



Checkpoints

VIRGINIA MOTOR SPORT CLUB

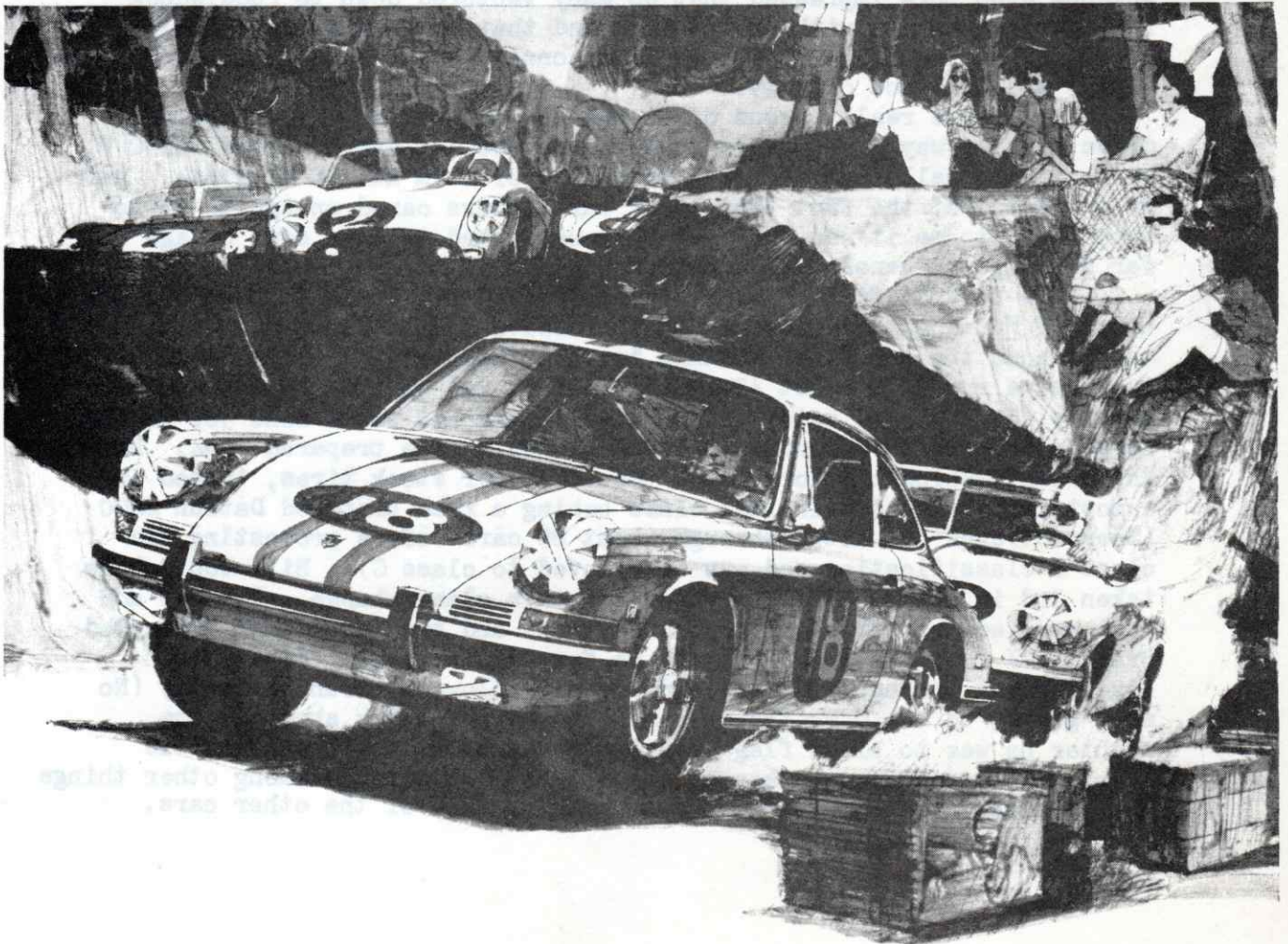
VOLUME XV

Number 6

June, 1969

EVENTS CALENDAR

- June 19, 1969 ** UCSN RALLY--After the meeting. O.D. Maylon Pearmon. Current plans for TSD rally with 2 Monte Carlo controls. O.D. ashamed to admit what UCSN means. Will tell all at the meeting.
- June 29, 1969 ** Rally School by Brad Peaseley. See Pre-registration form within. Send registration promptly.
- July 11, 1969 ** VMSC CHARTER BUS TO WATKINS GLEN. See reservation form within. Must have sufficient interest expressed to Bill Dixon in order for us to get this one off the ground. Be Prompt...
- July 17, 1969 ** Night Rally after the meeting. Details will follow. O.D.'ed by your editor. Guaranteed to be "DIFFERENT"
- July 20, 1969 ** Annual FIELD TRIALS autocross by Mike Castleberry. Details will follow.
- MEETING NOTICE***June 19, 1969 8:00 pm, Branch House, Monument & Davis Ave.



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.

EDITORIALY SPEAKING

TOTAL INVOLVEMENT--I have seen some signs of late that perhaps VMSC has reached the verge of total involvement in motor sports, which after all would be a reasonable goal for a club which calls itself Virginia Motor Sports Club.

I'll climb on my soap box for a moment if I may, in the knowledge that I am about to step on a toe or two--but only lightly I hope. You see I cringe a little bit each time I hear a member say something to the effect that "VMSC is a rally club and I oppose giving too much stress to speed events which might change that nature".

In past editorials I have mentioned that after last year's dearth of speed events, it was great that things were looking up for this year. I took heart at the turnout for the event at Jarrell's, but was somehow even more impressed that so many ventured down to Puddledock for the first event with VMSC points and that the turnout was still good for Puddledock II (although I personally thought it followed Puddledock I a little too closely).

What I was really proud of though was the number of members who drove all the way to Virginia Beach for a two day event called PUNGO V, which I personally consider the granpappy of them all in Virginia. And it was not just the fact that 15 of our members cared enough to go to Pungo, but to me it was the fact that we seemed to have come of age as far as competitiveness was considered.

Lets be specific: Maylon Pearmon showed his heels to a good sized batch of Mustangs and drove to an impressive 2nd in Class G, not to mention taking home the beautiful Mustang trophy. Reggie Williams made a most impressive run in his hot 427 Vette, but it was negated by a 30 second penalty for a missed gate. Brad Peaseley did his usual fine job in his Porsche driving to second in Class C behind a race prepared TR-4. Bill Whitehead pushing his Porsche to the limit for stock tires, turned in a most impressive 4th in that class behing a race prepared Datsun 2000 (Seems strange he waited through about 80 cars before protesting his class B classification and was then moved to class C). Bill would have taken 3rd in class had it not been for this class change. I might add that your editor had a quite good day also and practice times indicated Brad and I would have had quite a go for 2nd in class. Alas though I wore clean through my tires and was not allowed to run on Sunday (No sour grapes to the O.D. though cause the more I think about it the righter he was to black flag me) One never knows until an event is over, how competitive he may or may not be. It depends among other things on the classification system and the performance of the other cars.

When the event was over, several of our members had not made the top 5 in their class, but in a field of nearly 100 cars, they had still done a commendable job. A tip of the hat is therefore due to such competitors as Miles Turner, Neale Dickenson, Jerry Reid, John Chehaske, Wilt Greenwood, and Chris Young. Travers Edwards was there also as was Mike Castleberry and Mike Kennedy.

I suppose that the thing which struck me as different about this year's PUNCO, was not the interest shown by VMSC members but the competitiveness. There has always been interest in VMSC for speed events, but this year more than ever, our entrants had come of age. We plan to be there next year and hope you will too. Thanks are due to Tidewater Corvette Club for hosting this first class event.

The Ladies' Rally
"The Feminine Fiasco"

"Good old reversible Haldas!"

It was pleasant, dusting off the back roads of my memory and returning to the rally scene after an extended lay-off to find our little sex symbols authoring a very good and very interesting "Femme Fatale." It was also pleasant (and surprising) to hear an astute navigator mildly declare, "You just passed it, John." when I flew by the first mileage turn, a mere 2 or 3 miles after the odo thing. Good ol' reversible Haldas.

We were soon back on time, on mileage and wishing for a checkpoint. As usual, none appeared when we most wanted them, but enough of them appeared at opportune times for us to wind up in the lucky circle.

Thank you, girls, and a special pat on the back to the checkpoint crews, which were as smooth and efficient as I've seen.

John
for Chuck Edwards
and John Ruble

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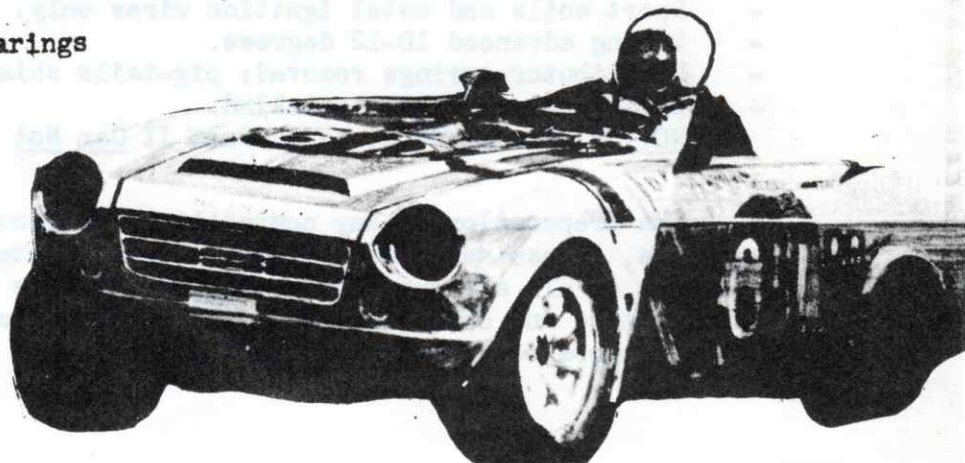
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JOURNAL



Now that the autocross season is well under way, some readers may be anxious to improve their points standings, and the following is intended to help in that direction. Remember that all cars do not respond the same to certain adjustments, so proceed with care:

Part I

- Inflation of tires to 35-45, except for radials, which must be left below 30 psi.
 - Timing advanced 3-8 degrees; points opened.
 - Fuel mixtures leaner than street trim.
 - Brakes adjusted OFF, except hand brake.
 - Valves set loose and noisy while hot.
 - Extra quart or two of oil in crankcase.
 - All spokes tightened; splines lubricated.
 - Fan belts loose; all electrical stuff OFF.
 - Front coils elevated for weight transfer.
 - Air cleaners tight and well cleaned.
 - Heater water controls ON.
 - Thermostats removed; radiators flushed.
 - All lubricants at top levels.
 - Wheel lugs or hubs tight; not stripped!
 - Loose junk removed from trunk and interior.
 - Premium fuel with ether or methanol added.
 - S.U. carburetors filled with heavy oil.
- NOTICE The above Part I items Should Not be applied to street use.

Part II For Fanatics Only:

- Wide rims and racing recaps or tires.
- Positive camber increased on front end.
- Interior trim removed. Bumpers removed.
- Oil cooler installed, with temperature gauge.
- Rod bearings loose; checked after each event.
- Negative camber increased on swing-axle rears.
- Traction rods and sway bars front and rear.
- Heavy duty adjustable shocks all 4 wheels.
- Windscreens reduced from stock size.
- Sport coils and metal ignition wires only.
- Timing advanced 10-12 degrees.
- Distributor springs removed; pig-tails shielded.
- Roll bars and cages installed.

NOTICE The above items in Part II Can Not be used for street.
(Unless you're nuts)

The preparation of any competition car should always include motor supports, transmission mounts and linkage, clutch attention, and proper torque readings on all serious bolts. The adjustments outlined can help your acceleration and cornering, but will be detrimental to street performance. Get out those tools and start tuning!

"GENE" ATKINSON



Do you ever take fright
in the night
At the sight of an old
Mk. I Sprite?
Though his eyes are
so large
When he's ready to charge
If you toss him a bone,
he won't bite.

VMSC Points for PUDDLEDOCK II
May 25, 1969

Place	Driver	Time	Car
SEDAN CLASS			
1	Wilt Greenwood	1:08.4	Saab
2	Hart Grundy	1:09.4	VW
3	John Chehaske	1:09.8	Saab
4	Mike Castleberry	1:10.5	Mustang
5	Peyton Carr	1:13.4	VW
SPORTS CLASS			
1	Brad Peaseley	1:03.7	Porsche
2	Bill Whitehead	1:05.3	Porsche
3	Miles Turner	1:06.7	MG Midget
4	John Bergeron	1:06.8	TR-4
5	Neale Dickenson	1:08.0	Porsche
6	Bob Purgason	1:09.2	TR-4 A
7	Chris Young	1:11.6	Sprite Smoker
8	Bob Kennedy	1:12.8	Corvette

TOP TEN IN OVERALL VMSC POINTS
EFFECTIVE 6/9/69

John Chehaske	7300
Hart Grundy	6200
Brad Peaseley	6150
Wilt Greenwood	5950
Bill Whitehead	5800
George Winfree	4900
Neale Dickenson	4100
Miles Turner	4100
Mike Castleberry	4000
Bob Purgason	3950

TOP TEN VMSC SPEED CHAMPIONSHIP
EFFECTIVE 6/9/69

Brad Peaseley	30
John Chehaske	27
John Bergeron	25
Wilt Greenwood	23
Mike Castleberry	22
Miles Turner	22
Neale Dickenson	19
Hart Grundy	19
Gene Atkinson	17
Bob Purgason	17
Dick Sanderson	17

TOP TEN VMSC UNEQUIPPED
RALLY CHAMPIONSHIP
EFFECTIVE 6/9/69

Neale Dickenson	36
Mike Castleberry	33
Frank Kaufman	33
Stuart Smith	33
Judy Dickenson	32
Miles Turner	28
Bill Whitehead	27
Len Wells	26
Maylon Pearmon	23
Stuart Allwoerden	22
Jackie Whitehead	22
Reggie Williams	22



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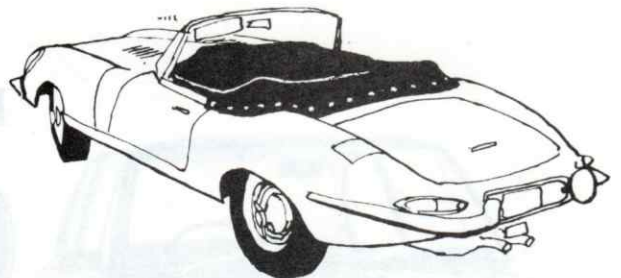
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RALLY SCHOOL---Brad Peaseley has volunteered to head up a Rally School which should be just what the Doctor ordered for you beginners who are reluctant to try your first rally, or especially for those of you who have tried one or two rallies and ended up lost in the wilds. In fact it should prove to be of interest to all but the most excellent of ralliests (Would all excellent ralliests please step forward so that we may identify you).

The RALLY SCHOOL will be open to all members and guests at \$1.50 each, and current plans call for the following:

1. Navigation by 2 watches and a Stevens by Wilt Greenwood
2. The use of a Curta Calculator--by Hart Grundy
3. Notes on Rally Driving Techniques
4. Seat of the Pants Method for the beginners
5. In addition to classroom instruction on navigation and course following, current plans are to include a practical drive-thru of a simulated rally course.

This event is scheduled for Sunday June 29, 1969--Time and further details to follow. Participants must pre-register on this form by Wednesday, June 26, 1969.

YES, I wish to pre-register for the VMSC RALLY SCHOOL-----

NAME: ----- PHONE-----

Guests Names ----- PHONE-----

----- PHONE-----

Return this form or call BRAD PEASELEY, 51 1/2 Cedarbrooke Lane 272-3675

VMSC CHARTER BUS TO WATKINS GLEN As previously announced in Checkpoints, we are hoping to charter a 37 passenger bus to leave Richmond on Friday evening July 11th and return to Richmond late Sunday night, July 13th. Price for the bus per person would be \$15 with \$3 being returned if the bus is filled. On Saturday will be the International Championship of Makes for Sports Prototypes, Sports, and Grand Touring Cars. On Sunday will be the SCCA Canadian-American Challenge Cup race. It is seldom that an enthusiast is able to see two great races in one weekend, and we hope to be able to get this trip off the ground. In order to do so though, we MUST have a sufficient number of participants to charter the bus.

If you are interested in taking the WATKINS GLEN TRIP, please hand in this form at the next meeting (Thursday June 19) or call Bill Dixon.

YES, I plan to take the WATKINS GLEN TRIP-----

NAME ----- PHONE-----

Guests Names ----- PHONE-----

----- PHONE-----

RETURN THIS FORM OR CALL Bill Dixon, 2408 ESSEX RD. 648-2450



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