



# Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 19

NUMBER 12

DECEMBER 1974

## Happy Holidays!



- DECEMBER 19 VMSC GENERAL CLUB MEETING, GRANITE RECREATION ASSOCIATION. 1975 OFFICERS WILL BE ELECTED. LAST CHANCE TO IMPROVE YOUR CLUB POINTS.
- DECEMBER 25 CHRISTMAS DAY
- JANUARY 1 NEW YEAR'S DAY
- JANUARY 11 ANNUAL AWARDS PRESENTATION. COCKTAIL PARTY AT 7:00 - AWARDS AT 8:00 - DANCE AT 9:00.
- JANUARY 19 WRC WINTER CERIES #1, WITH A RALLY SEMINAR ON THE 18TH TO EXPLAIN "HOW NOT TO FALL FOR TRICKS AND TRAPS." PHONE LIZ LIEBERMAN (703) 560-8033 FOR OTHER INFORMATION, OR SEE FRED DEBARDELEBEN FOR FLYER. LEARN HOW TO RALLY!
- JANUARY 26 VMSC RALLY, OD'ED BY JACK & ELLIE EAST. SEE FLYER THIS ISSUE.

THE SSDD RALLY  
Official Results

OD: Mike and Beth Castleberry

OFFICIAL PRECHECK: Bookie and Kitty Westbrook

UNOFFICIAL PRECHECK: Jack and Ellie East; Ralph Vawter and Ellen Hamilton

WORKERS: Brad Peaseley, Mike and Patti Ogden, Dick Jones, Ralph Vawter, Ellen Hamilton, Andy Campbell, Jim and Janet Rowe, David Locks, Bookie and Kitty Westbrook, Bob Glass, Paul and Lori Westorook, Pam Jones, Betty Johnson, Bill Enos, Carolyn, Nancy Cook.

OA	Place Class	Car Make	Driver/Navigator	CHECKPOINTS									TOTAL
				1	2	3	4	5	6	7	9		
1*	1E	240Z	Marian/Fred DeBardleben	4	2	0	3	4	7	18	7	45	
2*	2E	914	PCG/Rita Wagner	4	1	2	5	1	6	3	37	59	
3*	3E	510	Wilt/Barbara Greenwood	1	9	5	7	1	6	2	36	67	
4	4E	Opel	Mark Evangelista Dick Grosbier	0	12	1	8	37	33	4	49	144	
5	5E	BMW	Mike Leeper/Bill Sharp	300	10	4	9	7	6	5	25	366	
6*	1U	Datsun	Len Wells/Tom Blot	19	8	24	30	8	1	450	25	565	
7*	2U	MGB	Peter/Libby Wilson	25	22	38	0	5	4	300	300	694	
8	6E	AMX	John/Kathy Chehaske	2	1	4	14	3	225	450	147	846	
9	7E	Mazda	Bruce/Harriet James	193	32	1	7	3	284	450	30	1000	
10*	3U	510	John/Robert DeBardleben	25	194	83	77	28	52	300	300	1059	
11	8E	Datsun	Jim Meyers/Jack Mahoney	300	1	2	28	3	2	300	600	1236	
12	4U	Porsche	Pat Kelly/Dan Cosby	243	278	64	15	95	53	10	600	1352	
13	9E	VW	Chuck/Charlotte Hoelzel	300	216	173	300	45	237	300	0	1571	
14	10E	510	Lewis Parsley/Bill Britton	2	219	7	197	299	295	300	300	1619	
15	5U	VW	Neale/Martha Dickinson	40	88	245	222	300	263	300	600	2058	
16**	6U	Poyota	Diane/Art Wingo	201	600	600	600	-	300	450	300	3051	
17	7U	Sprite	Bill/Shelia	231	64	600	600	600	600	600	600	3895	
18	8U	TR6	Craig Hughes/Craig Conner	600	600	600	600	600	600	600	600	4800	
18	8U	Datsun	Phillip Lee/Chuck Eggleston	600	600	600	600	600	600	600	600	4800	
18	8U	X1/9	Bud Munnelly/Don Lakey	600	600	600	600	600	600	600	600	4800	
DNF		240Z	Butch/Ann Cobb										
DNF		914	Bob Glotfelty/Judy McGowan										
DNF		X1/9	Steve McCarthy/K. Wetzel										
DNF		Porsche	Dave/Vicke Armentrout										
DNF			Fred/Mickey										
DNS			Dan/Kat Dreelin										

\* Denotes trophy winners. \*\* Denotes Novice trophy winner.

Checkpoint #8 was discarded due to an error which was protested. The protest money will be returned.

## WITH EXPLETIVES DELETED

When Rallymasters announce that their event will be simple, you may expect that they are underestimating their rally or overestimating your abilities. But when they explain that the course consists of several 20-mile segments interrupted by flagrantly identified TRAPS, you may well wonder about how you're going to spend your day! This was how Mike and Beth described their November rally, along with the postscript that it must be a simple event since Westbrook got through it. And maybe, like us, you didn't quite know what to expect.

"The S.S.D.D. Rally" [Same Expletive-Deleted Different Day] was as advertised. The 20-mile segments between the traps were simple, just as the Castleberrys had announced. And when you arrived at each TRAP, you knew you were there. The only pressure felt came from within, and the confidence you had to display in working through a TRAP to the next 20-mile segment was tremendous at times.

For example, "L second opportunity onto a route that has 2 digits the same." You're leaving Control #4 on Route 616 and approach a T with 644 running right and left and 616 continuing left. Somewhere as an afterthought the generals commented that old and new routes could not run concurrently. So you turn left and forget that it also is 644. Until you approach a second T with 644 running left and 616 going right. Confidently you choose 644 as your first opportunity to go left and turn right, with a heartening callback of some 15 miles. Ten miles later you come upon a dirt track called 655 to your left. And 5 miles after that is a mileage confirmation. But the supreme disappointment comes when you arrive at the control to find that so far no one has bitten the trap and maxed in ahead of you!

Or the old suck-you-in-'cause-you-think-you-missed-a-sign trap. "L after 'Jordans' after 'No Dumping' after 'Cartersville'." And there's "Cartersville" at the start - two of them for that matter! And 5 miles later, after half a dozen dumping places in the woods and a million "No Hunting" and "No Trespassing" signs, is a big "Jordans." And a real nice road on your left. Did we - or didn't we? Gulp, go straight, and an eternity later at the only other left turn in the world, with the Greenwoods hot on your rear in a car that probably has seen the course a month ago, a "No Dumping" and a "Jordans," added to the environment by Mike and Beth.

Then there was the brought-back-by-popular-demand trap and see-if-you-can-get-it-right-this-time, from Castleberrys' rally of 1973. Same signs or objects could not be used for consecutive instructions. That's what the generals said. And there was this \* instruction marking the location of a checkpoint, followed by an N.I. asking you to turn left after a checkpoint. The intersection was most inviting, with the horizontal road marked by billboard-sized signs in either direction. And a checkpoint out of sight ahead of you down that unnumbered road. It was a sweet sight. But not quite so sweet was it to meet a red MGB and a blue 510 coming around the corner from another part of the county.

That's the way it was. One intended trap per leg and all the others

you cared to bring along yourself. Some were quick and painless, others were agonizingly drawn-out. There was an interesting comment by a rank novice crew that might characterize the weird logic employed by some to instill confidence. The instruction was a blank #15, causing an immediate change of route. But Art & Diane Wingo had never seen the likes of such a thing, and slowly motored past the turn, unsure. After a short distance they triumphantly reasoned that Mike and Beth had put too much time and effort into their rally to forget to write something after #15, poured over the generals again, and returned to the rally course. How's that for ignoring a 0.2 callback mileage, all you Failsafe Kings?

One might point to the preceding night's booze blast as an excuse for Sunday's outcome. The real laurels for putting away the wine belong to our good friend Leeper. We managed to keep a cup of red in his right and a cup of white in his left hand most of the evening, while his navigator found his way to the grapes himself. Sunday morning, shaded by dark glasses and resembling the last two tin soldiers left in the bag, they proclaimed that they felt "terrific!" But ah, yes. Same expletive-deleted. And goddamn wasn't it fun?

-Fred & Marian.

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& PORSCHE  
OWNERS:**

We've got a great line of parts,  
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for your car, too,  
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So don't let the "bug" in our name  
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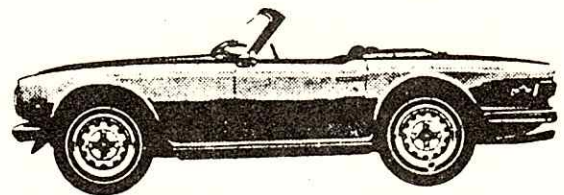
Imported Automotive Parts & Motoring Accessories  
2001 SEMMES AVENUE • RICHMOND, VA. 23225

PHONE: 804 - 233-7607

Remember,

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

**TRIUMPH TR 6  
SPORTS CAR CHAMPION**



Fully synchronized 4 speed transmission, wood grain dash, reclining seats, radial tires, optional AM/FM stereo radio, air conditioning, and luggage rack.

**E.G. BRADLEY, INC.**

621 W. Main St.

648-7255



OFFERS

# A MAIDEN VOYAGE



Laid on by Ellie & Jack East

Pre-Checked by Wilt & Barbara Greenwood

January 26th, 1975. (Yes, that's Superbowl Day...read on.)

Registration at 9AM, FCO 10:01AM. That should get you back in time for the game, if that's your bag. If not, there'll be pizza and beverages at the finish.

Starts at the Huguenot Village Shopping Center, 1 mile N of Rt 60, on Rt 147, at the intersection with Rt 711. Runs all around through Powhatan & Chesterfield Counties for 110 miles or so.

Costs \$5 the car. Equipped and unequipped classes plus a novice trophy.

Pre-register for numbers and generals by calling 804/231-5564.

ODs promise moderate speeds, low overload, one or two worn-out old traps.

PLEASE REPLACE ARTICLE VII OF YOUR BY LAWS WITH THE AMENDED ARTICLE REPRODUCED BELOW.

## ARTICLE VII

### Officers and Directors

- I. The Officers of The Club shall be a President, Executive Vice-President, 2nd Vice-President, Secretary, Assistant Secretary, and Treasurer, who shall be elected annually by the Members.
- II. The Board of Directors shall consist of the six elected officers, the immediate Past President, and not less than seven directors appointed by the elected officers.
- III. A Nominating Committee shall be appointed annually for the purpose of nominating a slate of candidates for officers for the annual election. The committee shall nominate a maximum of two persons per office. The committee shall consist of five members. The committee shall be selected and chaired by the most immediate Past President and shall include the current President and one or more past presidents.
- IV. Deleted November 1974.

**FIAT**

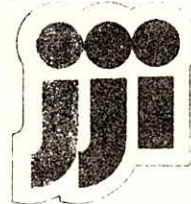


## the mid-engine fiat X1/9

There are only two mid-engine sports cars you can possibly buy for less than \$6,000. You can buy a Porsche 914. Or you can buy a new Fiat X1/9. Both are high performance sports cars with 4 cylinder engines, removable roofs, integral roll bars, and 4-wheel independent suspension. But if you don't want to spend the money for a Porsche 914, save \$1000 or so. Buy a Fiat X1/9.

**MOOERS**  
MOTOR CAR COMPANY, INC.

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**jefferson-jones, inc.**

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# ANNUAL AWARDS DANCE

JANUARY 11, 1975

\$10 PER COUPLE

AWARDS PRESENTATION

INSTALLATION OF  
1975 OFFICERS

ALL AT THE HOLIDAY INN -  
CROSSROADS

6:30 - BEGIN DRINKING  
(BRING YOUR OWN)  
8:00 - AWARDS PRESENTATION  
9:00 - DANCE TO THE  
EXCITING RHYTHMS  
OF THE ACCELERATIONS

HORS D'OEUVRES INCLUDED

BE  
THERE

JANUARY 11, 1975

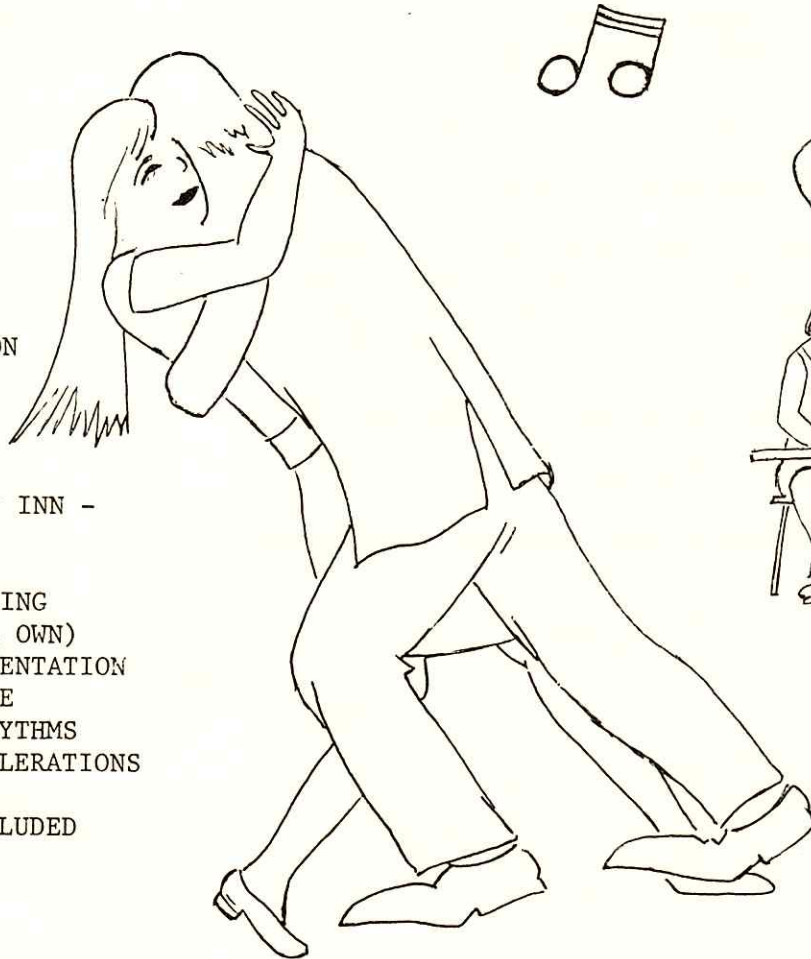
BE THERE

SEE YOUR FRIENDS

BE THERE

RENEW OLD ACQUAINTANCES

BE  
THERE



REPORT ON DEJA VU, TOO

We looked up 'Deja Vu' and found it meant , more or less, "I've been here before." So we thought about the implications of "I've been here before, too." And we thought about the flier that showed the mirror set up in the middle of the rally road so you could see where you'd been. And we thought about the generals which said, sort of, that once an instruction had been executed, it became a special which they called an LRI - Last Route Instruction. And we thought about how LRIs had priority but could only be executed nine times. And we thought about how, above all things, the Greenwoods adore intricacy.

Thinking deeply of these things, we sharpened our slide rule, Windexed the Honda and set forth expecting to be confounded. Sure enough.

We'd barely got our first cigarette lit when we were confronted with:

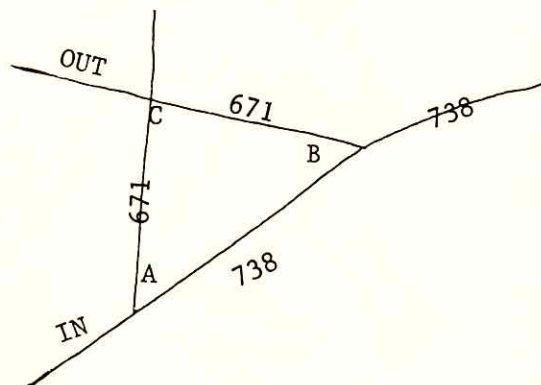
Pause 1 minute at "Pleasant View" on brick pillar on L.

Well, there it was, and some folks didn't notice that there were two pillars - causing a 2 minute pause - once as the NRI and once as the LRI. Some folks got a 100, there. But we also learned quickly about how it was that instructions could be executed more than once.

Then, by and by, we were working on:

L. Pause 0.30 minutes.

The speed was 48 mph. And the roads looked like this:



We started at IN and the instruction was executable at point B (having been enabled by a sign at point A.) And then the instruction was executable as the LRI at point C. And again at point A. And again at point B. And...well, you get the point. We did and in a tender spot. Having finished the loop-the-loop we sat at point C while hero navigator did pause-type arithmetic ("We shoulda gone 48 but we probably only really did 20 maybe but there were 10 18-second pauses...")



and the driver screeched, "Let's GO" and the navigator finally calculated that we were 3 minutes down (taking 3 minutes to do so while the driver screeched, "Let's GO") so over the hill and into the checkpoint we went with a max.

On it went. The Transit Zone ended with the instruction:

"✓." Zero your odometer.

Sure enough, there was a real, live checkpoint at the end of the transit zone. And we all sat there waiting out our time, looking it in the eye. And then we swallowed hard, went in, took our lumps and motored on. Voila! Another checkpoint. Some folks didn't remember to re-zero their odometer at the second checkpoint. Others did. It mattered.

Then there was the sequence that got you to 100 mph at a sign followed by an instruction which told you to reduce your speed by 50% followed by an instruction which told you to CAS 33 7 minutes after having done something or other way back there. Well, we saw this one coming - figured out that 100 halved 10 times is 3/32 mph and decided to lock all four when we saw the sign and wait out our 7 minutes. The sign was, predictably, a stone's throw from a timing line. We stopped. Looked at the watch to see when to go. Whammo. See, wonder-navigator had decided we were due to go out at 24:45. When the meathead looked at the watch, the big hand was on the 24 and the little hand was on the 45. So navigator said go, we went, and took a minute early. Never did understand about telling time.

Enough. The rally was intricate, clean (almost, and they pitched the leg for the typo,) trying, interesting, fast and we were sorry only when they handed us the slip at control 9 which said "The End."

**A limited production sports car  
you don't have to wait  
a lifetime for.**



**The limited production Saab Sonett III.**



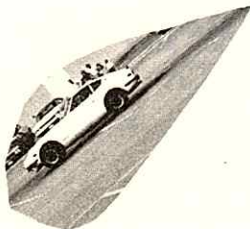
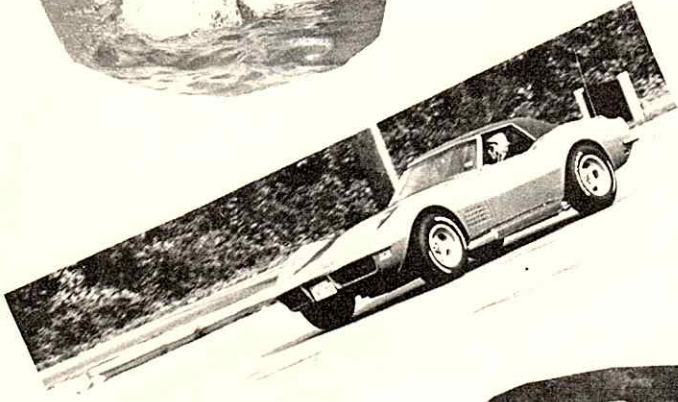
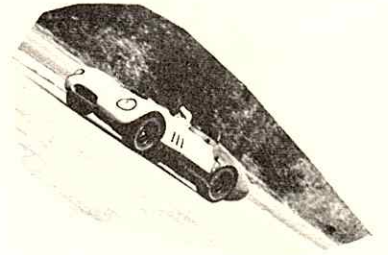
**CARDINAL  
PONTIAC-BUICK**

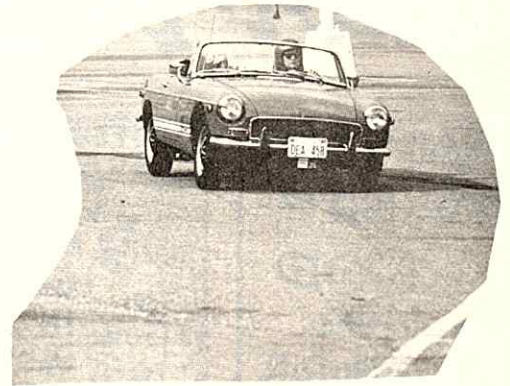
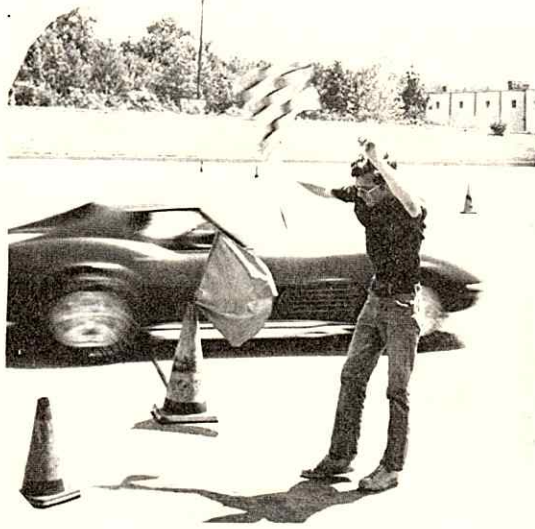
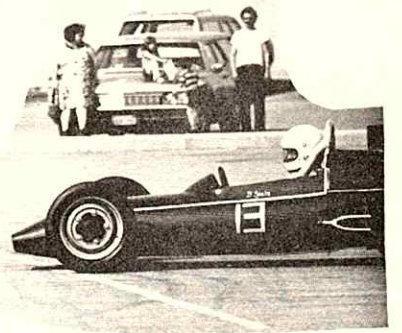
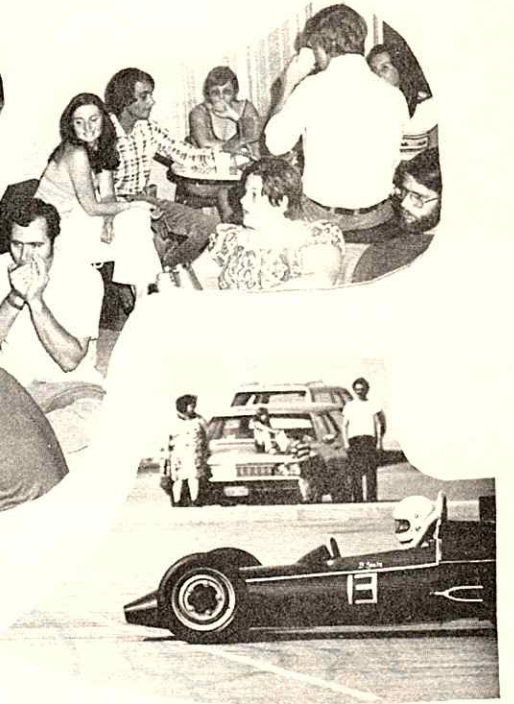
P.O. Box 307 U.S. Route 1, South  
Ashland, Virginia 23005  
804-798-8341

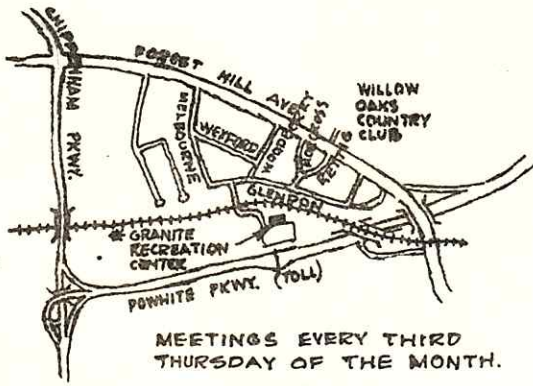
Ellie & Jack East

TREASURER'S REPORT - NOVEMBER 1974

November 1	&1059.20
Receipts	-- --
Disbursements	232.55
November 30	\$826.65







# MEETING PLACE

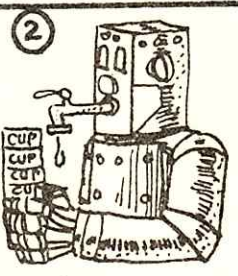
# Merry Christmas and HAPPY NEW YEAR

FROM: CAPTAIN AXLE-ROD  
AND THE USUAL GANG  
OF IDIOTS  
(INCLUDING L. PARSLEY & J.M. TRAYLOR)

**CAPTAIN AXLE-ROD**  
and the  
DISTRIBUTOR BROTHERS  
ADVANCE  
and  
RETARD  
11-1974



OUR HOST'S WITH THE MOST'S!  
CAPTAIN AXLE-ROD AND THE DISTRIBUTOR BROTHERS ...



THE ROBOT WHO WAS CONVERTED INTO A KEG OF BEER...



PROFESSOR SLUGE THAT WAS REHABILITATED AND IS PLAYING SANTA CLAUS...



THE MONSTER WHO IS THE BARTENDER... (MIXES A MEAN DRINK!)



AND MIDNITE ZELDA WAS THE JOY EVERYBODY JUMPED FOR! -MERRY CHRISTMAS-

# HIGHLIGHTS OF THE GENERAL CLUB MEETING

November 21, 1974

The Treasurer has requested that all **MARQUE AWARDS** be returned to him at the December General Club Meeting.

A check for \$50.00 was presented to a representative of the **EXPLORER SCOUTS**, along with our gratitude for their help in our October auto-cross.

After-the-meeting-entertainment was supplied by the Castleberrys and a slide show of **VMSC DISASTERS AND TRIUMPHS**.

The changes to the By Laws (noted both in the last and this issue of Checkpoints) were approved by the general membership.

The **DAM AWARD** was presented to John Bergeron for forgetting that Road Atlanta was in Atlanta when he was in Atlanta and when he wanted to go to Road Atlanta...and for flying home to Richmond.

Bill Hunter can get **PENNZOIL** cheap by the case. Tom Blot can get **CALCULATORS** without any keys cheap. Wilt Greenwood has **STOPWATCHES** for sale...cheap?

The following slate of officers was nominated for the 1975 year:

PRESIDENT.....Chuck Hoelzel  
1st VICE-PRESIDENT.....Fred DeBardleben  
2nd VICE-PRESIDENT.....Lewis Parsley  
TREASURER.....Marian DeBardleben  
SECRETARY.....Janet Rowe  
ASSISTANT SECRETARY.....Pam Jones

Elections will be held at the December meeting. Be there!

Authority was given to Lewis Parsley to renew Granite Recreation Association as our meeting place for 1975. **CLARK** countered with a meeting place in Church Hill **IF HE COULD BE PRESIDENT**.

**CHECKPOINTS** is the monthly publication of the **VIRGINIA MOTOR SPORT CLUB, INC.** It is mailed free to members and advertisers. Subscriptions to non-members are \$2.00/year. Please send all articles and contributions to the editor, deadline, the weekend after the first Thursday of each month. Inquiries regarding advertising should be directed to the business manager. Ad deadline, the first Thursday of each month. Ad rates per 1/4 page: \$6.00/month; \$33.00/6 month.

CLUB PRESIDENT: Bookie Westbrook  
900 Pump Road - #12  
Richmond, Va. 23233  
288-4939

EDITOR: Beth Castleberry  
743 Trevor Terrace  
Richmond, Va. 23225  
320-0108

BUSINESS MANAGER: Dick Jones  
1815 Aeronca Avenue  
Richmond, Va. 23228  
648-0171 or 262-7807



# Virginia Motor Sport Club

Incorporated

Richmond, Virginia

## DUES FOR 1975

\_\_\_\_\_ Single Membership @ \$ 8.00 \_\_\_\_\_

\_\_\_\_\_ Family Membership @ \$ 10.00 \_\_\_\_\_

Members Name \_\_\_\_\_ & \_\_\_\_\_

\_\_\_\_\_ Additional Family Members @ \$ 5.00 each \_\_\_\_\_

Additional Family Members Name(s):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_ Life Members (For the subscription to all Club publications if no other family member is a member of the Club.) @ \$ 2.00 \_\_\_\_\_

PLEASE MAKE CHECKS PAYABLE TO VMSC. RETURN THIS FORM AND CHECKS TO:

Marian DeBardleben, Treasurer  
3107 Cottingham Road  
Richmond, Virginia 23225

By January 1, 1975

Initiation Fee of \$ 10.00 will be charged to all members in arrears past February 1, 1975. (By Laws - Article V)

put a Z'neath your  
tree

Best  
wishes for  
the Holiday  
Season from  
boulevard import



THANKS!!!

As this is the last time I'll have to put Checkpoints together, (Thank God) it's about time I gave some credit where credit is due. There have been several people this year who have made my job a lot easier by their help and contributions, and I can only hope for next year's editor the same kind of help.

First, there is one fuzzy individual (going by the obvious alias of Dick Jones) who is the Checkpoints Business manager; he handles all the work on the ads (such as contact with the advertisers, design, layout). Although you may not have seen him at too many meetings, he has been around, supporting the club.

A not so fuzzy individual (But still somewhat fuzzy) Lewis Parsley, has been contributing our cartoon. While we don't really know his friend, who I understand does the drawings, I appreciate the good job they've done, and hope they're ready to keep on getting up next year.

You may have noticed that the editor's typewriter is not the best in the world, and often you will see pages of the newspaper done in a much finer print. Those pages have been done by Marian DeBardleben, and include such things as the coming events (prepared by her husband, second veep), the Highlights of the General Meeting (also done every month), along with any changes to the bylaws, along with some event results, along with a general combination of stuff which happens to come up.

Going back to the fuzzy people, many months of this year's Checkpoints owe their completion to assistance by one Jack East, who has added such things as Waldo Forster (alas, we mourn his death) fliers on most every event, layout on the paper for several months, various articles (of a singular nature) etc. Although she may never take credit, Ellie East contributed the layout for the two pictures in this issue, covering event from the entire year.

There have been other contributors, but I won't try to enumerate them all; but remember to contribute next year, either by working on articles or artwork for Checkpoints, or in any of the other activities which the club sponsors.

CHEERS TO NEXT YEAR!!!

*Beck Castberg*

P.S. Keep the Award Presentation and Dance in mind, it should be a good one this year.