



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME XI

NUMBER III

MARCH, 1967

Coming Events



March 18 - Drivers School @ VIR
19 - VMSC 8-Hour, 9 a. m.
Azalea-Brook Hill

Irish Sweepstakes
Autocross @ Marlboro

26 - PMSC Rallye

April 8,9- National SCCA Race @
Marlboro

April 16 - VMSC "Viva Monaco"
Gymkhana @ Willow
Lawn

April 23 - VMSC Ladies Rallye
29,30 - National SCCA Race
@ VIR (Possible Bus
Trip for Members)
30 - PMSC Autocross
SAAB 5-Hour Rallye

NEW MEMBERS

RENEWED:

Mr. Edward G. Inabinet
7615 Restmere Road, Apt. A
Norfolk, Virginia 23504

Miss Patricia C. Isbell
P. O. Box 10142
Federal Building
Richmond, Virginia 23240

Mr. James Page
647-A Westover Hills Boulevard
Richmond, Virginia 23225
232-5572

Mr. & Mrs. D. Sam Perry, Jr.
1702 Grove Avenue
Richmond, Virginia 23220
355-7598

CHECKPOINTS is published monthly by the Virginia Motor Sport Club, Inc., mailed free to paid members. Subscription rates to non-members, \$1.50 per year. Meetings are held every third Thursday at 8 P.M. at the Branch House, Monument and Davis Avenues, Richmond, Virginia. EDITORS - Hunter and Sayre Barnett; PRESIDENT - Hart Grundy, 8707 Weldon Drive, Richmond, Virginia. Phone: 282-5341. Deadline for material---5th of each month. All letters addressed to 3538 Floyd Avenue, Apartment #1.

Mini-Monte Carlo

1- Carr/Winfrey	(14)	2	109	111
2- Ruble/Ruble	(1)	134	7	141
3- Dickinson/Nigro	(10)	43	147	190
4- Jarvis/Jarvis	(4)	468	17	485
5- Anderson/Peabody	(18)	205	438	643
6- Wright/Wright	(24)	145	522	667
7- Whitehead/ Whitehead	(17)	497	208	705
8- Grawberg/Grawberg	(19)	125	615	740
9- Hatch/Hatch	(3)	869	116	985
10- Harris/Ayres	(11)	941	302	1243
11- Cope/Hard	(22)	793	634	1427
12- Bothwell/Carr	(12)	1383	1068	2451
13- Hillman/Gander	(8)	190	2629	2819
14- Wells/Wilson	(21)	3285	254	3539
15- Fischer/Fischer	(7)	3593	62	3655
16- Eiler/Bowles	(20)	331	----	dnf
17- Thornton/ Thornton	(23)	731	----	dnf
18- Farley/Hopkins	(13)	3421	----	dnf
19- Spring/Coghill	(6)	3800	----	dnf
20- Edwards/Edwards	(5)	3858	----	dnf
21- Bergeron/Grundy	(2)	4061	----	dnf
22- Grim/Barnett	(16)	----	----	dnf
23- Wilson/Peabody	(15)	----	----	dnf
24- Graham/Grundy	(9)	----	----	dnf

Swamp Fox Rallye

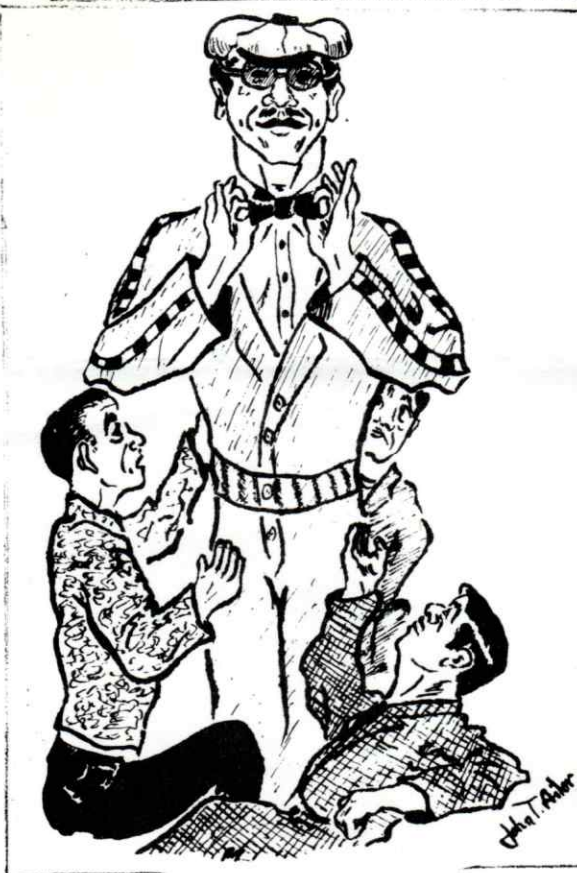
1- Greenwood/Greenwood	3	6	8	15	7	2	41	
2- Dixon/Dixon	89	51	40	23	23	28	254	
3- Wright/Wright	76	11	146	20	22	4	279	
4- Bowes/Chehaske	2	98	21	197	1	57	376	
5- Stewart/Stewart	44	55	30	280	56	552	1017	**
6- Hatch/Hatch	37	51	800	242	32	16	1178	
7- Dickenson/Nigro	1200	88	171	136	51	67	1713	
8- Graham/Grundy	10	716	1070	20	570	454	2840	
9- Wilson/Cully	1200	20	47	27	664	2500	4458	
10- Ruble/Ruble	22	938	1200	44	8	2500	4712	
11- Blanton/Agee	1200	2500	266	705	868	558	6097	
12- Grim/Barnett	44	17	2500	1200	626	2500	6887	
13- Kullgren/Hard	20	1200	1200	2500	2500	2500	9920	
14- Ayres/Harris	71	192	2500	2500	2500	2500	10263	
15- Cournow/Hill	660	2500	953	2500	2500	1200	10313	
16- Whitehead/Whitehead	599	2500	531	2500	2500	2500	11130	
17- Young/Young	11	2500	2500	2500	2500	1200	11211	
18- Anderson/Peabody	19	2500	2500	1200	2500	2500	11219	
19- Edwards/Edwards	0	2500	2500	2500	2500	2500	12500	
20- Spring/Coghill	1200	2500	2500	2500	2500	2500	13700	
21- Wilson/Cully	1200	2500	2500	2500	2500	2500	13700	

** First unequipped class entry

THE PUBLIC BE DAMNED!

This is the seemingly prevailing attitude expressed by most of the members of the club, which is a shame as within the public lies a previously untapped source of wealth. A source which must be used by the club in order to remain economically sound.

This attitude is obviously one which is intended to limit membership to those "with accepted qualifications." This is not



an ideal situation to this writer, but that is not the case in point at this time. The reason for this discussion on the question of the public is to try to open the eyes of the "powers that be" within the club to the value of public relations.

Not only would publicity, or public relations, whatever one wishes to call it, help the club in its relationship with the community, but it would serve to fill the coffers of the club's treasury, which is sorely needed in any private organization.

We in VMSC are losing a valuable source of revenue by not publicizing our events. For those who are worried about the "unwanted elements" who may attend the events if they are publicized, I can only say that they have not reasoned this out very well or they would not feel this way about the subject.

There are numerous ways of keeping these "elements" from entering the events. The simplest of which is the "Technical Inspection."

This is the built-in safety valve which the club may employ to limit entry into an event. By the use of this simple device it is possible to "control" every event and entry, thereby taking advantage of the unlimited amount of financial resources available while still maintaining control over the events.

Think about it. Aren't we missing the boat somewhere along the line?

"THE CRANKSHAFT JOURNAL"

This month we will discuss lubrication, the values of same, and the methods of performing this vital maintenance on automotive mechanisms.

All street machines use a pressure fed lubrication system within the crankcase, with the oil circulated under 15 to 80 P.S.I., normally around 40 pounds pressure, which is adequate for general driving applications in most local weather conditions. The damage caused by high temperature oxidation can be severe as oil in the pan is overheated, aerated, and thus whipped to a virtual "milk-shake" by the splash feed system and the shaft driven oil pump, this causing the acids from fuel and combustion, along with antifreeze dilution and gasoline additives, to be suspended on all metal contact surfaces, with great injury as a direct result. Engines used in autocross or similar competition should be equipped with oil coolers and extra capacity sumps, or at least extra oil of a straight paraffin or mineral base with no detergent qualities should be added to the normal volume carried in daily use. This is critical to operators of air cooled engines, as well as Leyland Triumph drivers, due to the tolerance and design of cylinders and piston ring lands and wiping surfaces, as well as rod and main bearing "end play" which does not respond favorably to super-light oil under heat and load conditions. Conversely, the immediate problem at hand is cold weather starting under heavy choking, with as much as 15% crankcase dilution from gasoline and ethyl glycol antifreeze serving to pit and corrode the bearing surfaces, and causing rings and wrist pins to tend to "stick", or become attached to the mating surface at the time of engine shutdown. Short street trips at low temperature are the heaviest wear loads on your engines, and especially when you have low temperature or faulty thermostats in water-cooled mills, as the metals are cold when subjected to stress, and the oil is thick and greatly contaminated with foreign matter. Odometer mileage does not matter as regards oil and filter change intervals, but hours of use and type of operation are of major importance.

We would suggest that all 4 cycle water cooled engines, except Triumph, be lubricated with a first-grade oil of "MS" 10-W rating, with the veterans of more than 40,000 miles using "MS" 20-W. Triumph "fours" should be wetted down with a non-detergent straight 20-W oil, with change to 30-W as warmer weather approaches. Remember, this is for winter operation, and does not apply to use in heavy load autocross or towing, etc., applications! For the air-cooled owners we would say oil of "DG" 30 or SAE 30 in all cases, with a change to heavier 40 for extreme hot engine uses. Of course the SAAB people will use the same grade they drink and use for household cooking, etc., except in the V-4 Ford engines of new vintage. The importance of engine oil of correct viscosity (pour factor) and weight cannot be overemphasized, and of course the frequency of changing dirty oil is as crucial as cleaning your teeth or washing your dishes, for if you allow carbon-laden oil to stay long in your engine, you will be as ill as if you had beri-beri!

We will comment next time on the hypoid vs. bevel-spiral differential types, but meanwhile remember to keep the rear end full of grease/oil (as needed), and 4-speed crash-box owners will usually have no problems with grease of 40 or higher weight. Automatic transmissions use "Type A" Fluid, and "dere ain't no substitute"! Foreign cars still have suspension grease fittings, and 1,000 miles is a good spacing at this time of year, so get your friendly station "garcon", or

Dickie Sanderson, if all else fails, to grease those fittings NOW to protect ball joint couplings and tie rod ends, or king pins if you have an antique car like mine! Also, a 3-6 pound reduction in tyre pressures will help insulate against those deluxe tank traps in our city streets and by-ways, at least until after the freezing and thawing bit is over. Hope you found something of value in all this, and we'll see you in April!

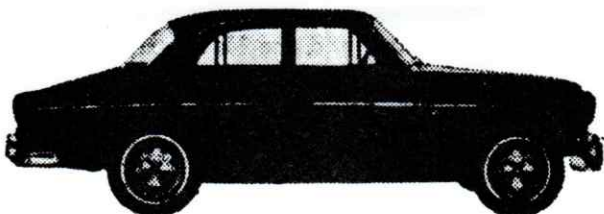
Thanks,

D. Eugene Atkinson

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THE SWAMP FOX

Without wanting to withdraw completely from our usual position of fanatical hatred for gimmicks of any shape or form, we would like to say that the single gimmick of opposite directions in the Swamp Fox Rally was as well and tastefully handled as any we have seen in some time. It in no way detracted from the overall quality of the event, which was excellent. Res

Reasons: Plenty of checkpoints, qualified and conscientious checkpoint personnel and well selected route, enjoyable length, quick and accurate scoring, etc., etc.

On the much less heavily weighted minus side of the ledger, the bad weather reduction in speeds served to make them ridiculously low in some spots (really, they would have been too low as originally stated), there were a couple of minor misquotations, and the act of giving marginal mileages at turns already defined by a mileage from the last instruction seems a little redundant. Also, it was not quite clear whether the opposite of a "bear right" was a "bear left" or an "acute left".

This was really not too bad, however, since with the aid of a map you could figure out pretty quickly that only the "left" or "right" was to be considered.

On the Whole, we enjoyed the event immensely, and congratulate the O. D. 's.

Ann and Wiltshire Greenwood

PARDON MY BLOOPER!

THE EDITOR WISHES TO APOLOGIZE TO WRAY BRAGG FOR NOT INCLUDING HIS NAME IN THE POINT STANDINGS LIST FOR LAST YEAR. DURING THE YEAR WRAY SCORED A TOTAL OF 3500 POINTS. PLEASE FORGIVE THIS ERROR, AS WITH OVER 100 NAMES TO KEEP TRACK OF THE POSSIBILITY OF AN ERROR WAS QUITE HIGH.

HUNTER

RELIVE NASSAU

lets go again!

PARTY

SATURDAY · MARCH 11 · WILLIAM BYRD MOTOR HOTEL
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