COMING EVENTS

- July 13: SCCA Championship Autocross, Kentress Airfield. Chesapeake, Virginia. Registration at 8:00 AM, FCO 9:00 AM. Entry fee \$5.00. Information from John Sheally at (804) 340-7087.
- July 13: Pool Party - 8:00 PM at Cabin Creek apartments - see flier this issue.
- July 14: The Rising Sun Autocross - at Carousel West Broad - see flier this issue.
- July 18: VMSC Club meeting at Granite Recreation Center, 8:00 PM sharp. See map for directions.
- July 20: Rally school - starts at St. John's Wood Clubhouse - see flier this issue.
- July 27: SCCA National Rally - The Virginia Reel. Registrar - Liz Lieberman (703) 560-8033. For more information, contact Wilt and Barb Greenwood - 282-1493.
- August 17: Picnic Rally - C.D.'s Baxter and Sharon Phillips. Official precheckers - Jack and Elly East. For more information, contact Baxter at 285-2278. More information next issue.



## Approaching the Competition Committee

Unfortunately, the art of SAPTTCC (Slamming a protest through the competition committee) has declined this year, largely due to new strategies and restrictions set by the protest committee. Whereas before it was at times possible for the protestor to appear before the protest committee to present his idea while the same privilege was denied the OD, this tactic is now outlawed. While we may sigh for the "good old days" when this was possible, alas they are gone, and new strategies must be developed.

Several hints that will be helpful to the protestor, but are not foolproof, are listed here. First keep in mind that you will fail occasionally, whether the protest is valid or no, based solely on the funds available in the treasury. The financial position of the club is an important aspect to consider when putting in a protest accompanied by a \$5.00 fee. Check with the treasurer, or quickly compile the finances of the particular event to see whether your money will be necessary for trophies, or just to make the event break even. Few people check this, and the disastrous results for those who don't are obvious.

Be extremely careful in wording the protest. It must state perfectly, specifically, and exactly what you are protesting, yet you will wish to surround it with as much ambiguity and vagueness as possible without making your intent known. This is indeed a difficult art to master, and the fine line between ambiguity and clarity is difficult to attain.

Check the financial situation of the members of the protest committee; bribery is a powerful tool, and most of our members go cheap. (One extra hint, I have it on the best authority that the head of the committee is more often than not in dire need.) If you find direct bribery too harsh for your taste, you may wish to go in for expensive dinners and gifts, but take care, the obtuse nature of most of the members of the committee makes this a dangerous investment.

Above all, remember the protest committee is fallible; your main concern is to be sure that their failure provides for your success.

While our major concern has been with protesting rallies, keep in mind that the changes to the By-laws also go through the committee and the above techniques might be helpful in getting any screwball idea you may have incorporated in the By-laws. A final warning, the secretary, who has to type the changes, and the Checkpoints editor, who has to print them, are formidable opponents.

### Let The Sun Shine In

#### Triumph Spitfire

4 cylinder, high speed power plant. New close ratio gear box aerodynamic body styling.



### TRIUMPH SPORTS CAR CHAMPIONS

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**E.G. BRADLEY**

*Red Castleberry*

## HIGHLIGHTS OF THE GENERAL CLUB MEETING

June 20, 1974

Trophies for February's Heart Fund AX finally were awarded at the last meeting. The Outdoor Activities Chairman is in need of help to identify and locate some of the winners.

There were lots of guests present (C.B. King, B.R. Dall, Steven C. McCarthy, Page Hargrave, M. Benson, Dan Cosby, Butch and Anne Cobb, and John Bruall) and one new member, Bob Glotfelty.

July 13 should find all of us **SWIMMING IN BEER** at the Cabin Creek Clubhouse. It's a pool party/beer blast! Dan Dreelin has the details.

There was a report by the Checkpoints Editor! It consisted of the announcement that this newsletter was compiled prior to the Board meeting, which should have fallen on July 4. Beth received a "SMATTERING OF APPLAUSE" for her fine contributions to the meeting.

The **DAM AWARD** was presented in name to Baxter Phillips for the fine body work he did on his Datsun 510. Neither the recipient, however, nor the award were present.

A **HUGE** blue and orange stick-on-anything **HIPPOPOTAMUS** was presented to Barbara Greenwood.

**C O M E**  
**T O T H E**  
**B E E R**  
**P A R T Y**

# AUDI

## A Brief History

August Horch was an already recognized automobile designer when he established the Audi Factory in 1909.

His cars were designed for the enthusiast, and his first Audi made its debut at an International Alpine race—which it won handily.

Distinguished by innovations such as front-wheel-drive, aluminum engines and dual braking systems, Audi soon became one of Europe's leading automobile manufacturers.

In 1932, Audi and three other manufacturers merged to form Auto Union AG. The experience and technology of these combined firms produced cars such as the awesome 16-cylinder grand prix car of 1937, and the now classic 1936 Sports Cabriolet.

Auto Union became a division of Volkswagen in 1964. And, today with over 60 years of experience building fine automobiles, the newest Audi—the 100 LS—is available to the American driver.

7729 Midlothian Pike

JUST WEST OF  
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Va. New Car Dealer 514

  
**CAVALIER**  
PORSCHE AUDI

An Autocross Results  
16 June 1974

O.D.: Chuck Hoelzel, Peter Wilson

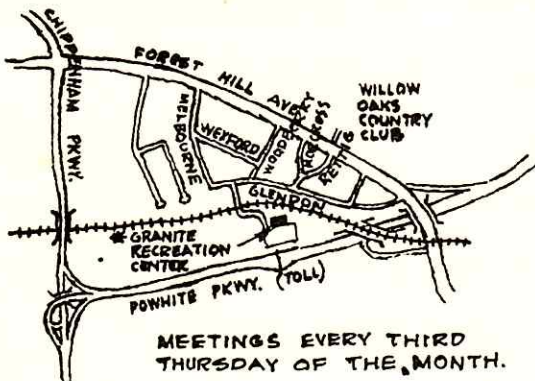
Workers: Andy Campbell, Art & Nancy Wingo, Jack East, Barbara Greenwood, Tom Blot, Dan and Cat Dreelin, Mike and Beth Castleberry, Marian DeBardleben, Bill Whitehead, Brad Peaseley, Jay Worden, Pat Kelly, Lewis Parsley, Bill Britton, Ralph Vawter, Bill Enos, Fred DeBardleben, Bob Glotfelty, Tom Silva, Robert & John DeBardleben.

Class	Club	Car #	Car Make	Contestant	Time	
A/M	PSCC	25	Mini Cooper S	George Sykes	41.382	FTD
	PCA	21	Phantom	Tom Silva	46.620	
B/M	VMSC	22	TR-4	*John Bergeron	46.858	
	PMSC	43	Sprite	David Jerrell	50.932	
		44	Spitfire	John Hagerman	52.832	
A/P	VMSC	15	911S	*Brad Peaseley	47.661	
	VMSC	1	914/6	Wilt Greenwood	49.488	
	VMSC	27	911S	Abby Thompson	49.865	
B/P	PMSC	52	Camaro	*Andrew Moore	52.505	
	SOH	46	Sunbeam	Jeff Starling	2:08.027	
C/P	VMSC	29	912	*Jim Mueller	51:682	
		4	Mini	David Dunville	52.750	
D/P	VMSC	28	240Z	*Fred DeBardleben	51.368	
		23	240Z	*David Bird	51.775	
	VMSC	50	MGB	*Peter Wilson	52.663	
	VMSC	36	240Z	Tom Blot	54.612	
	CCR	49	Sprite	Ray Campbell	56.345	
	VMSC	40	Datsun 2000	Bill Enos	57.125	Fun Run
	VMSC	8	Datsun 2000	Art Wingo	57.809	
		34	240Z	Jim Moore	1:00.060	
	VMSC	53	TR-4	Ralph Vawter	1:08.698	
	17	Spitfire	Gary Ondrey	1:36.300		
E/P	VMSC	11	Fiat 124	*Jim Hatfield	52.668	
F/P	SCCA	42	Fiat 850	*Mark Dominey	49.788	
	OCSCC	13	Sprite	*Richard Carr	50.950	
	PMSC	12	Pinto	*Charlie Alligrant	51.383	
	SCCA	18	Pinto	John Sheally	51.575	
	VMSC	24	Pinto	Bill Whitehead	51.809	
	VMSC	30	TR-3	Carter Peaseley	51.850	
	VMSC	32	Datsun 510	Lewis Parsley	53.304	
		7	Vega	Richard Swinson	54.425	
	CCC	10	Citroen	Marty Roth	54.631	
	VMSC	33	Pinto	Jay Worden	57.897	

A/S		20	911	*Richard Morris	51.029
		38	TVR	C. B. King	54.878
	CCR	3	Vette	Norman Hayes	56.300
		55	Vette	Jerry Shelton	1:03.463
B/S		48	240Z	*Craig Pelouze	51.544
	VMSC	14	914	*Pat Kelly	53.690
	VMSC	41	240Z	Baxter Phillips	54.321
	VMSC	9	914	Bob Glotfelty	54.813
	VMSC	5	MGB	Dan Dreelin	54.875
		19	Midget	Rob Westbury	2:34.803
C/S	VMSC	39	Honda Civic	Wilt Greenwood	48.607 Fun Run
	VMSC	56	Honda Civic	*Mike Castleberry	52.232
		47	Datsun 1600	Al Seim	58.793
D/S		26	SAAB	*Doug Markham	51.543
	VMSC	51	Datsun 1200	*W. T. Clark	54.148
	VMSC	37	SAAB	Bill Enos	54.321
		45	Mustang	Todd Whitmarsh	58.568
	VMSC	54	Fiat 850	Ellen Hamilton	59.895
		6	Honda 600	John Pollock	1:11.604
Ladies	VMSC	16	240Z	*Marian DeBardleben	.9573 (54.942)
	VMSC	61	Honda Civic	Beth Castleberry	.9418 (55.459)
	PSCC	35	Mini Cooper S.	Nancy Sykes	.8425 (49.118) FDD..

Trophies to FTD AND FDD; \* denotes dashplaque winner.

## MEETING PLACE



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We've got a great line of parts,  
accessories & performance goodies  
for your car, too,  
not just VW's.  
So don't let the "bug" in our name  
keep you away.

### BUG PARTS, INC.

Imported Automotive Parts & Motoring Accessories  
2001 SEMMES AVENUE • RICHMOND, VA. 23225

PHONE: 804 - 233-7607

Remember,

the discounts for VMSC members in last month's ad are forever.

## THE REBELS' REPLY TO THE YANKEE'S REVENGE

The Yankee's Revenge, the first VMSC night rally of the year, had us confused from the first moment that we looked at the general instructions. What, we pondered, is an MWAIT? An SWAIT? Why do we have to be a computer? Who wants to be a computer? As confused as we were, we arrived on time (in the rain) at Southside Plaza for the drivers' meeting--which, by the way, we never found. All things seeming to be against us so far, we started out on the ODO check and all went smoothly! We found the ODO check with no problems and the rain even stopped. Aha, we thought, our luck is changing. This might not be as difficult as we thought. But between the ODO check and the first checkpoint we found we were mistaken. It was difficult. Eventually we did find the first checkpoint. Shaking our first leg jitters, we settled down for some serious rallying. The route instructions seemed to make more sense and the roads appeared as they were supposed to. One aspect that was in this rally that has not appeared to us in our limited VMSC competition is the failsafe loop. Even though we were not able to locate two checkpoints (numbers 3 and 7), the OD's had the presence of mind to locate checkpoints 4 and 8 in the paths of errant rallyists. We pulled into Duffy's and computed our time for the unmanned leg (including all of the blue signs with white letters that we had counted). We then settled down to enjoy the pizza, beer and fine musical entertainment.

All in all our consensus of the Yankee's Revenge is that it was a good event, from the confusing start to the musical finish. We think everybody had fun and we all have a dash plaque to remember it by. Good job, Nick and Pat!

*Ralph & Ellen*

Yankee's Revenge Results

22 June 1974

O.D.: Nick Buchholz, Pat Kelly. Official Precheckers: Barb and Wilt Greenwood. Precheckers: Beth and Mike Castleberry.

Workers: Barb and Wilt Greenwood, Dan Cosby, Beth and Mike Castleberry, Brad Peasley, Janet and Jim Rowe, Bill Enos, Dallas and Barbara Faires, Betty Johnson, Pam Jones, Jay Worden, Johnson.

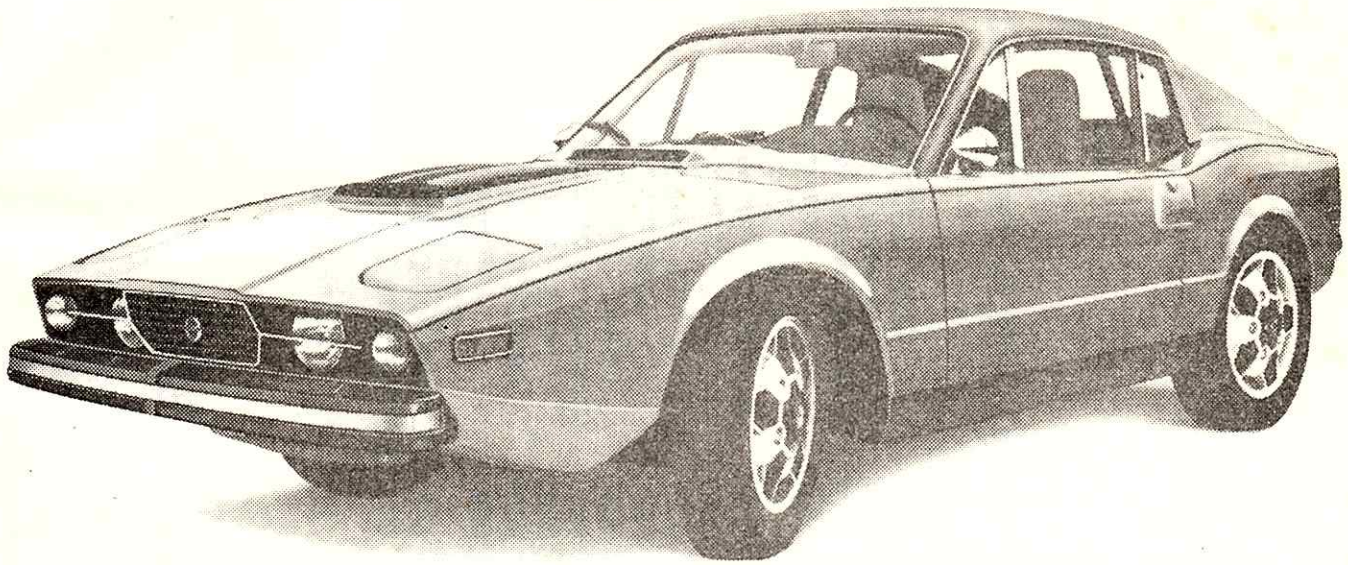
O/A	Class Pos'n	Car #	Driver/Navigator	1	2	3	4	5	6	7	8	9	Total
*1	1E	3	Marian/Fred DeBardleben	91	1	95	500	57	16	1000	0	1	1761
*2	2E	5	Charlotte/Chuck Hoelzel	299	5	282	119	139	0	1000	0	61	1905
*3	1U	1	Ellen Hamilton/ Ralph Vawter	1000	0	1000	0	87	31	1000	0	29	3147
*4	2U	2	Jim/Kathy Hatfield	1000	0	1000	0	113	226	1000	0	500	3839
*5	3U	6	J. Kane/W. Mills	1000	120	1000	0	233	146	500	500	500	3999
6	3E	15	B. Goodwin/C. Goodwin	276	37	1000	1000	1000	0	1000	0	33	4346
7	4U	14	D. Denton/F. Denton	1000	1000	1000	0	31	500	1000	0	130	4661
8	4E	4	Bell/Jackameit	284	18	478	385	490	155	1000	1000	1000	4810
9	5U	8	Libby/Pete Wilson	1000	1000	0	1000	1000	0	1000	0	123	5123
**10	6U 1N	11	Rick/Sharon Lancaster	1000	1000	1000	0	213	500	1000	0	1000	5713
11	5E	7	C. Seward/B. Shumaker	1000	1000	0	500	134	1000	1000	1000	1000	6634
12	7U	16	R. Glatfelty/R. Tomlinson	1000	0	1000	1000	1000	1000	0	1000	1000	7000
13	8U	13	B. Day/Roger Verser	1000	1000	1000	1000	0	123	1000	1000	1000	7123
14	9U	12	Dan/Kat Dreelin	1000	0	1000	1000	1000	1000	1000	1000	1000	8000
15	10U	17	T. Ennis/D. Cornel	1000	1000	1000	1000	1000	1000	1000	1000	1000	9000

I have no report as to what happened to cars 9 and 10, any guesses?

\* denotes trophy winner

\*\* denotes novice trophy winner

**Our car has a definite advantage  
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## **The Saab Sonett. Just \$4898.**

While most limited production sports cars of the world give you a lot of car for a lot of money, we give you a lot of car for little money.

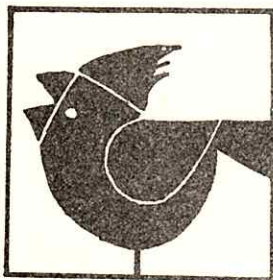
Our Sonett III has rack and pinion steering, for example, front-disc brakes, radial tires, mag-type wheels, a leather covered steering wheel, and adjustable seat-back cushions. Things you'd expect to find in a sports car costing lots more.

We even give you some things that the world's most expensive sports cars

probably don't give you. Things like front-wheel drive for excellent traction, control and cornering, a built-in roll bar for extra strength and safety, and an aerodynamically designed fiberglass body with one of the lowest drag factors of any production car in the world.

The limited production Saab Sonett.

It has something over most other sports cars when it comes to features. And something under them when it comes to price.



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## POINTY-CAR ROUNDUP

Being a pot-pourri of little-known facts with which to confound, amaze, astonish and dazzle your friends.

It is not generally known that the foreign car was actually invented in 1914 by an American - Waldo Forster. Forster, an early design engineer, created the prototype while engaged in an experiment involving a body mockup and a hydraulic press. Truly a happy blend of engineering and serendipity!

Among others, Webster lists the following as synonyms for foreign: alien, extraneous, repellent, obnoxious and distasteful.

There are now available several varieties of cucumber which are highly resistant to anthracnose and bacterial wilt.

Due to the recent relaxation of East-West tensions, Checkpoints can reveal that there is no such thing as a Porsche. The hoax can be traced to 1945 and an international conspiracy between Swiss banks holding enormous amounts of Reichsmarks and the Giant Water Bug cartel.

As with present-day developments in the field of space engineering, early automotive work spawned a host of consumer-oriented innovations. Early engines, for example, failed often and at awkward times. Research efforts aimed at alleviating this problem spun off a great many products which we nowadays take for granted, including the horse and the condom.

Psychology Today reports that sport-car owners tend to be highly masochistic in that they derive intense sexual pleasure from being made uncomfortable in their hot, cramped, hard-riding little cars. It seems to Checkpoints that this is fortunate inasmuch as there is no other way to achieve sexual pleasure in those little cars.

Ambrose Bierce is alive and well in Wolfsburg.

Few people know that in the eighteenth century Charles Babbage designed a mechanical differential engine capable of extracting a square root but was forced to abandon the project for lack of a suitable motive force. Very few.

Fyodor Szelonski designed the only known Polish sport car in the late 1930s. Happily, little of his work survived the war, but it has been possible to determine that he had the germ (or, perhaps, the infection) of a number of later developments. Among other things, Szelonski pioneered the engine which may only be removed from beneath the car, and emission control. His genius is worth close inspection: torn between the Scylla of reduced engine power and the Charybdis of expensive catalytic mufflers, Szelonski

solved the dilemma of emission control with a master stroke - he piped the exhaust inside the car. The true dimension of Szelonski's mind may only be fully appreciated when one realizes that this not only provides the final solution to the problem of pollution, it obviates the need for seat belts and air bags.

Fertilizer should not be applied to your roses any later than 60 days prior to the first frost, for it encourages succulent growth which cannot harden off in time to escape winter kill. You should avoid handling your roses at all times, since they are just literally covered with nasty sharp thorns which will prick your tender fingers.

The first American Indian to win a major sport car event was Hyman Pontiac who wrapped it up on the Grand Prix in 1935. He later authored a book about his experiences, called Ferrari Means 'Hot Mama' in Cree or, I Lost My Reservations at Monaco.

The wheel was invented in 1891 by Adam Opel. Before that time, cars couldn't get off the ground.

That's it for Pointy-Car Roundup. Next month, Checkpoints presents a first-person report: "How I Came of Age at the Hands of a Crazy Z-Owner" by 11-year-old Tuesday Fadool, as told to Fred deBardeleben.

-JKE

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TREASURER'S REPORT

May 1, 1974	\$834.06
Receipts	146.50
Disbursements	364.28
June 1, 1974	\$615.58

# BEER-POOL PARTY

Place: Cabin Creek Pool

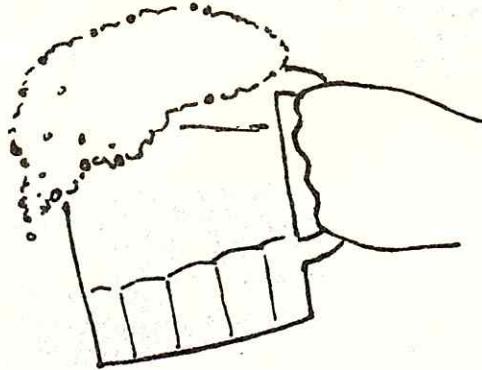
Time: 8:00 PM

Price: \$2.00/head

Date: 13 July 1974

Beer and set-ups provided -  
but bring your own  
swimming attire and  
towels. (We will move  
inside if the weather  
is bad).

Bring those instruments.



TO GET THERE:

West on Patterson to  
Gaskins road - R on  
Gaskins and R into  
Cabin Creek - the pool  
is on the main drag.

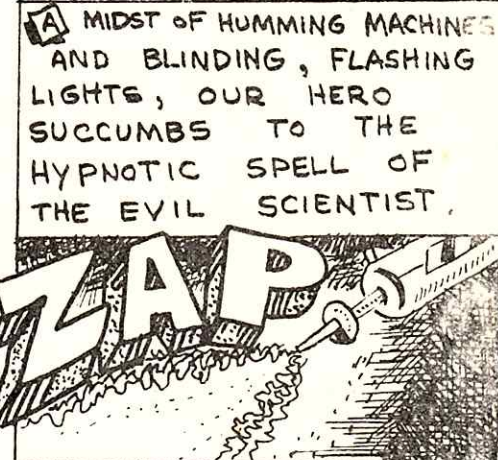
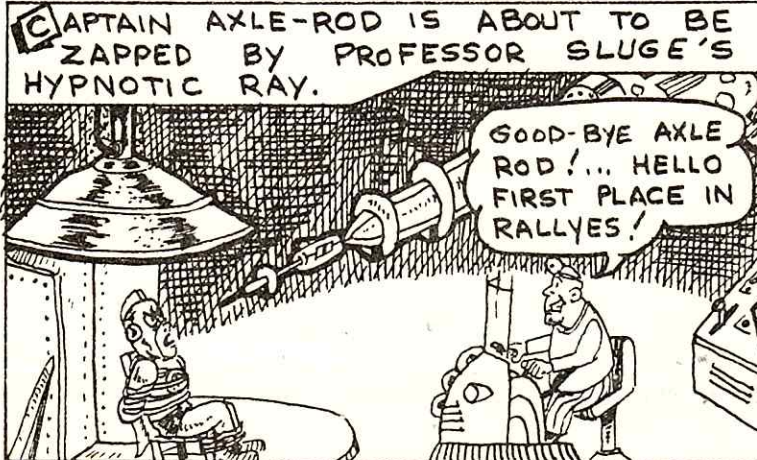
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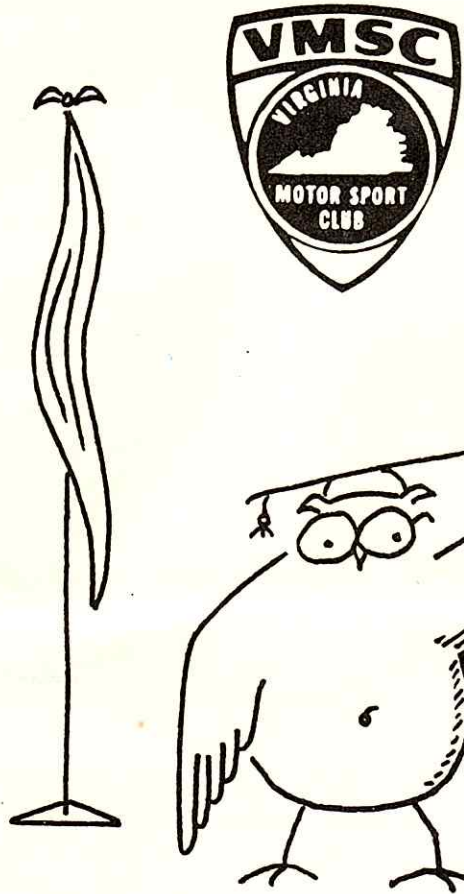
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1815 Aeronca Avenue  
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648-0171 or 262-7807

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and the **DISTRIBUTOR BROTHERS**  
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CONTINUED



PRESENTS ...

# A RALLY SCHOOL

Principal: Dr. Charles B. Hoelzel  
Faculty: Various VMSC members  
Tuition: \$2.00 per car  
Curriculum: Hour and one-half chalk talk  
followed by lab work - a  
short (60 mile) Novice rally

Starts 1 PM at the St. John's Wood Clubhouse. 20 July 1974.

To get there, take Chippenham Parkway in either direction (Route 150) to Jahnke Road, go North on Jahnke, turn right after .70 miles into St. John's Wood, (liberally marked) and follow driveway to the clubhouse.

Bring pencil, paper, a reasonably accurate wristwatch and a car.

No points for clubmembers. One class - Novice.

Two scholars per car - no more, no less.

Please pre-register by calling the principal at 804/272-8520 or by calling Jack East at 804/231-5564.

July 20, 1974.

# THE RISING SUN

## AN AUTOCROSS

SUNDAY, JULY 14

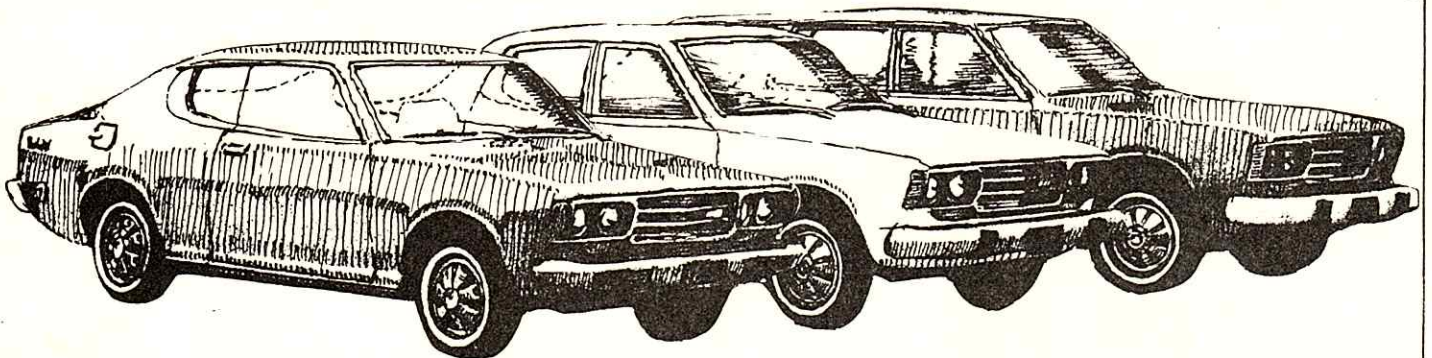
CAROUSEL LOT, WEST BROAD STREET, RICHMOND

REGISTRATION 9 AM-1 PM FCO 10 AM \$3.00 A RUN

1974 MWCSCC RULES ADEQUATE EXHAUST SUPPRESSION REQUIRED

OD'ED BY BETH CASTLEBERRY, MARIAN DEBARDELEBEN, BARBARA GREENWOOD

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