



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME XI

Number V

May, 1967

Coming Events

May 14 - VMSC Autocross
@ Ellerson, 12:00

20 - Driver's School
@ Marlboro

Virginia Reel Rallye

28 - PMSC Autocross

Pungo (TSSC) Autocross

June 4 - VMSC Rallye @ Azalea-
Brook Hill, 12:30

FOR SALE: Help us clean out the garage full of 950 cc engine parts for a Sprite or Midget. Inventory includes Crankshaft; Camshaft and springs; Fuel Pump ; 6,000 RPM Tachometer and Gearbox; Spark Coil; 48-spoke Triumph wire wheel. For Corvette one quick-steering kit and a tonneau cover. Four Volvo 122-S Wheels. No reasonable offer refused! Call Bob Bowes, 233-9820 or John Chehaske, 282-9115

CHECKPOINTS IS PUBLISHED MONTHLY BY THE VIRGINIA MOTOR SPORT CLUB, INC., AND IS MAILED FREE TO MEMBERS. SUBSCRIPTION RATES TO NON-MEMBERS ARE \$1.50 PER YEAR. MEETINGS ARE HELD AT 8 P.M. EVERY THIRD THURSDAY AT THE BRANCH HOUSE, MONUMENT AND DAVIS AVENUES, RICHMOND, VIRGINIA. PRESIDENT - HART GRUNDY, 8707 WELDON DRIVE, RICHMOND, VA. PHONE: AT 2-5341. DEADLINE FOR MATERIAL IS THE 5th OF THE MONTH. ALL MATERIAL SHOULD BE ADDRESSED TO 3538 FLOYD AVENUE, APARTMENT #1
EDITORIAL ASSISTANT: SAYRE BARNETT

T. D. H. Barnett

Editor

Mike Grim

Managing Editor

"CRANKSHAFT JOURNAL"

The topic of our discussion for this issue is Automotive Electrical Systems, and we feel that this is certainly a vital area of information to all enthusiasts, as failure of the primary or secondary electrical systems can be expensive as well as frustrating. During the recent races at Danville, we experienced spark plug incompatibility caused by improper mating of spark plugs not designed for the engine in which they were temporarily used, and we feel that this is worthy of mention. Sam Perry owns an Abarth and Craige Pelouze was running a slightly less potent Fiat, and during practice and warm up, both these machines were not delivering the goods, in addition to which starting problems were experienced, along with faulty combustion due to the design and heat range of the plugs in use. Both engines had been run on quality made spark plugs of a foreign brand, with great success, but on the Danville, Va. weekend, Craige brought in a handsome supply of a well known American product which we will not name. These plugs failed to deliver in the areas of performance, reliability, and stamina, along with causing much hair pulling in the pit area due to repeated yanking out of these little devices. We would advise that before installing spark plugs, the heat range as well as the depth of the reach along with the electrode installation within the threaded wall of the plug, should be checked out completely to ascertain their perfect fit into the cylinder head of your respective machines. The difference in design of the thread contours can cause great damage to aluminum cylinder heads, and some damage to any cylinder head. The difference in the reach or the depth to which the plug penetrates the combustion chamber can cause total engine failure should the piston be penetrated during operation, as well as great damage to one or more cylinders should combustion occur in the wrong area, thereby causing a "hot spot" beneath the cylinder head. The mere fact that plug manufacturers advertise their wares for general use cannot be relied upon, and we would suggest great caution in switching brands or types of spark plugs for any reason at any time.

The ignition coil should not be replaced with one of greater capacity unless you are certain that the other components of the ignition system can handle the increased load. Many so called "sport type" coils are available, but these should be looked upon with great suspicion prior to installation on your machine. Transistor ignition systems are quite the vogue at the time; however these are not always superior to your factory installed system, particularly if you engage only in street operation. As a matter of fact, the low RPM range performance of the transistor units is inferior to the system in your car and we see no benefit in purchasing the high price spread if you do not plan to compete actively with your auto.

The battery in your automobile should be more closely attended than your wife, because you can always replace a wife, but batteries cost thirty to fifty bucks for a 75 ampere hour model, and changing them usually occurs during bad weather or under other embarrassing situations. (We will let you devise your own embarrassing situation).

Failure of the primary electrical system can occur as a direct result of a loose fan belt, or to be exact, the belt which drives either the generator or alternator, and trouble can also be caused by improperly set voltage regulators or rectifiers, along with regular ailments such as faulty wiring connections or overloaded heater blower motors or air conditioning equipment, in addition to the driver errors, such as radios left on over night or dome lights left burning, or trailer connections improperly installed, etc. Your 12 volt or 6 volt battery will last three to four years or more with proper care, and this includes constant cleaning and oiling of the terminals and connections at the solenoid and starter as well as the battery posts.

You may also want to wipe down the wiring with a rag to keep grease from damaging the insulation and determine that all connecting plugs in the fire wall are tight at all times, along with wires leading to the dash wiring harness and the chassis wiring harness in order to insure free flow of current without interruption. Hot weather is hard on batteries because of vapor locking of fuel systems and increased starting loads due to high compression engines at high temperatures, as well as obvious things such as convertible top operations and air conditioning continued usage. Batteries should be kept clean and slightly coated with oil to resist build up of corrosion and the mounting brackets or straps should be kept intact at all times. Naturally the water level should be kept or maintained at manufacturer's specifications, and upon observation of such symptoms as slow blinking signal lights or dim headlights at night, or very slow cranking speeds, the voltage regulator should be checked ONLY by trained technicians using the proper equipment. Most of these regulator units are sealed and only in the case of some Lucas items can the owner make adjustments in the field. A very important item is the grounding or earthing system employed by manufacturers here and abroad. American made units have a positive ground system only through about 1956 and all cars after that time, use a negative ground system. Foreign automobiles use both systems, but you will normally find European automobiles to employ the positive ground method. This is extremely important when attempting to install accessories or trailer connections as these systems must be absolutely the same between the units you are connecting and the automobile you are hooking on to. Radios and other units must be plainly marked positive ground or they will be quickly melted upon the first impulse. Jumper battery cables will cause fire or explosion or worse if not properly mated to the correct positive or negative post, and this can be easily checked out visually before attempting to start dead automobiles. Light Bulbs could care less, as they will function either way. Ignition circuits will be hampered by about 20 to 40 per cent efficiency is you connect the ignition coil by reverse polarity, and this can be checked by holding a lead pencil approximately $\frac{1}{2}$ inch from the loose end of the plug wire, between the plug wire and the tip of the spark plug. Remember to use insulated gloves or pliers as this is very high voltage. If the spark jumps from the plug to the lead pencil to the wire, you have installed your coil backwards and a change must be made.

These are the primary electrical problems that you will encounter and we do not think it is feasible to enter the realm of generator overhaul, alternator and diode replacement as this should be done by not merely a mechanic but an automotive electrician with all the proper equipment at hand. Otherwise, you will spend forty bucks and still push. Remember to keep those battery posts clean and oiled and we'll see you in the next issue of Check Points.

D. E. Atkinson

Ladies' Pathfinder

* Dixon/Greenwood	TR4	+4	+7	-13	-3	+1	-12	40
* Ruble/Ruble	GT6	-18	+25	+38	-14	0	+13	138
*** Cournow/Whitehead	TR4	*19	+62	+6	+51	-17	+44	209
* Carr/Ayers	TR4	0	-6	+5	-64	-161	-4	240
* Hatch/Ferguson	Porsche	-16	+4	+51	+1	-185	-13	270
* Winfree/Parker	TR4	-1	+84	-28	-142	-251	-24	530
* Wells/Edwards	Falcon	+45	+116	+51	+228	+48	+60	548
* Bergeron/Grundy	TR4	+1	-422	+45	+54	+68	+52	642
** Dickinson/Nigro	VW	-21	-29	-68	-533	-104	-43	798
** Cavedo/Cavedo	Healy	-15	+34	-632	+44	-75	-57	857
* Witschey/Camp	KKE	-229	+124	-648	+5	+11	-23	1040
* Chehaske/Bowes	Sprite	-53	-469	-205	-215	-371	-133	1446
** Grim/Barnett	Sprite	-961	-115	+84	+190	+130	+150	1630
** Wilkinson/Young	Chevy	-65	-498	-1000	+688	+1200	+270	3921
** Diehl/Peacock	TR4	-934	2500	2500	2500	2500	2500	13434
** Adolf/Bridge	TR							DNF
** Smith/Wollard	Simca							DNF

- * Equipped
- ** Unequipped
- *** Non-member
- *** First unequipped



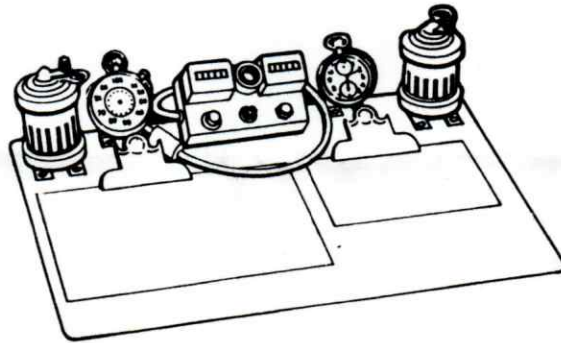
EDITOR'S NOTE: Last issue the editor openly asked for submissions of letters to the publication from any member of the Club. This issue he must retract that invitation (not due to any change of heart by the editor) and ask that club members not submit any letters to the Checkpoints, other than those members noting victories in the various events. It seems that someone wants just a nondiscript bulletin board, something which will not cause any of that "dread disease" called "controversy."

- T. D. H. B.

FUN AND FOLLY LADIES' ROLLY

It is with a great deal of sincere humility that I take pen in hand (once again) to write a small appreciative article on the ladies' rally, O.D.'ed this year by my wife (once again), and the wife of my navigator (once again), Bill Dixon. Bill and I feel that the girls did a tremendous job by anybody's standards, and we are most happy to have succeeded in bringing home top honors (once again). We are also very pleased with Mr. Whitehead's placement in the top three (once again), especially as we understand that his wife checked out the event. In fact, the only complaint that we can make is that the father and son Ruble team somehow crept into second place with no hint of nepotism whatsoever. We trust, however, that this deplorable situation will be remedied next year by our highly trained staff of O. D.'s, and we look forward with anticipation to composing the article for the ladies' rally next year (once again).

Repêtitively yours,
Wiltshire, for Bill and myself



GT-6

Triumph



520 W. BROAD ST.

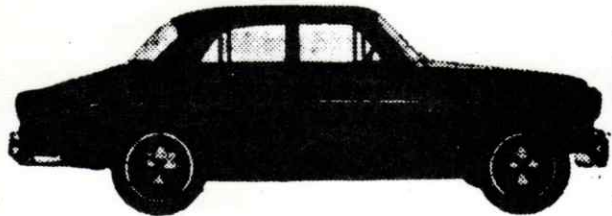
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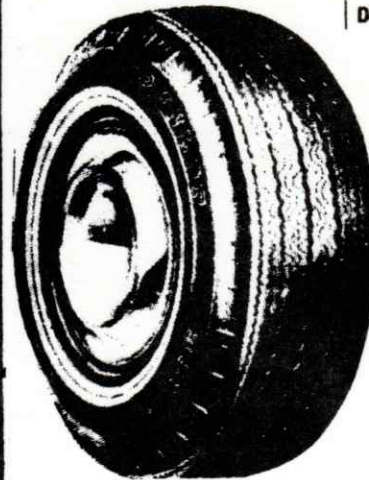
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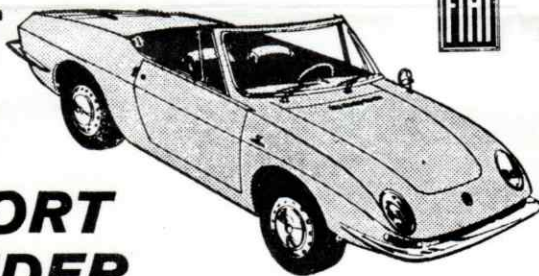
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MR WALTER WITSCHY	SABOT,VA	VMSC	A	3	2 11 0	XKE
MR MEL LOFURNO	RICHMOND,VA	VMSC	A	2	2 09 8	327 STIGRAY
MR AL CARR	RICHMOND,VA	VMSC	A	4	2 11 2	TR4A
MR E R COURNOW	RICHMOND,VA	VMSC	A	5	2 11 5	TR-4A
MR GEORGE WINFREE	RICHMOND,VA	VMSC	A	6	2 13 1	TR-4
MR JOHN BERGERON	RICHMOND,VA	VMSC	A	7	2 13 5	TR-4
MR JOHN RUBLE	RICHMOND,VA	VMSC	A	8	2 15 3	TR GT 6
MR BILL PEABODY	RICHMOND,VA	VMSC	A	9	D NF	BUICK HEALE

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MR BOB BOWES	RICHMOND,VA	VMSC	B	1	1 55 0	SPRITE
MR WRAY BRAGG	RICHMOND,VA	VMSC	B	2	1 55 3	ALPINE RENA
MR BILL WHITEHEAD	RICHMOND,VA	VMSC	B	3	1 57 5	PORSCHE
MR MIKE GRIMM	RICHMOND,VA	VMSC	B	4	1 59 8	SPRITE
MR T HUNTER BARNETT	RICHMOND,VA	VMSC	B	5	2 00 5	SPRITE
MR BILL AGEE	RICHMOND,VA	VMSC	B	6	2 04 8	SPITFIRE
MR G B PEASLEY	RICHMOND,VA	VMSC	B	7	2 06 0	PORSCHE
MR PHIL LIVELY	RICHMOND,VA	VMSC	B	8	2 07 4	SPRITE
MR PAUL D CAMP	RICHMOND,VA	VMSC	B	9	2 10 5	MG TD
MR D LEONARD HATCH	RICHMOND,VA	VMSC	B	10	2 24 6	PORSCHE

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DR RICHARD HARD	RICHMOND,VA	VMSC	C	1	2 16 2	VOLVO
MR ROBERT LAUGHON	RICHMOND,VA	VMSC	C	2	2 23 0	CORSA
MR ROGER LANE	RICHMOND	VMSC	C	3	2 25 5	BARACUDA
MR LEN WELLS	MECHANICSVILLE	VMSC	C	4	2 38 7	FALCON
MR CHIS YOUNG	RICHMOND, VA	VMSC	C	5	3 09 4	CHEVOLET
MR PORTER SEAY	RICHMOND,VA	VMSC	C	6	D NF	MUSTANGGT

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MR A HART GRUNDY	RICHMOND,VA	VMSC	D	1	2 07 2	V W
MR NEALE DICKENSON	BON AIR, VA	VMSC	D	2	2 13 7	V W
MR BILL THOMAS	RICHMOND,VA	VMSC	D	3		V W

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1

MISS DORIS BELCHER	RICHMOND,VA	VMSC	E	1	D NF	A H 3000
MRS NANCY WITSCHY	SABOT ,VA	VMSC	E	2	2 22 3	XKE
MRS ANN GREENWOOD	RICHMOND,VA	VMSC	E	3	2 27 0	TR-4A
MRS CARYLE HATCH	RICHMOND,VA	VMSC	E	4	2 30 5	PORSCHE
MISS ELIZABETH HILLMAN	RICHMOND,VA	VMSC	E	5	2 39 5	MGA

MISS BRIGETTA KULLGREN	RICHMOND, VA	VMSC	E	6	D	NF	VOLVO
MRS LAURETTA DIXON	RICHMOND, VA	VMSC	E	7	D	NF	V W
				7			
				1			
MRS SAYRE BARNETTE	RICHMOND, VA			2			
MR BRENT CAVEDO	RICHMOND, VA			3			
MR JERRY CAVEDO	RICHMOND, VA			4			
MR DON CULLY	RICHMOND, VA			5			
MR CHARLES EDWARDS	RICHMOND, VA			6			
MRS KATHLEEN EDWARDS	RICHMOND, VA			7			
MRS PATRICA ISBELL	RICHMOND, VA			8			
MR JOHN KESSLER	RICHMOND, VA			9			
MR AL SMITH	RICHMOND, VA			10			
MR BILL DIXON	RICHMOND, VA			11			
				12			
MR JOHN BBERGERON	RICHMOND, VA			13			
MR NEALE DICKINSON	RICHMOND, VA			14			
MRS LAURETTA DIXON	RICHMOND, VA			15			
MR DICK HATCH	RICHMOND, VA			16			
MR DICK HATCH	RICHMOND, VA			17			
MR PHIL LIVELY	RICHMOND, VA			18			
MR JOHN RUBLE	RICHMOND, VA			19			

We would like to thank all the girls who helped us work on the Ladies' Rally. The event would not have been successful without your cooperation.

Lauretta Dixon and Ann Greenwood

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