



Checkpoints

VIRGINIA MOTOR SPORT CLUB

VOLUME 16

NUMBER 6

JUNE, 1970

COMING EVENTS

June 14 (Sunday) - VMSC (Richmond)... "Out to Lunch..... Rallyeing" annual picnic rally OD'ed by Chris Young and Hank McIntyre. Chris and Hank are returning to the old format of a not-too-difficult TSD rally of around 100 miles, followed by a leisurely afternoon of swimming and drinking. The event will start from the Azalea-Brook Hill Shopping Center, with registration at 8:00 AM and first car off at 9:01, and will cost \$3.00 for members of any club and \$4.50 for mavericks. Chris won't reveal the location of the finish, except to say that it will be at a private beach of some nature. Beer will be available at 25¢ per can, but you must bring your own food. See you there.

June 18 (Thursday) - VMSC (Richmond)... Regular meeting at the Branch House, Monument and Davis Avenues, at 8:00 PM, followed by a modified TSD rally, "A Shot in the Dark", of less than 50 miles and OD'ed by Miles Turner. Miles says his original intention was to make this a good rally for beginners. \$2.00/\$3.00.

June 21 (Sunday) - WRC (Washington)... "Catoctin Tour" Championship Rally. Starts at the Gaithersburg Square Shopping Center, Gaithersburg Maryland, at 8:01 DST. Entry fee is \$5.00. Straightforward TSD, tough rally of approximately 200 miles. Entry blank available from the editors. Should be excellent.

June 26 through June 28 (Friday at 6:00 PM through Sunday Night) - (Richmond)... The Virginia International Auto Show at the Arena. Irvin Sanderson, manager of Boulevard Import Service and long-time VMSC member, is co-promoter along with Wayne Davis. Irv promises a display of almost everything automotive, including the Baja-winning SAAB, off-road vehicles, dragsters, and samples of the new domestic cars and imports. VMSC will have a display, centering around rallying and autocrossing, which will need workers. Your help and support will be appreciated by both the show and the club.

July 16 (Thursday) - VMSC (Richmond)... Regular meeting at the Branch House, Monument and Davis Avenues, at 8:00 PM, followed by a short night rally OD'ed by Wayne Myers and Bill Lyell. More details next issue.

July 26 (Sunday) - VMSC (Richmond)... Annual Field Trials (tentative date) OD'ed by Bill Dixon (tentative OD). More next month.

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No editorial as such this month; rather an area sports car news report. "Area" because, while there have been no VMSC events since the last issue, a number of VMSC members have been active around the countryside in other clubs' events and in sports car activities in general. So.....

Item - CCC 8-Hour Rally. Yes, we will editorialize a little after all, damn it. For the one big event a year that CCC comes up with, I feel that more than three VMSC cars should have shown. If you thought about it but didn't come, you missed a good one. Bookie Westbrook and Ray Farr put on the best club rally we have ever run south of Richmond, bar none. See Bill Jackameit's story in the June 5th STOPWATCHER for further collaboration. The three cars that did go did pretty well, taking best team, 1st Equipped and 3rd Unequipped trophies and finishing 1st (Greenwood/Greenwood), 9th (Purgason/Purgason) and 12th (Gentry/Taylor) overall.

Item - Brad Peaseley is still negotiating with Col. Rembold for the use of VIR for a hillclimb. Some final decision should be made before the June meeting.

Item - Pungo VI. Thirteen cars from VMSC went down, four trophied, two exploded. Bringing back silver were John Chehaske, Fred Rose, Brad Peaseley and Maylon Pearman. Casualties were Bill Whitehead, who sheared the bolts holding his ring gear to the differential housing, and Reggie Williams, who developed a strange engine noise. Neither could run the event, but Reggie managed to drive home after discovering a side electrode on one of his plugs bent down against the center and replacing that plug. You tell me why that would produce a sound like a collapsed lifter.

Whitehead was gotten home by the combined efforts of half the world. As soon as he broke it Sunday morning, he was offered the help of Phil McElveen and John Gleason. Phil and John, with a little assistance from us and a number of other helpful folks, partially pulled an axle and localized the trouble to some extent. Whitehead then decided to tow it home, over the protests of said McElveen and Gleason, who were perfectly prepared to fashion a ring gear out of silly putty and file down new bolts from bar stock. This is not the first time these two characters have helped us out, and it probably won't be the last. If VMSC had a Hampton Nice Guy of the Year Award, they'd have to split it.

There are some nice guys (and gals) in Richmond, too. Fred Rose came up with a Dune Buggy tow bar which fit the Porsche with minor modifications to the car (i.e., the removal of the front bumper and the bending of the braces 90 degrees with an 8-foot pipe), and Roy and Pat Small, who just came down Sunday to watch, were pressed into service as a tow truck. That is, Roy's pickup was used as a tow truck; neither Roy nor Pat resembles a truck in any way. We were not able to use Roy's original-equipment ball, but he was drilled and fitted for three, and another gentleman from Hampton whose name we didn't get offered us one of his smaller ones. This worked, and we were spared having to leave Dickie Sanderson's bike trailer in Virginia Beach so we could tow the Porsche with Fred Rose's Volvo. Fred's ball size is correct, although there is some doubt about positioning. Anyone who understands all this is requested to come over and explain it to the editors, who are not sure whether or not they returned, or, if so, in what.

As to the event itself, the traditional good things and the traditional weaker points were both in evidence. The course was different this year, even faster, and an absolute blast. Timing was accurate and the officials did a good job of keeping the cars moving. The only sour note was the classing system, manifestly unfair to street machines to begin with, and butchered even further during the course of the event, many cars being finally classed after they had run. This seems to be not so much an error as a philosophy, and the way to beat it is to go down with the idea of beating your last year's time or your fellow club members or Alfie Zurd in the Elva Hasenpfeffer, and forget about silver. Nothing so trivial as a less than ideal class system should be allowed to mar your enjoyment of one of the greatest speed events on the East Coast.

Item - Your editorial team went up to the May meeting of the Washington Rally Club as invited guests, the male half to speak on rallying as it is practiced in Richmond. Reason from WRC end: "Jesus, are we hard up for a program". Reason from VMSC end: "Maybe some of them will come down to more events and I can talk up the Rebel Yell a little". End result: said male editor made the usual ass of himself, but we ate well and drank lots of beer at the expense of WRC. If VMSC really wants them to come down, there's no better way to get them than to run their event on the 21st of June and take home all the silver. Subitem - Ed Mason performs the same function at their meetings as Brad Peaseley does at ours.

Item - The 1970 Virginia Reel. We enjoyed it. See Brad's article next in this issue for a more complete report. Said article is remarkably objective considering the lamentations that were heard to issue from the Grundy/Peaseley team at the end of Saturday's run. Most were profane and self-castigatory.

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STOPWATCHER

VIRGINIA REEL - 1970

For the benefit of those who don't already know it, The Virginia Reel is both a dance and the Washington D.C. Region, SCCA, National Rally, and the object of this report is the rally.

This year the event was rallymastered by Mark Miner of Kensington, Maryland. Mark and his other half, Brooke, have been regular participants in VMSC rallies for the past two or three years, and are well known to most of you.

The 1970 Reel was held May 15 and 16, was headquartered in Front Royal, Virginia, ran about 270 miles on the 15th and 170 miles on the 16th, and in the opinion of many was just about the best rally ever. It was clean but tough, fast and full of traps to catch the unwary. Hart and I know all of the traps because we fell into all but one, and the way they were set up, each one cost about 120 points. As a matter of fact, we even fell into some traps that were NOT traps.

It differed from VMSC rallies in many ways. We state that each numbered instruction requires a change in route, whereas the numbered instructions in the Reel covered anything from signs to landmarks, speed changes to route changes, and little bits of information such as "You are approximately 50' above the next clue". In addition to the numbered instructions they had Special Rules which took priority over numbered instructions, and there were just a few cars out of 74 that did not blow at least one.

Without going into all the details of who did and did not do what, we will say that Andy Deming and Art Pickard won the 1970 Reel. Both Andy and Art are former Reel rallymasters, and they ran our February 22 VMSC GW's B Rally in the blue Mercedes. The Wagners, Doc and Rita, were 5th; the Masons, Ed and Ethel, were 9th; the Greenwoods, Wilto and Barbara, were 11th; Hart and I were 16th; and Bob Purgason and Chuck Edwards were 31st.

Even with all the trials and tribulations, bonehead mistakes, complete exasperation, frustration and downright stupidity on the part of the undersigned, it was a terrific event. Mark and his co-workers are to be congratulated on a well-planned, well-organized, well-run rally.

Although the quality of rallies varies, the quality of the Virginia Reel stays high, and I believe that anyone reading this who enjoys the sport of rallying should consider participating in the 1971 Virginia Reel. Over the past four Reels Wilto and Barbara, Bill Whitehead, Dick Hatch, Bill Dixon, Chuck Edwards, John Ruble, Bob Purgason, George and Nancy Winfree, Hart Grundy and I have participated, and any of us will be glad to talk about it.

Brad Peaseley

WELCOME NEW MEMBERS!

B. Douglas Taylor, Jr.
104 El Dorado Drive
Richmond, Va. 23229
282-6894

Mr. and Mrs. Patrick C. Kelly
10000 Midlothian Pike Box 38
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272-8972

Mr. and Mrs. R. David McCall
3910 Stuart Avenue
Richmond, Va. 23221
353-7184

James T. Stansbury
29 Rockgarden Lane
Richmond, Va. 23228
643-0503 (Bus. phone)

POINT STANDINGS AS OF JUNE 1, 1970

TOP TWENTY OVERALL

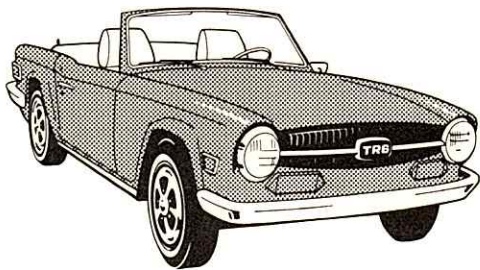
| | |
|------------------------|------|
| 1. Brad Peaseley | 5450 |
| 2. George Winfree | 4450 |
| 3. John Chehaske | 4350 |
| 4. Miles Turner | 4250 |
| 5. Wiltshire Greenwood | 4100 |
| 6. Bill Whitehead | 4050 |
| 7. Hart Grundy | 3700 |
| 8. Chuck Edwards | 3250 |
| 9. Bill Lyell | 3200 |
| 10. Kathleen Edwards | 3150 |
| 11. Bob Purgason | 3100 |
| 12. Kathy Hammer | 3050 |
| 13. Barbara Greenwood | 3000 |
| 14. Dan Myers | 2900 |
| 15. Bruce James | 2700 |
| Joanna Purgason | 2700 |
| 17. Nancy Winfree | 2550 |
| 18. Maylon Pearman | 2300 |
| 19. Dick Hatch | 2200 |
| 20. Judy Dickinson | 2150 |
| Jackie Whitehead | 2150 |

TOP TEN EQUIPPED

| | |
|------------------------|------|
| 1. Hart Grundy | 3600 |
| Brad Peaseley | 3600 |
| 3. John Chehaske | 3100 |
| 4. Bill Whitehead | 3000 |
| 5. Dick Hatch | 2800 |
| 6. George Winfree | 2700 |
| 7. Wiltshire Greenwood | 2500 |
| 8. Kathy Hammer | 2400 |
| Bob Purgason | 2400 |
| 10. Nancy Winfree | 2300 |

TOP TEN UNEQUIPPED

| | |
|----------------------|------|
| 1. Miles Turner | 3100 |
| 2. Toni Wells | 2600 |
| Nancy Witschey | 2600 |
| Walt Witschey | 2600 |
| 5. Bruce James | 2500 |
| 6. Len Wells | 2200 |
| 7. Bill Lyell | 2100 |
| Dan Myers | 2100 |
| 9. Harriet James | 2000 |
| 10. Mike Castleberry | 1800 |



DAVID R. McGEORGE

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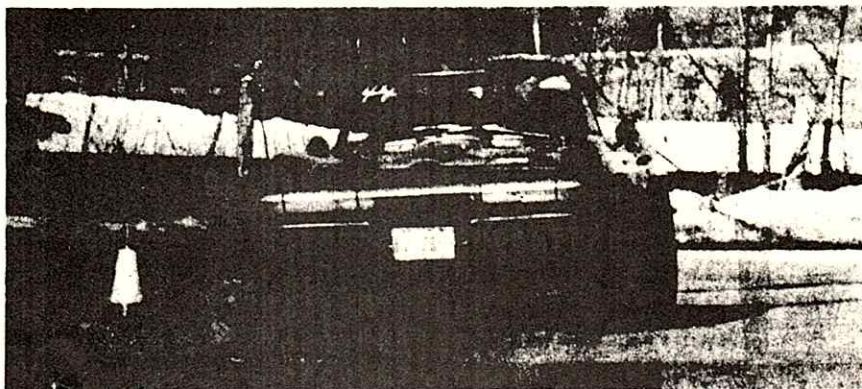
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Come in and see.

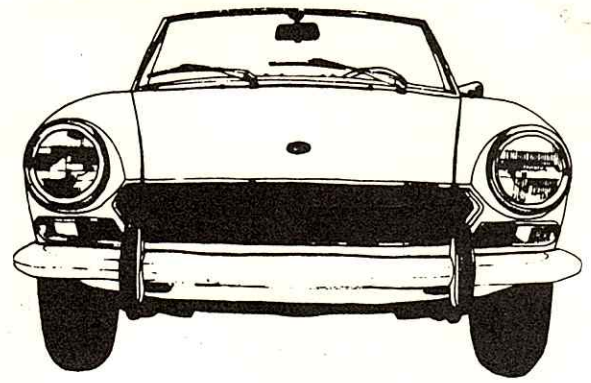
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Fiat 124 Sport Spider

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.

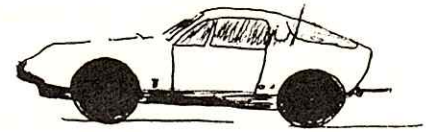
Fast rate of acceleration, top speed and power reserve flow from a high performance engine equipped with dual overhead cams. Fiat is one of the first manufacturers to employ a cogged timing belt driving two camshafts to operate engine valves, increasing horsepower and getting 6-cylinder smoothness from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



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