



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME XIII

NUMBER X

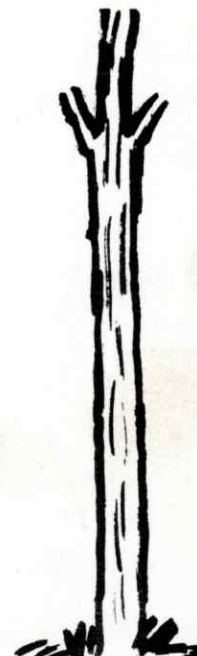
OCTOBER, 1967



HALLOWE'EN RALLY !!

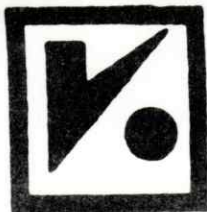
Saturday night, October 28. A fun type rally, ending in a party. Bill and Laretta Dixon are OD's for this one. According to Bill, the rally will feature: 1. Some type of TSD calculation; 2. Expert judging of costumes for bonus points, if you choose to wear one; 3. Other interesting features. Costumes will be judged on the basis of originality and effectiveness. Beer and soft drinks at the end.

STARTS AT 7:30, FROM
WILLOW LAWN (M & R).



OTHER OCTOBER AND NOVEMBER EVENTS

- Oct. 14-15.....SCCA Regionals at Malboro Speedway, including the Six Hour.
- Oct. 19.....VMSC Dinner Meeting, at the Sheraton.
- Oct. 21-22.....SEVSCO-TSCC Annual Old Dominion Two-Day Rally, by the Edelblutes.
- Oct. 28-29.....SCCA Regionals at Virginia International Raceway (Danville).
- Oct. 29.....PMSC Autocross at Puddledock (Petersburg Small Craft Harbor).
- Nov. 16.....VMSC Meeting, at the Branch House.
- Nov. 18-19.....SCCA Regionals at Marlboro.
- Nov. 19.....VMSC Rally by Kendall Parker and George Patteson. More next month.



CHECKPOINTS is published monthly by the Virginia Motor Sport Club, Inc., and is mailed free to members. Subscriptions to non-members are at the rate of \$1.50 per year. Meetings are held at 8:00 P.M. on the third Thursday of each month at the Branch House, Monument and Davis Avenues, Richmond, Virginia. President-Hart Grundy, 1518 Monmouth Court, Richmond. Phone-282-5341. Deadline for material is the 5th of the month. All material should be addressed to 408 S. Laburnum Avenue, Richmond, Virginia 23223. Editors-Wiltshire and Ann Greenwood. Club Officers-1st Vice President-Wiltshire Greenwood, Activities Chairman-Geo. Winfree, Secretary-Doris Belcher, Assistant Secretary-Caryl Hatch, Treasurer-L. Wells

EDITORIAL

It is always encouraging to an editor to know that his efforts are being read, and judging from the number of screams generated by last month's editorial, I should be the most encouraged man in Richmond. It appears that I made the statement that Greg Howe's PMSC All-nighter was, to my knowledge, an area first. Immediately the voice of the old guard was heard throughout the land, to wit: "You are misinformed". Of course, I've cleaned that up a little, but that was the gist of it. Allen Fine, Bill Harding, George Patteson, and Len Wells, together with several people not even in the club any longer, took pains to remind me that VMSC used to run all-night rallies as a matter of course. Gene Atkinson wrote all the way from Danville saying that PMSC had an annual event of this type for many years. All right, I concede. I did say "to my knowledge", though, so thanks for the assumption of omnipotence. Keep those cards and letters coming, folks.

Along the lines of who's doing what, I understand Bill Whitehead and Bob Clements went up to Malboro and Laurel on the 8th to try the D.C. autocrosses, but didn't bring home any silver, for a change. Ann and I, and Hart Grundy and Brad Peaseley went down to Chuck Libbey's PSCC Rally on the same date, bagging 1st and 2nd respectively. Hope we stay as lucky for the Old Dominion. (That doesn't extend to you, Hart.)

Concerning the Old Dominion, Elmo still has one or two places open, and George Winfree has applications and information. Price is still only \$35.00, and don't forget, this event counts for VMSC points. Run it if you can.

Also, please note that this month contains the October Dinner Meeting. Refer to last month's issue for the reservation blank. Reservations have been a little slow coming in, and it's very difficult for the social committee to plan without an accurate estimate of attendance, so please send in your check as soon as possible.

Finally, you'll notice from the event schedule that October and November are alive with races, at both Marlboro and VIR. Some of our newer members have probably never seen a sports car race, and this is deplorable, since these events were the means by which European cars gained a toehold in the U.S. Even if you don't like autocrosses, go watch a race. You may be pleasantly surprised.

Wiltshire

NEW MEMBERS

J. Lewis Parsley, Jr.
4712 Grove Ave.
353-2301



Hugh C. McDaniel
2015 Monument Ave., #4
353-2682



William S. G. Britton II
5406 Kingsbury Road
282-7125

RIVERSIDE BRAILLE RALLY

1. Wilt Greenwood & Elizabeth Allen	112	6. Chuck Edwards & Raymond Mines	411
2. John Ruble & Horace Chappell	114	7. Hart Grundy & Charles Dodson	918
3. Brad Peaseley & Barney Hudson	128	8. Rickie Wilson & Mamie King	1083
4. Caryl Hatch & Pauline King	155	9. Henry Wheeler & Fred King	1300
5. Cecil Wright & Frank Tucker	263	10. Pat Isbell & Dorothy Moore	1959

FELLOW V.M.S.C. MEMBERS -

As O.D. for the Braille Rallye (another V.M.S.C. first in the area) I would like to take this opportunity to express my appreciation and thanks for all the support this event was given. This being a non-point event the drivers and checkpoint crews gave unselfishly their Sunday afternoon in order to give these blind navigators a chance to take an active part in a sports car rallye. After speaking with each of the navigators following the Rallye each one of them wished me to express their thanks to V.M.S.C. for the chance to participate and hoped that they would have another chance to do so again. I sincerely hope all V.M.S.C. people enjoyed the event as much as I enjoyed working on it. Thanks again for all your help and support.

DORIS BELCHER

PMSC - VMSC AUTUMN AUTOCROSS

For purposes of VMSC club points, each sedan class was combined with the same sized sports class. Ladies class also was homologated by displacement. Since full results were published at the event and space is limited, we are reporting only the combined VMSC classes.

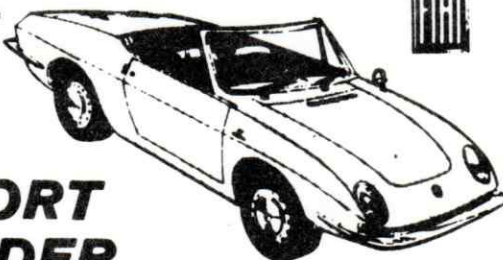
SEDANS & SPORTS UNDER 1300 cc	SEDANS & SPORTS 1300 - 2000 cc	SEDANS & SPORTS OVER 2000 cc
1. Clements, Bob 1:06.9	1. Whitehead, Bill 1:05.6	1. Lofurno, Mel 1:09.4
2. Bowes, Bob 1:07.3	2. Grundy, Hart 1:09.9	2. Bergeron, John 1:10.2
3. Mungo, Jack 1:08.8	3. Peaseley, Brad 1:10.6	3. Greenwood, Wilt 1:10.4
4. Turner, Miles 1:09.8	4. Kennedy, Mike 1:12.0	4. Winfree, George 1:10.7
5. Mungo, Jackie 1:10.2	5. Ruble, John 1:12.4	5. Cournow, Randy 1:11.1
6. Dickinson, Neale 1:11.0	6. Wright, Cecil 1:14.8	6. Belcher, Doris 1:12.4
7. Young, Chris 1:14.6	7. Ayres, John 1:15.4	7. Greenwood, Ann 1:12.9
	8. Chehaske, John 1:16.4	8. Boisseau, Leon 1:15.4



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FOREIGN

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GRASSY TRIANGLE AFFAIR RALLY

This John Ruble affair was held on September 24, 1967, and, for the benefit of those who did not compete, it was well thought out with good routing and excellent instructions.

It is indeed a pleasure to have the task of reporting the event, especially in view of the fact that Hart and I were, in order; first, badly confused, and second, horribly off course.

The name of this event, Grassy Triangle Affair, partially explains our confusion, which came at the very first Grassy Triangle. After going in every direction except the proper one, we returned to the Grassy Triangle hopelessly confused. We were pleased to discover, though, that we were not alone, and that several other contestants were also there pondering their plights. I suppose we would still be there were it not for a saviour in the guise of George Winfree. George came up with the solution, and unselfishly told several of us the answer. To you, George, we offer our heartfelt thanks.

Having been put on the correct path by Mr. Winfree we got to the first checkpoint quite late, and the second checkpoint just a little late, after missing a mileage turn.

The second Grassy Triangle was negotiated in excellent fashion and we picked up Route 623 in good spirits. While looking for the "Last Right" the driver became afflicted with a case of "mind over eyeballs" and made an improper turn that ultimately led to beyond Montpelier, at which point we determined we were LOST.

We then put into effect the "press on regardless" motto, when back to Elmont, met the Hatches, determined the proper route, and pressed on, looking for an open checkpoint, not daring to hope that the other 17 cars were having as much trouble as we.

As it evolved, both the third and fourth checkpoints were closed, but we did find number five open, and when John told us we were only the fifth car that had passed, we felt the "press on" motto had been vindicated. From five in we managed to stay on course, measure the distance, and make the proper calculations. We learned that the three checkpoints we passed were the most anyone passed, so I suppose we owe the win to George Winfree, the other teams that got off course, and the valiant crew at checkpoint five who kept it open long after it would normally have been closed.

To John Ruble we say thanks for fun, and, at least for ourselves, we apologize for our part in making his well prepared rally a shambles.

Brad and Hart

1. B. Peaseley-H. Grundy	3033	10. B. Kidd-D. Deaton	6300
2. L. Dixon-B. Dixon	4201	11. K. Edwards-C. Edwards	6300
3. R. Cournow-S. Cournow	4210	12. J. Bridge-J. Adolf	6300
4. N. Winfree-G. Winfree	4456	13. B. Whitehead-C. Wright	6300
5. B. Bowes-J. Chehaske	4500	14. B. Britton-J. Atkinson	6300
6. C. Hatch-D. Hatch	5103	15. B. Cavedo-B. English	7200
7. A. Greenwood-W. Greenwood	5340	16. R. Williams-J. Bergeron	7200
8. B. Kennedy-G. Howe	6119	17. C. Ayres-J. Ayres	7200
9. D. Bozard-B. Norwood	6300	18. R. Graham-B. Agee	7200

SUBSCRIBE TO -----



"CRANKSHAFT JOURNAL"



We have been asked to comment on suspensions by various addicts, and axle-hop on the "live-axle" models seems to be a particular cause of complaint.

The Volvo rear suspension incorporates a stabilizing rod and adequate shock mountings, and the 122S should not give trouble, as the castings and stampings are of heavy construction, and no distortion is possible. Wrap-up of the springs is obviously the problem, and with leaves or coils this can be controlled by stiffer shocks or increased resiliency in the leaves. There are 2 or 3 shops on Broad Street in Richmond, for instance, that specialize in building springs, and they might be of help in eliminating your "hop", but beware the pocketbook.

Coil springs can be made manageable with the installation of easily adjustable inflatable air bags, which insert within the coil without damages to any components. To this should be added a best quality 50-50 telescopic shock of heavy-duty variety, with special attention to the brackets and fastenings, as most American cars will not be equipped with sturdy anchors.

A final trick would be the old-fashioned army web belt secured to the chassis above, and looped in a "U" around the banjo housing, as in Corvettes, etc., to limit vertical travel.

It is remotely possible that the tire casings could be a factor, only if the carcass side-walls are not strong enough to withstand the torque, and are "sponging" and rolling under, and then rebounding to cause a loss of traction. This can be very prominent in RADIALS, so maybe a change of tires or driving technique would alleviate the bug.

Please let us know if your machine is giving you pains, as we will gladly research and reply as best and as soon as possible.

Thanks,

Eugene Atkinson

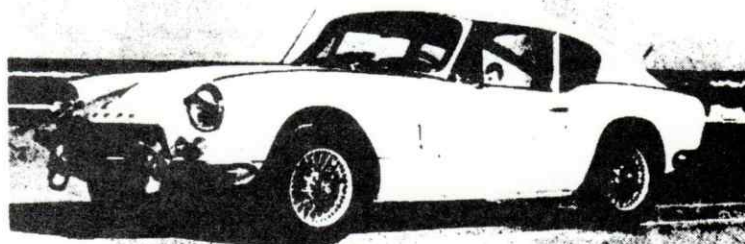
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This is why we say the Triumph GT-6 is not just another fastback. It's the fastback.





V.M.S.C. POINT STANDINGS
AS OF
October 2, 1967



1. Grundy, Hart	12,400	56. Winfree, Nancy	1,200
2. Greenwood, Wilt	12,300	57. Peabody, Sandra	1,150
3. Greenwood, Ann	10,000	VanDevere, Judy	1,150
4. Bowes, Bob	9,250	59. Wheeler, Henry	1,100
5. Peaseley, Brad	9,050	60. Isbell, Rat	1,000
6. Whitehead, Bill	8,850	61. Seay, Ann	950
7. Chehaske, John	8,250	Wilson, Rickie	950
8. Winfree, George	7,850	63. Bergeron, Janice	900
9. Edwards, Chuck	7,050	Laughon, Robert	900
Edwards, Kathleen	7,050	65. Parker, Brenda	850
11. Dixon, Billy	6,950	66. Anderson, Emory	800
12. Cournow, Randy	6,700	Cavedo, Brent	800
13. Ruble Sr., John	6,150	Lane, Roger	800
14. Bergeron, John	5,950	69. Stewart, Don	750
15. Dixon, Loretta	5,750	70. Cavedo, Jerry	650
16. Kennedy, Bob	5,700	Kullgren, Brigitta	650
17. Belcher, Doris	5,500	Lively, Phil	650
18. Wells, Len	5,250	73. Allwoerden, Stuart	600
19. Hatch, Caryl	4,750	Ferguson, Ken	600
20. Carr, Al	4,700	Stewart, Bill	600
21. Howe, Grey	4,200	Wilson, John	600
Wright, Cecil	4,200	77. Chehaske, Nona	550
23. Ruble Jr., John	4,150	Wheeler, Karin	550
24. Hatch, Dick	4,050	79. Allwoerden, Gayle	500
25. Dickerson, Neale	3,950	80. Forte, Mark	450
Mungo, Jack	3,950	Grawberg, Brian	450
Whitehead, Jackie	3,950	Kessler, John	450
28. Bragg, Wray	3,850	Sanderson, Dickie	450
29. Witschey, Walt	3,550	84. Boisseau, Bonnie	400
30. Thomas, Bill	3,400	LaPrade, Jim	400
31. Witschey, Nancy	3,150	Peaseley, Eleanor	400
32. Barnett, Sayre	3,100	87. Bridge, Jan	300
33. Cully, Don	2,950	Eiler, Don	300
34. Cournow, Susan	2,900	Morrissey, Jim	300
35. Adolf, Jerry	2,800	90. Britton, William	250
Wright, Edith	2,800	Camp, Paul	250
37. Young, Chris	2,700	Deaton, Doug	250
38. Barnett, Hunter	2,600	Peabody, William	250
39. Seay, Porter	2,550	Wilkinson, Russ	250
40. Clements, Bob	2,350	95. Clark, Bobby	200
Lofurno, Mel	2,350	96. Spring, Ralph	150
Parker, Kendall	2,350	97. Blanton, Jim	100
43. Smith, Al	2,300	Long, Larry	100
44. Carr, Gail	2,200	Smith, Stuart	100
Mungo, Jackie	2,200	100. Blunt, John	50
46. Ayers, John	2,050	Ferguson, Alice	50
47. Hard, Richard	1,850	Grundy, Jane	50
Hillman, Eliz.	1,850	Inabinet, Ed	50
49. Turner, Miles	1,800	Kessler, Suzanne	50
50. Cully, Pat	1,750	Patteson, Shirley	50
51. Patteson, George	1,700	Thomas, J. B.	50
52. Grimm, Mike	1,650	Turner, Brenda	50
53. Williams, Reggie	1,450	Wilson, David	50
54. Agee, Bill	1,350		
55. Boisseau, Leon	1,300		

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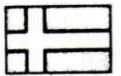


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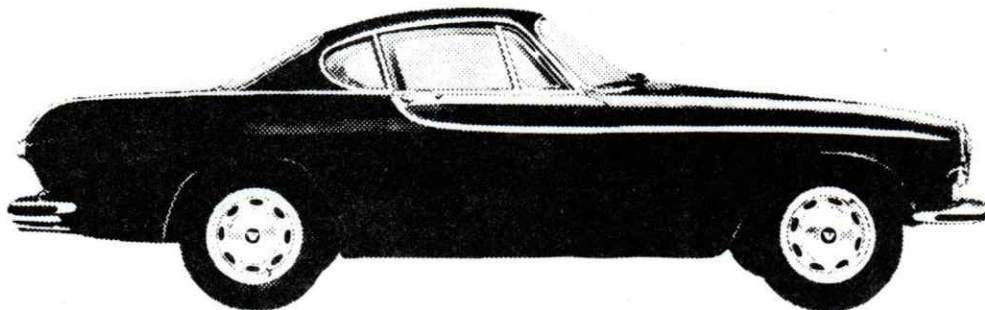
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