



Checkpoints

VIRGINIA MOTOR SPORT CLUB

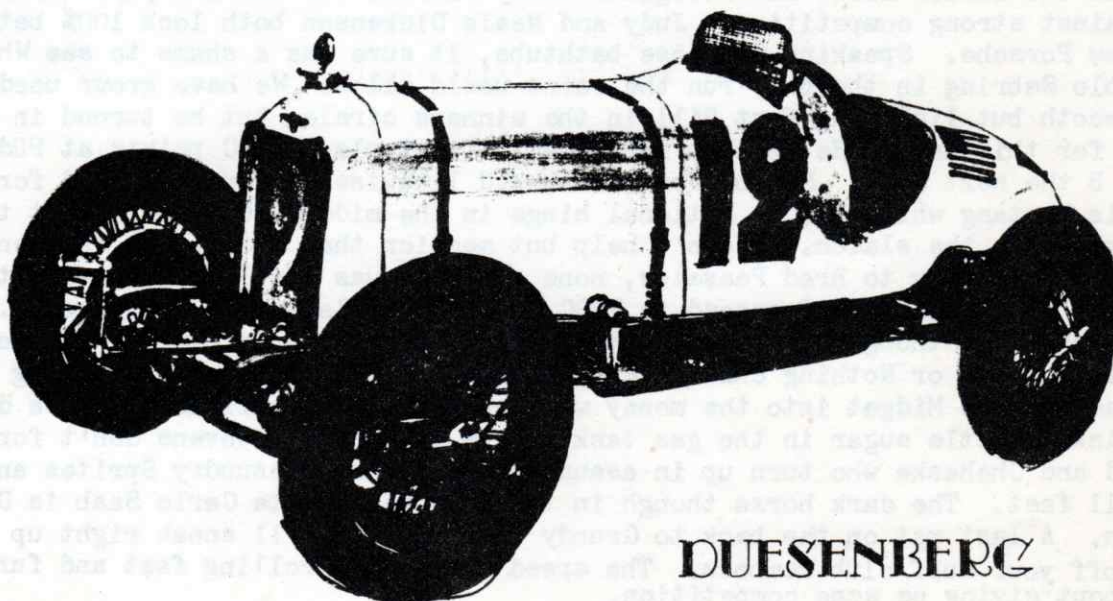
VOLUME XV NUMBER 5 MAY, 1969

Sunday, May 18, 1969--Annual Ladies Rally, this year entitled FEMININE FIASCO RALLYE. O.D.'s Nancy Winfree & Joanna Purgason. See flyer attached.

Sunday, May 25, 1969--PUDDLEDOCK II--VMSC will give Competition Points to members for performance in VMSC classes for this Petersburg Motor Sports Club event. Twenty-four VMSC members competed in PUDDLEDOCK I in April and for those who have never tried this Autocross, it is a great event.

Saturday & Sunday, May 31 & June 1, 1969--PUNGO V. This is said to be the biggest, fastest, and best Autocross in Virginia, put on by Tidewater Corvette Club on the old Pungo airport circuit. If interested see or call your editor or one of the other speed event finds in the club for details. Most VMSC people are pre-registering to assure an early run and the cost for this is \$3.00. Practice for this event will be held on Saturday and the competition on this great closed circuit slalom course begins on Sunday. If you have any interest whatever in autocrossing, then you'll be sorry if you miss this one.

Thursday, June 19, 1969--Night Rally after the meeting. Details will follow.



DUESENBERG

The first American car American-driven to win a Grand Prix was this straight-8 Duesenberg, Jimmy Murphy up, winner of the 1921 G.P. of France. (Dan Gurney, 46 years later, became the second, taking the Belgian G.P. in his Eagle-Weslake.) Murphy finished with two flat tires and a dry radiator, still came in 15 minutes ahead of the next car. Murphy's Duesenberg, housing a Miller engine, won at Indy the next year.

CHECKPOINTS is published monthly by the Virginia Motor Sport Club, Inc., and mailed free to members. Subscriptions to non-members are \$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--Chuck Edwards, 3312 West Franklin Street, Richmond, Virginia 23221, telephone 355-0932. EDITOR--John H. Bergeron, 4814 Stuart Avenue, Richmond, Virginia, 23226, telephone 359-3847. Letters should be addressed to the Editor and received no later than the last day of the month prior to publication.

EDITORIALLY SPEAKING

Behold the end of a famine. I suppose its the Chinese who speak of the year of the somethingorother and as such a Chinese VMSC member might appropriately call 1968 The Year of Dearth of Speed Events. Well son of a gun he'll have to think of something else to call 1969 because so far there appear to be abundant horizons on the autocross scene.

We kicked off the season with SOLO - SEBRING and to say the least that was a successful event with 68 entrants drawn from all over the state. And the very next day PMSC drew approximately the same number to Puddledock for an event which attracted 24 VMSC entrants since we elected to give points for this Petersburg event.

Gosh the future looks bright also with the decision to again give VMSC points for PUDDLEDOCK II on the 25th of May. There will not be VMSC points given for PUNGO V of course, but I can't say enough for this event and would strongly advise your participation if not as a contestant then as a spectator.

In the midst of all this speed activity, I'd like to make a few observations on contestants and cars we haven't seen for some time due to the lack of speed events and in some cases (for the lucky ones) due to new machinery. For instance lets be nice to the ladies first and recognize Nancy Winfree for her 3rd place in ladies class against strong competition. Judy and Neale Dickenson both look 100% better in the new Porsche. Speaking of those bathtubs, it sure was a shame to see Whitehead DNF at Solo Sebring in the only run the rains would allow. We have grown used to seeing smooth but lightning fast Bill in the winners circle, but he turned in a rare DNF for this one. (He made up for it with first place VMSC points at Puddledock in Class B the next day). Maylon Pearmon should likewise be congratulated for a beautiful run in his Mustang which has an optional hinge in the middle which allows it to bend around pylons in the slalom. I can't help but mention that some brash challenges were issued by yours truly to Brad Peaseley, none of which was I able to succeed at with Brad taking first and myself second in VMSC points for Class A in both events. Being a glutton at heart though I am issuing a tiny meek challenge to him for Puddledock and a Giant Double or Nothing challenge for Pungo. Miles Turner is beginning to poke that immaculate MG Midget into the money with consistent high finishes these days and I think a little sugar in the gas tank may be in order. Heavens don't forget Greenwood and Chehaske who turn up in assundry classes and assundry Sprites and Saabs--all fast. The dark horse though in the dark blue Monte Carlo Saab is Dickie Sanderson. A last pat on the back to Grundy in the VW that'll sneak right up on you.

So off your duff club members. The speed events are rolling fast and furious so how about giving us some competition.

POSITION	NAME	TIME	CAR	POSITION	NAME	TIME	CAR
CLASS A				CLASS B CONTINUED			
1	Brad Peaseley	1:04.3	Porsche	7	John Chehaske	1:09.2	Sprite
2	John Bergeron	1:05.2	TR-4	8	Jerry Reid	1:09.3	Sprite
3	Miles Turner	1:06.4	Midget	9	Chris Young	1:10.1	Sprite
4	Reggie Williams	1:06.9	Corvette	10	Dan Hemp	1:10.6	MGA
5	Phil Lively	1:10.8	Mini	11	Judy Dickenson	1:16.3	Porsche
6	Bob Kennedy	1:11.8	Corvette	12	Gene Atkinson	DNF	A-H 3000
CLASS B				SEDANS A, B, & C COMBINED			
1	Bill Whitehead	1:05.8	Porsche	1	Bob Freeman	1:08.9	Corvair
2	N. Dickenson	1:07.6	Porsche	2	John Chehaske	1:09.9	Saab
3	Wilt Greenwood	1:07.7	Sprite	3	Dick Sanderson	1:10.4	Saab
4	M. Castleberry	1:07.8	Sprite	4	Wilt Greenwood	1:11.3	Saab
5	Bob Purgason	1:08.5	Porsche	5	Maylon Pearmon	1:12.9	Mustang
6	George Winfree	1:08.7	Porsche	6	Gene Atkinson	1:13.2	Saab

the S-P-R-I-N-G rally

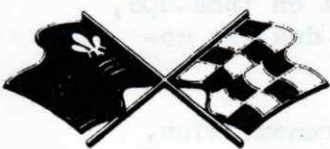
Unappropriately titled "the Simple Piloting Rules Involving No Guesswork rallye", Nancy and Walter Witschey put on an excellent event which convinced me that I'll gladly work a checkpoint if they decide to name their next event "Difficult Piloting Rules Involving Guesswork." Obviously designed to frustrate the Curta crankers, the rally did just that when between the third and fourth checkpoints (a distance of about 3/4 mile) our O.D.'s inserted a speed change and three sixteen second pauses.

My driver informs me that we were in Louisa and Goochland counties that afternoon, and that we were on excellent roads which offered some beautiful scenery. I must take his word for the above, for I was too busy with the "Simple Piloting Rules" to be aware of much else.

If ever a man has tasted a brew which was truly refreshing, then the brew consumed at the end had to be the most refreshing of all. Perhaps what made this brew so tasteful was that for driver and navigator alike it came at the climax of an event requiring both keen course concentration and rapid navigational exercises. Add to this the atmosphere of ending a rally at Walt and Nancy's home in Goochland and you come up with a top-notch event.

George Winfree for
John Chehaske and Myself

Chevelle



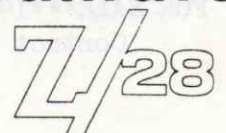
EMRICK CHEVROLET

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Camaro



Corvette

SOLO - SEBRING

4/19/69

A SPORTS			C SPORTS		
NAME	TIME	CAR	NAME	TIME	CAR
1 G. Sykes	1:17.1	Aust.Cooper	1 D. Peacock	1:31.7	Fiat 850
2 B. Williams	1:18.3	Aust.Cooper	2 S. Settlage	1:38.6	Volvo
3 B. Peaseley	1:24.0	Porsche	3 Dan Hemp	1:39.2	MGA
4 L. Schmucker	1:27.3	Sonnett	4 M. Nagle	2:00.2	Alfa
5 E. Cooley	1:28.0	Corvette	5 K. Kneher	DNF	Alfa
6 J. Sealey	1:28.8	Corvette			
7 R. Higgins	1:29.0	Sonnett	1 G. Varnadoe	1:30.0	BMW 2002
8 J. Bergeron	1:30.0	TR-4	2 D. Sanderson	1:33.8	Saab
9 R. Williams	1:35.7	Corvette	3 W. Greenwood	1:38.8	Saab
10 Fred Rose	1:39.2	Porsche	4 C. Edwards	1:55.8	BMW 2002
11 Miles Turner	1:47.4	Midget	5 B. Freeman	2:04.8	Corvair
W. Coleman	1:47.4	Corvette	6 L. Hawthorne	2:20.2	BMW 2002
13 B. Kennedy	2:02.0	Corvette			
14 J. Moore	2:09.8	Corvette			
B SPORTS			SEDAN B		
1 R. Farr	1:20.2	Sprite	1 H. Grundy	1:29.4	VW
2 DeWitt Boyd	1:21.3	Sonnett	2 D. Harris	1:31.9	VW
3 M. Palmer	1:22.4	Porsche	3 C. Coreth	1:34.2	Fiat 850
4 J. Chehaske	1:25.1	Sprite	4 B. Dixon	1:34.5	VW
5 O. Reil	1:26.4	Sonnett	5 G. Atkinson	1:38.5	Saab
6 J. Sheally	1:27.6	Morgan	6 J. Reid	1:46.8	Corvair
7 W. Brown	1:28.7	Sonnett	7 B. Britton	1:56.8	VW
8 G. Winfree	1:32.4	Porsche	8 B. Spicer	2:00.0	Saab
9 M. Castleberry	1:33.4	Sprite	9 J. Chehaske	2:25.4	Saab
10 T. Edwards	1:34.5	TR-4			
11 B. Westbrook	1:34.7	Fiat 124	1 M. Pearman	1:35.0	Mustang
12 B. Purgason	1:35.8	TR-4A	2 P. Boynton	1:47.2	Mustang
13 W. Greenwood	1:36.5	Sprite	3 Owen Valentine	1:54.2	Mustang
14 J. Lewis	1:38.9	Porsche			
15 C. Young	1:40.5	Sprite			
16 N. Dickinson	1:40.6	Porsche			
17 A. Blevins	1:42.6	Fiat 124			
18 G. Atkinson	1:43.4	A-H 3000			
19 R. Hudgins	1:48.5	Morgan			
20 D. Hatch	1:53.9	Porsche			
21 G. Tompkin	1:59.0	MG			
22 B. Whitehead	DNF	Porsche			
			SEDAN C		
			1 L. Peacock	.988 *	Fiat 850
			2 D. Farr	.915 *	Sprite
			3 N. Winfree	.835 *	Porsche
			4 M. Williams	.811 *	Austin-Cooper
			5 J. Purgason	.775 *	TR-4
			6 M. Varnadoe	.765 *	A-H 3000
			7 S. Johnson	.724 *	Saab
			8 G. Ourtuf	.720 *	A-H 3000
			9 J. Dickenson	DNF	Porsche
			*--INDEX OF PERFORMANCE		

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OVERALL POINTS STANDINGS
(As of April 20, 1969)

1.	John Chehaske	5550
2.	Brad Peaseley	4600
3.	Hart Grundy	4450
4.	George Winfree	4150
5.	Bill Whitehead	4050
6.	Wilt Greenwood	4000
7.	Neale Dickinson	3250
8.	Mike Castleberry	2950
	Miles Turner	2950
10.	Judy Dickinson	2900

UNEQUIPPED RALLY CHAMPOINSHIP
(As of April 20, 1969)

1.	Judy Dickinson	28
	Neale Dickinson	28
3.	Frank Kauffman	27
	Stuart Smith	27
	Bill Whitehead	27
6.	Len Wells	26
7.	Mike Castleberry	24
8.	Stuart Allwoerden	22
9.	Reggie Williams	22
10.	Toni Wells	20

SPEED CHAMPOINSHIP

1.	Brad Peaseley	20
2.	John Chehaske	19
3.	John Bergeron	18
4.	Dickie Sanderson	17
5.	Mike Castleberry	15
	Reggie Williams	15
7.	Bob Freeman	14
	Miles Turner	14
	Bill Whitehead	14
	George Winfree	14



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But don't let that throw you. Drop in and try one out anyway.



TRIUMPH

'69 TR-6

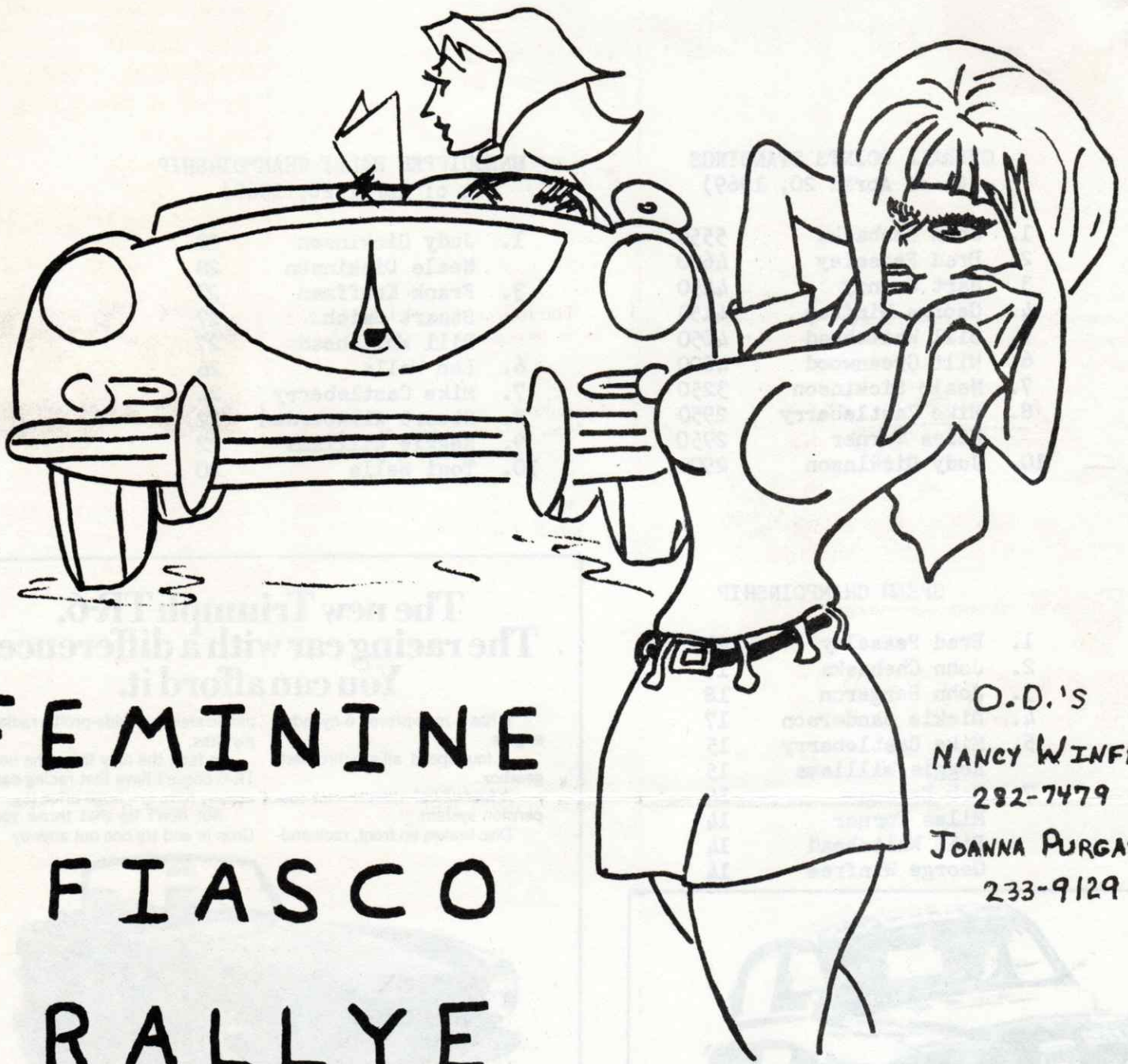
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FOREST HILL AVENUE

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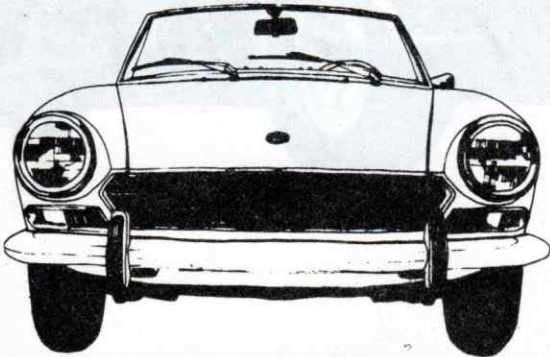
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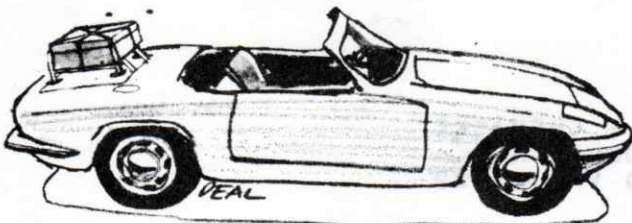
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"Why? The safety container is designed to breathe and as the trunk became warmer, the gasoline generated enough pressure to force vapors out past the cap. In a compartment, the vapors would ultimately reach explosive proportions which would need only some ignition source—a defect in the ignition or a short in the tail light circuit—to touch off an explosion."

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