



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 24

No. 12

DECEMBER 1978

SCHEDULE

DECEMBER 9

EGGNOG PARTY HOSTED BY CHRIS & LIL YOUNG AT THEIR PLACE: 1915 BELT BOULEVARD. BYOL IF YOU CAN'T WAIT FOR THE EGGNOG TO BE MADE. STARTS AT 8:00 PM. RSVP BY PHONE: 233-6132. THIS IS PLANNED AS AN ANNUAL HOLIDAY EVENT.

DECEMBER 10

VMSC RALLY, "THE I-864 RALLY," OD'ED BY SCOTT POWELL. STARTS AT THE BANK OF GOOCHLAND ON ROUTE 250 AT 10:00 AM. INFORMATION: 285-4301.

DECEMBER 16

CANCELLED, 2ND ANNUAL CHRISTMAS PARTY HOSTED BY GARY & BARBARA STOUT. WITH REGRETS.



DECEMBER 17

TSCC AUTOCROSS, "JOY FUND 6." MILITARY CIRCLE IN TIDEWATER. REGISTRATION 10:00 AM; FCO 11:00 AM. ALL PROCEEDS GO TO THE VIRGINIA PILOT/LEDGER STAR JOY FUND. INFORMATION: 461-5700. (EDITOR'S NOTE" WHY DOESN'T VMSC DO A SIMILAR EVENT TO BENEFIT THE WRVA SHOE FUND? IT SHOULD WARRANT SOME NEEDED RADIO PR.)

DECEMBER 21

VMSC MONTHLY MEETING, GATEWAY APARTMENTS CLUB-HOUSE, 8:00 PM. SEE MAP IN THIS ISSUE.

JANUARY 13

VMSC 28TH ANNUAL AWARDS BANQUET. WESTWOOD RACQUET CLUB, RICHMOND; 6:00 PM-12:15 AM. GUESTS WELCOME. SEE FLYER IN THIS ISSUE.

JANUARY 28

VMSC RALLY, OD'ED BY SHIRLEY ZONNER. MORE DETAILS NEXT MONTH.

Editor's Page

VMSC'S COMPETITIVE, SOCIAL, FISCAL, AND CALENDAR YEAR IS COMING TO A CLOSE. BUT THERE ARE STILL A FEW IMPORTANT ITEMS TO BE HANDLED.

FIRST, I WOULD LIKE TO THANK THOSE MEMBERS WHO SO WILLINGLY HAVE DELIVERED COPIES OF CHECKPOINTS TO DEALERS FOR ME. WE ALL HAVE SEEN THAT THE NEWSLETTER IS CIRCULATED THROUGH OUR ADVERTISERS. AND YOUR HELP HAS BEEN GREATLY APPRECIATED.

ALSO MY APPRECIATION TO THOSE WHO FOUND THE TIME TO WRITE THE EDITOR, TO PROVIDE RALLY REPORTS, TO SUBMIT SKETCHES, CARTOONS, AND ADS. AND APPRECIATION AS WELL TO MY FELLOW COLLATERS, STAMPERS, ADDRESSERS, AND MAILERS. YOU ALL HELPED THIS FINAL ISSUE COME SOONER THAN I EVER COULD HAVE IMAGINED.

DECEMBER TRADITIONALLY IS THE MONTH OF THE CLUB'S ANNUAL MEETING. IT IS THE TIME FOR ELECTIONS AND ANNUAL REPORTS. SINCE THIS YEAR'S SLATE IS RUNNING UNCONTESTED, ONLY A MASSIVE WRITE-IN CAMPAIGN CAN PROVE THESE CONGRATULATIONS PREMATURE. CONGRATULATIONS. AND GOOD LUCK.

AND NOW BACK TO THE PURPOSE OF THIS PUBLICATION: COMPETITION. THE FIRST FEW MONTHS OF EVERY YEAR BRING A COUPLE OF GOOD RALLY OPPORTUNITIES. THE WRC WINTER SERIES IS AN ANNUAL RUN OF FOUR NOVICE EVENTS PRECEDED BY A RALLY SCHOOL. THEY'RE ALWAYS WELL DONE, FUN, AND A GOOD LEARNING EXPERIENCE. WATCH THE STOPWATCHER (OR CALL ONE OF ITS SUBSCRIBERS) FOR DETAILS. THEY'RE IN JANUARY AND FEBRUARY.

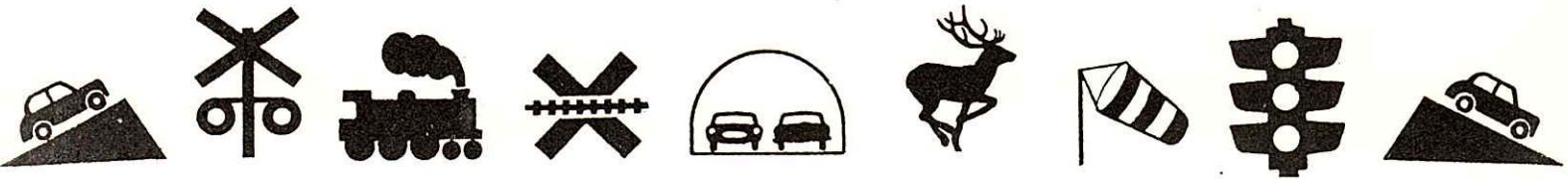
FEBRUARY ALSO BRINGS THE ST. VALENTINE'S DAY MASSACRE, A MARVELOUS OPPORTUNITY TO TEAR YOUR HAIR OUT, BREAK PENCILS, AND ARGUE WITH YOUR NAVIGATOR IN THE COMFORT AND PRIVACY OF YOUR VERY OWN LIVINGROOM. A PRELIMINARY FLYER FOR THIS ANNUAL EVENT IS INCLUDED IN THIS ISSUE. BOTH SERIES ARE HIGHLY RECOMMENDED.

AS FOR SOCIAL EVENTS, WE'RE SORRY TO HEAR OF BARBARA STOUT'S RECENT OPERATION ON HER LEG. APPARENTLY BARBARA'S RECENT ILL FORTUNE HAS CAUSED HER AND GARY TO CANCEL THEIR CHRISTMAS PARTY. WE'RE SORRY ABOUT THAT, TOO, AND CERTAINLY HOPE BARBARA RECOVERS IN TIME FOR THE 1979 COMPETITIVE YEAR. BUT THERE IS A PARTY THIS MONTH AFTER ALL. PLEASE NOTE THAT CHRIS AND LIL YOUNG ARE HAVING AN EGGNOG AND WHATEVER-ELSE-YOU-WANT-TO-BRING PARTY IN A COUPLE OF WEEKS. HAPPY HOLIDAYS!

**"Thanks,
Santa!"**



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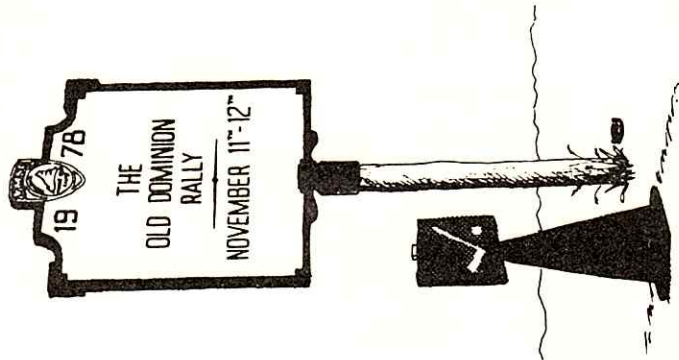
**MC CORD
GASKETS**

1978 OLD DOMINION RALLY - FINAL RESULTS

PLACE CLASS	DRIVER NAV.	CLUB	SCORE														SUN	BOTH												
			1	2	3	4	5	6	7	8	9	10	11	12	13															
1	Von Kaenel	-	0	1	1	3	2	4	73	20	1	10	1	116	5	1	1	2	0	1	2	2	8	105	3	4	3	137	253*	
1-E	W Edwards	BMW	0	1	1	3	2	4	73	20	1	10	1	116	5	1	1	2	0	1	2	2	8	105	3	4	3	137	253*	
2	S Powell	VNSC	0	9	1	200	4	2	5	3	4	16	31	275	0	1	1	3	4	0	5	4	5	3	3	2	2	33	308*	
2-E	Dickenson	DAT	0	9	1	200	4	2	5	3	4	16	31	275	0	1	1	3	4	0	5	4	5	3	3	2	2	33	308*	
3	Castleberry	VNSC	2	1	1	200	1	1	2	4	1	1	193	407	3	2	23	6	4	2	9	0	3	117	1	5	1	176	583*	
3-E	M Leeper	HONDA	2	1	1	200	1	1	2	4	1	1	193	407	3	2	23	6	4	2	9	0	3	117	1	5	1	176	583*	
4	TCG Wagner	POR	200	18	1	0	2	4	1	1	1	12	2	242	200	2	0	5	1	1	16	3	1	183	0	9	0	421	663	
4-E	Rita Wagner	VNSC	200	18	1	0	2	4	1	1	1	12	2	242	200	2	0	5	1	1	16	3	1	183	0	9	0	421	663	
5	Gary Stout	HON	102	157	3	199	6	63	9	12	2	107	8	668	26	12	2	41	2	0	8	1	34	2	12	16	14	170	838*	
1-U	Dick Jones	VNSC	102	157	3	199	6	63	9	12	2	107	8	668	26	12	2	41	2	0	8	1	34	2	12	16	14	170	838*	
6	Len Wells	VNSC	2	1	198	200	4	2	6	17	0	2	200	632	28	18	1	0	6	22	4	1	2	187	78	4	1	352	984	
5-E	Tom Blot	DAT	2	1	198	200	4	2	6	17	0	2	200	632	28	18	1	0	6	22	4	1	2	187	78	4	1	352	984	
7	Gary Bell	CRM	2	1	198	200	4	2	6	17	0	2	200	632	28	18	1	0	6	22	4	1	2	187	78	4	1	352	984	
2-U	Jackameit	DAT	14	14	200	200	7	200	57	12	23	31	12	770	4	32	24	1	22	34	14	27	3	196	11	15	5	388	1158*	
8	J Chehaske	VNSC	14	14	200	200	7	200	57	12	23	31	12	770	4	32	24	1	22	34	14	27	3	196	11	15	5	388	1158*	
6-E	K Chehaske	AMX	1	6	197	33	4	1	200	1	200	45	50	738	13	16	33	12	0	3	65	50	3	200	19	9	65	488	1226	
9	C Stanley	AAAC	1	6	197	33	4	1	200	1	200	45	50	738	13	16	33	12	0	3	65	50	3	200	19	9	65	488	1226	
3-U	R Stanley	HON	200	11	200	1	15	185	22	200	36	46	7	923	9	4	46	6	15	24	15	44	37	200	11	3	24	438	1361*	
10	B Armstrong	VNSC	200	11	200	1	15	185	22	200	36	46	7	923	9	4	46	6	15	24	15	44	37	200	11	3	24	438	1361*	
4-U	A Armstrong	DAT	13	29	200	154	17	200	6	14	54	38	97	822	50	9	47	32	9	27	200	27	49	129	52	30	2	663	1485	
11	C Young	VNSC	13	29	200	154	17	200	6	14	54	38	97	822	50	9	47	32	9	27	200	27	49	129	52	30	2	663	1485	
5-U	L Young	FORD	6	200	13	200	43	31	153	1	26	26	200	899	12	61	4	30	200	3	72	54	14	124	19	6	17	616	1515	
12	W Peters	PSCC	6	200	13	200	43	31	153	1	26	26	200	899	12	61	4	30	200	3	72	54	14	124	19	6	17	616	1515	
6-U	R Salley	FIAT	8	9	200	200	21	200	200	19	23	65	43	988	41	18	60	11	15	11	48	11	5	161	73	5	148	607	1595	
13	Fawsett	SESCA	8	9	200	200	21	200	200	19	23	65	43	988	41	18	60	11	15	11	48	11	5	161	73	5	148	607	1595	
7-E	Fawsett	COR	2	19	198	200	1	199	200	200	2	28	200	1249	4	12	7	195	6	24	83	6	4	69	0	6	76	492	1741	
14	D Milligan	VNSC	2	19	198	200	1	199	200	200	2	28	200	1249	4	12	7	195	6	24	83	6	4	69	0	6	76	492	1741	
7-U	B Milligan	MER	9	200	38	200	13	95	32	200	23	25	200	1035	54	54	23	82	26	27	51	23	11	189	129	67	19	755	1790	
15	Armentrout	VNSC	9	200	38	200	13	95	32	200	23	25	200	1035	54	54	23	82	26	27	51	23	11	189	129	67	19	755	1790	
8-U	Armentrout	BMW	43	45	200	175	40	200	54	43	89	127	200	1216	17	26	25	43	3	30	64	31	56	95	52	121	43	606	1822	
16	B Phillips	VNSC	43	45	200	175	40	200	54	43	89	127	200	1216	17	26	25	43	3	30	64	31	56	95	52	121	43	606	1822	
9-U	S Phillips	DAT	4	200	200	181	34	200	139	117	88	1	200	1364	46	63	18	100	18	36	51	32	27	169	97	98	183	938	2302	
17	C Hoelzel	VNSC	4	200	200	181	34	200	139	117	88	1	200	1364	46	63	18	100	18	36	51	32	27	169	97	98	183	938	2302	
8-E	C Hoelzel	VW	2	200	200	4	6	200	200	200	6	3	103	1124	0	600	600	0	6	13	3	5	7	200	6	10	15	1465	2589	
18	B Gomborg	SESCA	2	200	200	4	6	200	200	200	6	3	103	1124	0	600	600	0	6	13	3	5	7	200	6	10	15	1465	2589	
10-U	D Gomborg	M-B	5	36	200	200	600	600	0	600	8	1	118	2368	46	200	22	67	19	55	200	20	27	85	9	35	600	1385	3753	
19	J Bailey	-	5	36	200	200	600	600	0	600	8	1	118	2368	46	200	22	67	19	55	200	20	27	85	9	35	600	1385	3753	
11-U	G Webb	-	5	36	200	200	600	600	0	600	8	1	118	2368	46	200	22	67	19	55	200	20	27	85	9	35	600	1385	3753	
20	R Lawrence	-	200	132	200	162	200	200	179	200	66	129	125	1793	53	44	200	600	600	0	3	200	200	102	108	600	3310	5103		
12-U	B Blanton	-	200	132	200	162	200	200	179	200	66	129	125	1793	53	44	200	600	600	0	3	200	200	102	108	600	3310	5103		
21	W Rothfuss	COR	200	600	600	600	600	600	0	200	87	200	400	4087	51	200	17	600	600	600	0	65	60	175	38	56	200	2662	6749	
9-E	P Hudkins	SESCA	200	600	600	600	600	600	0	200	87	200	400	4087	51	200	17	600	600	600	0	65	60	175	38	56	200	2662	6749	
		SAAB200	9	200	4	9	200	200	200	1	4	53	1080	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	7800	8880

O.D.s - Bookie Westbrook, Kitty Westbrook, Wilt Greenwood, Barbara Greenwood
 TROPHIES - Dick Jones
 UNOFFICIAL - Fred & Marian DeBardeleben, Jack East, Eleanor East

CONTROL WORKERS - Bill Britton, Jack East, Gerry Eberhardt, Dave Erhardt, Tracy Greenwood, Charlotte Hoelzel,
 John Jenkins, Kay Jenkins, Alice Jones, Kathi McCall, Lewis Parsley, Barbara Stout,
 Jenny White, Bill Whitehead, Annie, Libby & Lindsay Wilson, Shirley Zonner



by Gary Stout

DEDICATION

To Dick's Honda, for absorbing all the abuse and degradation involved in compiling this report. A staunch and reliable ally at all times- though it may never be the same car, ever again.

PREFACE

"Dick, I've never run a two day rally. I mean, you've been in the club eight years, how do you approach it? Does it hurt? Tell me, wise one, pearls of wisdom from years of experience."

"This'll be my first two day rally."
"Oh."

Thus drawing upon our vast and extensive background, we set about making preparations for the 20th Old Dominion Rally. Everything ready two days in advance: box installed, map box ready, windex and towels (they said there would be a lot of dirt), wake-up calls arranged (early start), rides for wives and luggage lined up. After all, the Greenwoods and Westbrook wouldn't be caught dead putting on a slapdash event, so why shouldn't our preparation be of the same caliber?

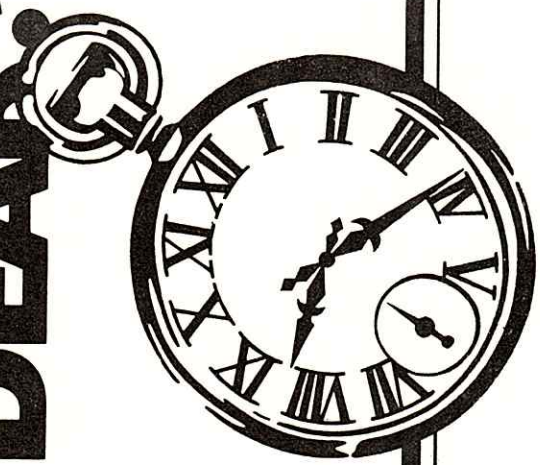
Satiating our mutual fetish for early arrivals, we're the first car at the start- a fine thing too, Bookie looked so lonely sitting there all by himself. Henrico's finest continually drive past, casting dour looks upon our assemblage- perhaps expecting us to storm the laundramat, or pillage the bank and rape the tellers. To their great disappointment, it was just a group of pseudo-masochists about to embark into that never-never land where there is no scenery, just route signs and speed changes. The Old Dominion was about to begin.

CHAPTER I The Greenwoods vs. Us

Saturday's run pitted the rallyists against Wilt and Barbara Greenwood, long reknowned slight-of-hand, read-between-the-lines, what-they-don't-say-is-more-important-than-what-they-do-say artists. The first trap occurred at the ODO check and involved a long winded discourse on what to do at the intersection where the ODO check ended. Conspicuous only by its absence was the magic abbreviation NRC, so change route- and shake the cobwebs off early.

And so the traps began to unfold: a level of priority trap; an NVN trap; a trap based on the fact that an official mileage was any mileage given to the hundredth of a mile, not just a marginal mileage, and thus had the highest priority; a crossroads trap- a crossroads being defined as the crossing of two- and

“YOU HAVEN’T CHANGED A BIT, DEAR.”



only two-roads; an instruction which told you to "subtract one from the number of your current Rt.", which had absolutely no effect on the rest of the instruction and its execution; an instruction that said "L at T.....this instruction must be executed at a real "T" - simple, right? So simple that only six cars did it correctly.

The remainder of the Saturday legs were a melange of drivers/ confidence legs run over some of the nastiest roads (i.e. logging trails with route numbers) in the east coast. The scenery, if you could grab a chance to look at it, must have been magnificent. Personally I was to busy keeping the car pointed between the cliffs and the edge of the world.

CHAPTER II The Westbrooks vs. Us (or know and understand your Rallymasters)

Bookie and Kitty Westbrook were leg OD's for Sunday's segment. Bookie and Kitty, especially Bookie, approach a rally in a different manner than do the Greenwoods. This became abundantly clear to us in last years December rally when we finished about a half-inch from last. Their traps have been termed outdated and archaic, but they are nonetheless enjoyable- and effective. They are there for the taking and gave us a refreshing change from the pummelling we all took on Saturday.

They chose to use the same official mileage trap as used on Saturday. It didn't catch as many the second time around but catch a few it did. If you weren't watching your mileage, you probably turned at the wrong intersection- outdated? it still gets people a max. Another leg featured the most complex Special Instruction seen in a long, long time- nothing hard, just complicated.

At lunch it occurred to us that we hadn't seen a "BOOKIESIGN" all day. It was fall so bronze on brown would seem appropriate (in the spring he leans toward olive on green). He would never use an "at" sign so it must be one of the "after" signs- only three, "Breezy Hill", "Episcopal Church", "Jonesboro". We proceeded to mark all those signs with our biggest magic marker. "Breezy Hill" was easy and quick, but "Episcopal Church" was another matter. Dick and I dammed near herniated ourselves looking for that sign. After what seemed like four hours, we finally saw it, but we were sure it wasn't the right one. Bookie had to have found a small church, a half-mile from the road, buried in a grove of trees- wrong, so it was on to 'R after "Jonesboro"'. And "Jonesboro" it was, check the intersection, turn left, read the first two words of the rather verbose Special that followed- and you would have missed the sign- your classic quickie.

One of the highlights (emphasis on high) of the day was a climb up the Shenandoah (or was it Blue Ridge) Mountains with a checkpoint at the bottom to catch the unwary who decided to get an early start.

It was a totally different rally than the day before, one which restored a sense of confidence in the minds of the people who ran the event.

CHAPTER III Us vs. Us

No self-respecting rally report would be complete without a discussion of the insipid and banal mistakes perpetrated by the author and his partner. Not being one to break with tradition, I will offer the following account.

Observing our rally techniques on Saturday was more like watching a time bomb without a clockface- you didn't know when it would explode, only that it, in fact, would. We were to leave the ODO check at 9:30 plus our car number in minutes. We ran out the free zone, Dick calculated the time we were to leave, and we were off. A lesson to novices in how to easily and quickly add points to your score-- don't add your car number to your out time!!

Later in the day, Dick (probably after being jostled about for five hours) looked at 10.90 miles on his Stevens and saw 10.09- that was good for another hundred points.

Not wanting to be upstaged by Dick, I felt obliged to reciprocate. Of course I freely admit that Dick has more creativity in his little finger than I have in my whole body, but then I have a surefire way to pick up a max, and when something works, you stick with it. I took my time and finally got my chance- Dick had his head buried in calculations- " R onto 522"- no, I think I'll go left. Scenic tour of greater downtown Goochland, ten miles off course- oops, that did say R, didn't it? While we endeavored to make up all the lost time, we decided that perhaps hypnosis might cure dyslexia. It sure wouldn't make matters any worse. As if to magnify the point on the return leg on Sunday, instead of turning right onto 340, I went left. Dick and I would still be knocking around in West Virginia if Dick hadn't observed that we appeared to be travelling in the wrong side of the road if we were to be headed toward Waynesboro.

CHAPTER IV The Roads vs. Us

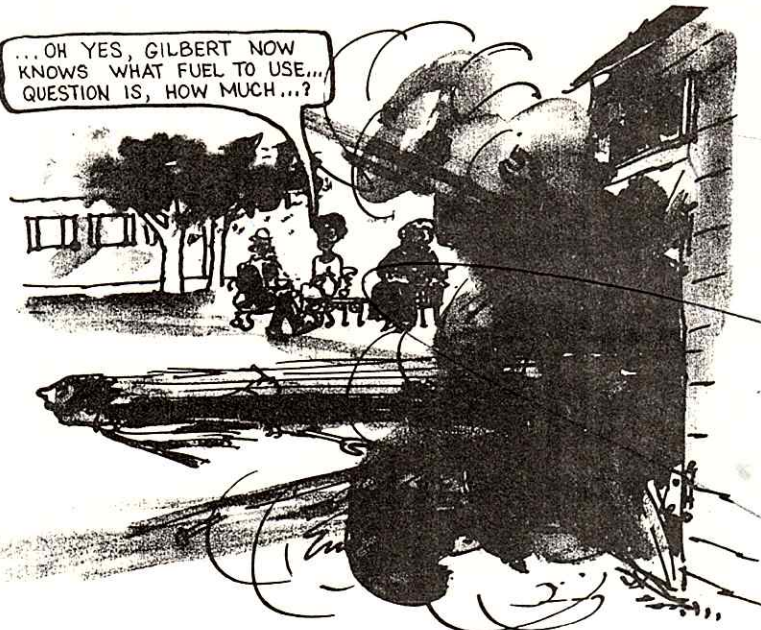
I have previously made mention of the nastiness of some of the roads. Well, Dick's digital clock was knocked out of its socket, and you can't imagine the sensation, as you're driving down the road, of being pelted by debris and discovering that it's cigarette butts being knocked out of the ashtray. But our problems were minimal compared to others: reports of broken boxes, cracked wheels, flat tires, and mufflers and exhaust manifolds being strewn willy-nilly about the countryside. This didn't characterize all of the roads, only a small portion- it's just that these were the roads everyone remembered. The drivers felt like they had been working jackhammers for a week and a half. The navigators eyes hurt from writing the calculations,

THE CUTS TO DO THIS

A SPACE FILLER IN THE BRIDGEPORT (CONN.) POST REPORTED THAT "THE FIRST INTERNAL-COMBUSTION ENGINE USED GUNPOWDER RATHER THAN GASOLINE AS FUEL...."

NEWS ITEM: LIN ROBERTS
MONROE, CONN.

...OH YES, GILBERT NOW KNOWS WHAT FUEL TO USE... QUESTION IS, HOW MUCH...?



YANKEE • October '76

and ached from trying to read them. Fortunately for all, the speeds were not oppressively high, and the actual complaints were few.

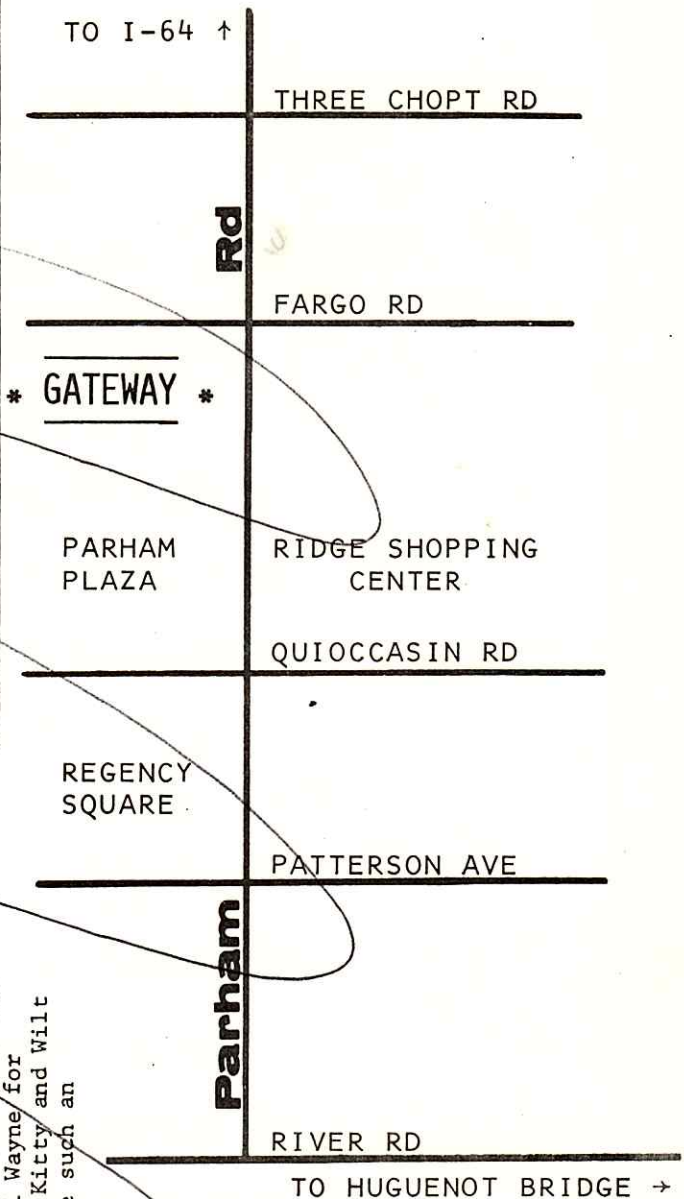
CHAPTER V The Food vs. Us

Happily no surprises occurred here. The lunch breaks (the Wheelhouse on Saturday and Pappy's Moum ain Fried hicken- the food was better than the sign- on Sunday) were good selections. Though the service was, at times, slow (but when has it ever been fast for a rally), the food was quite good and the prices not overbearing. We did not attend the buffet Saturday night at the General Wayne, at \$8.50 per person the tariff seemed a bit high and we were too tired to sufficiently engorge ourselves to get our money's worth. The Apple Crate, though, served as a reasonable alternative. The cuisine at the banquet was not exactly four-star but it was in keeping with all the other eating establishments- a good selection. The ODS deserve high marks for their choices in this regard.

EPILOGUE

It is hard, sometimes, to be objective about a rally- your overall outlook on it can be tainted by your position in the final standings. But the view I have seems to be compounded by the views of most everyone else who ran the event- it was first-rate in every sense. People seemed to take a certain masochistic delight in recounting incidents that happened during the event- a sure sign that, above all, people had a good time. Thanks should be offered to those who supported the Old Dominion Rally: all the workers; those who donated the marque awards- Richmond Honda, Boulevard Datsun, Foreign Car City, and David R. McGeorge; Boulevard Datsun for donating the liquor and mixer for the Sunday cocktail party; the General Wayne for tolerating us. And special thanks to Fookie and Kitty and Wilt and Barbara for having the perseverance to stage such an outstanding event.

To GATEWAY



There's
always time
for **GAMES**

Announcing
The 28th Anniversary Awards Banquet
of the Virginia Motor Sport Club
January 13, 1979

at the Westwood Racquet Club
at a cost of \$15.00 per person

6:00 P.M. - Cocktail hour

7:00 P.M. - Dinner

8:00 P.M. - Awards presentation

9:15 - 12:15 - Dancing

All past and present members
and friends of the Club

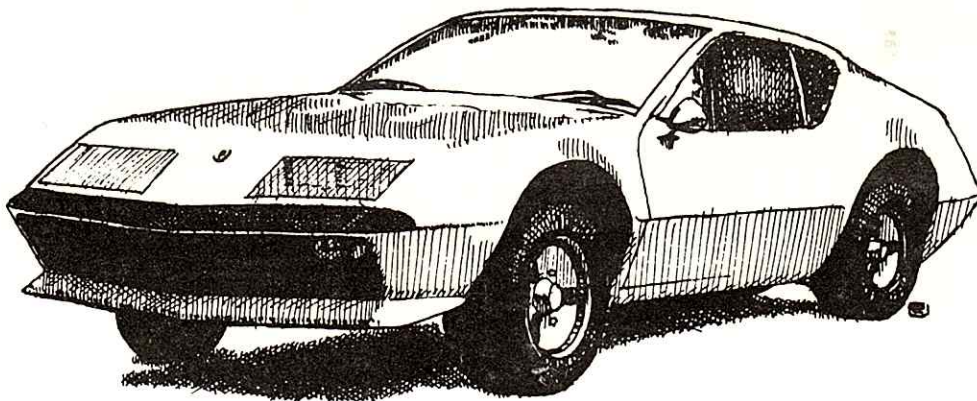
are cordially invited to attend.

Cost includes set-ups, dinner, awards presentation
followed by dancing to the "Accelerations".
B.Y.O.L. (No beer or wine.) Reservations by
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Discounts To VMSC Members

Where do the world's
worst drivers drive?

(AND OTHER GUY YOURSELF)

New Scientist 13 July 1978

Intelligence comes to motor racing

High technology is entering Grand Prix racing. Microprocessor consultants Scicon have selected Jackie Oliver's Formula One racing car as a "hostile environment" test bed for a computer controlled vehicle performance measuring system. Eventually the project could lead to the "intelligent" racing car—a goal that at least one other research team is pursuing.

The racing car appears so obviously a piece of advanced mechanical engineering that few people suspect how little scientific methods are actually used under the cloak of secrecy with which car builders surround their work. Attempts to monitor what actually happens inside a car when it is racing have so far been limited to a few largely irrelevant wind tunnel experiments and some pioneering work on suspensions derived from Goodyear tyre design experiments.

Now Jackie Oliver's Arrows racing team has decided to boost the science

and technology content of its cars. Scicon, a BP offshoot, is its sponsor. Oliver hopes Scicon will provide his mechanics with a precise way of optimising a car to each particular racing track.

Scicon's method is to mount a microprocessor in the bodywork, couple it to a number of sensors, and monitor the required parameters. At the pits, after a practice lap of the circuit, a terminal is connected to the computer memory, and relevant details are retrieved and analysed to show what happens.

Astonishingly, most racing designers have a less than rudimentary idea of what does happen—even to the point of how fast the car might be going at any point. The normal practice, according to Oliver's car designer Tony Southgate, is to try to calculate speed from a mass of largely unreliable data.

The Arrows' approach contrasts with that adopted by scientist Karl Kempf, of the Tyrrell racing organisation. Kempf uses sophisticated cassette tape record-

ing instruments on the car—in the same way as Goodyear does (since Kempf pioneered Goodyear's work for it).

The Arrows' equipment (so far untested) is designed to produce instant read-outs showing how well the suspension and other factors are adjusted to suit a particular road. This contrasts to Kempf's more rigorous and detailed approach. This involves using a desk top computer at the workshops to calculate the interaction between driver, vehicle, suspension, tyres and road—all aiming to radically change the car's design. Not surprisingly, this has found little approval from the spanner-wielding mechanics.

Nonetheless, both the Tyrrell and Oliver teams are working towards the "intelligent racing car". In this an on-board computer would adjust the car itself, as it is running—for instance hydraulically altering spring tension, suspension height and so on to match different corners or straights. Kempf plans to put a microprocessor in the car as soon as he can solve the extreme problems of electrical noise and vibration. □

HOW TO
WATCH OUT FOR THE

BOOKS

RALLY OF THE YEAR

Ballots for rally of the year will be distributed at the December club meeting. Members who have participated in at least 6 rallies will be allowed to rate the rallies in which they participated.

The following highlights of each rally are being presented to help refresh your memory before the voting process.

January
O.D.'s

"Hanover Fits"
Dave McCall

This event was a moderately difficult TSD trap rally. The trap that captured most contestants was after the lunch break when contestants were required to "rezero at '000' NRC." Proper execution of this instruction was to rezero at an ODO sign located at a marked intersection. There was, however, an ODO sign (trap) which was not at an intersection of marked roads.

February
O.D.'s

"No Name"
Gary Stout and Bill Armstrong

A straight forward TSD event in Chesterfield and Powhatan counties, this event is most likely to be remembered for an Amelia county sign (trap) placed well within Chesterfield county.

March
O.D.'s

"Close Instructions of The Third Kind"
Len Wells and Tom Blot

A unique rally in that all controls were at the same location, a Chesterfield county school. Contestants were given a map and required to return to the control location using the shortest route not previously used.

April
O.D.'s

"The Heart of Dinwiddie"
Peter Wilson and Judy McGowan

The competitive portion of this rally was run in Dinwiddie county, new rally territory for VMSC. Instruction #57 was "Right onto a Route whose route number is higher than the route number of your current Route. CAS 30. Pause 0.50 minutes." Higher referred to placement on the sign post rather than numerical value, thus causing many contestants to take the wrong road.

May
O.D.'s

"Between the Lines"
Dave and Vickie Armentrout

"Between the Lines" started at Hanover Motor Lodge and was this years only stick map rally. This was a low difficulty event probably best noted for a confusing intersection which appeared to have different configurations depending on the direction from which it was approached.

June
O.D.'s

"Live From Goochland It's Saturday Afternoon"
Barbara Stout and Pete Winters

This event was the annual picnic rally. SI#1 required "R onto a route whose digits are divisible by 2." The trap was that all digits are divisible by two and we are accustomed to looking for routes evenly divisible by two. The event ended with a pool party at Camp Hilbert.

July
O.D.'s

"The Unadvertised Special"
Mike Castleberry and Baxter Phillips

This event was this years only night rally. The event was run on the evening of the July club meeting and the rally route was through local subdivision. All legs were self-timed with all but the last control being in the Pointers gas station on Forest Ave.

August
O.D.'s

"Edge 3"
Dick Jones and Rob Debardeleben

This was a difficult TSD event. The most successful trap was instruction #31, "Right at a sign which contains the digit 6. NCR. CAS 45. Cancel SI#4." A digit was defined as one of the integers 0-9 used in route numbers. The six on a Union 76 sign at which many contestants turned did not apply since it was not used in a route number.

September
O.D.'s

"The M.D. Rally II"
Lewis Parsley and Bill Britton

This event was characterized by brisk speeds, many dirt roads and simple course following. It provided VMSC with its annual trip over Route 600 in Albemarle County.

October
O.D.'s

"Chinaman's Chance"
Marian and Fred Debardeleben

This was a TSD rally using a grid. It was characterized by brisk speed, very little dirt and almost no speed changes.

November
O.D.'s

"The Old Dominion"
Bookie and Kitty Westbrook
Wilt and Barbara Greenwood

This was a two day event run through Blue Ridge Mountains of Virginia. The Rally overnighted and ended in Waynesboro. Recent enough that if you ran it, you remember it.

December
O.D.

"The I-864 Rally"
Scott Powell

This is a 150 mile event running towards Charlottesville. It is characterized by simple course following and brisk speeds.

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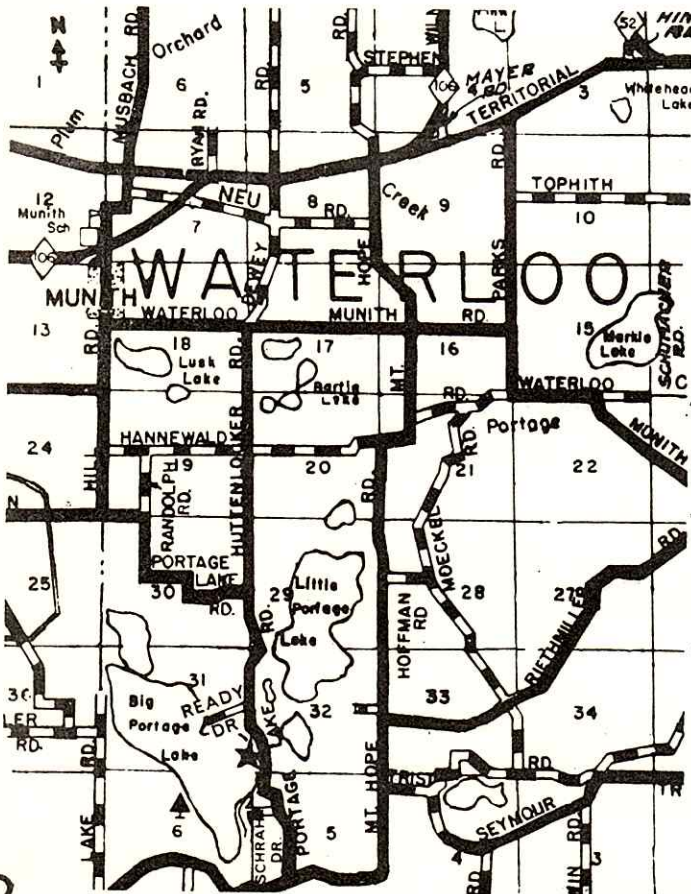
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Here's a brief sample to give you the flavor. Use the instructions and answer the questions between the instructions along the way. Between instructions, go as straight as possible on the roads.



INSTRUCTIONS & QUESTIONS

1. Begin near the upper right (northeast) corner of the map by traveling to the left on Territorial from its junction with Route 52.
2. Turn left at Musbach Rd.
 - a. Do you pass Munith Sch.?
3. Turn onto Hannewald Rd.
4. Turn right onto Mt. Hope Rd.
 - a. Do you pass Little Portage Lake on your left?
5. Turn at Portage Lake Rd.
 - a. Do you travel on Randolph Rd.?
6. Turn right at road whose name begins with the letter H, then stop at Waterloo Munith Rd.
 - a. What road are you on when you stop?

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ANSWERS

- a. Yes; the rule is to go straight between instructions, so don't veer left at Ryan Rd. between instructions 1 and 2.
- b. No; it's on our right as we travel south.
- c. No; use that straight rule to go straight onto Huttenlocker Rd., not turning left where Portage Lake Rd. goes to the left.
- d. Mt. Hope Rd.; after turning onto Hannewald Rd., go straight onto Mt. Hope Rd. where Hannewald Rd. leaves it.

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(if known)

PLACE LAST NAME HERE

FIRST INITIAL _____ MIDDLE INITIAL _____

CHECK ONE IF APPLICABLE I'M A NEWCOMER.
 I ENTERED BEFORE BUT DIDN'T FINISH.

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ATLAS PAYMENT ENCLOSED NONE
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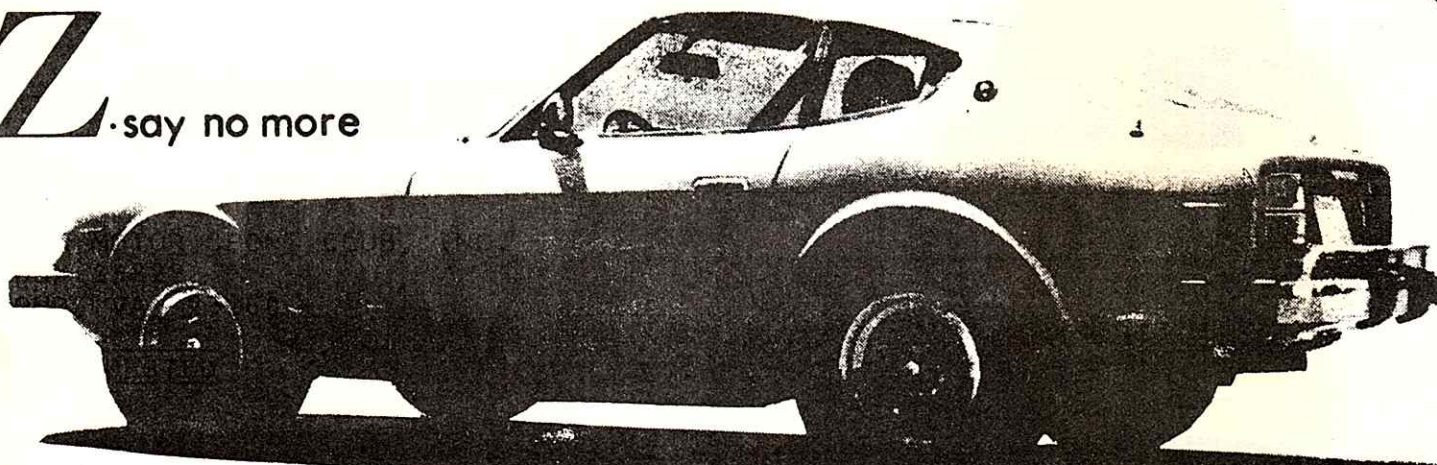
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