



Checkpoints

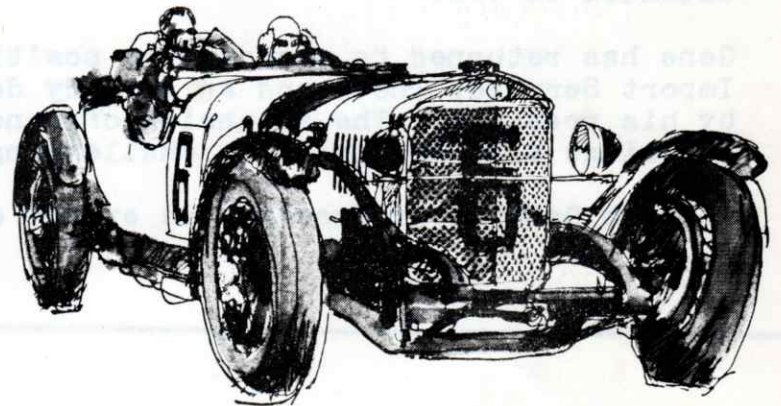
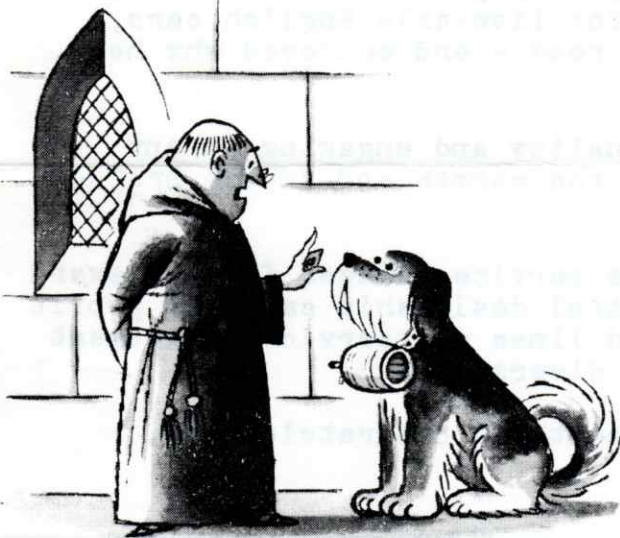
VIRGINIA MOTOR SPORT CLUB

VOLUME XIV NUMBER 11 NOVEMBER, 1968

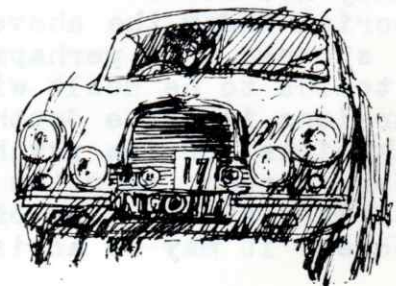
VMSC EVENTS CALENDAR

- NOV 10 - "Rebel Yell" SCCA Divisional Rally
- 17 - VMSC Rally
- 21 - VMSC Meeting
- 24 - TSCC Turkey Rally, Class 'A'
- 30 - Nassau Trip Leaves
- Dec 8 - VMSC Rally, by Hatch & Hatch
- 15 - TCC (SEVSCO) CHAMPIONSHIP EVENT Rally & Gymkhana
- 25 - Christmas

mind you, keep well clear of American sports car drivers pretending to be lost in the mountains."



RALLY !
BY Castleberry & Turner
See inside for details
-Straightforward, TSD-





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 pm 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 - Chuck and Kathleen Edwards. Club Officers: 1st Vice-President - Chuck Edwards; 2nd Vice-President - Len Wells; Treasurer - Henry Wheeler; Secretary - Caryl Hatch; Ass't Secretary - Nancy Winfree.

WELCOME HOME, DUDLEY

It is with warmest regards that we extend a welcome back to Gene Atkinson. Newer members have heard tales of Gene - his escapades to Pungo with little more than a ten foot chain, his rallymanship which confuses all but the most wary contestant, his affinity for live-axle English cars, his witty conversation, his help in time of need - and wondered why he was allowed to leave the ranks of VMSC.

Gene's sincerity is a refreshing and rare quality and engaging in any conversation with him is richly rewarded by the warmth and subtle praise extended to you.

Gene has returned to a promising position as service manager for Boulevard Import Service, Inc., and an already delightful dealership can only profit by his presence. The expansion of franchised lines and service department offerings make his position challenging and diversified.

We wish Gene every success and extend our heartfelt congratulations.

Pardon me, sir, but your head needs torqueing.

You may not believe it (or would you?), but I started to write an editorial under the above title earlier in the year. I don't know what stopped me - perhaps it was the needed treatment of more important topics to be dealt with.* You know, things like Walter Mitty excursions into the depths of my garage, or the exhaust noises at checkpoints, or the psychological development of the rallyist. I wonder, though, when the last time was that your head was torqued. Since it's at the time of year for anti-freeze additions (pooh to Porsches) it may be advisable to check on the security of your head.

*Redundant, however sic.

TRICK & TREAT RALIV

DRIVER/NAVIGATOR (In finishing order)	Checkpoint Error	Mileage		Total
		Error	1st 2nd	
Peaseley/Grundy	1	0	0	1
Pearman/Chehaske	17	1	2	20*
Winfree/Winfree	15	2	3	20*
Dickinson?Custer	15	9	11	35
Young/Young	49	8	6	63
Kauffman/Smith	91	7	5	103
Edwards/Edwards	132	4	3	139
Purgason/Purgason	74	51	27	152
Beverage/Castleberry	208	7	18	233
Wells/Wells	202	16	19	237
Starke/Starke	300	23	17	340
Britton/Donovan	300	21	23	344
Dodd/Dodd	300	41	45	386
Edwards/Grata	25	36	455	516
Powell/Drinkard	236	327	455	1018
Starke, K./Starke, J.	600	327	455	1382

*2nd place decided by tie breaker (count the candy).

November 2, 1968 Bill Whitehead, C.D.

To Paris in the Rambler

Six people and their luggage
in a comfortable dash
to the Rugby match

Motor manufacturers throughout the world design and make cars for their own home market hoping that these will prove popular for export, thereby gaining a double market. Most European cars follow a similar pattern, but American cars are designed for use in a large continent which has grown up with the motor-car.

Low petrol prices encourage the use of large engines and distances are so great that a big body is essential for maximum comfort and a boot in which week-end camping or sporting equipment can be taken with ease is a necessity. The American car has therefore developed with these requirements in mind and the result is a vehicle so large by European standards that its size becomes a disadvantage for parking and driving on narrow, congested roads.

To Paris and back for the England/France Rugby international, I drove a Rambler Rebel saloon into which six of us and our luggage fitted comfortably. The Rebel is a product of American Motors, who are better known in this country as the manufacturers of the Nash, who absorbed the Hudson and Essex group. Though small in comparison to the three American giants, none the less American Motors have about 3 per cent of the nine million cars sold per annum in the United States of America, and are responsible for about 40 per cent of all the American cars sold in this country.

Continued on following page

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In America, the Rambler has a traditional market rather as Rover and Volvo have on this side of the Atlantic. The Rebel is the cheapest model available in this country and sells in six-cylinder form at £2,274. A V8 engine is available for an extra £137. The 3.8-litre six-cylinder engine features a twin-choke Carter carburettor and hydraulic tappets. At all times it is smooth and silent. Its 155 bhp will propel the Rebel at 95 mph.

This unit is married to a Borg-Warner three-speed automatic gearbox with torque converter which is

similar to that fitted to a number of British cars. The transmission is well matched to the easy power of the engine. Full throttle upward changes occur at 45 and 74 mph. Downward changes are smooth and it is not necessary to plunge the accelerator to the floor. Unfortunately the column-mounted gear selector mechanism is sloppy in action.

Most people find the lines of the Rambler pleasing. The styling is restrained and the rather square front incorporates a four-headlight system. On the road one appreciates the lively acceleration. The car cruises in an effortless manner, the firm suspension ironing out road irregularities.

By any standard the brakes are outstanding with discs on the front. There is strong servo-assistance so that only light pedal pressure is needed. I liked the parking brake, which is operated by depressing a foot pedal. The brake then remains on until released by a hand-controlled release handle.

Sporting drivers will find the Rambler disappointing, not for any lack of performance but because even tall drivers find the steering wheel too close to their chests. The steering is light but requires no fewer than six turns of the wheel from lock to lock. The result is that it is physically impossible to turn the wheel quickly enough to corner fast or to take avoiding action in an emergency.

When driving through a blizzard in France, I found that too much movement of the wheel was needed to correct minor skids. The Rambler corners well, but, because of the low-ratio steering, it gives the impression of understeering.

The bench-type front seat is wide enough to seat three but the back of the seat is too upright for maximum comfort and there is little lateral support. Apart from a shallow glove box there is nowhere to put odds and ends. The engine is accessible apart from the oil-level dipstick, which is difficult to find and withdraw. The controls are well placed except for the headlamp dipswitch, which is most inconveniently situated on the dashboard. The boot is of cavernous size; a minor annoyance is that the key must be used each time one wishes to open it.

The heating system is effective and there are fresh-air scoops at foot level for summer use. The Rambler proved to be economical, averaging 19 mpg, including three days in Paris traffic. An 18-gallon tank ensures a good range, an important point for continental travelling. Motoring in the Rambler was a pleasant experience. For comfortable long-distance motoring one needs space and a restful effortless performance, all of which the Rambler provides.

STRATHCARRON

Specification

Engine: Straight six cylinders; 3,802 cc.
Power: 155 bhp gross at 4,400 rpm.
Gearing: 25 mph per 1,000 rpm.
Petrol: Capacity 18 gallons. Consumption 17/22 mpg.
Tyres: Goodrich 7.35 x 14.
Length: 16ft 5in; width: 6ft 5½in; height: 4ft 6in;
weight: 26cwt.
Price: £2,274.

In our issue of 22 February the caption describing the Jensen Interceptor referred to its glass-fibre body. The body is all-steel.



MOOERS

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Virginia Motor Sport Club

INCORPORATED

RICHMOND, VIRGINIA

14th Annual OLD DOMINION RALLY - Intra-club

Since final overall results were mailed to all entrants, only VMSC members will be listed here, for purposes of determining competition points earned.

Place Overall (Absolute)	Place Overall (In Club)	Class	Place In Class (Absolute)	Place In Class (In Club)	#	Car	Driver Navigator	Points
4	1	E	4	1	#5	Por.	Greenwood Chehaske	436
8	2	E	8	2	#11	Por.	Winfree Winfree	787
9	3	E	9	3	#16	BMW	Edwards Edwards	794
10	4	U	1	1	#6	Por.	Wright Wright	906
20	5	U	6	2	#22	Toy.	Cournow Whitehead	1753
22	6	U	7	3	#1	Jag.	Witschey Witschey	1869
29	7	U	12	4	#7	Mus.	Castleberry Pearman	2330
30	8	U	13	5	#40	A-H	Cavedo Cavedo	2431
31	9	U	14	6	#18	Vol.	Freeman Young	2525
37	10	U	19	7	#42	Cvr.	Parsley Britten	5981

The O.D.'s, Al Smith, Bill Dixon, Brad Peaseley, Hart Grundy and myself, would like to sincerely thank those of you, members and non-members alike, who gave your time and money to make this event a success. The 400 club points for helpers are a small remuneration for an entire weekend of work. Thanks again; the rally unquestionably would not have been possible without you.

Wilt

VMSC

PRES ENTS

THE ONE IS TWO, TWO IS ONE, COMBINATION BIRTHDAY RALLY

SUNDAY NOVEMBER 17, 1968

STARTS AT RIVER ROAD SHOPPING CENTER

DRIVERS MEETING 12:45

FIRST CAR OFF 1:01

MEMBERS ANY CLUB \$3.00

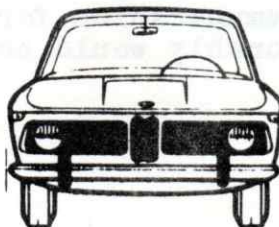
NON-MEMBERS \$4.50

CLASSES:

1. EQUIPPED
2. UNEQUIPPED
3. SPECIAL AWARD FOR 1st SOP

O.D.S. MIKE CASTLEBERRY 272-1330

MILES TURNER 282-0767



V.M.S.C. POINTS 1968
(through the Old Dominion Rally)

14450
2900
11550
10600
950
13000
2400
10600

OVERALL

SPEEDY POINTS

1. Brad Peaseley	13,450	14,450	1. John Chehaske	28
2. George Winfree	12,200	13,200	2. Wilt Greenwood	27
3. Wilt Greenwood	12,100	12,500	3. Brad Peaseley	23
Hart Grundy	12,100	13,100	4. Miles Turner	22
5. Ann Greenwood	10,550	10,550	5. John Bergeron	20
6. Nancy Winfree	9,550	10,350	Bob Clements	20
7. Chuck Edwards	9,450	9,850	George Winfree	20
8. John Chehaske	9,100	10,000	8. Bob Freeman	19
9. Kathleen Edwards	8,900	9,300	9. Reggie Williams	16
10. Bill Whitehead	8,200	8,800	10. Randy Cournow	13
Walt Witschey	8,200			
12. John Bergeron	7,450			
13. Reggie Williams	6,700			
14. Nancy Witschey	6,550			
15. Jackie Whitehead	6,350			
16. Caryl Hatch	5,570			
17. Miles Turner	5,500			
18. Bill Dixon	4,950			
19. Neale Dickinson	4,850			
20. Dick Hatch	4,300			
21. Judy Custer	4,050			
Randy Cournow	4,050			
23. Len Wells	3,950			
24. Bob Freeman	3,900			
25. Chris Young	3,450			
26. Al Smith	3,400			
Henry Wheeler	3,400			
27. -	3,100			
28. Bill Britton	3,100			
29. Karin Wheeler	3,050			
30. John Ruble	3,000			
Cecil Wright	3,000			

13100
1600
17500

UNEQUIPPED

1. Walt Witschey	65
2. Nancy Witschey	55
3. Bill Britton	51
4. Reggie Williams	44
5. John Bergeron	40
6. Chris Young	30
7. Jerry Cavedo	28
Al Smith	28
9. Lewis Parseley	27
10 Miles Turner	25
11 Neale Dickinson	23
12 Randy Cournow	22

DEADLINE FOR REVIEWING THE POINTS IS NOVEMBER 30

