



# Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 19, NUMBER 9

SEPTEMBER 1975

**SEPTEMBER**

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1 2 3 4 5 6  
7 8 9 10 11 12 13  
14 15 16 17 18 19 20  
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**OCTOBER**

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CALENDAR

- September 14 "...and further muck...", VMSC's annual field trials with registration at 10:00 AM and FCO at 11:00 AM. Same field as last year on Atlee Road northwest of Richmond-Henrico Turnpike.
- September 21 "The Primrose Path Rallye" ODED by Peter and Libby Wilson. See flyer inside for more info.
- October 5 "The Silver Anniversary 8-Hour Rallye" ODED by Lewis Parsley and Len Wells. See flyer in this issue for info and registration form.
- October 12 "Series 3 Roadcross" first date at the State Fairgrounds. See flyer inside for more info. VMSC members note: Pre-register for the same car number for all three autocrosses by September 21. Otherwise, members will have to take numbers on a first come, first served basis along with the rest of the world. Large turnouts are expected as the Corvette Club events at A. R. E. have drawn 100 plus cars in the past.
- November 2 Second date of the "Series 3 Roadcross".
- November 16 Final date of the "Series 3 Roadcross".
- November 23 Rallye by Wilt and Barbara Greenwood. More info next month.
- December 7 Rallye by Chuck and Charlotte Hoelzel. More info next month.

DON'T FORGET the monthly club meeting at the St. John's Wood Clubhouse in the St. John's Wood Apartment complex on St. John's Wood Drive, at 8:00 PM on September 18.

You will notice that there are no points standings in this issue. The reason is that the results of the last rally didn't make it to the Secretary in time for her to get the records up to date. If you really want to know where you stand, simply add the points you got for the last event to the standings as reported in the last issue and there you are. Of course, you also gotta do it for everybody else in the club. Of course, you could simply wait until next issue. Of course, you could not worry about it. What are points, anyway? Something that lends an undue competitive emphasis to what is, after all, a social club.

Last month or the month before, the Competition Committee made an extremely important rules change. It was approved by the Board and is about as official as it can be. Only problem is, the Competition Committee has never figured out exactly what the wording is to be so we can't publish it in this fine newsletter. What it more or less is, though, is that all wording has been deleted which has to do with what kind of odometers unequipped rally people can have. Which nets out to hundredths reading odos, reversible odos, adjustable odos, any kind of odos are legal for the unequipped class. We'll get the right wording to you later in the year, but wanted to warn you so you could be planning to buy that Twin-Master soon. It's effective with the January rally.

## TR7. IT'S OUT TO STEAL THE AMERICAN ROAD

This new Triumph will change your ideas about sports cars. Its bold wedge, taken from the Grand Prix racetracks, is the shape of things to come. The edge of the wedge knives through the wind, forcing the front down for solid control. It cuts drag, enhances power, adds miles to the gallon. But shut your eyes and you're riding in a luxury sedan. You sit and stretch in elegant space. This swift, nimble GT is simply beautiful. But most important — it's beautifully simple; engineered for endless pleasure and low maintenance at a price that's a steal.



**TRIUMPH**



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## A FAREWELL TO ARMS

by Jim Muller

I have enjoyed my association with VMSC for the past 4 years. I have also learned many things: things of logic and emotion and responsibility, of cars and speed and sound and sensation, of mice and Rallymasters. At the beginning of my mottled career I wrote a solicited article on the novice's view of rallies. Now at the close of it (in Virginia anyway) I write this unsolicited article to share with novice and experienced alike some of the things I have learned in my inexperience.

What makes a rally hard? Students would ask me if one of my tests was to be hard. In the end it was hard for those who did not know the solutions and easy for those who did. Funny thing, but rallies are often the same way. Unfortunately, OD's and precheckers fall into a subtle trap. Like the teacher, the OD knows the solutions when he makes up the questions (read traps). And the prechecker is not under pressure when he runs it. (Besides, his job is only to determine if the questions are solvable with unique solutions, not to pass judgement on difficulty unless it violates his conscience.) But contestants make errors, not because they cannot follow the logic or work the math but because they do not. Why not? It's a question of pressure and concentration. Under pressure, concentration occasionally disappears, simple math is botched, little details are forgotten or ignored (the basis of the "Generals Trap"). Good rallyists are, after all, those who have learned to "Hang loose". Lesser men, with intermediate experience, create their own pressure subconsciously. Granted, if some people can hang loose then all should be able to. But all don't. Obviously. Only a handful of us are able to put it all together on any given afternoon. This fact, that most of us are less than cool, calm and collected perfectionists, cannot be ignored.

So the OD, usually an experienced, hang loose type anyway, never sees the difficulty which competitors see. To the OD and prechecker the rally is always easy: they know the answers or have plenty of time to work on them. We have been to many a rallyes' end where the OD's, precheckers, and a few well placed teams proclaimed to Heaven the trivialities of the logic while the average score was 1500-, and over half of the teams got lost enough to accuse the OD of "making it too hard."

Alas, our OD's are doomed to ignorance for all eternity unless...wait! Maybe there is hope. After all some rallies are indeed easier than others. If we can only discover the difference without getting bogged down in the details. More importantly, prospective OD's need an outlook that will render them more sensitive to that difference.

I propose that any OD should ignore the subjective hunch that his rally is hard or easy and instead concentrate on the probability of any given car making a mistake on any given instruction. Or put another way, questionate how many out of any 100 cars are likely to screw up any one instruction. The two key differences in this approach are thus: (1) Each instruction is examined individually as well as part of the whole. (2) Errors by any team are assumed to be random, with a probability of occurrence dependent on the skill of that team and the general rally difficulty. Note that this difficulty is the one in paragraph 4, not the one in paragraph 2.

continued overleaf

## A FAREWELL TO ARMS (continued)

Significance: (1) The total probability of any random error is increased by increasing the number of opportunities for it, even if its difficulty is constant; a trap at the end of a rallye may be just as simple as one at the start but the chances of doing both correctly are lower than the chance of doing just one. If an OD puts 15 of these together the chances of doing all of them right are miniscule, making the rallye hard. Yet each one could be called "easy" according to paragraph 2. (Anyone who hasn't seen this happen please move to the front of the room.) (2) This allows for the possibility that even a good team can screw up any instruction. Every mental process is a potential error source. So the difficulty (paragraph 4 type) of each instruction can be crudely quantified by determining the number of mental steps needed to understand it. Or the number of different instructions it must be compared to. Or the relative obscurity of some part of the general(s) it must be connected with. Ah, once again, any (set of) instruction(s), easy by paragraph 2, can be seen as difficult. Very subtle difference, but just what the OD needs to keep from alienating half the field. (3) It recognizes that YFU signs and goof loops may be goofed with greater likelihood than the correct course. (4) Finally, it encourages the OD to clean up loose ends by examining the minute details more closely. (I plead guilty under time pressure for "Tempus Fugit".)

Granted no one sits down and calculates a number for each instruction. I am talking about an attitude rather than a procedure. Just a different way of looking at "easy". This approach has worked on both rallyes I have co-ODed. One was easy, the other moderately easy with a few tough (rough) spots. Both were intended to be and were described as being exactly what they turned out to be. Maybe you thought they were trivial but at least they were not hard to you and easy to us because we know the answers. Try it, you may like it.

I hope to see you all again. Maybe someday. Out in the Virginia countryside. Lost on another rallye....

Jim

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# Virginia Motor Sport Club



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SERIES



ROAD-CROSS

OCT. 12<sup>th</sup> and NOV. 2<sup>nd</sup> and 16<sup>th</sup>

PRE-REGISTER FOR ALL 3 EVENTS \$15.00 AND GET SAME NUMBER FOR ALL 3 EVENTS - **OR** - PAY \$6.00 EACH THE DAY OF THE EVENT. TROPHIES TO BE AWARDED BASED ON POINTS ACCUMULATED ... 9 FIRST PLACE ★

6 SECOND ★ 4 THIRD ★ 3 FOURTH ★ 2 FIFTH ★ 1 SIXTH ★ AT EACH EVENT FOR ENTIRE SERIES. DASH PLAQUES TO BE AWARDED TO FIRST 100 PRE-REGISTRANTS. TO BE HELD AT VIRGINIA STATE FAIRGROUNDS, RICHMOND VA.

REGISTRATION and TECH. BEGIN AT 7:30AM - FIRST CAR RUNS AT 8:30 AM

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JMT.

## NEW MEMBERS

For some reason, people keep joining the club. The latest to be parted from their money are:

Rose Bowen. Living at 2103 Boxwood Place (23228), Rose's telephone is 264-0244. She drives a '72 TR6 and is a student.

Frank and Helen Keyser. Frank is an entrance permit inspector for the Commonwealth of Virginia; they live at 1314 Forest Avenue (23229) and their phone is 285-0547. Frank and Helen account for a rather imposing array of vehicles, to wit: '74 Datsun B210, '66 Pontiac Catalina Wagon, two '64 Corvair Monzas, and a '72 Honda CL350.

Randolph Mason. Randolph as an administrative assistant for A. H. Robins. He lives a #4 Brook Boulevard in Quinton (23141) where his telephone is 932-3110. Randolph's vehicles include a '75 Scirocco, a '73 Volvo SE180 and a '73 Pontiac.

Scott and Diane Moeller. 9809 Kerry Lane (23229) 285-0327. Scott is an art director for Richmond Printed Tape and Label Co. They own a '69 MGC, a '60 Mercedes 190 and a '75 Olds Starfire.

Pete Winters. Pete is an accounting officer for Utd Va Leasing, he lives at 5900 Queensmere Court #103, his telephone is 329-7942. He drives a '73 Capri.

Welcome, all.

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3,860,264

LEAN VELOCIPEDE

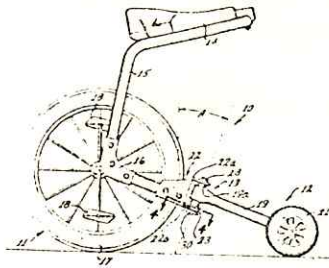
Raymond J. Douglas, Lomita; Edward W. Libby, Hermosa Beach, and Leonard R. Moquin, Los Angeles, all of Calif., assignors to Mattel, Inc., Hawthorne, Calif.

Filed Jan. 15, 1973, Ser. No. 323,544

Int. Cl. B62k 5/06, 21/10

U.S. Cl. 280-266

5 Claims



1. A velocipede comprising:

- 1. a front wheel assembly having a front wheel rotatably mounted thereto on a first axis of rotation;
- 2. a rear wheel assembly having a pair of rear wheels rotatably mounted thereto on a second axis of rotation; and
- 3. steering means coupling said front wheel assembly to said rear wheel assembly, said steering means located approximately half-way between the respective vertical planes of said first axis of rotation and said second axis of rotation and normally biasing said front and rear wheel assemblies to maintain said respective vertical planes in a parallel relationship, and said steering means being responsive to the weight shifting of a rider of said velocipede to provide horizontal displacement of said respective vertical planes, said steering means comprising:
  - A. a sleeve member affixed to said rear wheel assembly, said sleeve member having a pair of projections and a hollow portion;
  - B. a bracket member mounted to said front wheel assembly, said bracket member having a first opening thereon and further having a top and bottom extension, each of which has a respective opening;
  - C. retaining means for rotatably coupling said sleeve member to said bracket member, part of said retaining means passing through said hollow portion of said sleeve member and said respective openings of said top and bottom extensions of said bracket member; and
  - D. biasing means rotatably mounted to said sleeve member, said biasing means having a first end and second end, said first and second ends being retained between said pair of projections of said sleeve member and further retained within said first opening of said bracket member.

3,860,284

SAFETY DEVICE FOR AUTOMOBILES

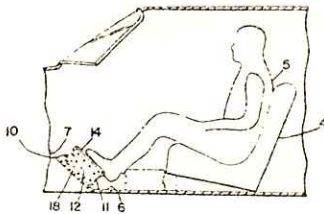
Sanford Lichtig, 20600 Fairmount Blvd., Shaker Heights, Ohio 44118

Filed Mar. 2, 1973, Ser. No. 337,632

Int. Cl. B60n 3/06

U.S. Cl. 296-75

2 Claims



1. A safety device of the character described, comprising a rectangular monolithic block of compressible foamed material adapted to be positioned forwardly of the passenger's front seat in an automobile, and to be compressed by the legs of the passenger when the car comes to a stop, whereby to cushion the impact of the stop, said block having densified portions adjacent the top, bottom, front and rear surfaces of the block, said densified portions having corrugations extending longitudinally of the block.

3,893,526

TRACK ASSEMBLY FOR SNOWMOBILES

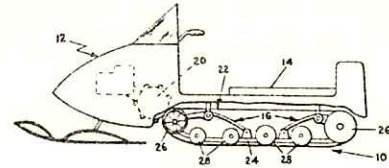
Richard E. Esch, Sparta, Mich., assignor to C. L. Frost & Son, Inc., Grand Rapids, Mich.

Filed July 30, 1973, Ser. No. 383,690

Int. Cl. B62d 5/702

U.S. Cl. 180-5 R

33 Claims



1. Apparatus for movably supporting tracked vehicles including snowmobiles and the like including a pair of elongated, parallel frame members, a pair of idler wheels generally adjacent either end of said frame members, and a flexible, endless track extending longitudinally around said frame members and supported for movement therearound on said idler wheels; each of said frame members including at least one pair of bogie wheels and means for mounting each of said pairs of bogie wheels relative to one of said frame members; said bogie wheels in each pair mounted coaxially with each other adjacent opposite sides of and intermediate the ends of said respective frame members longitudinally between said pairs of idler wheels; each of said pairs of bogie wheels spacing a portion of said track adjacent said bogie wheels a predetermined distance beneath the respective one of said frame members for support of said vehicle above a supporting surface portions of said track being engageable intermittently with said rails during use thereof; said pairs of bogie wheels being secured at spaced intervals along each of said frame members whereby uneven wearing of the frame members by uneven contact with said track is prevented.

3,893,527

MEANS AND TECHNIQUE FOR CONVERTING A MOTORCYCLE TO A SNOWMOBILE

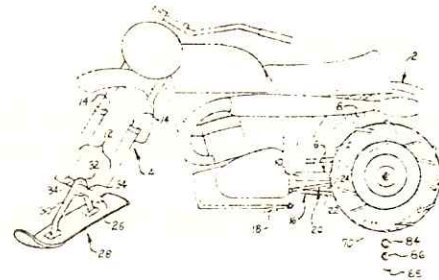
Milo C. Walker, Seattle, and Robert M. Bradford, Brier, both of Wash., assignors to Snow-King Enterprises, Inc., Brier, Wash.

Filed June 4, 1973, Ser. No. 366,742

Int. Cl. B62m 13/00

U.S. Cl. 180-6 A

18 Claims



1. In combination with a motorcycle body having front and rear yokes thereon, normally for mounting tandem ground-engaging wheels inboard between the respective arms thereof, and a chain and sprocket drive mechanism thereon, normally for driving the rear inboard ground-engaging wheel thereof, a modified ground engaging assembly comprising a pair of apertured axle mounting blocks releasably slidably engaged with the end portions of the arms of the rear yoke so as to assume fixed orientations thereon in which the apertures of the blocks are mutually opposed to one another across the rear yoke, means releasably clamping the blocks to the arms of the rear yoke in said orientations, axle means rotatably supported in the apertures of the blocks and projecting laterally outboard therefrom, ground engaging elements on the yokes including a pair of wheels fixed to the laterally projecting outboard portions of the axle means to rotate in conjunction therewith, and a sprocket fixed on the axle means and engaged within the chain of the drive mechanism to rotate the axle means under the power thereof, said clamping means including pin and slot connections between the blocks and the end portions of the arms of the rear yoke, the slots of which connections are elongated lengthwise of the drive mechanism to enable the chain to be tightened by sliding the blocks in relation to the arms of the rear yoke when the clamping means are released.

SOME RECENT PATENT APPLICATIONS WHICH MAY BE OF INTEREST TO THE GENERAL MEMBERSHIP COURTESY OF MARIAN DEBARDELEBEN.

## RIVER RUN RALLY REPORT

It seems the winners were determined not by Wilt, Barbara, Fred, or Marian - but by the checkpoint crews and their watches. The above mentioned ran, for the most part, a flawless rally. It was just that the timing errors were greater for the Greenwoods than for the DeBardlebens. In the words of Peter Wilson, "Computer timing technology has advanced far more than stopwatch technology."

The generals stated that the use of the following priorities would enable each rally car to stay on course:

1. Execute an NRI. All instructions are NRIs and so on and so forth.
2. Follow your route by number. If your route is not marked, it can be determined by negative inference.

Prior to the execution point of NRI 34, dead end roads did not exist, AND once NRI 34 has been executed, dirt roads did not exist and dead end roads did. What about NRI 34? Did everything exist or not exist? We were expecting a dead end road after NRI 34 that did not exist because it was dirt, but this never occurred.

The following was a definition from the generals:

Church - White building with pointed windows and a cross in front.

NRI 22. L after church.

Unfortunately, the first church we came to qualified in every way.

NRI 25. Last R.

Easily done, since the road came to a T.

NRI 43. Last R.

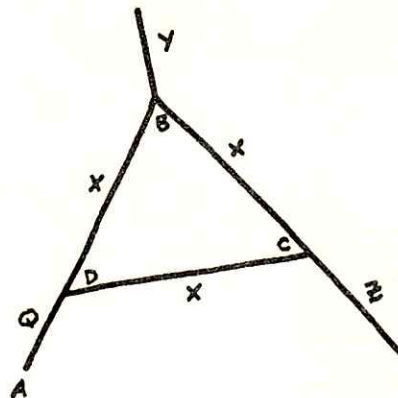
Not so easily done if you forgot that your route ahead of you while sitting at this particular intersection did not exist since it was dirt. (After NRI 34.)

NRI 37. Second R after cemetery.

At this point my head was down doing some calculations and my driver failed to see if the first right we came to after the cemetery existed. When our blood began to boil a couple of miles after we realized what we had done, my driver began to increase the speed. Some ways down the road after making some other turns we rolled into the checkpoint early.

NRI 39. S.

NRI 40. Third L.





RIVER RUN RALLY REPORT - continued

Enter at point A from Route Q. Execute NRI 39 at point D. At point B you were to count route Y as the first opportunity to turn left and to continue on your route by right. At point C you were to stay on your route, but not counting route Z as a left simply because it wasn't a left. At point D you were to go right, counting route Q as the second L, and at point B to change your route to Y, executing the instruction. Simple, but it caught many crews, including us, asleep. At point C we counted the straight onto route Z as the second left, therefore going left at point D onto route Q, only to run out a callback not very far away.

One of the complaints I heard was the the rally ended, or started, too soon. It seems that the darkness was too far away for really enjoying what a picnic rally should be. If you disagree, see Tom Blot.

Picnic rallies are, in general, easy rallies intended to get everyone to the picnic. Bill, Ralph and Ellen nearly succeeded in the attempt except for one incident that was beyond their control.

On the way back to Richmond, we passed a vehicle that resembled the Jeep that never showed up at the end. After a few U-turns and a right into a parking lot, sure enough, it was. The Jeep was obviously not in the same condition as when it started. It was covered with dents, broken glass, mud and oil. It turned out neither were hurt and, according to the owner of the nearby store, Wyatt and Van Gils rolled on Route 622. Being the last car, they were not discovered by anyone.

Congratulations to Ellen, Bill and Ralph for a very good rally, and I think most of the contestants - if not all of them - feel the same way.

Rob DeBardeleben



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in luxury without  
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Event Results Report

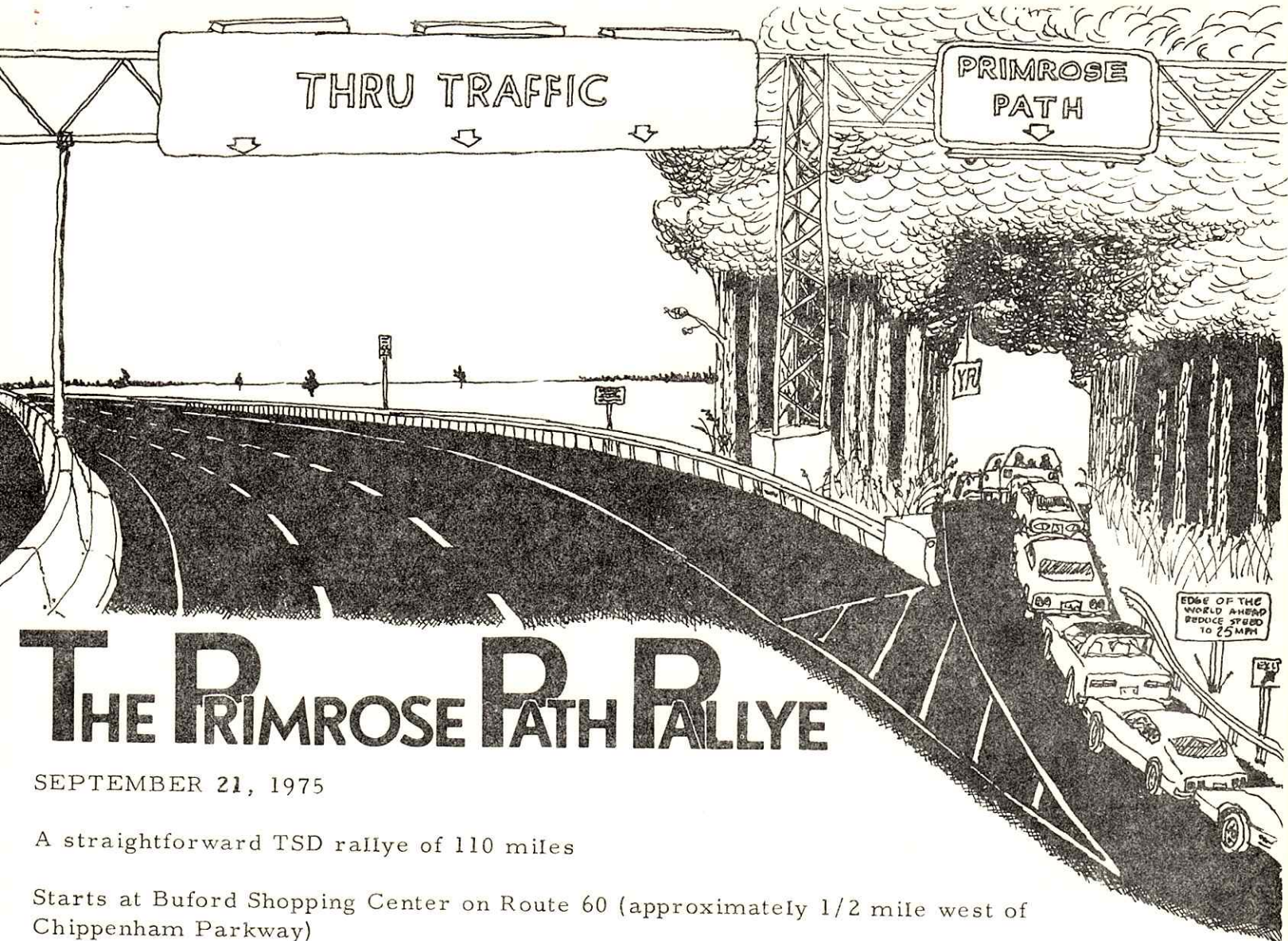
Name of Event River Run Rally # of Entrants 13 @\$ 5.00, @\$ \_\_\_\_\_. Date of Event Aug. 23, 1975

Ralph Vawter

D.'s Bill Britton, Ellen Hamilton Helpers Official Precheck: Lew Parsley&Toni Wells; Unofficial Precheck: Mike and Beth Castleberry; Control Workers: Chuck Hoelzel, Charlie Hoelzel, Millie Hoelzel, Jim Mueller  
~~Peter Wilson, Lale Akbay, Gordon Patterson, John McClure, Bill Enos, Pam Jones, Bill Armstrong,~~  
 Beth Armstrong, Henry Vangils, Mike Castleberry Beth Castleberry, Lewis Parsley, Toni Wells.

A	Class Pos'n	Car #	Make	Driver	Navigator	CONTROLS														TOT
						1	2	3	4	5	6	7	8	9	10	11	12	13	14	
1	1E *	5	240-Z	Debardeleben	Debardeleben	1	2	1	7	1	4	1	2						19	
2	2E	10	Audi	W Greenwood	B Greenwood	1	5	2	6	4	2	3	0						23	
3	1U *	6	240-Z	L Wells	T Blot	7	38	7	3	24	2	1	5						87	
4	2U *	8	240-Z	S Powell	N Dickinson	29	2	7	18	57	36	28	20						197	
5	3U *	9	Honda	B Hunter	S Hunter	35	34	1	122	79	43	39	57						410	
6	4U	3	Datsun	Debardeleben	Debardeleben	4	7	12	90	279	2	20	0						414	
7	3E	11	Datsun	J Rowe	J Rowe	16	1	5	97	500	3	6	56						684	
8	5U	7	Porsche	J McGowan	C Blot	218	20	93	178	500	66	26	58						1159	
9	6U	12	Datsun	S Phillips	B Phillips	86	1000	0	353	12	24	89	4						1568	
10	7U	1	Fiat	B Bartels	M Bartels	130	41	84	87	1000	155	47	92						1636	
11	8U	2	Toyota	D Wingo	A Wingo	192	1000	0	2	280	61	101	448						2084	
12	9U *	13	Capri	R Winters	R Bowen	195	153	59	33	169	500	42	1000						2151	
13	10U	15	Jeep	B Vangils	G Wyatt	275	1000	1000	1000	1000	1000	1000	1000						7275	
The timing on checkpoint #3 was found to be off by .04 minutes. All contestants scores were corrected accordingly.																				
* Denotes trophy winners																				

Deliver 1 copy to each of the following within 1 week of the close of the event: Club Secretary, Editor of Checkpoints, and non-club member participants.



# THE PRIMROSE PATH RALLYE

SEPTEMBER 21, 1975

A straightforward TSD rallye of 110 miles

Starts at Buford Shopping Center on Route 60 (approximately 1/2 mile west of Chippenham Parkway)

Registration: 10:00-10:45 AM

FCO: 11:01 AM

\$5.00 per car entry fee.

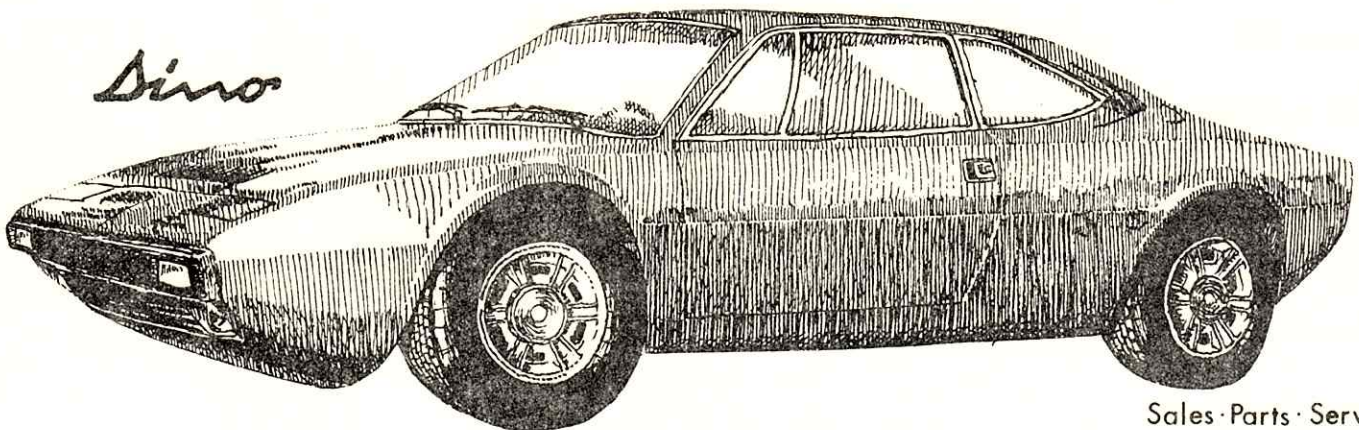
Pre-registration accepted for car numbers and general instructions.

Organized by Libby and Peter Wilson

Pre-registration and info can be extracted from Libby at 271-0005

ADDRESS CORRECTION REQUESTED

FIRST CLASS



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