



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME XIV

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JUNE, 1968

RALLIES SET NITE AND DAY

Nancy and George Winfree have set their night rally for Thursday, the 20th of June, after the VMSC regular monthly meeting.

The rally is set to start at approximately 8:30 with possible starting at 8:15 if meeting proceedings permit. Contestants are requested to attend the regular monthly meeting for an organizational briefing by George and Nancy. The rally is intended to be fun for all contestants and should pose no great navigational or mathematical problems.

George says to bring a flashlight.

The organizers and the club look forward to a good event well attended by contestants.

Sandra Peabody and John Chaske have designed a fine straightforward TSD event so simple that even I may run. The event will introduce the newcomer to TSD rallying without presenting cumbersome mathematical calculations. John says that it will be a relief to contestants from previous mental grinds.

A simple well-planned event produced by two competent rallyists yield an afternoon of pleasurable motoring in the countryside.

The start is slated for the A & P lot at the intersection of Laburnum Avenue and the Mechanicsville Turnpike (Rt. 360 East). Starting time will be at 1:00 P.M. EDT and contestants must arrive by 12:30 for registration, drivers' meeting, and head count. The date is set for JULY 7.

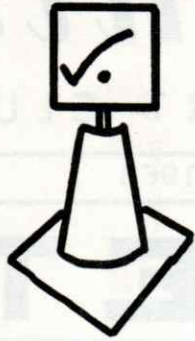
John says, "Easy."

That about sums it up.

BMW 's

...are here.
See page 3.

MEETING NOTICE Eight P.M.
June 20 Branch House



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-Wiltshire Greenwood, 408 S. Laburnum Avenue (23223), phone - 644-6186. Deadline for material is the last day of each month. All material should be addressed to 3312 W. Franklin Street (23221). Editors - Kathleen and Chuck Edwards. Club Officers: 1st Vice-president, Chuck Edwards; 2nd Vice-president, Len Wells; Treasurer, Henry Wheeler; Secretary, Caryl Hatch; Assistant Secretary, Nancy Winfree.

EDITORIAL

Horses are inclined to fright at the silliest things. Occasionally they are uncontrollable and do indeed mess up the streets with their excrement. Perhaps you've never thought of it, but a horse trotting breathes quite heavily and the noxious gases exhaled through his flaring nostrils contribute heavily to emphysema, arteriosclerosis, and lung cancer. I remember a day when during a heavy fog that the exhalations of horses was so heavy that the resulting smog lay for days within the seven hills of Richmond. And do you remember when a man was seriously maimed while drunk by the third bicuspid of a racing steed who stood munching grass by the curb? It seems that the drunken fellow thought it was his wife and attempted to ram his fist down what he thought was her throat. In resulting litigation the court ruled that the horse's owner was grossly negligent and that future horses must be procreated with collapsible third bicuspids.

All this has recently come to a safety-conscious head and one cannot help but feel sorry for horses who must now wear corks in the south end and exhalation filters in the other. Further, local council has ruled that spurring steeds from stopflags constitutes drag racing and may result in suspension of saddles for one year. Repeated offenses are punishable by confiscation of the horse for glue and revocation of thoroughbred papers.

Ah, well, perhaps someday someone will develop a better means of transportation - one that doesn't rely on horses. They could call it a, well, for lack of a better name, an auto-mobil machine. Then, yes then, our problems will be solved.

BOULEVARD

IMPORT

1010 North Boulevard * * Richmond, Virginia

BMW 2002's are here! THE most exciting sedan yet.
Go by to see Irvin Sanderson and drive one now.

Allen says, "They go."



As I sit here, fresh from the elegant embrace of BMW's new 2002, it occurs to me that something between nine and ten million Americans are going to make a terrible mistake this year. Like dutiful little robots they will march out of their identical split-level boxes and buy the wrong kind of car. Fools, fools! Terrible, terrible, I say. Why are you blowing your money on this year's too-new-to-be-true facelift of the Continental/Countess Mara/Sprite/Sprint Status Symbol/Sting Ray/Sex Substitute/Mainliner / Belair / Newport / Overkill / Electra / Eldorado / Javelin / Toad / GTO / GTA/GTB/GTS/GTX/Reality Blaster/Variant/Park Lane/Park Ward/Ward-Heeler/XK-E/Dino/Dud car when you should be buying a BMW 2002, I ask.

CAR and DRIVER



New Face in Town

Boulevard Import Service has just taken delivery of a shipment of new BMW's. Currently on hand are the 1600 and 2002 series. Having driven a 1600 I can safely say that the 2002 is one helluva machine. I understand that John Kessler has already purchased a silver gray 2002. The silver gray of course is to match the silver gray on his concours-winning 1957 BMW 507.

Having this nifty new line in Richmond is a quite a boon to car lovers and enthusiasts since we have never had a dedicated BMW dealer in this venerable old town. The boys at Boulevard are quite excited about their latest offering since they feel that sales and service facilities for the foreign car lover are somewhat less than optimum. However, the addition of BMW and their familiarity with all makes renders Boulevard quite unique in their appeal.



FUZZ BOMB is Porsche 5-speed Targa 911 convertible. Constabulary in eight European countries have adopted the speedy German sportster for use in pursuing—and catching—well-wheeled criminal types.

People Ponder Pungo Palace

The annual autocross at Pungo, Virginia this past Memorial Day weekend saw fine machinery and daring drivers compete for the awards offered by the Tidewater Corvette Club.

This year the Pungo course was approximately six miles long and good lap times were recorded in the 5:50 to six minute bracket. Bill Whitehead attacked the course with his usual bravado and posted a 5:55. Bill had the tail of his Porsche SC hung out through most of the turns and did a beautiful job of driving. Unfortunately the Porsches were classed with such things as Lotus Elans and were merely out-classed. Brad Peaseley was there with his finely-maintained Porsche 912 and did a fine job of maneuvering while John Chehaske placed his newly rebuilt SC on the competition trail for the first time.

As they say, racing improves the breed. Wiltshire Greenwood discovered that under certain amounts of fuel pump pressure the gas lines to the twin SU's in his TR-4A will break loose and spray gasoline onto a hot intake manifold. The resulting fire was spine tingling, but quick action by Wiltshire and the local crash truck prevented all but blistered paint and molten wire insulation. Wiltshire was prevented from a re-run by an obscure technicality but received the good sportsman award for his quiet acceptance of the ruling. Ann Greenwood did a fine job of taking the TR through its paces as did Randy Cournow in his TR. Chris Young was down in a venerable Volvo and thoroughly enjoyed his crack at the course. Reggie Williams was sporting cracked ribs and could not participate in the competition but his team-mate handled the blue Mustang well.

RESULTS - VMSC SPRING AUTOCROSS

Place O/A	Class	Place Class	Name	Car	Time	Club	Index
1	SII	1	Karl Jackson	Porsche 911	1:29.2	PCA	
2	SII	2	Bruce Grow	Lotus 7	1:33.5	AMSC	
3	DI	1	Bob Williams	Austin-Cooper S	1:33.8	PSCC	
4	SII	3	Stanley Jackson	Porsche 911	1:35.8	SSCC	
5	DI	2	Jeff Jeffries	Austin-Cooper S	1:36.8	PSCC	
6	SI	1	Dennis Jones	A-H Sprite	1:38.2	N/C	
7	DI	3	Bob Clements	<u>B1</u> Austin-Cooper	1:38.5	VMSC	
8	DII	1	John Gleason	VW-Porsche	1:40.8	AMSC	
9	DII	2	Philip McElveen	VW-Porsche	1:41.0	AMSC	
10	SII	4	Art Chamblee	MGB	1:42.0	PSCC	
11	SIII	1	John Chehaske	<u>C1</u> TR-4A	1:44.0	VMSC	
12	SIII	2	Wilt Greenwood	<u>C2</u> TR-4A	1:44.2	VMSC	
13	SII	5	Bill Whitehead	<u>A1</u> Porsche SC	1:44.4	VMSC	
14	SI	2	John Plankey	A-H Sprite	1:44.7	SCCA	
15	SIII	3	Reggie Williams	<u>C3</u> Corvette	1:45.0	VMSC	
16	DI	4	Wayne Peters	Fiat	1:46.7	PSCC	
17	SIII	4	Randy Cournow	<u>C4</u> TR-4A	1:46.8	VMSC	
18	DII	3	Jack Enoch	Opel	1:47.0	N/C	
19	SIII	5	Chuck Edwards	<u>C5</u> TR-4A	1:47.4	VMSC	
20	SI	3	Neale Dickenson	<u>B2</u> Fiat	1:47.8	VMSC	
21	DII	4	Hart Grundy	<u>A2</u> VW	1:48.2	VMSC	
22	DI	5	Phil Lively	Austin-Cooper	1:48.6	PSCC	
23	DIII	1	Bob McElroy	Fitch Sprint	1:48.6	PSSCC	
24	SIII	6	LeRoy Small	Corvette	1:48.6	CCR	
25	SII	6	Brad Peaseley	<u>A3</u> Porsche 912	1:48.8	VMSC	
26	Ladies	2	Mazie Williams	Austin-Cooper S	1:50.2	PSCC	0.8744
27	SII	7	George Winfree	<u>A4</u> GT-6	1:50.2	VMSC	
28	SIII	7	William Braddy	A-H 3000	1:50.6	AMSC	
29	SIII	8	Gary Bell	TR-4	1:50.7	AMSC	
30	SII	8	Joe Brown	Volvo P-1800	1:51.6	PSCC	
31	SII	9	Rocco Falvella	MGB	1:51.7	GMSCC	
32	SII	10	David Hill	Manx	1:51.8	N/C	
33	DIII	2	Miles Turner	<u>B3</u> Corvair	1:52.6	VMSC	
34	DIII	3	Maylon Pearman	Mustang	1:53.0	CMC	
35	SII	11	John Ruble	<u>A5</u> GT-6	1:56.2	VMSC	
36	DIII	4	George Garlik	Cougar	1:56.3	PSCC	
37	DIII	5	Mike Castleberry	Mustang	1:57.4	CMC	
38	SI	4	George Putnam	Spitfire	1:58.0	N/C	
39	DI	6	Kenneth Kneher	Anglia	1:58.2	N/C	
40	Ladies	1	Ann Greenwood	<u>C6</u> TR-4A	1:58.6	VMSC	0.8803
41	Ladies	3	Judy Custer	<u>B4</u> Fiat	1:59.0	VMSC	0.8703
42	DIII	6	Porter Seay	<u>B5</u> Mustang	1:59.2	VMSC	
43	SI	5	Bob Freeman	<u>B6</u> Fiat	2:09.6	VMSC	

For purposes of awarding VMSC points, ladies were scored in their displacement class and classes were combined as follows: DII-SII become Point Class A, SI-DI-DIII become Point Class B, and SIII becomes Point Class C.

SEVSCO Breakdown: AMSC-5 cars, PSCC-8 cars, VMSC-17 cars.

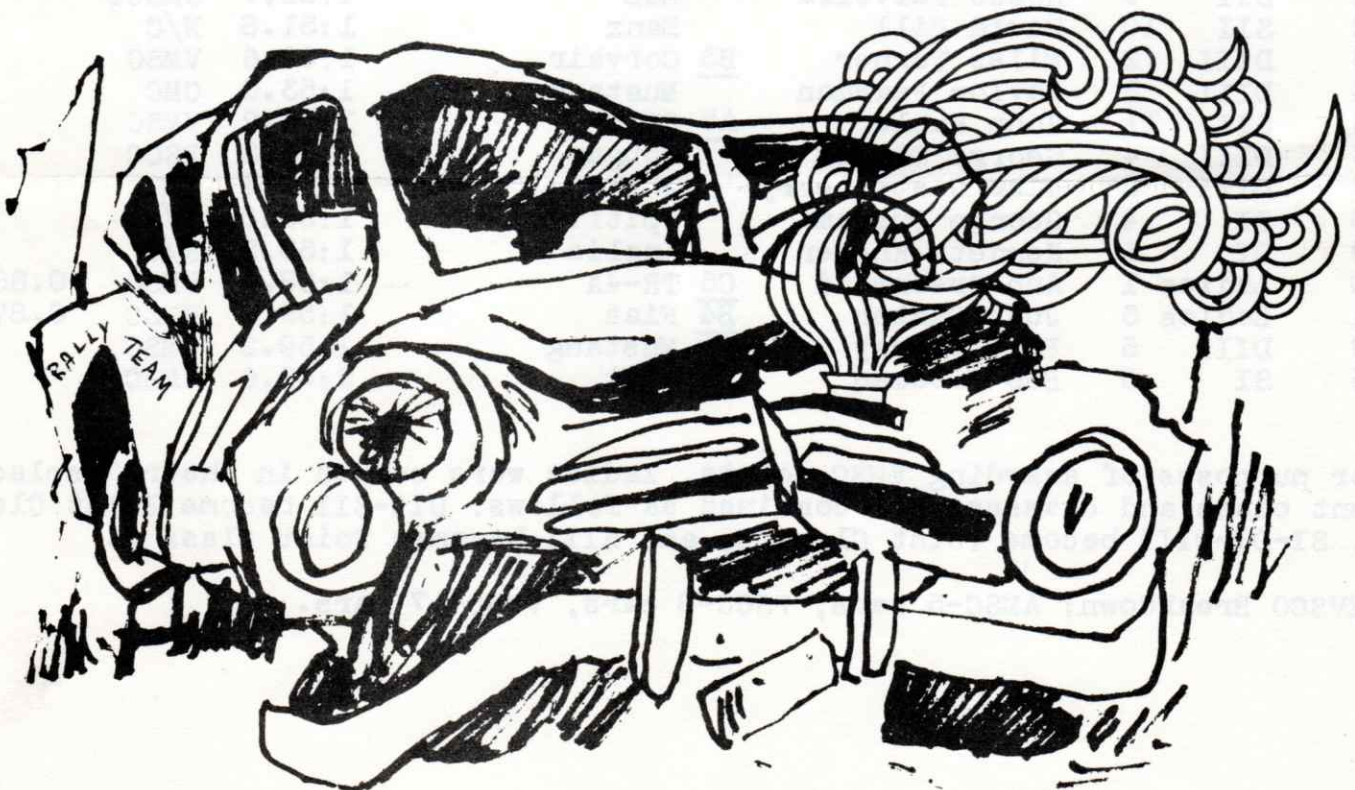
LADIES RALLY * RESULTS

Place Overall	CLASS	Place Class	Driver/Navigator	Checkpoint Error		
				1	2	3
1	E	1	Winfree/Edwards	7	16	7
2	E	2	Greenwood/Dixon	6	11	15
3	U	1	Witschey/West	239	73	162
4	E	3	Whitehead/Chehaske	1	10	600
5	E	4	Peaseley/Grundy	600	7	134
6	U	2	Cavedo/Smith	256	600	600
7	U	3	Britton/Parsley	600	96	600
8	U	4	Lewis/Dickinson	230	600	600
9	U	5	Moss/Gray	316	600	600
10	U	6	Smith/Wilkinson	600	600	600*
11	U	7	Freeman/Young	600	600	600*
12	E	5	Ruble/Ruble	600	600	600* #
12	U	8	Hatch/Kennedy	600	600	600*
12	U	8	Watkins/Treber	600	600	600*
12	U	8	Williams/Pearman	600	600	600*
DNF			Clements/Turner			

*Turned-in mileage used as tie-breaker.

#Mechanical failure.

NOTE: Checkpoint 4 was not scored since the first and second placed cars discovered and reported a material error in the rally less than a mile prior to checkpoint 4 and it was mutually felt among contestants and officials that a meaningful score could not be obtained with the inclusion of checkpoint 4.



V.M.S.C. Points through May 1968

1. George Winfree	4,900	Miles Turner	1,950
2. Chuck Edwards	4,050	20. Jackie Whitehead	1,900
3. Wiltshire Greenwood	3,800	21. Judy Custer	1,800
4. Hart Grundy	3,750	22. Dick Hatch	1,750
5. Brad Peaseley	3,600	23. Bill Dixon	1,700
Nancy Winfree	3,600	24. Len Wells	1,600
7. Kathleen Edwards	3,500	25. Russell Wilkinson	1,500
8. Bill Whitehead	3,200	26. Randy Cournow	1,400
9. Ann Greenwood	2,950	27. Karin Wheeler	1,350
10. Walter Witschey	2,650	28. John Bergeron	1,250
11. Nancy Witschey	2,450	29. Sandra Peabody	1,200
12. Al Smith	2,300	30. Bill Britton	1,150
13. Caryl Hatch	2,250	Bob Clements	1,150
14. John Chehaske	2,200	Henry Wheeler	1,150
John Ruble	2,200		
16. Reggie Williams	2,100		
17. Jerry Adolf	2,000		
18. Neale Dickinson	1,950		

SPEED EVENT POINTS

1. John Chehaske	10
Robert Clements	10
Bill Whitehead	10
4. Neale Dickinson	9
Wiltshire Greenwood	9
Hart Grundy	9
7. Brad Peaseley	8
Miles Turner	8
Reggie Williams	8
10. Randy Cournow	7
Judy Custer	7
George Winfree	7

UNEQUIPPED POINTS

1. Walter Witschey	38
2. Al Smith	28
Nancy Witschey	28
Jerry Cavedo	28
5. Bill Britton	27
6. Reggie Williams	25
7. J. Lewis Parsley	23
8. John Bergeron	21
9. Russell Wilkinson	20
10. Chris Young	19

FOR SALE:

1962 Porsche Super 90, 2 spare wheels with snow tires, Pirellis currently mounted all around, wheel spacers. Price: \$1500.00

Also, a Mini-Cooper for \$250.00

Contact: Major A. F. Jones, 311 S. Wayne St., Arlington, Va., Phone (703) 522-0523.

Anybody want a '64 Falcon convertible for \$900.00?

Also, 2 7.50 x 14 tires for \$6.00?

How about 2 6.40 x 13 snow tires for \$5.00?



THE JOB IS NEVER FINISHED
UNTIL THE PAPER WORK IS DONE