

# Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME LP 33 $\frac{1}{3}$

MARCH 1975

...and now, here's CHECKPOINTS, but first,  
an important message from our treasurer....

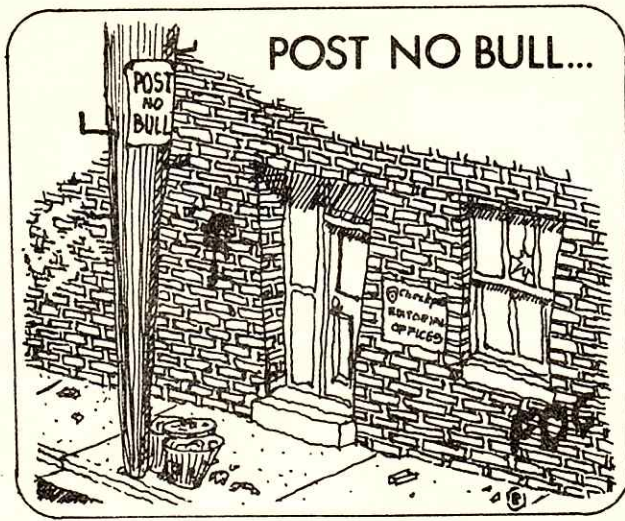
HEY, YOU GUYS! YOU KNOW THOSE MOVIE TICKETS YOU'VE BEEN COLLECTING FOR YEARS INSTEAD OF ACCEPTING VARIOUS TREASURES OF METAL FOR YOUR TROPHIES? WELL, WE WANT 'EM BACK. NOT THAT WE INTEND TO GIVE YOU MONEY OR LOOT FOR THEM. WE'RE TOO BROKE FOR THAT. WHAT WE'LL GIVE YOU, THOUGH, IS NEW MOVIE TICKETS. ONES THAT WILL BE INDELIBLY STAMPED AND PRE-RECORDED IN THE BOOK.

YOU SEE, WE HAVE TO KNOW HOW MANY TICKETS ARE OUTSTANDING AGAINST THE CLUB'S TREASURY. IT'S CALLED A LIABILITY, AND WE DON'T KNOW WHAT OURS IS.

SO, BETWEEN NOW AND MAY 1, WE WANT TO EFFECT A MAJOR RECALL OF ALL THE TICKETS IN THE CLUB. NEW TICKETS WILL BE ISSUED, APPROPRIATE NOTES WILL BE MADE, AND A REPORT WILL BE SUBMITTED BY THE TREASURER.

NOW FOR THE BAD NEWS. THE DEADLINE IS MAY 1, 1975. ANY TICKETS THAT HAVE NOT BEEN RETURNED AND REISSUED BY THEN WILL HAVE TO BE CONSIDERED WORTHLESS. WE HATE TO DO IT, BUT... SO, SPRING CLEANING. FIND THOSE TICKETS FAST AND GIVE 'EM TO THE TREASURER.

NOW FOR THE GOOD NEWS. WE COULD BE RECALLING YOUR VARIOUS TREASURES OF METAL INSTEAD. AND AFTER MAY 1, YOU MIGHT CHECK WITH YOUR LOCAL IRS FOR A BAD DEBT DEDUCTION CONCERNING ALL THOSE LEFTOVER TICKETS.



### ... POISON PEN

On page 5 , a new Department appears: Letters. This time there's only one, a letter of Criticism and Castigation. After the rest of you see what fun letter-writing can be (those of you who can write) perhaps you, too, will unlimber your...

### ...GET IT IN THE EAR

We would like to apologize to all those who have complimented Us on Checkpoints so far, because obviously you have been overlooked by our barbed IBM Executive. But have no fear, there are nine issues to come, and lots of time for you to...

### ...GOT IT IN THE EAR

You may recall that, last month, the Board approved a change in the homologation schedule. We reprint on page 10 the results both ways. That's so you can see if, like some of your Editors, you came out ahead or, like other of your Editors, ...

### ...AN AUTOGRAPHED COPY OF CHECKPOINTS

Last month, We ran a little contest. We are delighted to announce the winner: Barbara Greenwood; who correctly identified the car as a 1954 Renault 4CV. Barbara also treated Us to a superb meal of clam mousse and chicken livers with Sauce Bearnaise, admirably accompanied by a 1975 Gallo Chenin Blanc. A tart l'Orange brought to a close a repast to remember which was marred only slightly by the surly waiter. Unfortunately, we lost the ballpoint pen springs, so Barbara had to be content with...

### ...NEW NOVEL

The ladies have contributed heavily to this issue, thereby demonstrating Our concern for promoting the interests of minority groups. There's Sally's letter, Libby Wilson contributed a nice piece on the last rally, and Pam Jones has generously permitted Us to preview (on page 15) Chapter One of her...

### ...LAUGHING AT THE BOARD

There's another contest on page 19. The artwork was drawn by hand. The prize isn't all that much, but you can have a lot of fun...

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# LETTER

4608 Bromley Lane  
Richmond, Va. 23226  
March 4, 1975

Jack East, Editor  
Checkpoints  
1039 Leicester Road  
Richmond, Va. 23225

Dear Jack,

When my husband and I were first approached by Tom and Chris Blot about joining VMSC, we were thrilled (equally), excited (equally) and enthusiastic (equally) at the prospect.

I was delighted to join Jim in assisting in the great rally staged by the Easts, (to be excelled in the future only by the one we will eventually design---equally!) and felt that I had made an equal contribution to the checkpoint 5 group...

Imagine my consternation upon reading the last Checkpoints and finding that Jim's efforts were recognized, but there was no mention of my erstwhile attempt at freezing to death...

To add insult to injury, Jim was recognized as a new member but NOWHERE was my name to be found... On top of all that, the Checkpoints was addressed only to Jim...

I can only assume that male chauvinism prevails in the VMSC and/or the editorial policy of the Checkpoints. In lieu of legal action, I feel that a public retraction and correction in the next Checkpoints is in order and I would even accept a free beer as damages.

Equally yours,

*Sally W. Patteson*

Sally Patteson

cc: A. Friendly Upyours, Atty.  
1 Liberation Plaza  
ACLU, Va. 11111

Responded to overleaf

Dear Ms. Patteson:

Same to you, babe. Had you read your Checkpoints with enough care to note anything more than the omission of your name, you would have seen that I am the equal co-editor of this publication. Your screed is therefore misaddressed and will receive the attention it deserves. Equal is as equal does.

Jack East  
COeditor

Dear Sally:

You got me. All I can is that I sure am sorry for the error, I hope it won't happen again and I'm also very sorry. Gee, am I sorry. Being married to a militant feminist myself, I know what it is to feel like a second-class citizen. Boy, am I sorry.

Yours in sorrow,  
Jack East

Dear Jim:

Please take Shirley's typewriter away.

Jack East

Dear Sally:

When Jack & I were approached by Chuck Hoelzel about being coeditors for CHECKPOINTS, we were neither thrilled(equally) nor enthusiastic (equally) at the prospect.

Imagine my consternation upon reading your complaint and finding that Jack's inadvertant omissions were recognized, but there was no mention of my malapropisms...

To add insult to injury, Jack was recognized as a male chauvinist but NOWHERE was my name to be found...On top of all that, the letter was addressed only to Jack...

I can only assume that you have not read our award-winning paper except for what pertains, or, in this case, doesn't pertain, to you. In lieu of legal action, I feel that another letter of public apology to be published in the next CHECKPOINTS is in order and I will even accept two free Cokes as damages.

Equally yours,  
Dick Jones

THE 2ND ANNUAL HEART FUND AUTOCROSS

FEBRUARY 23, 1975

VMSC CLASSES

A/MODIFIED-----

1	BOB WILLIAMS	PSCC	MINI COOPER-S	64.545	64.805	65.045	
2	JIM RHYNE	TSCC	LOTUS SUPER 7	76.459	76.473	70.006	
3	BOB WAYNE	TSCC	LOTUS SUPER 7	84.092	71.571	73.338	
4	RICHARD DOOLEY		DUNE BUGGY	92.771	76.256	80.124	

B/MODIFIED-----

1	BRUCE TURLINGTON	BFMC	SHELBY GT 350	62.807	67.403	DNF	
2	BRUCE JASINSKY		SPITFIRE	DNF	68.667	67.169	
3	DICK GUTH	TSCC	MINI 1275	73.369	68.710	67.506	
4	DENNIS SPAIN	SCCA	FORMULA VEE	70.940	70.235	69.116	
5	TERRY FRITCHLEY		SPITFIRE	73.670	72.019	70.525	
6	JOHN BERGERON	VMSC	TR-4	71.588	DNF	72.668	
7	JIM ROWE	VMSC	SPITFIRE	DNF	DNF	73.050	
8	STEVE BLACKBURN	SCCA	MGB	DNF	77.474	DNF	

C/MODIFIED-----

1	KENT DROWNING	BMW	BMW 2002	DNF	71.519	71.548	
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A/PREPARED-----

1	BRAD PEASELEY	VMSC	PORSCHE 911S	67.339	65.858	67.278	
2	RICHARD MORRIS	PCA	PORSCHE 911S	DNF	73.722	66.758	
3	BILL HUNTER	VMSC	PORSCHE 914/6	DNF	73.034	70.481	FUN RUN
4	RHETT RAMSEY		LOTUS EUROPA	DNF	DNF	75.100	

B/PREPARED-----

1	LEE MATHIAS	BFMC	SHELBY	65.511	69.505	68.442	
2	DICK JONES	VMSC	CAMARO	73.207	74.393	DNF	
3	EDWARD DUVAL		CAMARO	DNF	DNF	77.073	
4	JIM JANUARY		CHEVELLE	DNF	DNF	DNF	
4	GORDON CASWELL		CAMARO	DNF	DNF	DNF	
4	WILLIAM CARNEAL		MUSTANG	DNF	DNF	DNF	

C/PREPARED-----

1	BILL HUNTER	VMSC	HONDA CIVIC	66.697	71.494	70.600	
2	JOHN HAGERMAN	SCCA	SPITFIRE	69.857	68.454	68.733	
3	MIKE CASTLEBERRY	VMSC	MINI 1275	70.497	69.017	68.506	
4	WILT GREENWOOD	VMSC	HONDA CIVIC	DNF	72.536	70.331	
5	BILL KNIGHT		TRIUMPH GT6	DNF	75.004	73.611	
6	JIM MORRIS		PORSCHE 912	DNF	76.370	74.101	
7	BETH CASTLEBERRY	VMSC	MINI 1275	83.473	80.173	75.818	

D/PREPARED-----

1	DEWITT BOYD	TAA	DATSUN 240Z	64.780	64.792	63.972	
2	FRED DEBARDELEBEN	VMSC	DATSUN 240Z	69.766	78.423	69.505	
3	PETER WILSON	VMSC	MGB	71.428	70.474	69.560	
4	RALPH VAWTER	VMSC	TR-6	73.478	72.047	70.331	
5	BOB LEIBECKE	TSCC	TR-6	73.073	71.008	71.505	
6	BRUCE JASINSKY		DATSUN 240Z	71.901	DNF	DNF	FUN RUN

7	MARIAN DEBARDELEBEN	VMSC	DATSUN 240Z	76.484	72.852	72.117
8	STEPHEN FIELDS		MGB	72.485	72.617	72.934
9	DAVID LOCKS	VMSC	DATSUN 240Z	83.506	73.088	72.876
10	TOM BLOT	VMSC	DATSUN 240Z	79.949	73.486	73.808
11	BILL BOST		MGB	78.269	76.134	75.062
12	LIBBY WILSON	VMSC	MGB	DNF	DNF	DNF

E/PREPARED-----

1	BOOKIE WESTBROOK	VMSC	FIAT 124	71.504	72.406	72.676
2	MIKE JONES		CAPRI 2000	DNF	74.089	72.625
3	AL SEIM		DATSUN 1600	76.168	DNF	73.107
4	JAMES GILCHRIST		VW 1600	DNF	DNF	76.396
5	TERRY BUSH		TOYOTA CELICA	83.720	77.560	DNF
6	DAVID BURRUSS		MUSTANG II	83.234	81.136	79.730
7	FRANK GRIFFIN		VW 1500	DNF	81.539	80.637
8	BRIAN FARRINGTON		VW 1600	88.530	86.953	84.410

F/PREPARED-----

1	JAY TOPPING	TAA	DATSUN 510	68.474	68.056	68.251	
2	FRANK KEYSER		DATSUN B-210	70.855	72.214	70.338	
3	MIKE CASTLEBERRY	VMSC	DATSUN 510	70.608	70.537	70.954	FUN RUN
4	ROBERT FIELDS		FIAT 850	71.688	71.152	70.869	
5	LEN WELLS	VMSC	DATSUN 510	75.594	72.392	72.071	
6	HERMAN MUELLER	CCR	VEGA	73.199	72.101	73.548	
7	PAUL VOGEL	TSCC	DATSUN 510	76.726	73.731	75.513	
8	MARK DEGAN		PINTO	74.737	76.451	74.136	
9	LEWIS PARSLEY	VMSC	DATSUN 510	76.305	76.223	74.865	
10	JOHN DEBARDELEBEN	VMSC	DATSUN 510	75.957	82.189	76.334	
11	PAUL BARTON	PHA	FIAT 1500	DNF	76.318	81.468	
12	PAM JONES	VMSC	FIAT 1244 WAGON	DNF	79.120	76.319	
13	JAY WORDEN	VMSC	PINTO	79.695	86.924	76.353	
14	CHRIS YOUNG	VMSC	VEGA	81.152	DNF	77.480	

A/STOCK-----

1	JOHN CHEHASKE	VMSC	PORSCHE 911	69.502	66.896	66.510
2	JOHN WOOD		MUSTANG 351	78.015	76.833	85.064

B/STOCK-----

1	JIM MULLER	VMSC	FIAT X1/9	71.531	73.449	71.338	
2	E. WINFREE		PORSCHE 914 1.7	79.007	72.559	72.182	
3	BOB GLOTFELTY	VMSC	PORSCHE 914 1.7	76.706	72.805	72.707	
4	STEVE MCCARTHY	VMSC	FIAT X1/9	73.137	80.041	76.363	
5	JIM WILTON		MERCEDES 280SL	DNF	75.148	73.299	
6	BUD MUNNELLY	VMSC	FIAT X1/9	76.959	74.755	73.648	
7	TIM GREEN	SCCA	MGB	DNF	74.073	80.828	
8	BARRY BUCHANAN		TRIUMPH GT6	73.565	73.715	74.408	FUN RUN
9	BARRY BUCHANAN		TRIUMPH GT6	DNF	75.233	76.776	
10	ART WINGO	VMSC	DATSUN 2000	80.389	DNF	DNF	
11	DON LAKEY	VMSC	SPITFIRE	DNF	DNF	DNF	



C/STOCK-----						
1	MARK DOMINEY	SCCA	MAZDA RX-4	72.053	71.226	69.907
2	GORDON HAMMOND		AUDI FOX	71.613	70.975	70.630
3	ROBERT BRYAN		MAZDA RX-4	DNF	78.824	70.960
4	ALAN LAMM		HONDA CIVIC	73.559	74.514	73.446
5	CHUCK HOELZEL	VMSC	VW DASHER	76.945	75.760	77.896
6	WILLIAM HOGEL		VEGA	78.796	77.510	76.407
7	CHARLES DAVIS		DODGE COLT	78.825	76.991	76.453
8	JACK EAST	VMSC	HONDA CIVIC	DNF	DNF	76.594
9	JEFF CAMDEN		MAZDA RX-2	78.524	81.770	87.009
10	M. MONTECALVO		VEGA	DNF	DNF	DNF

D/STOCK-----							
1	JIM GODFREY	SCCA	FIAT 128	73.348	72.477	71.973	
2	GORDEN PATERSON	VMSC	PINTO	72.798	DNF	75.540	
3	TONY MARTIN	CCR	VW	77.719	77.138	77.028	
4	ALAN ARMSTRONG		TR-3	81.515	78.661	77.124	
5	JIM TERRELL		PINTO	78.237	77.469	77.637	
6	BILL ARMSTRONG		TR-3	77.701	79.603	78.446	
7	MORRIS DANIELS		FIAT 128	DNF	DNF	78.076	
8	RICHARD DONALDSON		VW	78.192	DNF	DNF	
9	GERRY CAMPBELL		DATSUN 710	DNF	81.502	78.233	
10	RICKY GARY		SUBARU	DNF	80.004	78.321	
11	BILL ENOS	VMSC	SAAB	79.391	DNF	DNF	
12	PHILIP COX		VW	80.455	88.770	79.831	
13	JOHN POLLOCK	VMSC	HONDA 600	82.949	89.175	81.089	
14	DAVID SANDERSON		DATSUN 1200	DNF	DNF	DNF	
14	KAY ENOS		SAAB	DNF	DNF	DNF	
14	BILL ENOS	VMSC	SAAB	DNF	DNF	DNF	FUN RUN

LADIES CLASS-----							
1	MAZIE WILLIAMS	PSCC	MINI COOPER-S	DNF	70.180	71.543	0.96976
2	SHELIA HUNTER	VMSC	HONDA CIVIC	74.387	73.459	81.561	0.92413
3	DIANE WINGO	VMSC	TOYOTA WAGON	89.278	DNF	82.074	0.86795
4	ELLEN HAMILTON	VMSC	TR-6	80.929	DNF	DNF	0.84449
5	TONI WELLS	VMSC	DATSUN 1200	DNF	DNF	86.686	0.81544

-----FUTURE DATES-----

- May 4 VMSC Autocross at Thalhimer's Westmoreland. Oded by Peter Wilson and Fred DeBardeleben.
- May 17 & 18 SCCA (Richmond)-Virginia Reel.
- June 21 & 22 Rallye weekend with an evening rallye Saturday night and the Ladies rallye Sunday.

VMSC HOMOLOGATION - NEW SYSTEM

A/S + B/P + A/P + C/M + B/M + A/M + F

A/P	BRAD PEASELEY	65.858	1000
A/S	JOHN CHEHASKE	66.510	900
B/M	JOHN BERGERON	71.588	800
B/M	JIM ROWE	73.050	700
B/P	DICK JONES	73.207	600

VMSC HOMOLOGATION - OLD SYSTEM

C/P + B/P + A/P + C/M + B/M + A/M + F

A/P	BRAD PEASELEY	65.858	1000
C/P	BILL HUNTER	66.697	900
C/P	MIKE CASTLEBERRY	68.505	800
C/P	WILT GREENWOOD	70.331	700
B/M	JOHN BERGERON	71.588	600
B/M	JIM ROWE	73.050	500
B/P	DICK JONES	73.207	400
LC/P	SHELIA HUNTER	73.459	300
C/P	BETH CASTLEBERRY	75.815	200

C/P

C/P	BILL HUNTER	66.697	1000
C/P	MIKE CASTLEBERRY	68.506	900
C/P	WILT GREENWOOD	70.331	800
LC/P	SHELIA HUNTER	73.459	700
C/P	BETH CASTLEBERRY	75.818	600

B/S + A/S

A/S	JOHN CHEHASKE	66.510	1000
B/S	JIM MULLER	71.338	900
B/S	BOB GLOTFELTY	72.707	800
B/S	BUD MUNNELLY	73.648	700
B/S	ART WINGO	80.389	600
B/S	DON LAKEY	DNF	500

D/P

D/P	FRED DEBARDELEBEN	69.505	1000
D/P	PETER WILSON	69.569	900
D/P	RALPH VAWTER	70.331	800
D/P	MARIAN DEBARDELEBEN	72.117	700
D/P	DAVID LOCKS	72.876	600
D/P	TOM BLOT	73.486	500
LD/P	ELLEN HAMILTON	80.929	400
D/P	LIBBY WILSON	DNF	300

E/P + D/P

D/P	FRED DEBARDELEBEN	69.505	1000
D/P	PETER WILSON	69.569	900
D/P	RALPH VAWTER	70.331	800
E/P	BOOKIE WESTBROOK	71.504	700
D/P	MARIAN DEBARDELEBEN	72.117	600
D/P	DAVID LOCKS	72.876	500
D/P	TOM BLOT	73.486	400
LD/P	ELLEN HAMILTON	80.929	300
D/P	LIBBY WILSON	DNF	200

C/S + E/P + B/S

B/S	JIM MULLER	71.338	1000
E/P	BOOKIE WESTBROCK	71.504	900
B/S	BOB GLOTFELTY	72.707	800
B/S	STEVE MCCARTHY	73.137	700
B/S	BUD MUNNELLY	73.648	600
C/S	CHUCK HOELZEL	75.760	500
C/S	JACK EAST	76.594	400
B/S	ART WINGO	80.389	300
LC/S	DIANE WINGO	82.074	200
B/S	DON LAKEY	DNF	100

D/S + C/S

D/S	GORDON PATERSON	72.798	1000
C/S	CHUCK HOELZEL	75.760	900
C/S	JACK EAST	76.594	800
D/S	BILL ENOS	79.391	700
D/S	JOHN POLLOCK	81.089	600
LC/S	DIANE WINGO	82.074	500

D/S + F/P

F/P	LEN WELLS	72.071	1000
D/S	GORDON PATERSON	72.798	900
F/P	LEWIS PARSLEY	74.865	800
F/P	JOHN DEBARDELEBEN	75.957	700
F/P	PAM JONES	76.319	600
F/P	JAY WORDEN	76.353	500
F/P	CHRIS YOUNG	77.480	400
D/S	BILL ENOS	79.391	300
D/S	JOHN POLLOCK	81.089	200
LF/P	TONI WELLS	86.686	100

F/P

F/P	LEN WELLS	72.071	1000
F/P	LEWIS PARSLEY	74.863	900
F/P	JOHN DEBARDELEBEN	75.957	800
F/P	PAM JONES	76.319	700
F/P	JAY WORDEN	76.353	600
F/P	CHRIS YOUNG	77.480	500
LF/P	TONI WELLS	86.686	400

## RALLYE REPORT

After I tried to decipher and digest nine pages of Generals in an hour's time, feeling that those same Generals required a solid three weeks' worth of discussion before we could run A Change of Pace, my driver took a R out of the parking lot and we were on our way.

Once reaching the end of the odo leg my desire for a stiff scotch receded slowly. Missing "CLASSIC" at mile 11.62 brought on a shudder increasing my feeling that I should never have been converted into a navigator.

However, coasting along Rte 641 at 25 mph with a "CAUTION: WATCH FOR HORSES" under our belts, Peter & I enjoyed some beautiful rolling hillside that helped to lull us into a feeling of well-being. And after the long loop, where many SI's were employed, there appeared on the horizon - Checkpoint 1!

Worrying about when to change speeds brought out the Generals no less than four times. With Peter screaming: "I don't give a damn what the Generals say about the action on dirt! When can I go fast?" and trying to remember which SI said what was often confusing to me.

The third stickmap was a navigator's naptime - no signs to watch for. The excitement was at each intersection - can we or can't we?

By the time our mileage read 86.06 my Super SOP navigation system had brought us through all six controls. And we were motivating toward the Pizza Hut. I was saying how lovely the scenery had been. And I could finally remember which SI said what without going into convulsions. And Peter was saying he thought the speeds were too low (his usual complaint.)

And then it finally dawned on us. We really had experienced a Change of Pace. We had stayed on course all day.

Libby Wilson

### NEW MEMBER

Bill and Elizabeth Armstrong, 2207 E, Mandalay Drive, 276-3225

Bill is an education specialist at Fort Lee and comes not unversed in the sport of rallying, from the Shenandoah Car Club and the Virginia Tech Sports Car Club. Elizabeth obviously tolerates his love for the sport and let him collect a raft of rallye and autocross vehicles like a Datsun 1200, a Toyota Corolla and a 1960 TR-3.

The following change to the Competition Regulations was approved at the February Board Meeting. It had to do with the number of tickets needed for our standard trophies.

<u>Item</u>	<u>Old</u>	<u>New</u>
Beer Mug	8	13
Pilsener Stein	8	9
Jefferson Cup	4	5
Mint Julep Cup	-	8

The following changes to the Competition Regulations and Speed Event Regulations were approved at the March Board Meeting.

### Competition Regulations

1. Add (deleting the NOTE...) in Section 11 between c. and d.:  
  
"A Best Novicé Trophy will be awarded to the highest finishing crew, not otherwise placed, neither of whom have not previously trophied in a rally."

### Speed Event Regulations

1. Delete Section 8.0 in its entirety.
2. Add after the last sentence of Section 5.6:  
  
"He may not voluntarily change his classification after his first timed run."
3. Replace the last sentence of Section 7.4.1.n with:  
  
"Wheel diameter may be increased to the next standard size; i.e., 10" to 12", 12" to 13", etc."



Chuck Hoelzel takes a commanding lead in the Last Annual Great Tricycle Race

STOCK CLASSES

A/S	AMX BRICKLIN CORVETTE JAGUAR E TYPE LOTUS ELAN +2 PORSCHE 911 2.0, 2.0T/E, 2.2T (NONE HAS SWAYBARS) PORSCHE 356 SPEEDSTER PORSCHE 914 2.0, 914/6 TVR (4 AND 6 CYL.) V8 AMERICAN SEDANS AND SPORTY CARS	D/S	AUDI (OTHER) AUSTIN MARINA BMW 1600 CAPRI 1600 CORTINA (NOT LOTUS) CORVAIR (OTHER) DATSUN (ALL SEDANS) FIAT (OTHER 4 CYL.) GREMLIN 6 HONDA 600 KARMANN GHIA MAVERICK/COMET 6 MAZDA 808 MGA MONZA (OTHER) MUSTANG II (OTHER) OPEL SEDANS PINTO (5" RIMS)* RENAULT (OTHER) SAAB SEDANS (OTHER) SUBARU TOYOTA TRIUMPH TR3 VEGA (WITHOUT HANDLING PKG.) VOLVO SEDANS VW (ALL BEETLE, 411, 412) OTHER 6 CYL. SEDANS OVER 105" WHEELBASE
B/S	ALFA ROMEO SPYDER & GTV DATSUN 2000 DATSUN 240Z, 260Z, +2 (5.5" RIMS)* FIAT X1/9 GREMLIN V8 JENSEN HEALEY MGB & MGB/GT MONZA V8 MUSTANG II V8 OPEL GT PORSCHE 356 (OTHER) PORSCHE 912 PORSCHE 914 (OTHER) (5.5" RIMS)* SAAB SONETT (ALL) SPITFIRE (ALL) SPRITE/MIDGET TRIUMPH TR6, GT6, TR4, TR7, TR250		
C/S	ALFA ROMEO SEDANS AUDI FOX AUSTIN AMERICA AUSTIN HEALEY (NOT SPRITE) BMW (OTHER) CAPRI (OTHER) CORVAIR (110 HP & UP) DATSUN 1500, 1600 ROADSTERS DODGE COLT FIAT 124 SPYDER & COUPE HONDA CIVIC MAZDA (OTHER) MGC MUSTANG II V6 &/OR COMP. SUSP. OPEL 1900 COUPE PINTO V6 (5" RIMS)* RENAULT 17 SAAB 99EMS SUNBEAM ALPINE TOYOTA CELICA, COROLLA 1600, SR5 VEGA (WITH HANDLING PKG.) VOLVO 1800, ES VW DASHER		

\* FACTORY OPTIONAL RIMS CONSIDERED STOCK

PREPARED CLASSES

A/P	COBRA 289 LOTUS ELAN LOTUS EUROPA LOTUS 7 SERIES 4 (EXC. TWINCAM) MORGAN V8 PANTERA, MANGUSTA PORSCHE 911 PORSCHE 914/6, 2.0/S TVR V8
B/P	AMX BRICKLIN CORVETTE JAGUAR E TYPE SUNBEAM TIGER V8 AMERICAN SEDANS & SPORTY CARS

C/P  
 FIAT X1/9  
 HONDA CIVIC  
 JENSEN HEALEY  
 MINI 1275  
 PORSCHE 912  
 PORSCHE 914 (OTHER)  
 PORSCHE 356 SPEEDSTER  
 SAAB SONETT II  
 SPITFIRE 1296/1500  
 SPRITE/MIDGET 1275  
 TRIUMPH GT6 (ALL)  
 TVR (OTHER)

D/P  
 ALFA ROMEO 2000 SPYDER & GTV  
 CORVAIR 140 HP & UP  
 DATSUN 2000  
 DATSUN 240Z, 260Z, +2  
 GREMLIN V8  
 JAGUAR XK150, S  
 MGB, MGB/GT  
 MINI 1100  
 MONZA V8  
 MUSTANG II V8  
 OPEL GT  
 PORSCHE 356 (OTHER)  
 SAAB SONETT III  
 SPITFIRE 1147  
 SPRITE/MIDGET 1100  
 TRIUMPH TR4, TR250, TR6, TR7

E/P  
 ALFA ROMEO (OTHER)  
 AUDI FOX  
 AUSTIN HEALEY (EXC. SPRITE)  
 BMW (OTHER)  
 CAPRI 2000, V6  
 CORVAIR 110 HP  
 DATSUN 1500, 1600 ROADSTERS  
 DODGE COLT  
 FIAT 124 SPYDER & COUPE  
 LOTUS CORTINA  
 MAZDA (OTHER)  
 MGC  
 MORGAN (OTHER)  
 MUSTANG II (OTHER)  
 OPEL (OTHER)  
 PINTO V6  
 RENAULT 17, 15TS  
 SAAB 850 SEDAN, 99EMS  
 SUNBEAM ALPINE  
 TOYOTA CELICA, COROLLA 1600, SR5  
 VOLVO 1800, ES  
 VW DASHER  
 VW 1600 (ALL)

F/P  
 AUDI (OTHER)  
 AUSTIN AMERICA  
 BMW 1600  
 CAPRI 1600  
 CORTINA (OTHER)  
 CORVAIR (OTHER)  
 DATSUN SEDANS (ALL)  
 FIAT (OTHER)  
 GREMLIN (OTHER)  
 HONDA 600  
 MAZDA 808  
 MGA  
 MINI 997, 970, 850  
 MONZA (OTHER)  
 PINTO (OTHER)  
 RENAULT (OTHER)  
 SAAB (OTHER)  
 SPRITE/MIDGET 950  
 SUBARU  
 TOYOTA (OTHER SEDAN)  
 TRIUMPH TR3  
 VEGA  
 VW (OTHER)  
 OTHER SEDANS OVER 105" WHEELBASE

MODIFIED CLASSES

A/M  
 ALL A/P  
 COBRA 427  
 LOTUS S7 & TWINCAM  
 SPORTS RACING  
 HOME & KIT-BUILT CARS

B/M  
 ALL B/P (EXC. V8 AMERICAN SEDANS & SOLID AXLE CORVETTES)  
 ALL C/P (EXC. SAAB SONETT)  
 ALL D/P (EXC. ALFA, OPEL, CORVAIR, & PORSCHE 1600 N,S,C)  
 SCCA LEGAL FV  
 VW PLATFORM DUNE BUGGY (MIN. 79" WHEELBASE, UP TO 1500 CC  
 SINGLE PORT HEAD INT. MOD. VW ENGINE BEHIND REAR AXLE  
 WITH MAX. TWO 32 MM CARB THROAT, ANY EXHAUST, MAX.  
 6 1/2" RIMS)

C/M  
 ALL E/P  
 ALL F/P  
 ALFA  
 CORVAIR  
 OPEL GT  
 PORSCHE 1600 N,S,C  
 SAAB SONETT  
 V8 AMERICAN SEDANS  
 SOLID AXLE CORVETTES

FORMULA CLASS F: FORMULA CARS MEETING PARA. 7.6.

## RALLYING: ANOTHER POINT OF VIEW

Usually, there is one Sunday a month when a rally is run. So each month the phone rings and on the other end there is an OD yelling, "Help! I need workers." "OK, I'll work," say I.

A few days before the event, the ODs have a checkpoint worker's meeting. The veterans sit around swapping stories while the novice's eyes get bigger or form a blank stare. The information given by the OD doesn't make it any better. They look totally lost. After some beer and munchies everyone files out with arms full of equipment. Maybe a watch doesn't work right, or a telephone or two are unreliable, but off I go, knowing something will prove interesting - if not the equipment, something else.

On the morning of the event, the alarm goes off. It's so early I envy the birds for being able to sleep in on a Sunday.

Depending on the time of the year, I get out the sacred rally working clipboard and box, find my favorite underwater pen, throw into the car a cardtable, chairs, raincoat and rain pants, the great long woolies, three pair of thermo-socks; rainhat, suntan lotion, mittens, bug repellent, thermos full of hot tea, ice chest, sack lunch or more munchies, boots, things to help the car out of snow or mud, tool box and, last but not least - the pylons, map, checkpoint sign, phones and the most sacred of all the equipment - the stopwatch with masking tape.

With the goodies packed carefully into the car, I start forth for the day - confident - that it will be extremely hot, cold, windy, raining or snowing. It must be an unwritten rule that beautiful weather is forbidden.

At the start, I find a CHU to set the stopwatch and the trusty masking tape is wound around to prevent the wrong button from being pushed. The fact that, when the sweep car get to the control it has to be done again, is beside the point. Accuracy is only of major importance. It'll all come out in the rain.

While waiting at the start before going out to my checkpoint I find it interesting to watch the contestants. There is the pacer who really doesn't get it together to talk much until after the rally. The drawn and serious face and tightly clenched fists usually mean he'll never make it to the end without a pit stop. The ones who throw up their hands as they read the Generals indicating to one and all that they should have signed up early and gotten the Generals so they read in English. The most entertaining are the ones who talk rapidly in hopes that their anxiety won't catch up with them. Then there is the calm one - you know he doesn't belong there.

At the control, for the next several hours, I freeze my nose, get waterlogged, burnt to a crisp, carried off by the mosquitoes, or frostbite of the fanny and toes.

The tension rises as the first car is due.

Continued overleaf

"Is the phone working?"

"Only if you set it on the card-table at a 37 degree angle to the North - and don't wiggle the cord."

"The person at the timing line had better have a good set of lungs and a long arm. Hey! Where did he go?"

"He's taking a pit stop off in the woods."

"Here comes the first car. By the sound of it, it must be Fred & Marian."

Because they're first, all sorts of errors can occur, but they're understanding and everything gets ironed out. They leave finally with the proper outtime and I collapse further in the chair.

"One down and many more to come."

With the hassle of the first car under our belt, the crew settles down to working like a well-lubricated engine.

"Oh no! Here come six cars in a row!"

"MARK! MARK! MARK!"

"What did he say?"

With a cussword under my breath, I wish I had seven hands with seven stopwatches.

"What time do you have for car number 11?"

"I didn't know we had a car 11 yet!"

"Wasn't that Wilt who just went by trailing cornshucks? He must be a mite behind schedule."

The true advantage of working a control is being able to commune with nature. I grant you it doesn't always come up smelling like a rose. Especially if your control happens to be downwind of a pigsty. I can watch beercans going quietly downstream, ducks madly honking overhead while a local folk weaves drunkenly toward the control.

"Hey! Ya-a-l-l tak'n some kinda sur-r-vey?"

You can commune with nature a bit too intimately thereby taking a disastrous

Concluded next page



turn. Knowledge of poison ivy and oak can save you an embarrassing itch.

Ah, back to work.

"Didn't we see that car go through before? There he goes again!" AGAIN!"  
Have fun!"

Having confidently calculated the closing time, the time arrives and the checkpoint sign is kicked over. This can get a bit sticky if the wheels of a contestant's car are nearby.

The phones are rewound, and wound, and wound. With everything packed, the fingers are crossed that the car will get on its way. With chuckles and sighs of relief, the crew races off to the end of the rally. Only the rally-master forgot to mention that, to get to the end, the workers would have to do some rallying of their own. He thoughtfully provided a map with instructions, and marked to routes on the map with dark felt pen - covering all the route numbers in the process. No matter! Just follow your nose. All roads lead to a Pizza Hut anyway.

I arrive rather flustered and pale because a local folk drove his pickup on both sides of the road. Unfortunately, I happened to be using one of them at the time. But, in the joy of arrival, all the terrors of travelling are quickly forgotten in the stampede for food.

The contestants and other control crews slowly wander in, finding beer and conversation prevalent. The main topic of conversation is where and how they got fooled or lost. As a checkpoint worker, my comments are limited to my control. Several have decided to protest a leg. My heart goes to my throat.

"Whose control are you going to protest?" I must admit I'm glad when it's not mine. After I have growled, cussed, wound phones, gotten up before the birds on a Sunday, faced the perils of the rural road, panicked at seeing six cars at the same time, and crunched in my rear fender at the end of the rally - the thought that my control would be thrown out turns my blood cold and gives me the desire to howl at the moon.

But! We were all out there together for the fun of it. The nervousness, the frozen tail, the lost contestant finding the checkpoint seconds after it had closed, the waterproof pen that ran, and the question: "What control is this?" is all a part of rallying.

Pam Jones

### **BIG REWARD!**

For information leading to the finding and mapping of that elusive entity known in olden times as "Luck's Lane."

Contact Lewis Parsley 936-5412.

Ad placed by Len Wells

710.



What we've done is blend our race-winning Datsun 510 experience into a new mid-size Datsun that takes the high road to happy driving.

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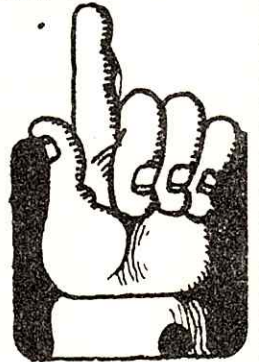
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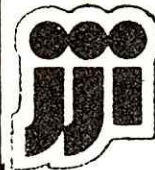
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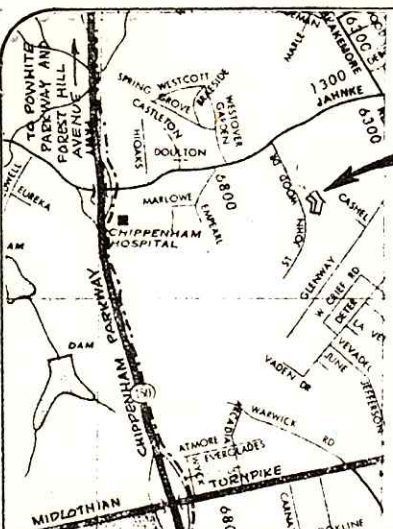
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The following change to the Speed Event Regulations was made at the March Board Meeting.

Add (new) Section 7.8:

All cars must be classed in the proper class according to the classes listed in these rules except that a driver may voluntarily class his car in the proper class for the car in a category other than the one in which he normally competes provided that the car does not have modifications that are not allowed in that category. For example, a legal C/S Corvair may be voluntarily classed in D/P or C/M, but a legal D/P Corvair may not be classed in C/S. A car may be classed in a higher class in the same category if a more competitive model of the same car (i.e., like body-chassis) runs in that class. For example a legal D/P Corvair may not be classed in any other Prepared class, but a legal F/P Corvair may be classed in D/P since a more competitive model of that car model runs in that class. Any driver except the driver of a Formula car may voluntarily place his car in A/M. Any driver voluntarily reclassing his car should properly declare the car's equipment on the registration form and mark the class he is entering.



**MEETING PLACE**  
 8:00 P.M. the third Thursday of each month at the St. John's Wood clubhouse.

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—BUSINESS MANAGER  
 BILL ENOS 2500 Irisdale Avenue (28) 262-4396

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**TREASURER'S REPORT**

BALANCE AS OF 1 FEBRUARY 1975.....	\$487.07
RECEIPTS.....	515.64
DISBURSEMENTS.....	573.49
PETTY CASH.....	25.00
BALANCE AS OF 28 FEBRUARY 1975.....	\$454.22

1974 AWARDS PRESENTATION - FINAL REPORT

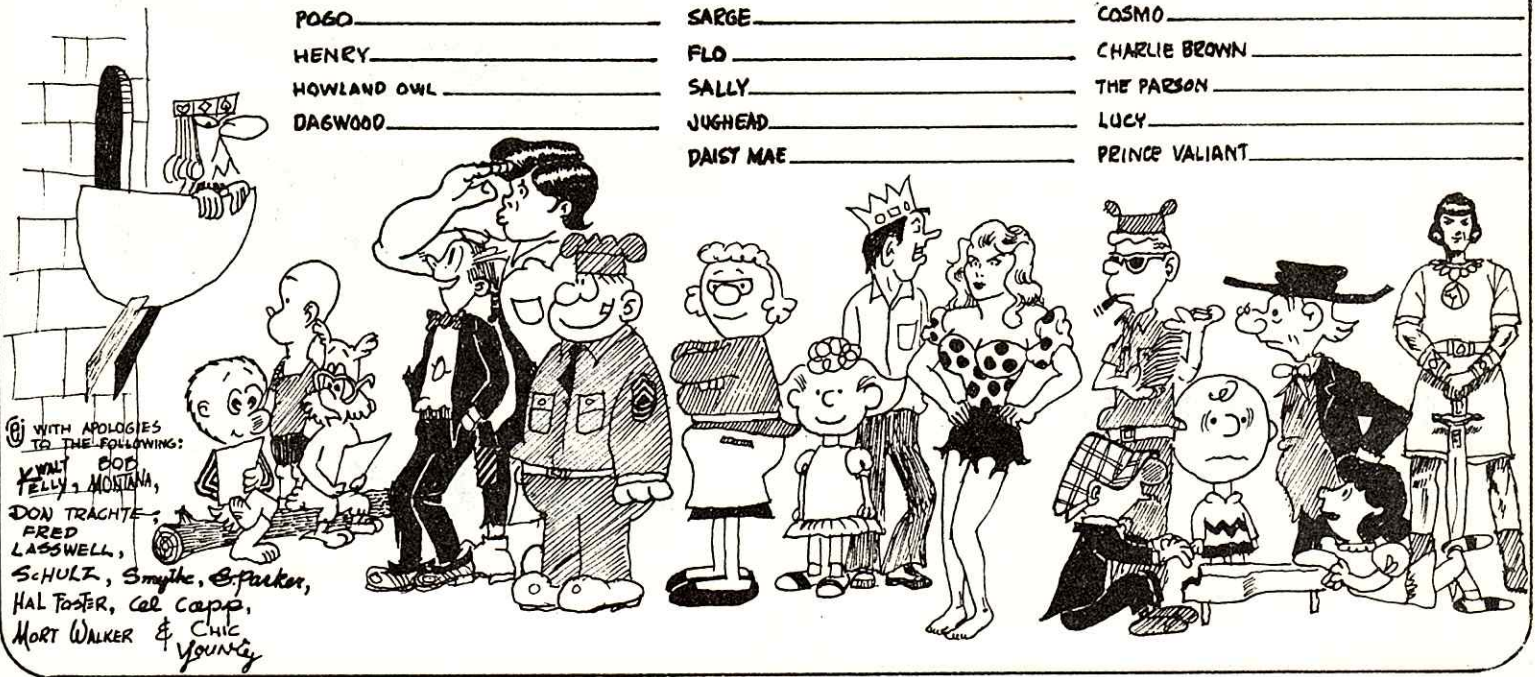
RECEIPTS.....	\$330.00
ATTENDANCE.....	305.00
DONATION.....	25.00
DISBURSEMENTS.....	\$1164.94
ROOM.....	250.38
BAND.....	250.00
PROGRAMS.....	4.99
TROPHIES.....	659.57
NET LOSS.....	\$834.94

JANUARY RALLY: "A MAIDEN VOYAGE," BY THE EASTS

RECEIPTS.....	\$145.00
ENTRANTS.....	140.00
PROTEST FEE.....	5.00
DISBURSEMENTS.....	\$ 64.27
PRINTING.....	17.68
TROPHIES.....	46.59
CASH GAIN.....	\$ 80.73
TICKETS ISSUED.....	15.00
ACTUAL GAIN.....	\$ 65.73

The object of this contest is to match up the cartoon characters with the board members; the list was published in the January issue but just to refresh your memory, use the following: Wilt, Barbara, Bill, Ralph, Baxter, Peter, Chuck, Brad, Jack, Marion, Pam, Bookie, Tom Janet, Lewis, Fred and Dick. The funniest entry will win a free can of Beer at the April club Meeting. Deadline for mailed entries is March 22, but you can give your entry to the editors at the March Meeting on the 20th. If you like, you can include a written dissertation explaining your choices.

- |                   |                 |                      |
|-------------------|-----------------|----------------------|
| THE KING _____    | ABNER _____     | ANDY CAPP _____      |
| POGO _____        | SARGE _____     | COSMO _____          |
| HENRY _____       | FLO _____       | CHARLIE BROWN _____  |
| HOWLAND OWL _____ | SALLY _____     | THE PARSON _____     |
| DAGWOOD _____     | JUGHEAD _____   | LUCY _____           |
|                   | DAIST MAE _____ | PRINCE VALIANT _____ |



© WITH APOLOGIES TO THE FOLLOWING:  
 WALT KELLY, BOB MONTANA,  
 DON TRAGTE, FRED LASSWELL,  
 SCHULZ, Smyke, & Parker,  
 HAL TOSTER, Cal Capp,  
 MORT WALKER & CHIC YOUNG

**MARCH**

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

**APRIL**

S	M	T	W	T	F	S
	1	2	3	4	5	
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

# CALENDAR

- March 20 VMSC club meeting at St. John's Wood Clubhouse at 8:00 PM.
- March 23 VMSC Rallye-ODEd by Brad Peaseley and Bill Whitehead. See flyer this issue.
- March 30 Easter.
- April 6 VMSC Rallye School 1-ODEd by Jim Rowe, Jim Muller and Lewis Parsley. See Flyer This issue
- April 12&13 WRC (Washington)-BRM Rallye. For more info, call Lewis.
- April 19 & 20 Spring Nationals at VIR.
- April 27 VMSC Rallye-ODEd by Marian and Fred DeBardeleben. More details next month.

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A CHANGE OF PACE

O/A	Class Pos 'n	Car #	Make	Driver	Navigator	Controls					Total
						1	2	3	4	5	
1	1 E*	12	Porsche	T. C. G. Wagner	R. Wagner	8	1	1	64	3	77
2	2 E	4	Datsun	L. Parsley	B. Britton	7	71	149	2	1	230
3	1 U*	21	Datsun	S. Powell	P. Carr	18	52	198	19	155	442
4	2 U*	14	MGB	P. Wilson	L. Wilson	41	135	240	44	19	479
5	3 E	22	Porsche	W. Greenwood	B. Greenwood	500.	3	19	10	1	533
6	4 E	1	Datsun	M. DeBardeleben	F. DeBardeleben	5	2	129	500	0	636
7	3 U*	2	Maverick	L. Young	C. Young	65	108	500	11	15	699
8	5 E	10	VW	C. Hoelzel	C. Hoelzel	21	146	500	74	2	743
9	4 U	15	VW	L. Akbay	G. Paterson	286	247	76	48	222	879
10	5 U	5	Datsun	J. DeBardeleben	R. DeBardeleben	317	130	500	21	46	1014
11	6 U	11	Triumph	B. Cox	M. Bartels	107	76	1000	0	6	1189
12	7 U	17	Datsun	B. Phillips	E. East	14	250	12	1000	0	1276
13	8 U	7	Mini	M. Castleberry	B. Castleberry	114	500	345	119	308	1386
14	9 U	26	BMW	F. Michie	F. Michie	500	165	1000	0	386	2051
15	10 U	20	Fiat	J. Harris	L. Ferguson	500	345	1000	0	231	2076
16	11 U	13	Porsche	B. Neale	B. Glotfelty	451	1000	0	500	315	2266
17	12 U	3	Fiat	B. Bartels	K. Smith	500	159	1000	1000	0	2659
18	13 U	6	Toyota	D. Wingo	A. Wingo	500	1000	1000	0	220	2720
19	14 U	23	Porsche	R. Bliley	E. Winfree	500	500	269	1000	1000	3269
20	15 U	19	Fiat	B. Munnelly	D. Lakey	500	497	1000	1000	1000	3997
21	16 U	24	Audi	B. Burdette	S. Jones	1000	1000	1000	1000	1000	5000
22	17 U	16	Triumph	S. Strange-Boston	J. Hagerman	---	--	--	--	--	DNF
22	17 U	18	?	M. Cash	C. Black	--	--	--	--	--	DNF
22	17 U	26	Dodge	D. Davis	C. Davis	--	--	--	--	--	DNF

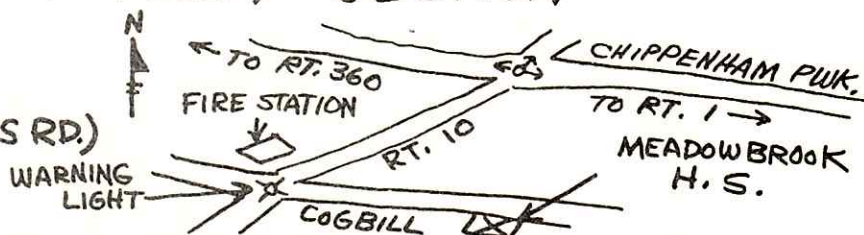


# RALLY SCHOOL

- 1 -

APRIL 6, 1975 - \$4.00 SCHOOL *and* RALLY  
10:00 AM RALLY SCHOOL - 1:30 PM (APPROX.) RALLY STARTS  
POST RALLY SECTION

MEADOWBROOK HIGH SCHOOL  
4901 COGBILL ROAD  
(BETWEEN RT. 10 AND HOPKINS RD.)



CLASSES : NEW RALLYIST - NEVER HAVE COMPLETED A TSD RALLY  
NOVICE - ANYONE WHO HAS NEVER TROPHIED EXCEPT NOVICE TROPHY

## REQUIRED MATERIAL

1. PENCIL AND PAPER
2. AUTOMOBILE (NOT NECESSARILY A SPORTS CAR)
3. DRIVER (LICENSED)
4. NAVIGATOR (LITERATE)
5. A WATCH (WRISTWATCH WILL DO)

*Ever wondered what a sports car rally is all about?  
Why not find out at this rally school? ... You  
don't need a sports car, only a sporting spirit!*

FOR MORE INFORMATION CALL:

JIM ROWE - 285-3878  
JIM MULLER - 271-4913  
LEWIS PARSLEY - 285-4301

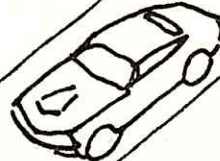
THE PAINT ME A LINE DOWN THE MIDDLE  
OF THE ROAD & LET ME SEE IF I CAN FIND

THE WAY RALLY

START

DUMBARTON SQUARE SHOPPING  
CENTER AT STAPLES MILL ROAD  
AND GLENSIDE AVE.

SUNDAY MARCH 23, 1975  
REGISTRATION 10:00 A.M.  
1<sup>ST</sup> CAR OFF 11:01 A.M.

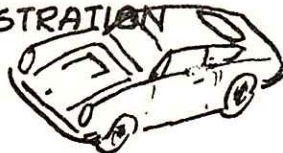


WMS C



O.D.

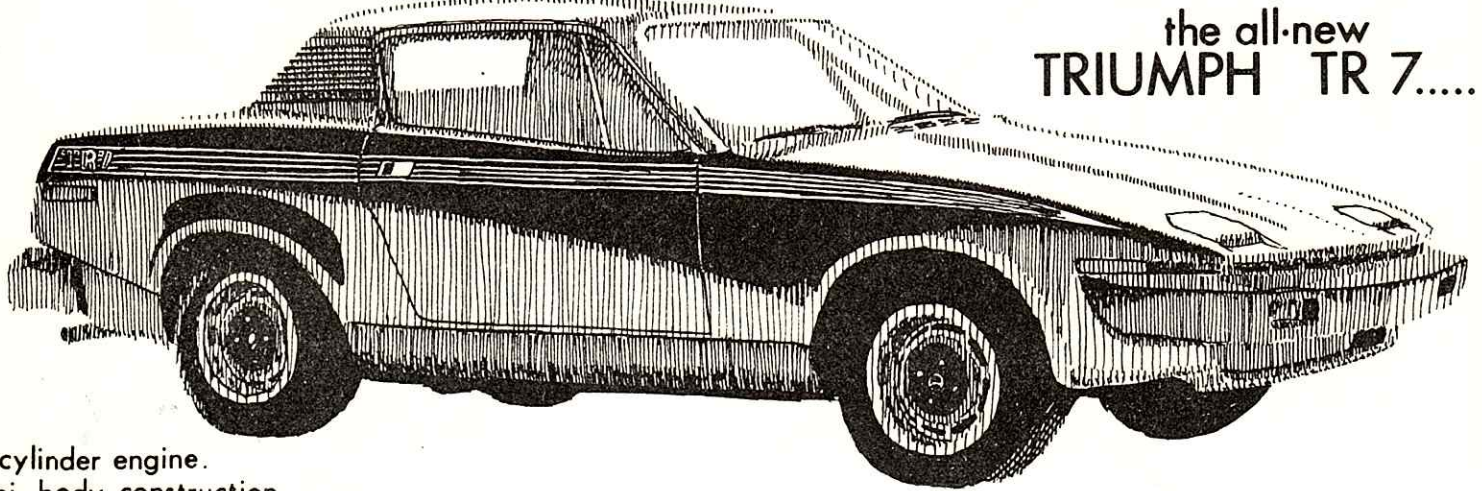
BRAD PEASELEY - 282.3061  
BILL WHITEHEAD - 272.1253  
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Uni-body construction.  
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