



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME XV

NUMBER 12

DECEMBER, 1969

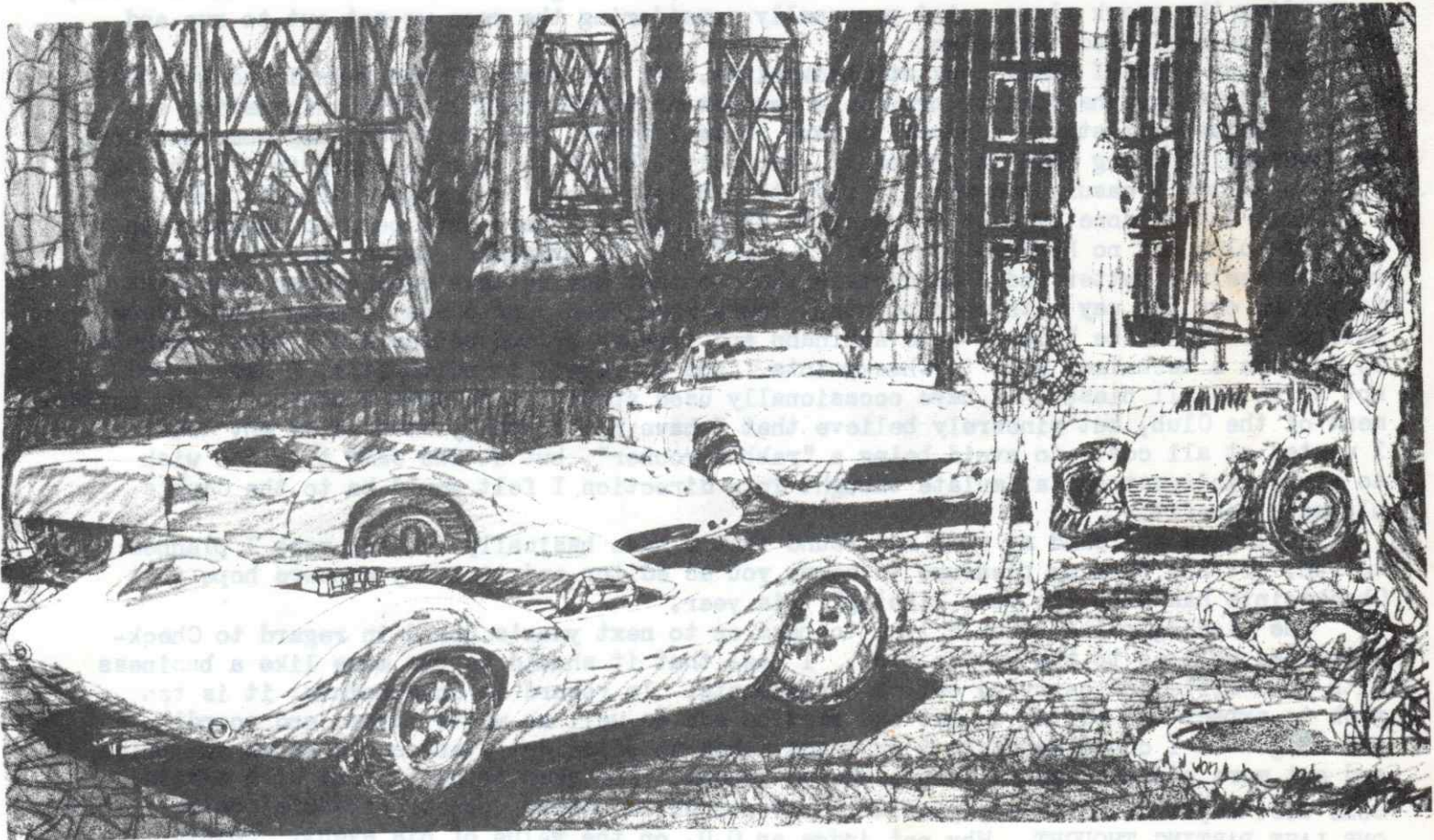
EVENTS CALENDAR

December 18, 1969 Regular VMSC Meeting. Thursday Nite, 8:00 P.M. Branch House Monument and Davis Avenue.

JANUARY 10, 1970 Fourteenth Annual Awards Banquet--See Flyer Attached

January 18, 1970 "DRIVERS RALLY MK II" O.D.'ed by Chuck and Kathleen Edwards
Straightforward TSD Rally with Open Controls. Tough course following--accurate odometer is a necessity. No navigational problems. Entry per car is \$4.00 members and \$6.00 for non-members. First car off at 1:00 pm at Ridge Shopping Center.

February 22, 1970 "Washington's Birthday Rally" by Brad Peaseley and Hart Grundy
Details will follow.



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

IN RETROSPECT:

I suppose it is natural when any event draws to a close, to look back "in retrospect" at what has transpired. So it is that as I put this last issue of CHECKPOINTS to sleep, I cannot help but look back at what has occurred since the first issue in January.

In that first issue it seemed at the time appropriate to compare the start of a new VMSC year to the start of a race. I suppose therefore that it might be appropriate to compare the close of 1969 with the finish of that race.

It first comes to mind that at the end of any event there is the savoring of victory for those fortunate and skilled enough to be victors. Indeed in this issue you will find details of our coming awards banquet, significant as the "Flag Lap" for our year long points race.

There is one characteristic observed by all racers though, be they winners or losers. That is what we might call taking stock of oneself and ones mount. To consider our personal performance as a driver and to look over our steed for signs that might indicate areas of improvement. Observing tire wear, brake wear, the high rev limit of the telltale tach, or reading the spark plugs. And personally considering the race we set out to run and how well we fulfilled that plan.

In that light I shall look at Checkpoints. At the start of the year I had two basic goals. First was the goal to provide a newsletter which would be both informative and within limits--artistic. I hoped to have it well typed, well laid out, and somewhat more professional looking than in the past. Secondly I hoped to stop Checkpoints from being a drain on the treasury and make it pay its own way if not even make a slight profit.

Well I have done my best to stick to those goals. There have been no handwritten rally results and no handwritten ads. I hoped that by providing better ads they would sell themselves better and I am certain that to that end we have come closer than ever to paying our own way with checkpoints. There have been 5 or 6 ads in most every issue this year. With the help of Gene Atkinson and through my own editorials I have attempted to provide a technical side to Checkpoints. And in regard to editorials, I have hoped not to be at all biased. I have occasionally used specifics to make a point for the betterment of the Club, but sincerely believe that I have not actually stepped on any toes. I wanted at all costs to avoid being a "rabble rouser", but at the same time did wish to arouse interest and stimulate thought in a direction I felt would be to the Club's ultimate benefit.

So I have searched my soul and found that I have basically run the race I planned to run. It has been my pleasure to serve you as editor and it is my sincere hope that Checkpoints has been "to your liking" this year.

One closing point I would like to pass on to next year's Board in regard to Checkpoints as well as to the entire club. I feel that it should be run more like a business with more efficient carrying out of assignments. In regard to Checkpoints, it is too much to expect the editor to get and service ads as well as write, type, and coordinate printing. If I could maintain 5 or 6 ads, then an efficient staff could raise the price and get more ads and easily triple the ad income. The same thing is true with events. Some O.D.'s put on extremely profitable events while others sponsor financial catastrophes. ONE LAST PARTING THOUGHT. Why not judge an O.D. on the value of his event? Points would differ from very few for a poor event to very many for an excellent event.

STRAIGHTFORWARD TSD RALLY
November 21, 1969

DRIVER	NAVIGATOR	Place Overall	Class	Total Error
Bill Whitehead	Hart Grundy	1	E	-219
Nancy Winfree	George Winfree	2	E	615
Wilt Greenwood	Barbara White	3	E	1476
Judy Dickinson	Neale Dickinson	4	U	2052
Joanne Purgason	Bob Purgason	5	E	2157
Bill Jackameit	Bonnie Jackameit	6	U	2307
Bob Freeman	Chris Young	7	E	2454
H. E. Batcheller	Jay Dorsk	8	U	2484
John Chehaske	Kathie Hammer	9	E	3092
Bill Britton	Lewis Parsley	10	U	3312
John Ward	---- ? ----	11	U	4292
Len Wells	Toni Wells	12	U	6031
Dick Gentry	Judy Gentry	13	U	6600
Chuck Edwards	Kathleen Edwards	14	E	7200

NOMINATIONS FOR VMSC OFFICERS 1970

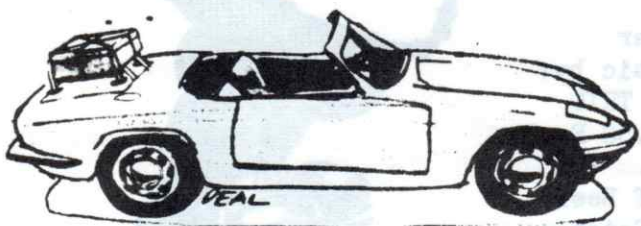
Assistant Secretary	Lisa Rose
Secretary	Nancy Winfree
Treasurer	John Chehaske
Second Vice President	Miles Turner
Executive Vice President	Brad Peaseley
President	George Winfree

TURNER BODY SHOP

3 West Belt Blvd
233-0285

"SPECIALIZING IN THE MOTORIST

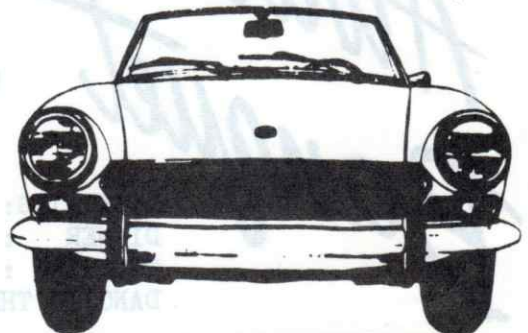
WHO IS HARD TO PLEASE."



Fiat 124 Sport Spider

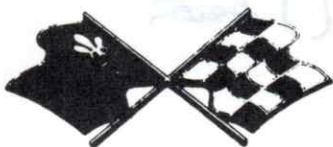
The 124 Spider carries the proud crest of its designer, Pininfarina. Fiat has combined race circuit body styling with advanced high performance engineering, crisp no-frill coachwork with super interior fittings to make this the newest new car of any year.

Fast rate of acceleration, top speed and power reserve flow from a high performance engine equipped with dual overhead cams. Fiat is one of the first manufacturers to employ a cogged timing belt driving two camshafts to operate engine valves, increasing horsepower and getting 6-cylinder smoothness from a high-performance 4-cylinder engine.



MOOERS MOTOR CAR CO., INC.
1114 N. BOULEVARD DIAL EL 5-2873

Chevelle



Corvette

EMRICK CHEVROLET

1801 CHAMBERLAYNE AVE

PHONE: 648-9051

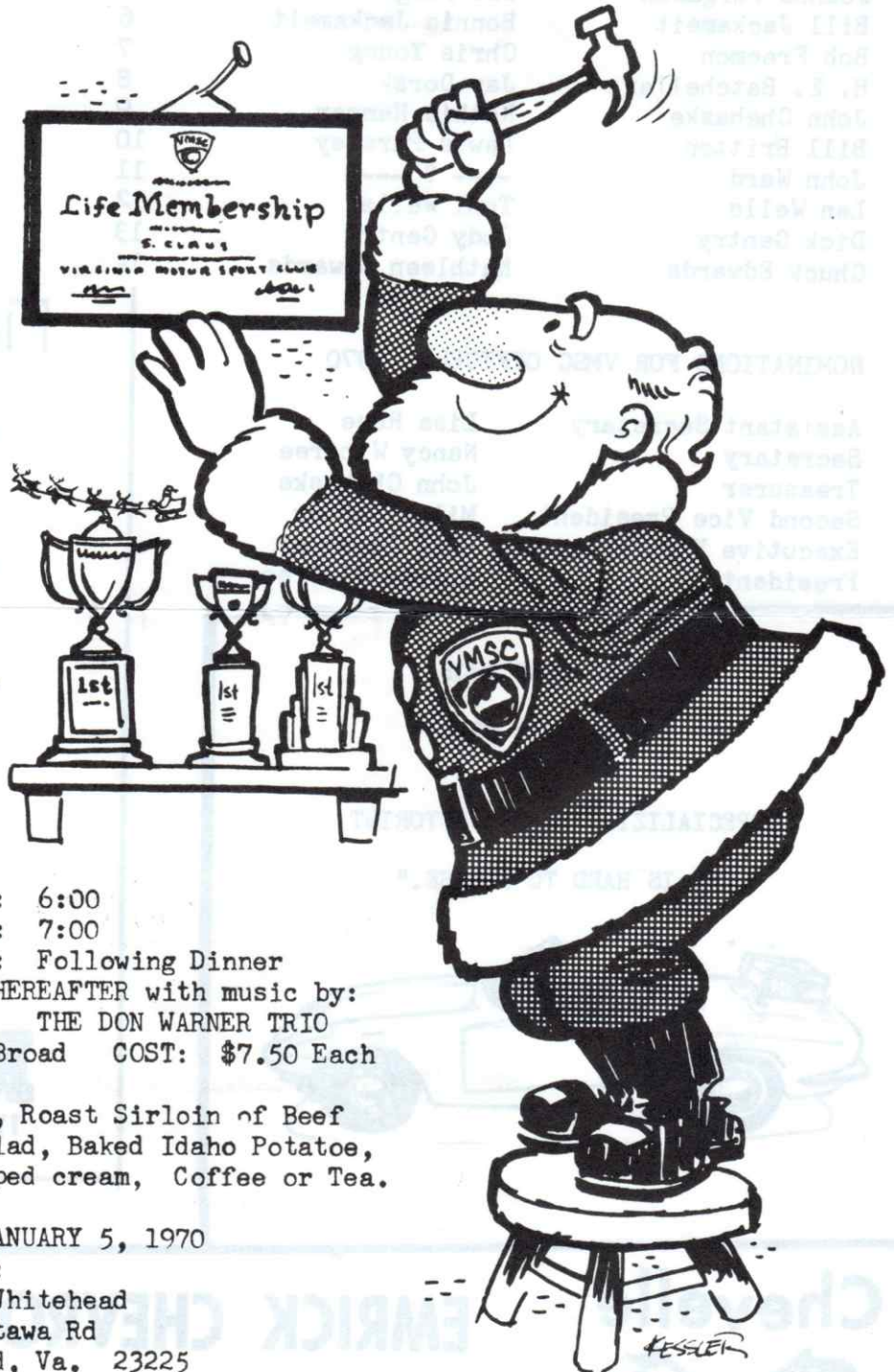
SS
396

Camaro

Z/28



14th Annual Awards Banquet



COCKTAILS: 6:00
DINNER : 7:00
TROPHIES : Following Dinner
DANCING THEREAFTER with music by:
THE DON WARNER TRIO

HOLIDAY INN WEST at 3200 W. Broad COST: \$7.50 Each
BYOL

MENU: Chilled Tomatoe Juice, Roast Sirloin of Beef
Jardiniere, Tossed Salad, Baked Idaho Potatoe,
Fruit Tarts with whipped cream, Coffee or Tea.

RESERVATIONS MUST BE IN BY JANUARY 5, 1970

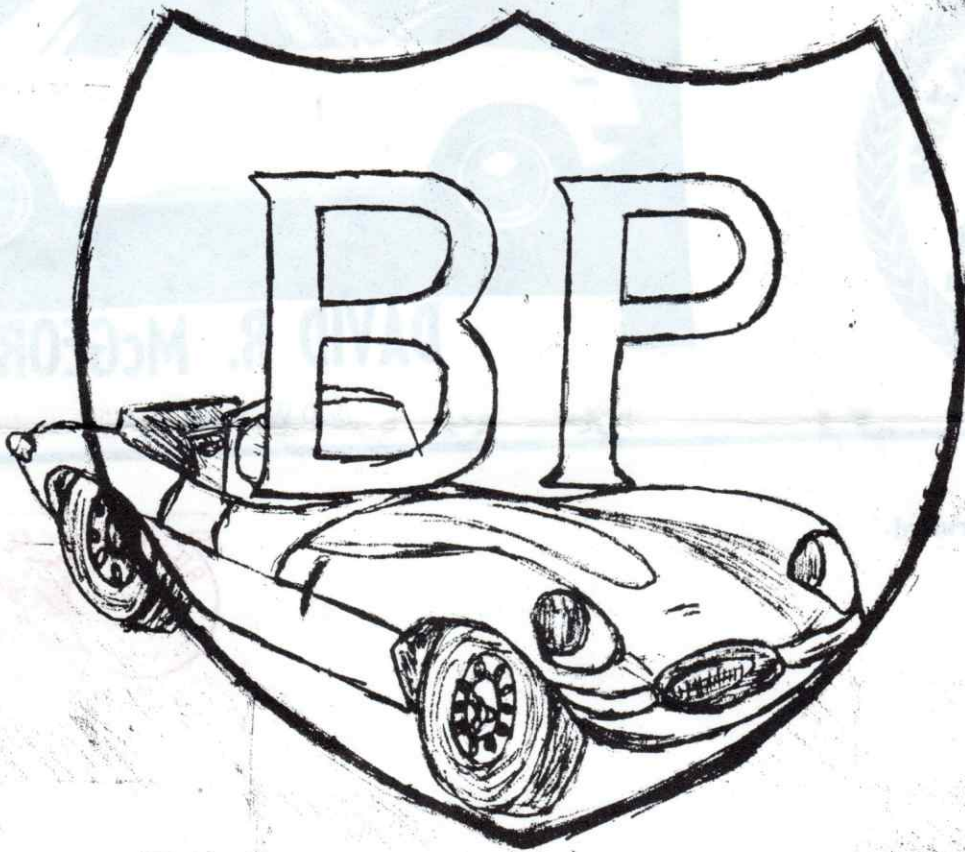
MAIL CHECKS TO:

Jackie Whitehead
3346 Ottawa Rd
Richmond, Va. 23225
272-1253

JAN 10, 1970

BELLEVUE AUTO SERVICE

4031 McARTHUR AVE.



DO YOU KNOW THIS 1958 CAR? FREE OIL CHANGE OR
\$350 TOWARD A CHANGE TO DTR FOR FIRST CORRECT
ANSWER. NEW CAR NEXT MONTH.

Bavarian Motor Works



The Sportsman's Car

BOULEVARD IMPORT SERVICE, INC.

• Complete Foreign Car Service •

1010 NORTH BOULEVARD • RICHMOND, VIRGINIA 23230

PHONE 353-6666



DAVID R. McGEORGE

520 W. Broad Mill Rd

Postmaster, Do Not Forward
Return to:
4814 Stuart Avenue
Richmond, Va. 23226



MR JOHN T CHEHASKE
7504 WOODLEY RD
RICHMOND VA 23229