



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 22

NUMBER 3

MARCH 1977

- March 13 -- The March Madness Rallye. Colonial Rally Masters (Norfolk) FCO 10:46. Information from Bill Goodwin (804) 596-1675.
- March 17 -- VMSC Regular Monthly Meeting. Yes, we're back at St. John's Woods Clubhouse. So beers are \$.50 and Cokes \$.30 again. A rather shortlived inflationary spiral.
- March 20 -- VMSC Rally. The "You Can't Get Here From There" Rally. O.D.'s Bill Gronning and Judy McGowan. See flyer and General Instructions in this issue. Len Wells and Tom Blot official checkers.
- March 27 -- VMSC Autocross. Heart Fund Autocross. O.D.'s Peter Wilson, Judy McGowan, Fred Debardeleben. See flyer this issue. We would suggest that you arrive early as this event should be well publicized and there might be a large crowd on hand.
- April 2 & 3 -- Bob Ridges Memorial Rally. O.D. Dick Lieberman. Starts in Fairfax, overnight in Luray. \$26. includes two cocktail parties and banquet for two people. See Bill Gronning for entry forms and information.
- April 17 -- VMSC Rally. Tentative date. O.D.'s Chuck and Charlotte Hoelzel.
- April 21 -- VMSC Regular Monthly Meeting.

MARCH 1977

APRIL 1977

sun	mon	tue	wed	thu	fri	sat
○ FM 5	☾ LO 12	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	31	● NM 19	☾ FO 27

sun	mon	tue	wed	thu	fri	sat
○ FM 4	☾ LO 10	● NM 18	☾ FO 26		1	2
3 Easter	4	5	6	7	8	9
10 Easter	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

As you looked in your mailbox today, you probably thought to yourself, "Boy, those Editors of Checkpoints are really on the ball getting this month's issue out this early." Well, We do admit that We're on the ball, but the only reason you got this issue so soon is because whenever the membership has to vote on a change in the By-Laws, the already overworked Editors of Checkpoints have to bust Our asses to get this thing in the mail not less than ten (10) days before the club's regular monthly meeting. So what are We waiting for, the alterations to the By-Laws you'll be voting at this month's meeting are:

ARTICLE IV

I. Annual dues shall be \$10.00 for a single membership, \$15.00 for a family membership, and shall be payable on or before January 1.

ARTICLE XII

III. All club publications shall be furnished free to dues-paying members and to certain other interested individuals and organizations. All others (for example, non-members and life members, etc.) may be included on the club's mailing list by payment of a \$3.00 annual subscription fee.

E D I T O R I A L

If you've been waiting for something else to increase in price, your waiting is over. This time the culprit is VMSC. That's right, the Board of VMSC has approved amendments that will raise the annual dues and Checkpoints subscription fee. A majority of the members in good standing and present at the meeting need only ratify these two amendments and VMSC will be reaching deeper into your pocket at dues time. If these amendments have made you mad, made you kick your Marque Award, made you use your copy of the By Laws to start a fire, we sympathize. However, we're in favor of the increases.

Our case is simple. It costs more to operate the club and our annual financial statement bears this out. As more members gain life membership status, our dues-paying membership base shrinks. The \$2.00 subscription fee for Checkpoints does little more than cover postage.

Faced with rising expenses, our alternative is clear -- increase revenues. The simplest way to do this is to raise dues. We don't believe that this will deter people from joining VMSC. Even with the increase in dues, our membership costs will still be competitive.

Take another look at our latest financial statement and you'll see that it takes a lot of money to make Virginia Motor Sport Club go. While we feel that approval of these amendments is inevitable, the decision is yours. While taking a few minutes to consider this, also consider other alternatives. Consider taking a more aggressive role in seeking new members. Consider closely how you spend club funds. Consider the benefits of all of these. Perhaps we'll be able to give ourselves a rebate in the form of a reduced charge for the Awards Banquet or an increase in the number of social events.

featured in

NEW DOMINION

LIFESTYLE

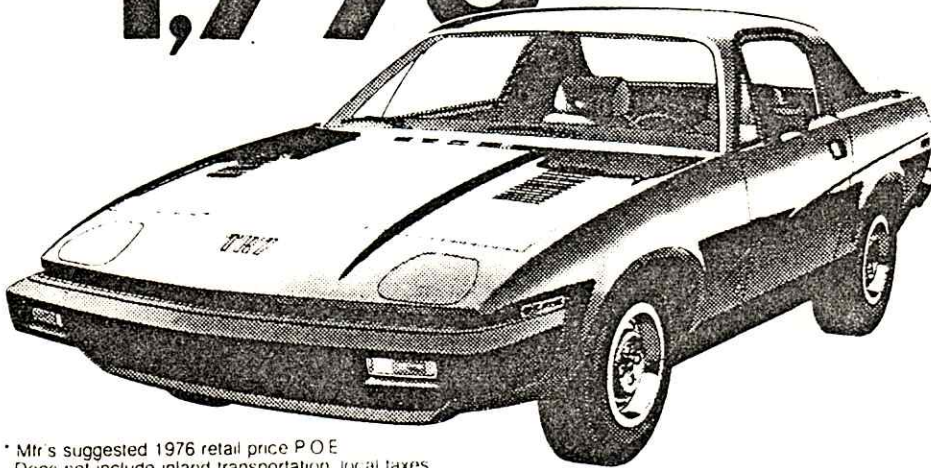
THE MAGAZINE FOR RICHMOND AND CENTRAL VIRGINIA



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HELP WANTED

Proofreader -- immediate opening, full benefits, inadequate remuneration. No experience necessary. On the job training with an Equal Opportunity Employer. Reading and writing aptitude must be at least 4th grade level. Serious applicants only -- apply at Checkpoints Editorial Offices.

NEW MEMBERS

Well, even after meeting the members of the club, these naive people still want to join us. Gluttons for punishment, every one of them.

Al and Vivian Winters -- Name sounds familiar doesn't it? Well, he's the brother of half of Us (the One whose last name is Winters, for those of you who haven't figured it out yet) and coincidentally, she's His sister-in-law. We feel that the club, as a whole, will be open-minded about this fact and not hold it against them. They live at 525 N. Laburnum Avenue #4, Richmond, VA 23223 (222-0071). They own a 1973 Capri 2000 and 1971 Plymouth Roadrunner. Al used to be a drag-racer until he saw the path of righteousness and was converted.

Gary Simmons can be reached at P.O. Box 216, Burkeville, VA 23922 (767-5230). He's the General Manager of the L. E. Simmons Monument Co., Inc. (note to the trophy chairman: How does the price of marble compare to the price of pewter? With the escalating cost of the latter it might be cheaper to present tombstones at next year's Awards Banquet). Gary is a member of PCA and, as you might have already guessed, owns a Porsche-- a 1973 911T Targa. He also has a 1973 Ford LTD.

Michael L. Newsome resides at 1100 Ridge View Road, Mechanicsville, VA 23111 (746-5538). He's the manager of the Morrow Printing Co., and owns enough motorized vehicles to start his own leasing company -- a 1976 Pontiac Trans-Am, a 1966 Pontiac Tempest, a 1960 Sunbeam Rapier, and a 1975 Honda Gold Wing motorcycle.

Changes to the Classing System for Autocrosses:

B/P goes to B/M

American V-8 sedans and solid axle Corvettes go to B/M.

A/S Add: Lotus Sprint ('76 or later)
Change: Porsche 2.2 T/E to 2.0 T/E

B/S Add: Lancia Scorpion; Porsche 924 (5.5" rims, 70-series tires)

C/S Add: Lotus Cortina; Mazda Cosmo; Plymouth Arrow

D/S Add: Datsun 810, F-10, Mazda Mizer; 1975 or later Monza (not V8);
Renault 5; Honda Accord

A/P Add: Lotus Sprint ('76 or later)
Delete: Morgan V8

C/P Add: Lancia Scorpion; Porsche 924

E/P Add: Ford Escort*; Mazda Cosmo; Plymouth Arrow

F/P Add: Datsun 810, F-10; Honda Accord; Mazda Mizer; Renault 5.

*Special classification for non-imported model.

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JOHN WHITAKER III

LETTERS TO THE EDITOR

Editors, Checkpoints
P. O. Box 25822
Richmond, VA 23260

Gentlemen:

With reference to your opening reflections in February's issue, OF COURSE people don't read the stuff you write.

Well, that's not really true. Here's what they do read:

1. Typographical errors (Congradulations for February, by the way.)
2. Things they don't like.
3. Financial reports reflecting what you spend.

We could have warned you: if you expect strokes for your efforts, forget it. We unleashed some of the finest, funniest Checkpointsses the membership has ever seen, and one of the most positive comments we received was an unnamed lady's observation that the newsletter was now too big to read in one sitting on the potty!

It's no wonder the membership doesn't have anything sensible to say about the content; remember: a recognized scientific survey reveals that the majority of them can't remove the staple without sticking their thumb.

You miss the point. Checkpoints isn't published for the members, it's a vehicle for the editors' pleasure. Damn the torpedoers, said Jones and East, let the presses roll!

Best regards,

The Ghosts of Checkpoints Past

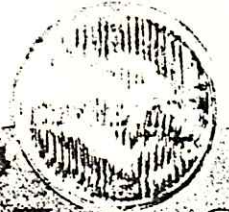
SCANDAL ROCKS VMSC!

INTERVIEW:

VMSC is in the throes of its greatest scandal in the club's history. Libby Wilson has been called, by a well-known Richmond area newspaper, "VMSC's answer to Elizabeth Ray." After a recent Senate Investigating Committee meeting Mrs. Wilson graciously granted us the following interview:

Checkpoints: Mrs. Wilson...
Mrs. Wilson: Call me Libby.
C/P: Thank you, Libby.
Libby: You're welcome.
C/P: We, as the Editors of Checkpoints...
Libby: Who?
C/P: Checkpoints - the literary manifestation of the Virginia Motor Sport Club.
Libby: Oh, the Commie, pinko, slanderous, muckraking flake-offs.
C/P: Yes, all of the above.
Libby: What the hell do you want? I thought you said you were with Time Magazine.
C/P: Call it poetic license.
Libby: Your license should be revoked. But go ahead anyway.
C/P: Is it really true that you were elected secretary to VMSC and cannot type or take shorthand?
Libby: Not-a-word!
C/P: Then how did you get nominated in the first place?
Libby: Connections.
C/P: How do you plan to answer the questions arising from your apparent lack of qualifications?
Libby: Answer, hell! I'm turning state's evidence. It'll all come out in my testimony.
C/P: What will come out in your testimony?
Libby: I'm not going to tell you. You can read about it in my memoirs. They're being released next month in the hard-cover edition. And we're still negotiating rights to the paperback version.
C/P: What do you plan to do with the royalties?
Libby: I'm going to buy Peter a parts car for his MGB. Maybe even two -- Lord knows he needs it. And I've got my eye on a 1961 Morris Minor. Moving into real luxury, at last.
C/P: Thank you, Libby, We'd like to continue but, we have to catch the bus back to Richmond.
Libby: You're lucky. I have to thumb. Peter called and said the B wouldn't start, again.

two hot specials



Famous Hella H4 Quartz Halogen Headlamp Conversions to replace 7" Sealed-Beam Headlamps. The simplest, most inexpensive way to obtain a tremendous improvement in lighting at the lowest possible cost. The lamp is made for direct plug-in replacement of your existing sealed-beam units and no additional wiring is needed. Unique dual filament. Halogen bulb gives you a wide-spread, non-glare peripheral light pattern on the low beam, and a long-distance driving light-type beam on the high beam.

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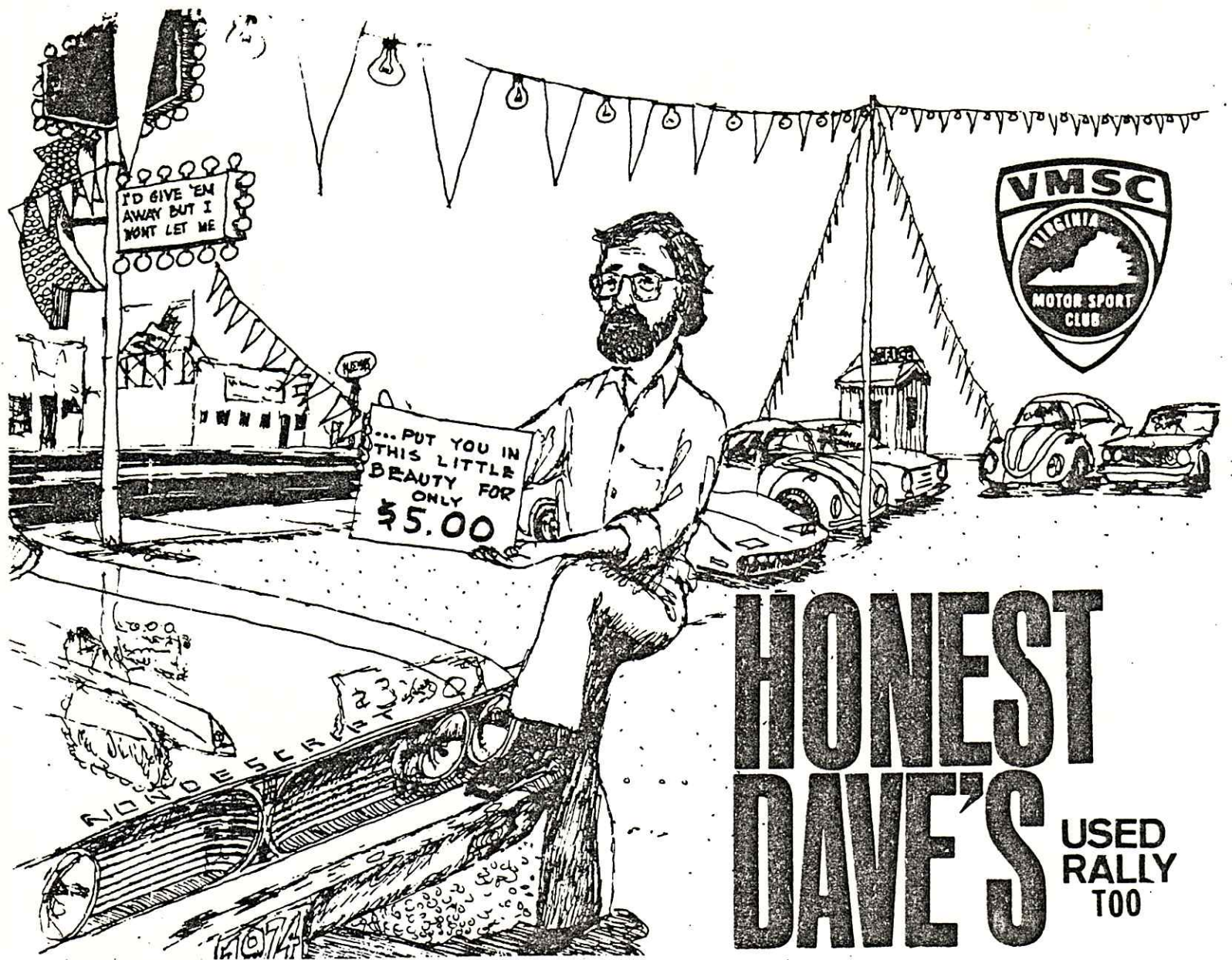
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CHECKPOINTS is the monthly publication of the VIRGINIA MOTOR SPORT CLUB, INC. It is mailed free to members and advertisers. Subscriptions to non-dues paying members are \$2.00/year. Please send all articles and contributions to the Editors, deadline the weekend after the first Thursday of each month. Inquiries regarding advertising should be directed to the advertising manager. Ad deadline, the first Thursday of each month. Ad rates: \$7.00/month/quarter page; \$37.50/6 months/quarter page; \$70.00/year/quarter page. Manager: Bill Enos, 5616 Indigo Road, Richmond, VA 23230.

EDITORS:

Gary Stout
 1109 Welborne Drive
 Richmond, VA 23229

Pete Winters
 6009-A Willow Oaks Drive
 Richmond, VA 23225



Would you buy a used trap from this man? Well, my navigator and I bought two: the pause on leg two which didn't include "NRC" and good ole "Bethany Baptist Church." Of course, we turned there. After all that's where the little old lady who dreamed the trap up probably used to take it on Sundays, unless, of course, she was taking it the two blocks to the market.

All in all, it was an enjoyable rally which was made even more enjoyable by my navigator remaining cool, calm, and collected the whole time. If anyone knows who that Mike Williams impostor was, please have him see me before the next rally. The only complaint I have is about those smudged fours in the route instructions. Yes, I know we were warned those were really ones. But who listens to warnings? We had to drive 0.2 miles past Rt. 624 on the ODO leg to become true believers. If any of you wondered why that orange 914 was backing down the road after the ODO leg, now you know.

In conclusion, I thank Honest Dave and all his workers for a fine rally. However, I think Mike and I learned a lot about the used trap business from this rally. So if Honest Dave wants to keep selling us traps he had better consider opening a new trap dealership.

Fred Sherwood

Event Result Report

Name of Event Honest Davis Used Rally, Too # of Entrants 25 @ \$5.00, @ \$ ____ . Date of Event Feb 27 1977

O.D.'s David McCall Helpers Official Check - Bill Cronning - Judy Mcowan; Unofficial Check - Pete Winters - Barbara Stout; Vary Unofficial Check - Off Course Manual - Kathi McCall - Bill Edwards; Checkpoint Workers (inc all checkers) - Fred Deburdeleben, Ellen Hamilton, Shelia Hunter, Ralph Vawter, Jenny White, Peter Wilson. (* non VASC-member)

O/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	Datsun	L. Parsley	B. Britton	1	102	0		1	9	1	1	40						155
2	2E	7	Audi	B. Greenwood	T. Greenwood	5	300	5		5	3	0	0	0						318
3	1U†	12	Porsche	D. Armentrout	C. Rowe*	143	14	45		35	36	47	10	40						370
4	2U†	11	Subaru	V. Greenwood	S. Greenwood	37	28	276		26	70	20	12	50						519
5	3U†	9	Datsun	H.S. Powell, Jr.	H.N. Dickinson*	3	26	300		42	37	88	27	40						563
6	3E	2	VW	C. Hoelzel	C. Edwards	2	3	300		221	2	1	15	40						584
7	4U	15	Mazda	B. Westhous	B. Phillips	186	15	77		184	37	49	2	50						600
8	5U	3	Capri	A. Winters	V. Winters	225	66	102		115	6	21	36	40						611
9	6U	17	VW	O. Jones	R. Deburdeleben	7	18	300		300	0	5	13	0						643
10	7U	14	Triumph	M. Castleberry	P. Thompson	12	51	300		97	47	77	14	60						708
11	8U/1U†	1	MBB	T. Powers*	E. Gray*	72	27	127		71	300	71	13	40						721
12	9U	13	VW	B. Hunter	G. Stout	300	202	46		49	24	104	10	40						775
13	10U/2U	4	Alfa	R. Kremzic*	J. Kremzic*	41	223	165		91	24	104	48	43						789
14	11U	21	Porsche	F. Sherwood	M.P. Williams II	155	142	300		107	34	3	23	0						814
15	12U	23	Datsun	L. Wells	T. Blot	300	61	45		203	83	33	12	50						837
16	13U	18	Datsun	D. Winger	A. Winger	27	29	242		300	83	114	31	50						876
17	14U/3U	22	Pontiac	M. Newsome*	M. Mills*	46	45	300		45	201	21	114	40						912
18	15U/4U	10	Toyota	F. Mills*	B. Mills*	159	300	209		159	1	68	163	5						1064
19	16U/5U	19	Datsun	J. Thomas*	J. Scott*	111	62	300		111	300	149	28	40						1151
20	17U/6U	25	Honda	A. Cavado III	K. Pinchbeck	110	5	234		450	0	198	1	226						1224
21	18U	4	Datsun	S. Zonner*	M. Dickinson	107	300	300		128	300	128	13	42						1368
22	19U/7U	20	Datsun	B. Stanley*	D. Stanley*	450	0	450		178	158	178	2	142						1608

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.

† Trophy position

Event Result Report

Name of Event Honest Ques Used Rally Too # of Entrants @\$, @\$. Date of Event

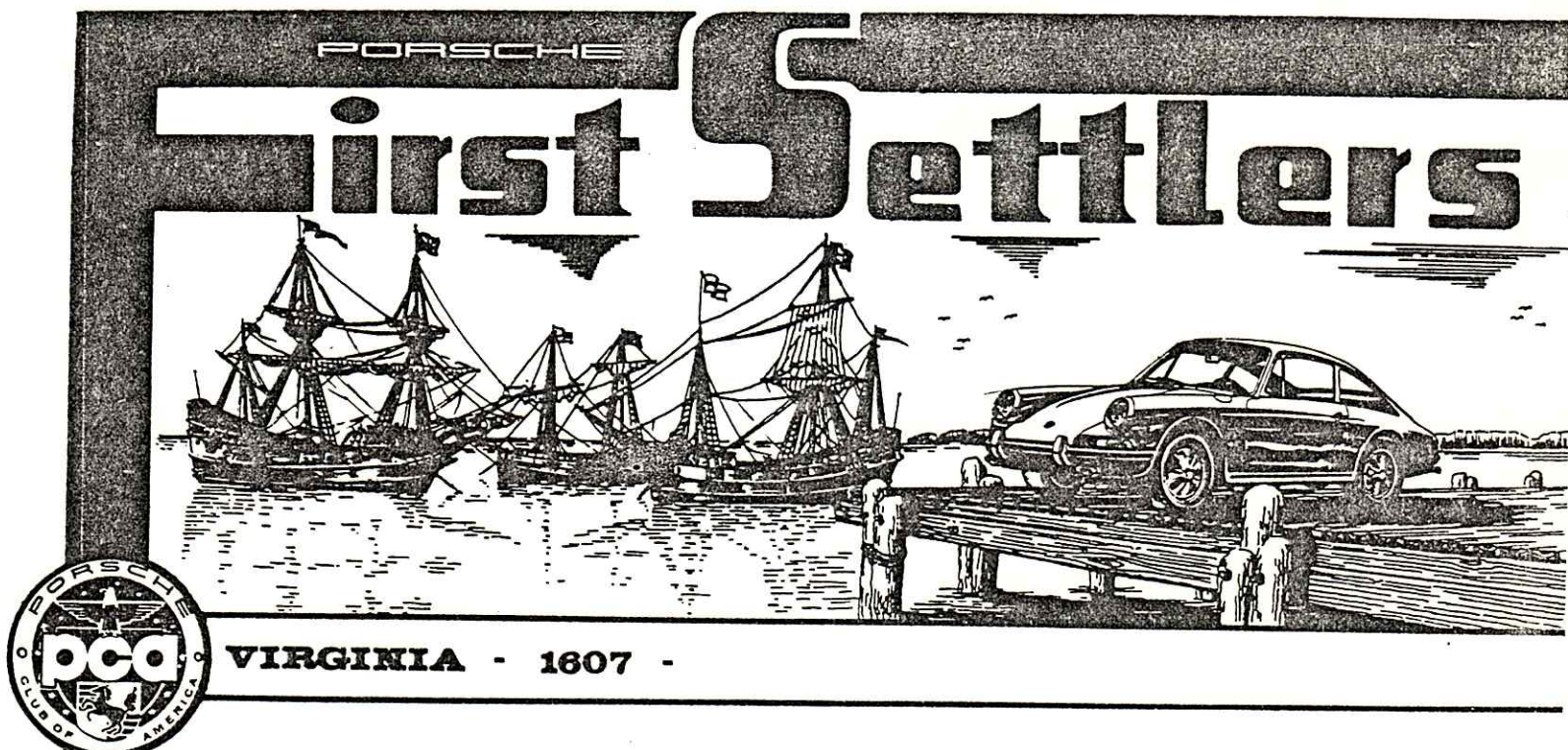
O.D.'s Helpers

O/A	Class Pos'n	Car #	Make	Driver	Navigator	CONTROLS														TOT.
						1	2	3	4	5	6	7	8	9	10	11	12	13	14	
23	20U/4N	8	Pontiac	B Gardner*	J. Chensky*	202	300	450		208	334	203	20	61					1620	
24	21U/4N	16	Datsun	R. West	R. Kelly	300	43	300		450	450	0	155	14					1712	
25	22U/10N	24	Oldsmobile	E. Wimmer*	J. Wimmer*	165	300	300		242	300	300	32	300					1934	
10				Leg 4 was administratively discarded due to the lack of an "NRC" in an instruction that was meant not to cause a change in route.																
				The DET on leg 5 was recalculated. An error was found that made .45 minute difference in the DET.																
				For those contestants who missed checkpoint 4 and made it to checkpoint 5 were given a median score for leg 5 (since they couldn't really get a zero for it - that would have been quite fair).																

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.

CHECKPOINTS

RECEIVES CRITICAL ACCLAIM



VIRGINIA - 1607 -

2804 E. Franklin St.
Richmond, Va. 23223
February 17, 1977

Gary Stout and Pete Winters
Checkpoints
PO Box 25822
Richmond, Va. 23260

Dear Pete and Gary:

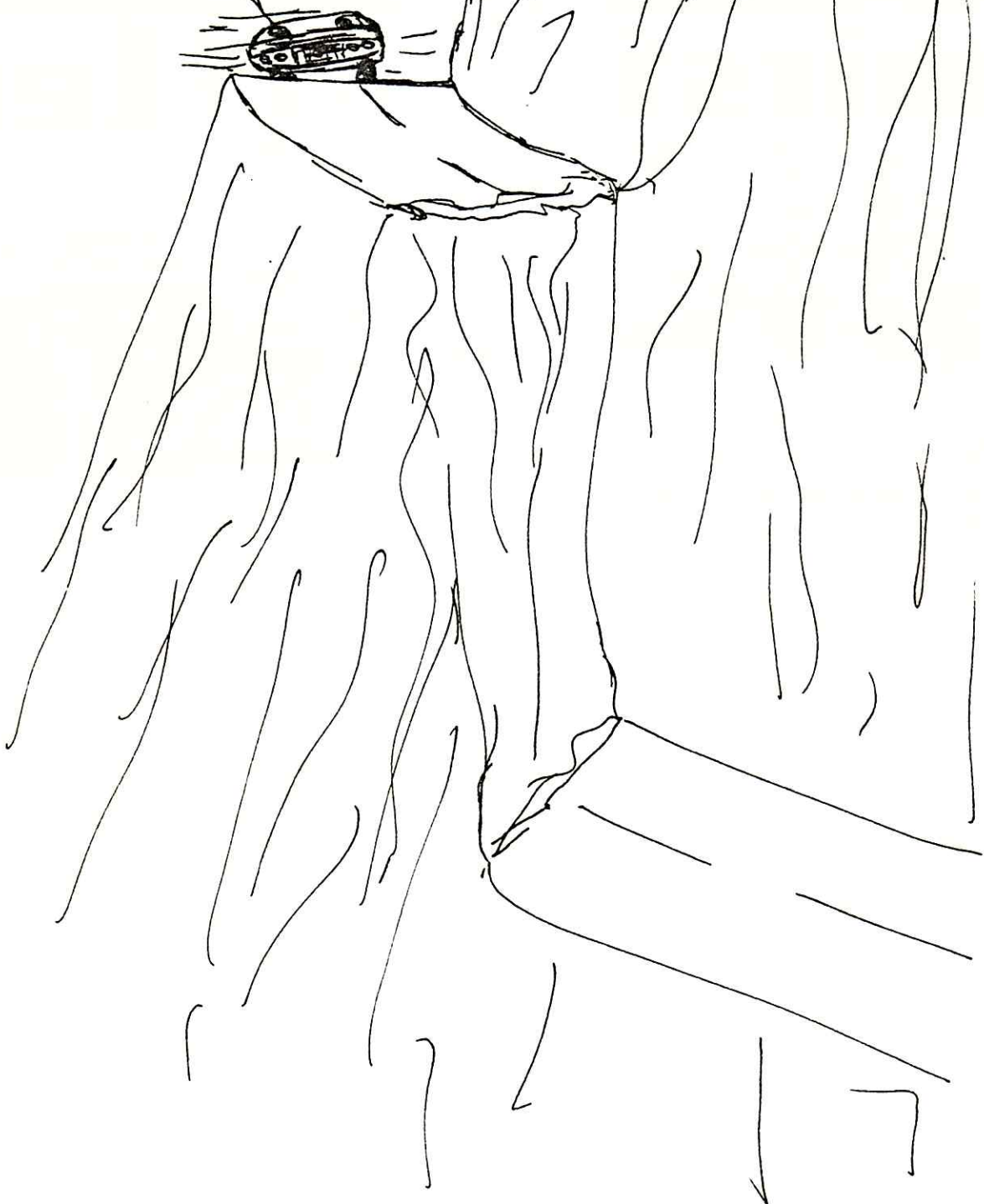
I just received my first issue of Checkpoints, and I had to write. Your magazine is absolutely fantastic. The wit and humor are unsurpassed, the layout is well done, the content is interesting, and the ads are sharp.

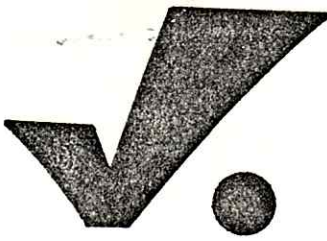
Congratulations on a job well done.

Sincerely,

John T. Cochran, Editor
Horizontally Opposed

THE NEXT INSTRUCTION
IS KIND OF STRANGE
"23. DOWN"?
NRC





ROAD TEST

THE AMERICAN FLYER SLED

As We write this road test, We are certain two questions will come to your minds almost instantly. First, why do this road test at this time of year? Well, the answer, quite simply is economics. Last year's models are being marked down to reduce inventory for the 1977-78 versions. In addition, trade-in values are at an all-time high. What better time to plunk down some of your hard-earned bucks in expectation of next winter's fun?

The second question is, of course: Why no pictures? We will explain the reasons later in the text of this report as it involved an unfortunate series of circumstances that can only be viewed as a mixed blessing. And since just about everyone is more or less familiar with the Flyer, We don't anticipate, in the absence of photographs, that you will encounter any undue problems in understanding the road test.

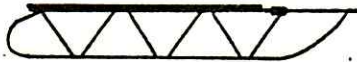
As this is Our first road test of the year, We will begin with what We would like to refer to as "The Poetry of the Machine" (i.e. ergonomics and esthetics). This is more of a qualitative appraisal -- the sensations and images that any vehicle provoke. Our staff had varying opinions on the styling. The comments ran the gamut from "anachronistic and outdated," to "timelessly beautiful." However, We all had to agree that the design was both purposeful and efficient. In passing, though, We can only pause and wonder what the new federally-imposed bumper regulations will do to the clean, symmetrical lines of the Flyer.

The Flyer is most definitely a driver's machine as it seats one (two in a pinch) in an austere, almost crude, manner. This is the sporty version of the sled. So if your tastes lean more to a family-sized design, We would suggest a toboggan as a reasonable and viable alternative.

There are no instrument pods, dials, gauges, or other useless paraphernalia on the dash to boggle the mind and confuse the driver. Just the simple functional steering apparatus, that drivers of all ages have grown to know and love. True, it's almost impossible to negotiate a tight corner, but the precision and feel it transmits are a joy to behold. Our model came equipped with seat belts and a non-skid surface on which to sit or lay (done in a rather gauche tartan plaid). After a few runs on the sled, we concluded that these options are both useful and essential for serious and quick driving.

The Flyer is the ultimate in live axle suspensions as the ride quality is firm and harsh and you feel every bump and ridge. But it seems a small sacrifice to pay for the sheer fun and excitement it engenders.

Enough for the subjective portion of this test, We're sure everyone wants to know the facts and figures. And therein lies the reason why there aren't any pictures to accompany the test. We had decided to forego our normal picture-taking session until after We had acquired all the necessary performance data. However, as luck would have it,



AMERICAN FLYER SLED

TYPE OF VEHICLE: NO ENGINE, MANUAL DRIVE, 1+1 ROADSTER
 PRICE AS TESTED: \$79.85 (INCLUDES DEALER PREP)
 OPTIONS: DELUXE INTERIOR GROUP (SEAT BELTS & NON-SKID SURFACE)

ENGINE: N/A

DRIVE TRAIN: N/A

DIMENSIONS AND CAPACITIES:

WHEELBASE _____ N/A
 TRACK f/r _____ 19.3/19.3
 LENGTH _____ 53.5
 WIDTH _____ 18.5
 HEIGHT _____ 7.3
 GROUND CLEARANCE _____ 6.7
 CURB WEIGHT _____ 31 lb
 WEIGHT DISTRIBUTION f/r _____ 56/44
 BATTERY CAPACITY _____ N/A
 ALTERNATOR CAPACITY _____ N/A
 FUEL CAPACITY _____ N/A
 OIL CAPACITY _____ N/A
 WATER CAPACITY _____ N/A
 TRUNK CAPACITY _____ MARGINAL

SUSPENSION:

SOLID STEEL RODS CONNECTING THE FRAME TO THE RUNNERS

STEERING:

TYPE - WOOD BAR WHICH, WHEN TURNED, CAUSES THE STEEL RUNNERS TO TWIST THUS PRECIPITATING DIRECTIONAL CHANGES

TURNS LOCK-TO-LOCK _____ 0.3
 TURNING CIRCLE _____ 76 ft

BRAKES:

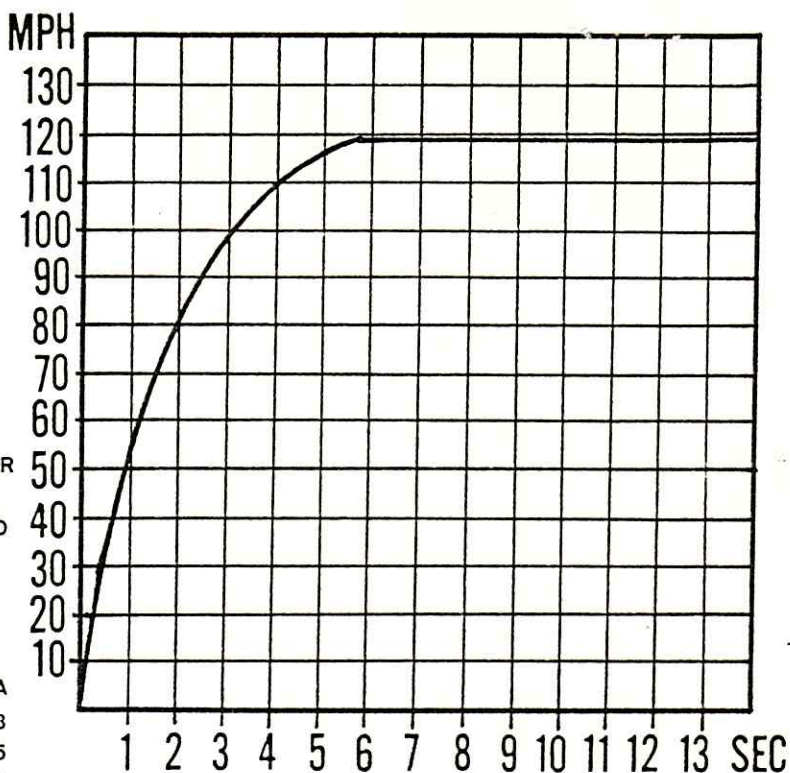
THE TIPS OF YOUR BOOTS OR THE BIGGEST, AND MOST SOLID OBJECT IN SIGHT

WHEELS & TIRES:

SIZE - TWO 3/8" WIDE STEEL RAILS
 TYPE - COLD-ROLLED

PERFORMANCE:

ZERO TO _____ SECONDS
 30 MPH _____ 0.5
 40 MPH _____ 0.8
 50 MPH _____ 1.1
 60 MPH _____ 1.4
 70 MPH _____ 1.6
 80 MPH _____ 1.9
 STANDING 1/4 MILE (ESTIMATED) _____ 10.5 sec
 TOP SPEED (TERMINAL) _____ 119.5 mph
 70-0 _____ .065 ft (4010.3 G)
 FUEL ECONOMY _____ ∞

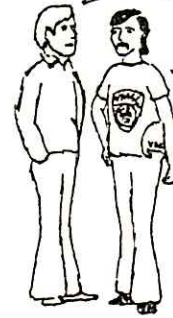
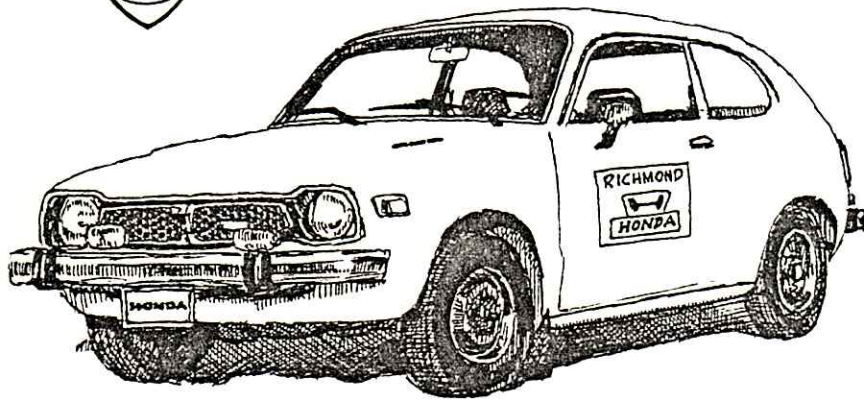


Our late, illustrious road tester inadvertently decided to take a running start one step farther back than he should have. And consequently fell off the 500 foot cliff located directly behind Our testing area. Fortunately, all of Our instruments were active and We were able to obtain Our best acceleration and braking results. Until this time, Our figures had not been particularly impressive. But, as you can see from the tables and charts, the potential is definitely present for electrifying and thrilling performance once you overlook the incidental cataclysmic results.

What conclusions can be drawn from this road test? Well, if you're the kind of person who doesn't mind spartan surroundings, and a rock-hard, seat-of-the-pants ride and who loves that wind-in-the-hair, close-to-nature feeling, then this is your vehicle. We know of no other means of surface transportation that provides this kind of performance (0 to 120 mph in under 500 feet and less than six seconds and then literally stop on a dime) so inexpensively. And if you happen to live in a region that has snow all year round and everything is located downhill, the American Flyer Sled would seem to be a logical utilitarian vehicle -- no noise, no pollution, and minimal maintenance.



PRESENTS THE 4th ANNUAL



DON'T ASK ME! I HAD NO IDEA MARIO ANDRETTI WAS A HENRICO POLICE CADET....

IN THAT CASE I GUESS YOU DIDN'T KNOW NIKI LAUDA WAS A ROOKIE WITH CHESTERFIELD!

Heart Fund Autocross • March 27, 1977

at MEMCO South- 5501 Midlothian Turnpike

A \$5.00 Entry Fee-all net proceeds to the Heart Fund

Registration opens at 9:00 AM

The first 10 car heat starts at 10:00 AM

Exhaust suppression required....1977 MWCSCC Classes

OD'ed by Peter Wilson, Judy McGowan, & Fred DeBardeleben

FOR INFORMATION CALL JUDY AT 355-5629, PETER AT 271-0005, OR FRED AT 784-3746

FEATURING

AT 2:00 PM: 3-car teams driven by local law enforcement and broadcast personalities will challenge a team from the Virginia Motor Sport Club in the 1st Ever Heart Fund Challenge Race. The teams will compete over the same course in the same cars, three 1977 Hondas provided for this event by RICHMOND HONDA COMPANY, 7400 Midlothian Turnpike. Teams have been entered by the following:

- Henrico County Police
- DJ's from WGOE, WRVQ, WLEE
- Chesterfield County Police
- Newsmen from WTVR, WXEX, WWBT

Trophies for the fastest team have been donated by:

- Foreign Car City
- Hawthorne Volkswagen-Subaru
- Sportsman's Shop

AT 3:00 PM: A raffle drawing will be held. Tickets will be available prior to the drawing from any VMSC member for only 25¢. There will be 11 drawings for 11 prizes donated by:

- Coleman Brothers Florist
- Boulevard Import
- Memco South
- Bug Parts
- BAP/Geon
- Mazda of Richmond
- Atlantic Imports
- E. G. Bradley
- Letin & Mercer
- Old Dominion Porsche-Audi-Fiat
- Fin & Feather Pet Center

All proceeds from the raffle will go to the Heart Fund

Come out and watch! Come out and run! A good time for a good cause!

A Dash plaque trophy for every 4 cars per class. No trophy tickets to club.

VMSC
P.O. Box 25822
Richmond, VA 23260

3rd class

**BOULEVARD IMPORT
SERVICE**

7903 W. Broad St.-270-4700

2000SX



**Suddenly from Datsun.
A sporty car with everything
but a sports car price.**

March 20, 1977

the You Can't Get Here From There Rally



PRESENTED BY
VMSC



A MAP RALLY THAT WILL NOT OVERLOAD YOU OR GET YOU HOPELESSLY LOST. THE RALLY IS OF MEDIUM TO HARD DIFFICULTY BUT YOU WILL FIND EVERY CHECKPOINT...EVENTUALLY. ALL CHECKPOINT LOCATIONS ARE SHOWN ON THE MAP.

RALLYMASTERS

JUDY MCGOWAN

404 Cleveland St., #6, Richmond, VA. 23221
804/355-5629

BILL GRONNING

4200 Balmoral Ave., #4833, Richmond, VA. 23228
804/264-2264

CLASSES

Equipped and unequipped. A novice award will be given to the highest placing team where neither member has trophied in this or any other rally.

ENTRY FEE

\$5.00. To reserve a car number, contact one of the rallymasters.

***** GENERAL INSTRUCTIONS *****

GENERAL INFORMATION: This event will be run in accordance with VMSC Competition Regulations. However, all necessary information is contained in these instructions.

The rally is about 130 miles long with a break approximately halfway through. It starts from Dumbarton Square Shopping Center located north of Richmond at the intersection of Staples Mill Rd. (Route 33) and Glenside Dr....about 1 mile north of the intersection of 33 and I-64. The finish is at the Greek Circus Restaurant located in the shopping center across the street from the start. Registration opens at 9:30 AM. Route Instructions will be given to you upon completion of registration. You may pickup your official rally map 1 minute before your starting time and then leave the start at 10:30 AM plus your car number in minutes.

SAFETY INSPECTION: Each car will be inspected for valid inspection sticker, brake lights, turn lights, headlights, tire tread, brakes, and seat belts. Defects must be corrected before the car will be allowed to start.

EMERGENCIES: Should conditions warrant, an emergency sign(s) will be posted by the lead car. This sign(s) takes precedence over all other instructions. A sample will be posted at registration.

PROTESTS: Protests, accompanied by a \$5 fee, must be submitted to the rallymasters within one hour of your arrival at the last checkpoint. The fee will be refunded if the protest is upheld. Timing disputes must be resolved with the checkpoint captain before leaving the checkpoint.

PAUSE CLAIMS: Pause claims verified by another contestant may be submitted in increments of 1 minute. Claims will be honored at the discretion of the rallymasters. They will not be granted for problems with the contestants' car, normal driving hazards or if they cause you to run behind the checkpoint closing times.

COURSE MEASUREMENT: The rally course was measured with a Zeron 660 set to read statute miles. Official mileage reverts to zero at the end of the tire warm up leg, at the end of the odometer calibration leg, the break restart, and at each S pylon as you begin a new leg.

Official elapsed time (OET) is from the last mileage zero point to the next checkpoint timing line. The maximum OET on the rally is 25 minutes. If you have not arrived in this time, you are off course or late. Act accordingly.

SIGNS AND LANDMARKS: Information enclosed in quotation marks in the route instructions is taken from signs along, or visible from, the rally route. Signs may be quoted in full or in part with no differentiation made. No backwards facing signs will be quoted. Items not enclosed in quotation marks refer to the actual place or object.

GLOSSARY:

CAS -- Change, commence, continue average speed of (to). All speeds will be in miles per hour. The minimum allowed speed on the rally is 25 mph, the maximum is 45 mph.

At -- In the immediate vicinity.

Intersection -- The meeting or crossing of two or more existent roads (as shown on the map) where the contestant has a choice of going in two or more directions. Intersections may be referenced by giving their route numbers, e.g., 623/698, or by using the name given on the map, e.g., Nebeledrabad's Crossroads.

Official Map Mileage (OMM) -- A mileage on the map giving the official mileage between two intersections. This mileage may be longer or shorter than the official mileage you actually measure between the intersections. You must adjust your equipment and calculations at the end of the OMM to reflect this distance. For example, as you begin traveling between two intersections, your official mileage is 6.91 miles and elapsed time is 11.50 minutes. The map shows the distance as an OMM of 2.0 miles. Assume that your rally speed is 30 mph. When you leave the second intersection, your mileage must be 8.91 miles and your time 15.50 minutes regardless of what you actually measured or computed. This is a TRAP. Do not adjust your correction factors! If a road has both an OMM and UMM, use the OMM.

Pause -- Time to be added to your time for the leg.

Section -- A road between two intersections not marked with either a OMM or UMM. For rally purposes, assume that it is marked with an UMM of 1.0 mile.

Unofficial Map Mileage (UMM) -- A mileage on the map, between two intersections, used only for determining your course. It has no official status.

U-Turn -- A direction change of 180°. U-turns are not allowed unless you are instructed.

CHECKPOINT LOCATIONS: All checkpoints are shown on the map. The Route Instructions will direct you from checkpoint to checkpoint in ascending numerical order. There may be multiple locations given for each checkpoint. For example, there might be 3 locations given for checkpoint 4. Only one of these will actually have a checkpoint. Always go to the location closest to you subject to the Route Instructions. To find the nearest location, use the map's mileages to plot the shortest allowed course. If, when you arrive at an indicated location and there is no checkpoint or it is on the wrong side of the road, you are not necessarily off course. Keep using the Route Instructions and plot another course to the nearest location. Remember, no U-turns. Keep in mind, the nearest location is the one which you can get to by traveling the shortest distance (subject to the Route Instructions).

The presence of checkpoint locations other than the one(s) for the checkpoint number you are seeking should be ignored.

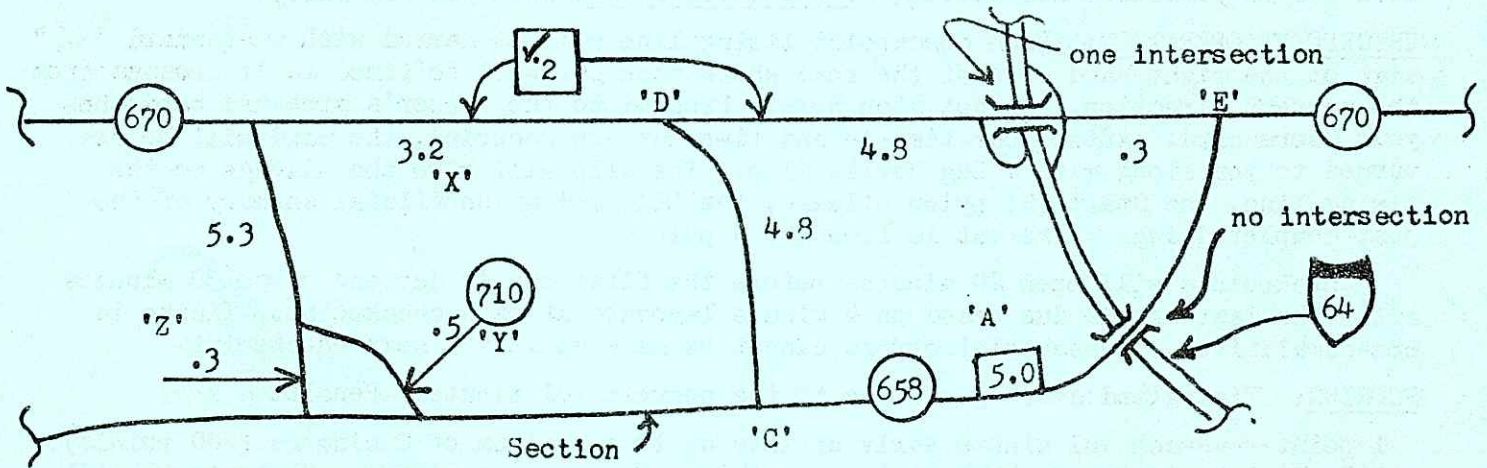
RALLY MAP: The official rally map is composed of portions of Virginia county road

maps. The use of any other map during the rally is not allowed. Leave your county maps at home. You won't need them.

Only roads shown as thru on the map are to be used or considered to exist from the end of the odometer calibration leg to the last checkpoint. Thru roads are roads which lead from one intersection to another intersection as indicated on the map. Non-thru roads do not exist. A road is non-thru if your map indicates that you will have no choice but to eventually U-turn if you take the road. Most rally roads are marked with standard highway department route number signs. Use the signs to help identify roads and keep your place on the map. No traps are base on roads not having route number signs. Not all the roads encountered on the course will be shown on the map. However, roads not shown will never have the same number as the one you are seeking. The map often poorly depicts the actual intersection configuration. If the roads have the correct route numbers, it is the intersection. Again, no traps. Some intersections have small triangles (not shown on the map) to facilitate auto movement. Use common sense and use the triangles as intended. There is still only one intersection at these points.

OMM's will be shown as at 'A' in the following example. UMM's are indicated at 'X', 'Y', and 'Z'. OMM's and UMM's have identical status for selecting a course. If you were at 'C' and wanted to go to Route 670 by the shortest course, go to 'D', not 'E'. If a road has both an OMM and a UMM, use the OMM. Checkpoint locations will be given in boxes. The actual checkpoint, if any, may be anywhere between the intersections at either end. For plotting a course, assume the location is halfway between the intersections. If you had just arrived at 'D' from 'C' and were going to the nearest location, you would turn left. That location is considered 1.6 miles away while the other is 2.4 miles.

Underpasses and overpasses along Interstate Highways are not intersections. When there are exit and entrance ramps at an Interstate, consider this area as a single intersection, i.e., there are no 'sections' at this point. The distance between 'D' and 'E' is 5.1 miles.



ROUTE INSTRUCTIONS: Each Checkpoint will have its own group of Route Instructions to direct you to it. These instructions consist of a General Rule (GR) and a short list of Numbered Instructions (NI). (See the following example.) Use the GR and NI's to go to the Checkpoint. NI's should be executed in numerical order and at the first opportunity. NI's with an official mileage to their left must be executed; if you cannot, you are off course. NI's without this mileage are conditional; execute them only if they do not cause you to violate the GR (and, of course, the General Instructions). Cancel non-mileage NI's when they have not been executed and the mileage for the next mileage NI comes up. Instructions which direct actions such as ... Turn right, Do not cross, Straight, etc., can only be executed at an intersection.

ROUTE INSTRUCTION EXAMPLE: This is a typical example. Few will be more complicated. (Unequipped teams might note that their calculating chores will be greatly reduced on this rally.)

CHECKPOINT 3

GR: Go to Checkpoint 3. Do not go thru 612/648.	0.00	1. S pylon at Checkpoint 2. CAS 40.
	1.69	2. "X". CAS 30.
		3. Turn right at "Trap".
		4. Turn left at "Gotcha".
	4.98	5. "Max". CAS 29.
	9.76	6. Timing line at Checkpoint 3.

At the S pylon, plot a tentative course to the nearest Checkpoint 3 location by using the GR. At 1.69 miles you should see "X". Continue rallying while keeping track of your progress on the map. Should you encounter a right turn with a "Trap" (prior to the mileage in #5), try to execute #3. First check that it will not force you to violate the GR, i.e., go thru 612/648. Next, see that the road is thru on your map. If the road is thru and you can still get to a checkpoint location (it may not be the one you originally found to be nearest) without using 612/648, execute #3. Now start working on #4. In the event you reach 4.98 miles (with a "Max" of course) without doing #4, cancel #4 and execute #5. You are now seeking to execute #6. Had you not executed #3 prior to the mileage, you would have cancelled both #3 and #4.

As you can see, NI's may periodically force you to re-evaluate your course following strategy. Since you know the location(s) of each Checkpoint, it may be possible to run ahead of time and build up some spare time for extra thought at intersections. Most checkpoints are not located within sight of an intersection. If they are, you will not be penalized for waiting at the intersection when you are early.

CHECKPOINT OPERATION: Each checkpoint timing line will be marked with a standard "✓" sign on the right hand side of the road where each car will be timed as it crosses from the correct direction. Do not stop here. Proceed to the worker's area and hand them your score card. After your time-in and time-out are recorded, the card will be returned to you along with a Leg Review Slip. The slip will give the mileage to the timing line, the Start (S) pylon mileage, the OET, and an unofficial summary of the just completed leg. Time-out is from the S pylon.

Checkpoints will open 20 minutes before the first car is due and close 30 minutes after the last car is due based on 4 minute layovers at each checkpoint. Timing is non-cumulative.....checkpoint errors cannot be made up at the next checkpoint.

SCORING: Timing and scoring will be to the nearest .01 minute. Penalties are:

- 1 point-----each .01 minute early or late up to a maximum of 2 minutes (200 points).
- 300 points--missing a checkpoint or arriving after it has closed. Contestants will be scored on combined OET's at the first open checkpoint (except for the first checkpoint after the lunch restart).
- 100 points--Continued evasive action within sight of a checkpoint after a wave-in is given. (Wave-in will not be given if you are at an intersection).
- 100 points--using any map other than the official rally map.
- DNF-----unsportsmanlike conduct, consumption of alcoholic beverages before or during the event, summons for a moving violation, having an operable CB radio in the car, and failure to turn in your score card.